



Bridges and Tunnels

Bridges and Tunnels Committee Meeting

May 2014

Committee Members

A. Cappelli, Chair
F. Ferrer, MTA Vice Chairman
A. Albert
J. Banks
N. Brown
J. Kay
M. Lebow
M. Page
M. Pally



MEETING AGENDA

MTA BRIDGES AND TUNNELS COMMITTEE

May 19, 2014 – 12:00 p.m.

347 Madison Avenue
Fifth Floor Board Room
New York, NY

AGENDA ITEMS

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| First Quarter 2014 | |
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| 9. HENRY HUDSON ALL-ELECTRONIC TOLLING (AET) (PRESENTATION AT MEETING) | |
| 10. ENVIRONMENTAL DETERMINATION -- AET AND ORT TOLL COLLECTION AT THE HENRY HUDSON BRIDGE | 67 |
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| First Quarter 2014 | (PRESENTATION AT MEETING) |

Date of next meeting: Monday, June 23, 2014 at 12:00 p.m.



Bridges and Tunnels

Minutes of Committee Meeting April 2014

**MONTHLY MEETING OF
TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE**

April 28, 2014

12:00 p.m.

In attendance were the Honorable:

Allen P. Cappelli, Chairman
Fernando Ferrer, MTA Vice Chairman
Andrew Albert
Mark D. Lebow
Mark Page
Mitchell H. Pally

Also in attendance:
Robert C. Bickford

James Ferrara, President
James Elkin, Controller
James Fortunato, Executive Vice President and Chief of Operations
Sharon Gallo-Kotcher, Vice President Administration
Joseph Keane, Vice President and Chief Engineer
Anthony Koestler, Chief Procurement Officer, Service Unit & Special Projects
Gavin Masterson, Chief Procurement Officer, Capital & Major Maintenance
Patrick J. Parisi, Vice President Operations
Andrew Petrovich, Chief Health and Safety Officer
Donald Spero, Chief Financial Officer
M. Margaret Terry, Senior Vice President and General Counsel

**MONTHLY MEETING OF
TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE**

April 28, 2014

Minutes of TBTA Committee held April 28, 2014 at 12:00 p.m. A list of those in attendance is attached.

Public Speakers

There were no public speakers.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on March 24, 2014 were approved.

Committee Work Plan

Mr. Ferrara stated that there are no changes to the Committee Work Plan. He also stated that the posting of the rebates for Staten Island resident customers has been finalized and that rebates for commercial vehicles should be completed sometime early in the Summer.

Report on Operations

With regard to the Report on Operations for February 2014, Mr. Fortunato stated that there were 18.7 million crossings, which is 1.1 million vehicles fewer than the vehicles crossing in February 2013. Snow accumulation reached 27.8 inches compared to 13.1 inches in February 2013. Rainfall was higher at 4.9 inches in February 2014 versus 3.8 inches in February 2013. E-ZPass volume decreased in February 2014 by 5.7%, while crossings using cash and other payment methods declined by 14.7% for the month. Passenger car travel was down 5.8% and other vehicle travel was down 4.2% from February 2013. Finally, Mr. Fortunato stated that preliminary traffic figures for March 2014 are approximately 23.4 million, which is about the same as last year.

Safety Report

With regard to the Report on Safety, Mr. Petrovich referred the Committee to the graphs and charts on pages 25 and 26 of the Committee Book that represent the Five Year Summary of Customer Collisions and Injuries and the Five Year Summary of Employee Accident Reports and Lost Time Injuries through February 2014. There were no questions from the Committee Members.

E-ZPass

With regard to the E-ZPass Performance Report for February 2014, Mr. Spero stated that the E-ZPass market share was 84.6% or 1.6% higher than the prior February. Approximately 12,000 E-ZPass accounts were opened in February, including more than 4,900 E-ZPass On-The-Go accounts, which is 41% of the total number of accounts opened for the month. Since the On-The-Go program began, approximately 310,000 tags have been sold in the lanes. Commissioner Albert asked about the collection rate at the Henry Hudson Bridge. Mr. Spero stated that an update would be given to the Committee at the next meeting.

Finance

Mr. Spero stated that through February 2014, toll revenue was approximately 8.1 million or 3.4% lower than plan because of a decrease in traffic due to severe weather in January and February.

Total expenses through February were about \$7.4 million or 10.5% better than plan. Non-labor spending totaled approximately \$24.3 million, which was \$3.0 million or 10.8% lower than plan. Labor expenses were about \$39 million, which was \$4.4 million or 10.4% better than plan due primarily to lower payroll expenses as a result of vacancies. Overtime was approximately \$167,000 or 3.8% below budget. Total support to mass transit through February was over \$134 million, which was \$6.5 million or 5.1% better than plan.

2013 Year-End Report

Mr. Spero stated that 2013 year-end toll revenue was \$1.645 million, which is \$16.4 million or 1% above the final estimate due primarily to mild weather in October and November. Total expenses were \$425 million or \$24 million below the final estimate. Non-labor expenses were \$189 million, which was \$16.7 million or 8.1% lower than plan. Labor expenses were approximately \$235.8 million, which was \$7.8 million or 3.2% lower than the final estimate primarily due to lower payroll expenses from vacancies. Overtime was down by \$2.2 million or 10.4% against the final estimate. Total support to mass transit was over \$1 billion, nearly \$36.7 million above the final estimate.

Capital Program

With regard to the Capital Program Status Report, Mr. Keane stated that in March 2014, there were 15 commitments made with a total value of \$7.1 million. Year-to-date, 29 commitments have been made with a total value of \$22.0 million against a plan for 19 commitments with a total value of \$20.8 million. Through March, there were no completions planned or made and there were five (5) task level closeouts, which totaled \$5.7 million. Finally, Mr. Keane stated that there were no completion date changes for remaining projects.

Procurements

Mr. Masterson stated that there are two (2) procurements totaling \$1.975 million.

Non-Competitive Procurements

Mr. Masterson stated that there are no non-competitive procurements.

Competitive Procurements

Mr. Masterson stated that there are two (2) competitive procurements totaling \$1.975 million as follows:

- Modification of a personal service contract to increase funding for additional needed design and construction support services for the Integrated Electronic Security System at the Throgs Neck Bridge in the amount of \$524,973.23.
- Modification of an All Agency miscellaneous procurement contract for fuel deliveries, adding funds to address the increased costs of fuel, in the amount of \$1.450 million.

**Modifications to Personal Service Contracts and Miscellaneous Service
Contracts Awarded as Contracts for Services**

| | | |
|--------------------------|---|--------------|
| Ross and Baruzzini, Inc. | Contract No. PSC-10-2887 | \$524,973.23 |
| | Extend the design of the electronic security system at the Throgs Neck Bridge from the suspended spans to the approach spans, perform additional work and increase funding for construction support services. | |

Modifications to Miscellaneous Procurement Contracts

| | | |
|----------------------------------|--|----------------|
| Sprague Operating Resources, LLC | Contract No. 101074 | \$1,450,000.00 |
| | Additional funding required to cover increased vehicle fuel costs. | |

Upon a motion duly made and seconded, the Committee approved and moved to the Board the competitive procurements.

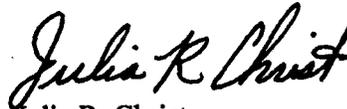
Ratifications

Mr. Masterson stated that there are no ratifications.

Adjournment

There being no further business before the Committee, the meeting adjourned.

Respectfully submitted,



Julia R. Christ
Acting Assistant Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

| <u>TOPIC</u> | <u>Responsibility</u> |
|---------------------------------------|--|
| Approval of Minutes | Committee Chair & Members |
| Committee Work Plan | Committee Chair & Members |
| Report on Operations/Safety | Revenue Management/ Health & Safety |
| Financial Report | Controller/Planning & Budget |
| E-ZPass Performance Report | Revenue Management |
| Capital Program Project Status Report | Engineering/Planning & Budget |
| Procurements | Procurement & Materials |
| Action Items (if any) | |

II. SPECIFIC AGENDA ITEMS

| <u>Month</u> | <u>Responsibility</u> |
|--|---|
| <u>June 2014</u> No items scheduled. | |
| <u>July 2014</u> Diversity Report – 2 nd Quarter 2014 | EEO |
| <u>August 2014</u> No meeting scheduled. | |
| <u>September 2014</u> Customer Environment Survey – 2nd Quarter 2014 2015 Preliminary Budget | Operations Planning & Budget |
| <u>October 2014</u> 2015 Preliminary Budget | Planning & Budget |
| <u>November 2014</u> Customer Environment Survey – 3rd Quarter 2014 2015 Preliminary Budget B&T Committee Charter – Review Diversity Report – 3 rd Quarter 2014 | Operations Planning & Budget MTA Board EEO |
| <u>December 2014</u> 2015 Proposed Committee Work Plan 2015 Proposed Final Budget | Committee Chair & Members Planning & Budget |

January 2015

Approval of 2015 Work Plan

Committee Chair & Members

February 2015

Preliminary Review of 2014 Operating Budget Results
2015 Adopted Budget/Financial Plan 2015-2018
2014 B&T Operating Surplus
Customer Environment Survey – 4th Quarter 2014

Planning & Budget
Planning & Budget
Controller
Operations

March 2015

Diversity Report – 4th Quarter 2014
Annual Procurement Contracts Report

EEO
Procurement & Materials/
Finance

April 2015

Final Review of 2014 Year-End Operating Results

Planning & Budget

May 2015

Customer Environment Survey – 1st Quarter 2015
Diversity Report – 1st Quarter 2015

Operations
EEO

BRIDGES & TUNNELS COMMITTEE WORK PLAN

Detailed Summary

I. RECURRING

Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

Report on Operations/Safety

Summary of B&T's major service indicators, which includes graphs and tables depicting total traffic for all facilities, manual traffic, and E-ZPass traffic volume for the most recent rolling 12 months compared to the previous year's rolling 12 months. Customer and employee safety indicators are included in various graphs and tables. The Report on Operations/Safety is reported on a two-month lag, except in the month of September, at which time it includes the statistics for June and July.

E-ZPass Performance Report

Summary presentation of the performance of E-ZPass, which includes various E-ZPass statistics, such as performance at all facilities, weekday and weekend performance by facility, interoperability statistics, and customer service statistics, in addition to graphs depicting E-ZPass market share, transactions from other agencies, tags issued, and the tag swap program. The E-ZPass Performance Report is provided on a two-month lag, except in the month of September, at which time it includes the June and July reports.

Financial Report

Summary presentation of the financial indicators for the month, which includes the Balance Sheet for the reported month, Accrual Statement of Operations for the month and year-to-date, variance analysis, traffic volume and ridership information, and headcount charts. The Financial Report is provided on a two-month lag, except in the month of September, at which time it includes the June and July reports.

Capital Program Project Status Report

Summary of the status of the current capital program, including commitments, completions, and closeouts, in addition to graphic presentations of the commitments and completions for the plan vs. actuals for the year. The Capital Program Project Status Report is provided on a one-month lag, except in the month of September, at which time it includes the July and August reports.

Procurements

List of procurement action items requiring Board approval. The non-competitive items are listed first, followed by competitive items, and then ratifications. The list will indicate items that require a 2/3 vote and a majority vote of the Board for approval. Procurements are for the current month; in the month of September, the August and September procurements are included.

Staff summary documents presented to the Board for approval for items affecting business standards and practices.

II. SPECIFIC AGENDA ITEMS

JUNE 2014

No items scheduled.

JULY 2014

Diversity Report – 2nd Quarter 2014

Review and discuss workforce analysis and activities as presented to the Board's Diversity Committee Quarterly meeting.

AUGUST 2014

No meeting scheduled.

SEPTEMBER 2014

Customer Environment Survey – 2nd Quarter 2014

Review and discuss key customer service areas: improve customer service and traffic mobility at all facilities; ensure the safety of customers traveling over the bridges and tunnels; and enhance the customer environment of bridge and tunnel facilities.

2015 Preliminary Budget

Agency will present highlights of the Preliminary Budget to the Committee. Public comment will be accepted on the 2015 Preliminary Budget.

OCTOBER 2014

2015 Preliminary Budget

Public comment will be accepted on the 2015 Preliminary Budget.

NOVEMBER 2014

Customer Environment Survey – 3rd Quarter 2014

Review and discuss key customer service areas: improve customer service and traffic mobility at all facilities; ensure the safety of customers traveling over the bridges and tunnels; and enhance the customer environment of bridge and tunnel facilities.

2015 Preliminary Budget

Public comment will be accepted on the 2015 Preliminary Budget.

B&T Committee Charter - Review

Review and assess the adequacy of the Charter annually.

Diversity Report – 3rd Quarter 2014

Review and discuss workforce analysis and activities as presented to the Board's Diversity Committee Quarterly meeting.

DECEMBER 2014

2015 Proposed Committee Work Plan

The Committee Chair will present a draft Bridges and Tunnels Committee Work Plan for 2015 that will address initiatives to be reported throughout the year.

2015 Proposed Final Budget

The Committee will recommend action to the Board.

JANUARY 2015

Approval of Work Plan for 2015

The committee will have already received a draft work plan for 2015 at the December 2014 meeting. The committee will be requested to approve the amended work plan for the year.

FEBRUARY 2015

Preliminary Review of 2014 Operating Budget Results

The agency will present a brief review of its 2014 Operating Budget results.

2015 Adopted Budget and February Financial Plan 2015-2018

The Agency will present its revised 2014 Adopted Budget and Financial Plan which will incorporate any changes made by the Board at the December 2014 meeting and any Agency technical adjustments.

2014 B&T Operating Surplus

The Committee will recommend action to the Board.

Customer Environment Survey – 4th Quarter 2014

Review and discuss key customer service areas: improve customer service and traffic mobility at all facilities; ensure the safety of customers traveling over the bridges and tunnels; and enhance the customer environment of bridge and tunnel facilities.

MARCH 2015

Diversity Report – 4th Quarter 2014

Review and discuss workforce analysis and activities as presented to the Board's Diversity Committee Quarterly meeting.

Annual Procurement Contracts Report

This report contains information on contracts awarded during the previous fiscal year and contracts open from the previous years as required by Section 2879 of the State Public Authorities Law.

APRIL 2015

Final Review of 2014 Year-End Operating Results

The customary review of prior year's budget results and their implications for current and future budget performance will be presented to the Committee. Each Agency will present for inclusion in the Agenda materials, and be prepared to answer questions, on a review of its experience. The MTA Budget Division will prepare an overall review also for inclusion in the materials that draws MTA-wide conclusions.

MAY 2015

Customer Environment Survey – 1st Quarter 2015

Review and discuss key customer service areas: improve customer service and traffic mobility at all facilities; ensure the safety of customers traveling over the bridges and tunnels; and enhance the customer environment of bridge and tunnel facilities.

Diversity Report – 1st Quarter 2015

Review and discuss workforce analysis and activities as presented to the Board's Diversity Committee Quarterly meeting.



Bridges and Tunnels

Report on Operations March 2014

MTA Bridges and Tunnels March 2014 Traffic Trends

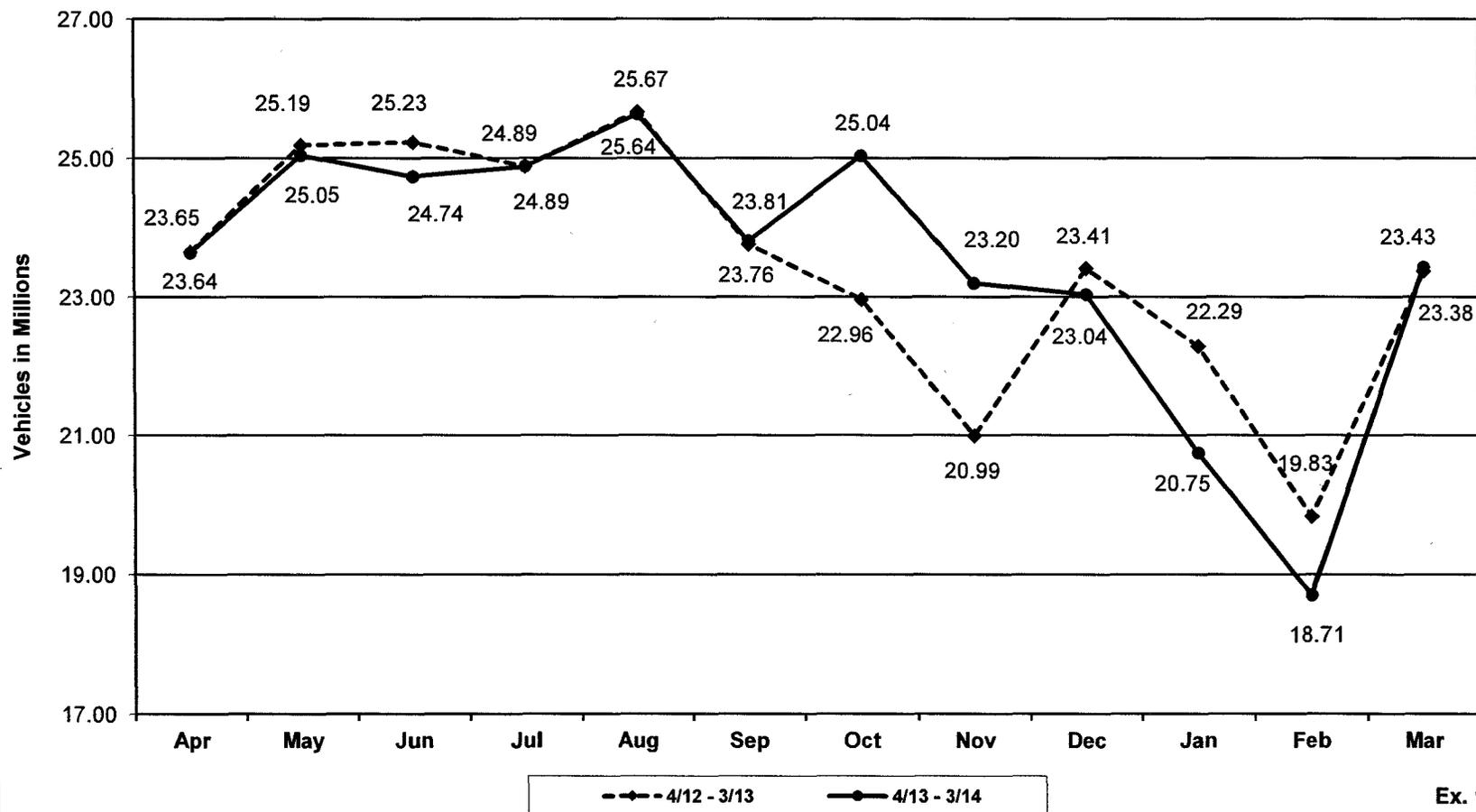
Summary

Traffic was slightly higher on a year-to-year basis, with 23.43 million crossings this month vs. 23.38 million crossings in March 2013 (Exhibit 1).

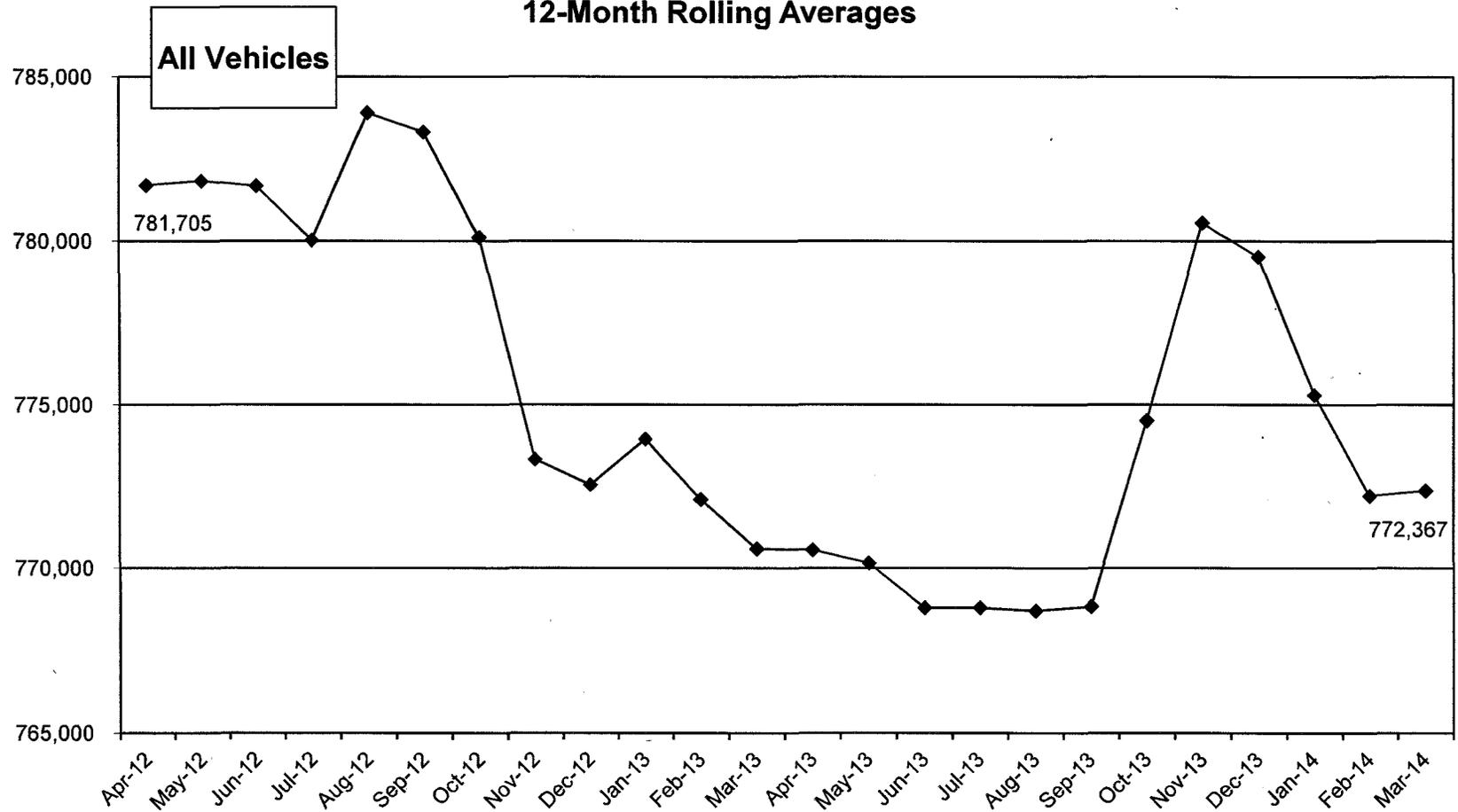
Snowfall was less than one-half of an inch this year compared to 6.1 inches last year. Rainfall was slightly higher at 3.7 inches vs. 2.4 inches in the prior year. Gas prices averaged \$3.70 per gallon this March, which was \$0.19 less than last year at this time.

E-ZPass volume increased in March by 1.9% compared to the same month in 2013, while crossings using cash and other payment methods declined 8.1% for the month (Exhibit 7). Passenger car travel was up 0.1% and other vehicle travel was up 2.5% from March of 2013 (Exhibit 8).

**MTA Bridges and Tunnels
Traffic Volume - All Facilities
Two Years Ending March 2014**



**MTA Bridges and Tunnels
Average Daily Traffic: April 2012 - March 2013
12-Month Rolling Averages**

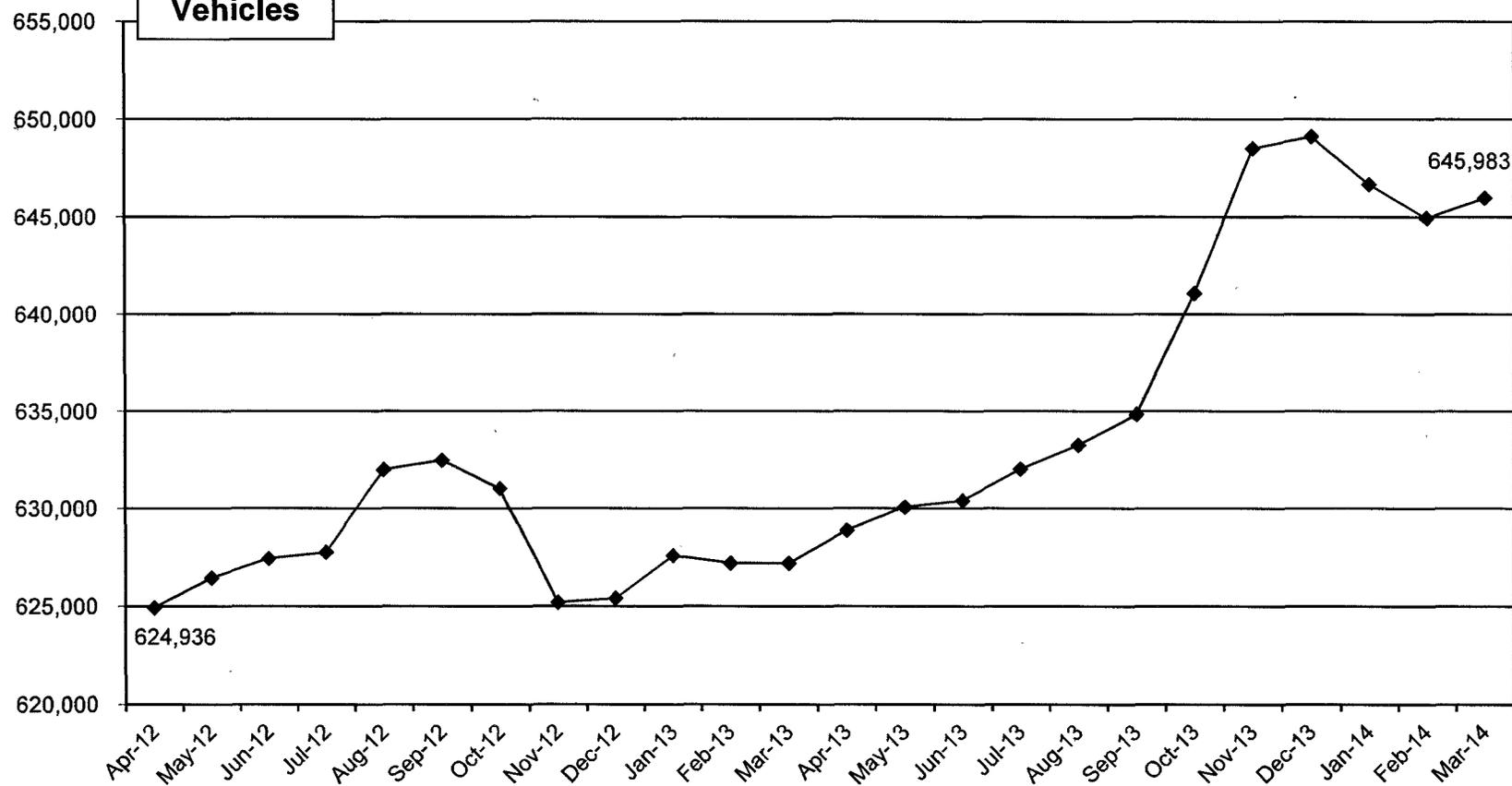


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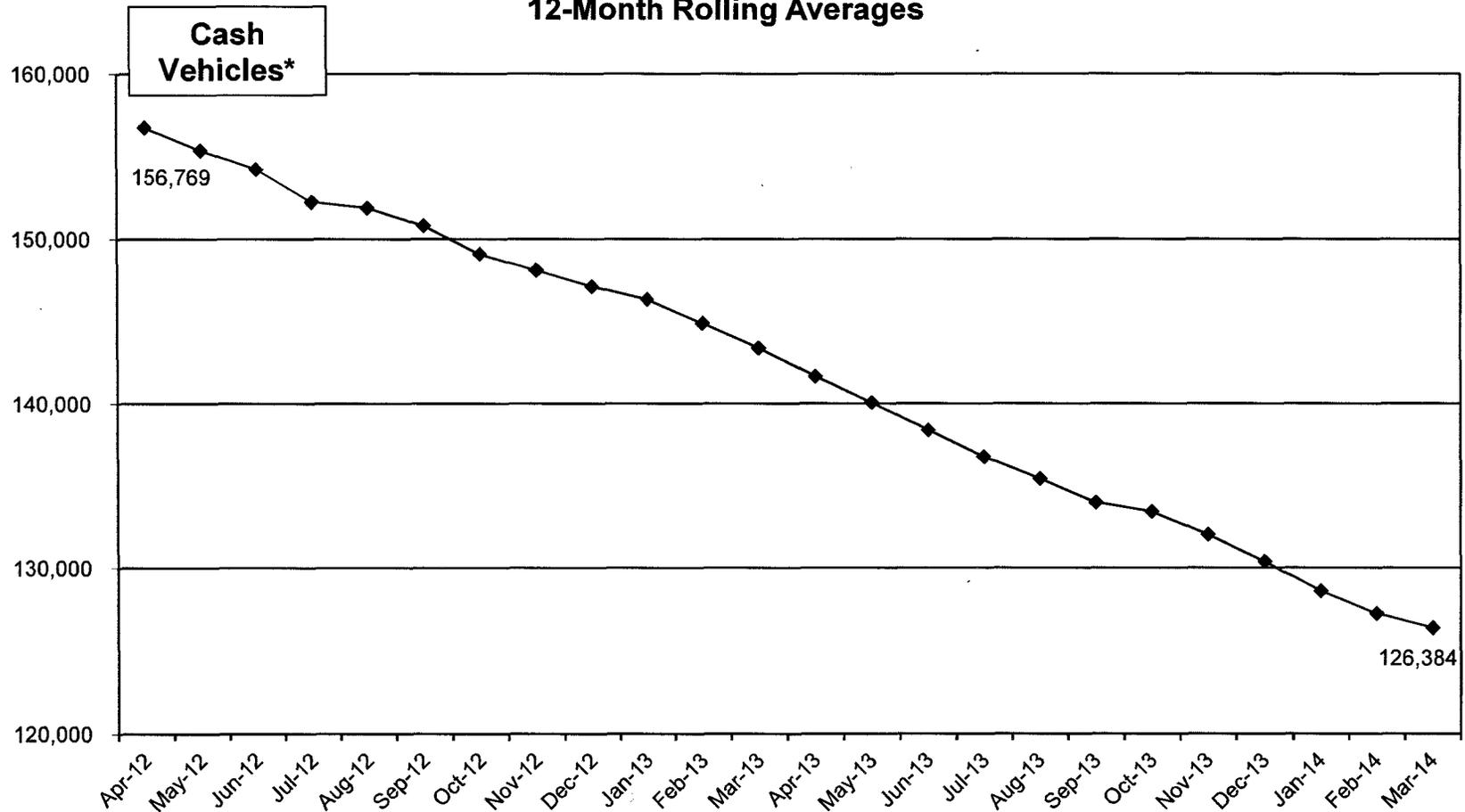
Ex. 2

**MTA Bridges and Tunnels
Average Daily Traffic: April 2012 - March 2014
12-Month Rolling Averages**

**E-ZPass
Vehicles**



**MTA Bridges and Tunnels
Average Daily Traffic: April 2012 - March 2014
12-Month Rolling Averages**

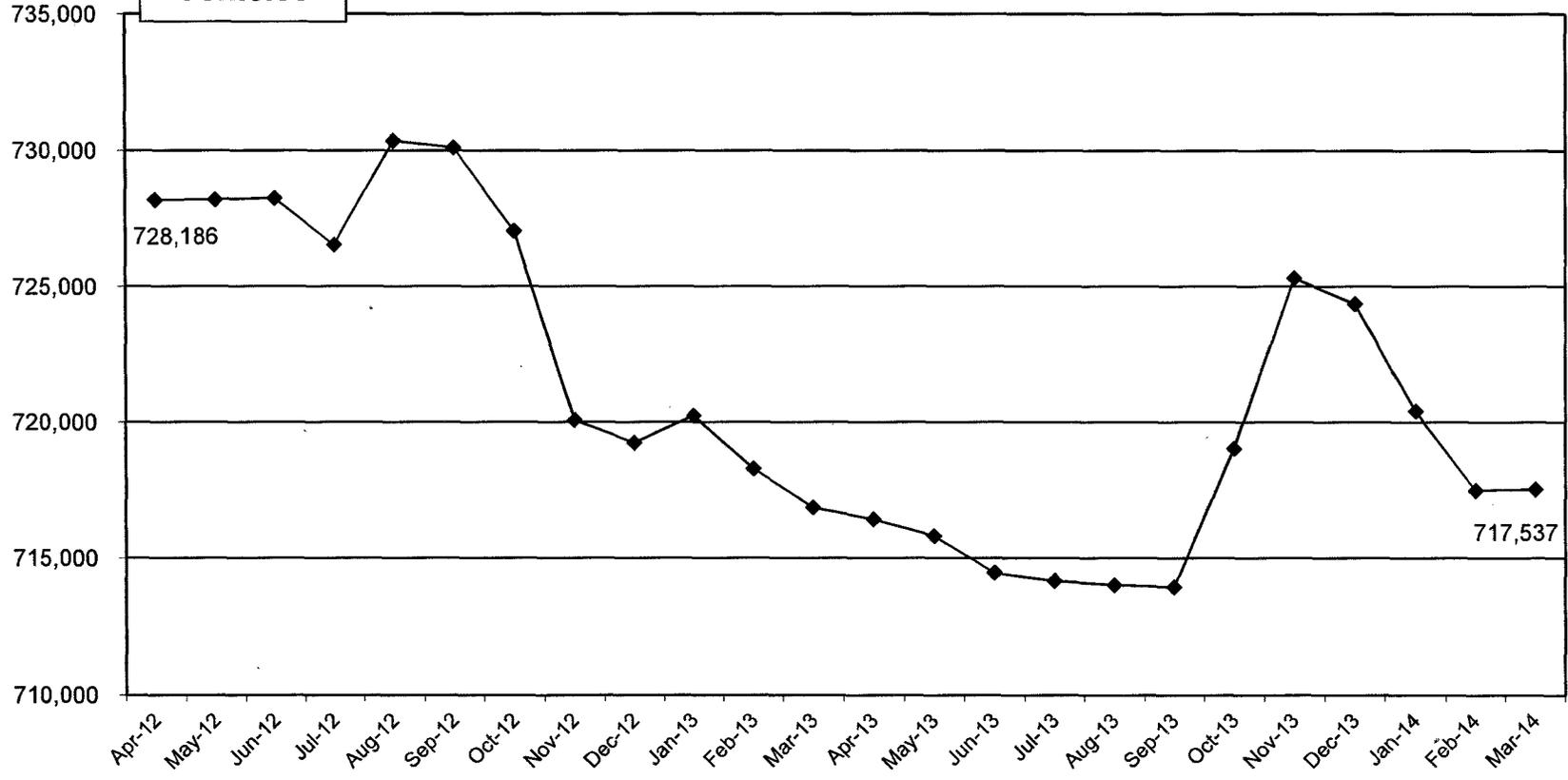


*Includes token, ticket and Tolls by Mail transactions.

15

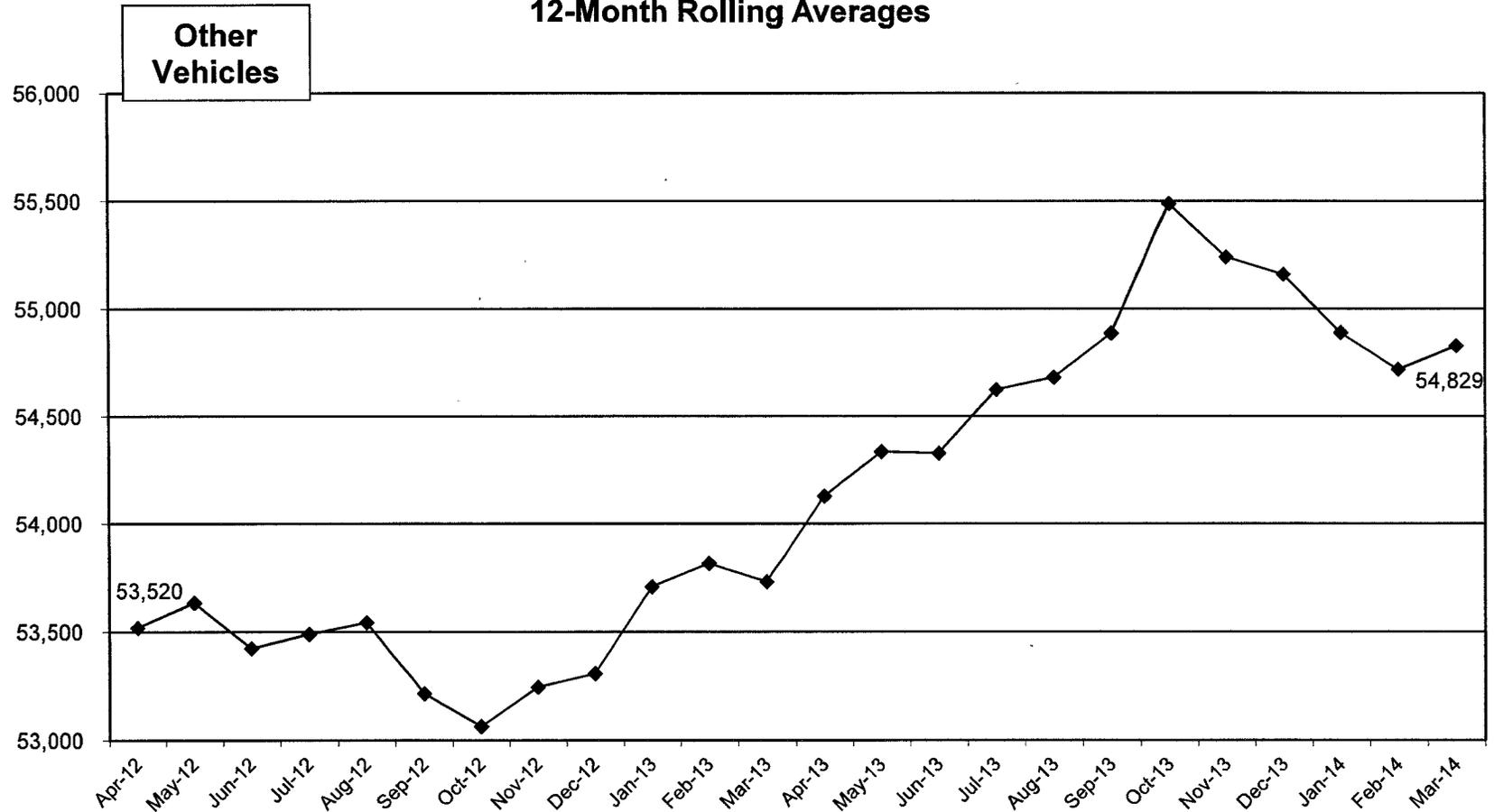
**MTA Bridges and Tunnels
Average Daily Traffic: April 2012 - March 2014
12-Month Rolling Averages**

**Passenger
Vehicles**



Ex. 5

**MTA Bridges and Tunnels
Average Daily Traffic: April 2012 - March 2014
12-Month Rolling Averages**



MTA Bridges and Tunnels
Percent Change in Average Daily Traffic by Toll Media

| Corridor | Toll Media | March ⁽¹⁾ | 3 Months ⁽²⁾ (Jan-Mar) | 6 Months ⁽³⁾ (Oct-Mar) | 9 Months ⁽⁴⁾ (Jul-Mar) | 12 Months ⁽⁵⁾ (Apr-Mar) |
|---|------------------------------|----------------------|--------------------------------------|--------------------------------------|--------------------------------------|---------------------------------------|
| All Facilities | Total Vehicles | 0.2% | -4.0% | 1.0% | 0.6% | 0.2% |
| | E-ZPass | 1.9% | -2.1% | 3.7% | 3.4% | 3.0% |
| | Cash ⁽⁶⁾ | -8.1% | -13.1% | -11.7% | -11.5% | -11.9% |
| RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge | Total Vehicles | -0.4% | -3.7% | -0.2% | 0.4% | 0.5% |
| | E-ZPass | 1.4% | -1.5% | 2.5% | 3.3% | 3.5% |
| | Cash ⁽⁶⁾ | -6.7% | -11.6% | -9.5% | -9.0% | -9.2% |
| RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel | Total Vehicles | 3.9% | -0.7% | 7.6% | 4.5% | 2.4% |
| | E-ZPass | 5.1% | 0.7% | 9.4% | 6.3% | 4.4% |
| | Cash ⁽⁶⁾ | -3.1% | -9.0% | -2.8% | -5.9% | -8.5% |
| Verrazano-Narrows Bridge | Total Vehicles | -2.7% | -6.6% | -2.7% | -2.1% | -1.9% |
| | E-ZPass | -1.2% | -5.1% | -0.9% | -0.2% | 0.0% |
| | Cash ⁽⁶⁾ | -10.8% | -14.8% | -12.1% | -11.2% | -11.1% |
| Henry Hudson Bridge | Total Vehicles | 3.1% | -2.6% | 3.2% | 2.0% | 0.4% |
| | E-ZPass | 5.1% | -1.1% | 6.0% | 6.2% | 5.3% |
| | Tolls By Mail ⁽⁷⁾ | -24.7% | -22.1% | -27.0% | -36.7% | -40.4% |
| Marine Parkway Bridge Cross Bay Bridge | Total Vehicles | -4.8% | -12.2% | -9.0% | -6.2% | -3.4% |
| | E-ZPass | -1.8% | -8.4% | 0.7% | 0.8% | 2.4% |
| | Cash ⁽⁶⁾ | -20.8% | -31.3% | -44.3% | -32.7% | -26.7% |

(1) March 2014 vs. March 2013.

(2) January 2014 to March 2014 vs. January 2013 to March 2013.

(3) October 2013 to March 2014 vs. October 2012 to March 2013.

(4) July 2013 to March 2014 vs. July 2012 to March 2013.

(5) April 2013 to March 2014 vs. April 2012 to March 2013.

(6) Includes tokens and tickets.

(7) Cash prior to November 11, 2012.

Ex. 7

MTA Bridges and Tunnels
Percent Change in Average Daily Traffic by Vehicle Type

| Corridor | Vehicle Type | March ⁽¹⁾ | 3 Months ⁽²⁾ (Jan-Mar) | 6 Months ⁽³⁾ (Oct-Mar) | 9 Months ⁽⁴⁾ (Jul-Mar) | 12 Months ⁽⁵⁾ (Apr-Mar) |
|---|----------------|----------------------|--------------------------------------|--------------------------------------|--------------------------------------|---------------------------------------|
| All Facilities | Total Vehicles | 0.2% | -4.0% | 1.0% | 0.6% | 0.2% |
| | Passenger | 0.1% | -4.1% | 1.1% | 0.6% | 0.1% |
| | Other | 2.5% | -2.5% | -0.2% | 1.2% | 2.0% |
| RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge | Total Vehicles | -0.4% | -3.7% | -0.2% | 0.4% | 0.5% |
| | Passenger | -0.9% | -4.1% | -0.2% | 0.3% | 0.4% |
| | Other | 5.1% | -0.6% | 0.5% | 1.5% | 1.9% |
| RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel | Total Vehicles | 3.9% | -0.7% | 7.6% | 4.5% | 2.4% |
| | Passenger | 3.9% | -0.8% | 7.4% | 4.3% | 2.3% |
| | Other | 4.3% | 1.2% | 10.3% | 6.8% | 5.0% |
| Verrazano-Narrows Bridge | Total Vehicles | -2.7% | -6.6% | -2.7% | -2.1% | -1.9% |
| | Passenger | -2.7% | -6.6% | -2.7% | -2.2% | -2.1% |
| | Other | -2.7% | -6.8% | -3.8% | -0.4% | 1.3% |
| Henry Hudson Bridge | Total Vehicles | 3.1% | -2.6% | 3.2% | 2.0% | 0.4% |
| | Passenger | 2.8% | -2.8% | 3.1% | 1.8% | 0.2% |
| | Other | 46.1% | 27.7% | 29.0% | 28.5% | 26.2% |
| Marine Parkway Bridge Cross Bay Bridge | Total Vehicles | -4.8% | -12.2% | -9.0% | -6.2% | -3.4% |
| | Passenger | -4.0% | -11.2% | -6.7% | -4.9% | -2.9% |
| | Other | -15.6% | -24.9% | -34.9% | -22.7% | -11.4% |

(1) March 2014 vs. March 2013.

(2) January 2014 to March 2014 vs. January 2013 to March 2013.

(3) October 2013 to March 2014 vs. October 2012 to March 2013.

(4) July 2013 to March 2014 vs. July 2012 to March 2013.

(5) April 2013 to March 2014 vs. April 2012 to March 2013.

Supplemental Data Page for the Report on Operations

| <u>Month</u> | <u>Traffic & Average Gas Price¹</u> | | <u>Weather²</u> | | | |
|---------------------|--|---------------|----------------------------|--------------------|--------------------|---------------------------|
| | <u>Traffic</u> | <u>Gas</u> | <u>Average Temperature</u> | <u>Rain Inches</u> | <u>Snow Inches</u> | <u>Precipitation Days</u> |
| Apr-12 | 23,651,425 | \$4.05 | 56 | 3.2 | - | 9 |
| May-12 | 25,192,764 | \$3.95 | 66 | 4.7 | - | 17 |
| Jun-12 | 25,233,363 | \$3.71 | 73 | 4.2 | - | 13 |
| Jul-12 | 24,887,622 | \$3.68 | 81 | 3.8 | - | 10 |
| Aug-12 | 25,669,824 | \$3.89 | 79 | 3.0 | - | 9 |
| Sep-12 | 23,763,047 | \$4.05 | 72 | 3.6 | - | 6 |
| Oct-12 ³ | 22,963,971 | \$4.02 | 60 | 1.8 | - | 8 |
| Nov-12 | 20,993,843 | \$3.92 | 45 | 1.4 | 1.1 | 5 |
| Dec-12 | 23,412,942 | \$3.74 | 43 | 4.3 | 0.4 | 18 |
| Jan-13 | 22,290,223 | \$3.69 | 36 | 2.6 | 1.0 | 10 |
| Feb-13 | 19,831,970 | \$3.89 | 34 | 3.8 | 13.1 | 13 |
| Mar-13 ⁴ | 23,376,021 | \$3.88 | 41 | 2.4 | 6.1 | 9 |
| Apr-13 | 23,638,588 | \$3.73 | 53 | 1.2 | - | 10 |
| May-13 | 25,045,252 | \$3.70 | 64 | 5.0 | - | 10 |
| Jun-13 | 24,738,988 | \$3.71 | 74 | 8.2 | - | 13 |
| Jul-13 | 24,886,530 | \$3.82 | 81 | 2.8 | - | 11 |
| Aug-13 | 25,636,599 | \$3.82 | 76 | 2.0 | - | 10 |
| Sep-13 | 23,810,071 | \$3.76 | 68 | 3.2 | - | 6 |
| Oct-13 | 25,036,991 | \$3.55 | 61 | 0.4 | - | 5 |
| Nov-13 | 23,200,297 | \$3.50 | 46 | 2.8 | 0.2 | 11 |
| Dec-13 | 23,035,975 | \$3.61 | 38 | 4.5 | 7.6 | 12 |
| Jan-14 | 20,747,317 | \$3.59 | 29 | 2.4 | 16.7 | 14 |
| Feb-14 | 18,705,543 | \$3.61 | 32 | 4.9 | 27.8 | 11 |
| Mar-14 | 23,431,715 | \$3.70 | 37 | 3.7 | 0.4 | 7 |

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences⁵

| <u>Month</u> | <u>Traffic & Gas Monthly Inc/(Dec)</u> | | <u>Weather Monthly Inc/(Dec)</u> | | | |
|----------------------|--|------------|----------------------------------|--------------------|--------------------|---------------------------|
| | <u>Traffic</u> | <u>Gas</u> | <u>Average Temperature</u> | <u>Rain Inches</u> | <u>Snow Inches</u> | <u>Precipitation Days</u> |
| 2013 vs. 2012 | | | | | | |
| April | (12,837) | (\$0.32) | (3) | (2.0) | - | 1 |
| May | (147,512) | (\$0.25) | (2) | 0.3 | - | (7) |
| June | (494,375) | \$0.00 | 1 | 4.0 | - | 0 |
| July | (1,092) | \$0.14 | 0 | (1.0) | - | 1 |
| August | (33,225) | (\$0.06) | (3) | (1.0) | - | 1 |
| September | 47,024 | (\$0.29) | (4) | (0.4) | - | 0 |
| October | 2,073,020 | (\$0.47) | 1 | (1.4) | - | (3) |
| November | 2,206,454 | (\$0.42) | 1 | 1.4 | (0.9) | 6 |
| December | (376,967) | (\$0.13) | (5) | 0.2 | 7.2 | (6) |
| 2014 vs. 2013 | | | | | | |
| January | (1,542,906) | (\$0.10) | (7) | (0.3) | 15.7 | 4 |
| February | (1,126,427) | (\$0.28) | (2) | 1.1 | 14.7 | (2) |
| March | 55,694 | (\$0.19) | (4) | 1.3 | (5.7) | (2) |

1. Average gasoline (all types) price per gallon data are from the U.S. Bureau of Labor Statistics, NY-NJ-CT-PA area.
2. Local weather data are from the National Weather Service, LaGuardia Airport Station.
3. Tropical Storm Sandy, October 29, 2012
4. Toll Increase, March 3, 2013
5. Numbers may not add due to rounding.

Supplemental Data Page for Exhibits 2 through 6

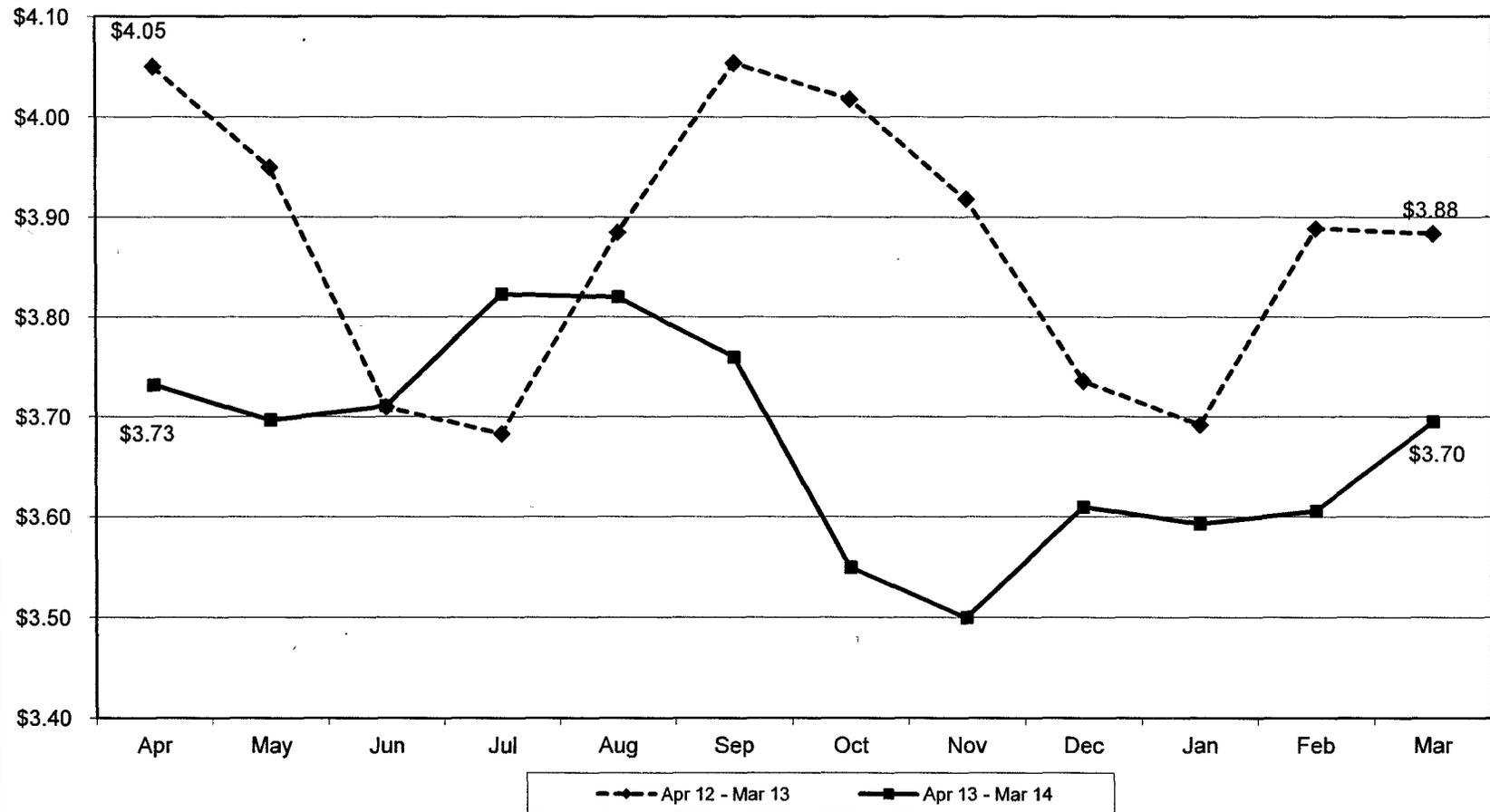
Average Daily Traffic: 12-Month Rolling Averages

| <u>Month</u> | <u>All Vehicles¹</u> | <u>E-ZPass</u> | <u>Cash²</u> | <u>Passenger</u> | <u>Other</u> |
|---------------|---------------------------------|----------------|-------------------------|------------------|---------------|
| Apr-12 | 781,705 | 624,936 | 156,769 | 728,186 | 53,520 |
| May-12 | 781,836 | 626,455 | 155,381 | 728,201 | 53,635 |
| Jun-12 | 781,684 | 627,445 | 154,239 | 728,259 | 53,425 |
| Jul-12 | 780,036 | 627,769 | 152,268 | 726,546 | 53,490 |
| Aug-12 | 783,906 | 632,003 | 151,903 | 730,362 | 53,544 |
| Sep-12 | 783,324 | 632,492 | 150,832 | 730,107 | 53,216 |
| Oct-12 | 780,121 | 631,026 | 149,096 | 727,056 | 53,065 |
| Nov-12 | 773,328 | 625,205 | 148,123 | 720,082 | 53,247 |
| Dec-12 | 772,550 | 625,406 | 147,144 | 719,241 | 53,309 |
| Jan-13 | 773,953 | 627,602 | 146,351 | 720,244 | 53,709 |
| Feb-13 | 772,106 | 627,210 | 144,896 | 718,288 | 53,817 |
| Mar-13 | 770,595 | 627,198 | 143,397 | 716,862 | 53,732 |
| Apr-13 | 770,559 | 628,893 | 141,667 | 716,430 | 54,130 |
| May-13 | 770,155 | 630,084 | 140,071 | 715,819 | 54,336 |
| Jun-13 | 768,801 | 630,409 | 138,391 | 714,472 | 54,329 |
| Jul-13 | 768,798 | 632,031 | 136,767 | 714,172 | 54,625 |
| Aug-13 | 768,707 | 633,271 | 135,436 | 714,025 | 54,682 |
| Sep-13 | 768,836 | 634,851 | 133,984 | 713,948 | 54,888 |
| Oct-13 | 774,515 | 641,086 | 133,429 | 719,026 | 55,489 |
| Nov-13 | 780,560 | 648,520 | 132,040 | 725,318 | 55,242 |
| Dec-13 | 779,527 | 649,128 | 130,400 | 724,366 | 55,161 |
| Jan-14 | 775,300 | 646,691 | 128,610 | 720,410 | 54,890 |
| Feb-14 | 772,214 | 644,957 | 127,257 | 717,495 | 54,719 |
| Mar-14 | 772,367 | 645,983 | 126,384 | 717,537 | 54,829 |

Note: Bold numbers are preliminary.

1. Numbers may not add due to rounding.
2. Cash transactions include: tokens, tickets and beginning November 11, 2012, Tolls by Mail at the Henry Hudson Bridge

**Supplemental Graph
Gas Prices in the NY-NJ-CT-PA Area
April 2012 - March 2014**





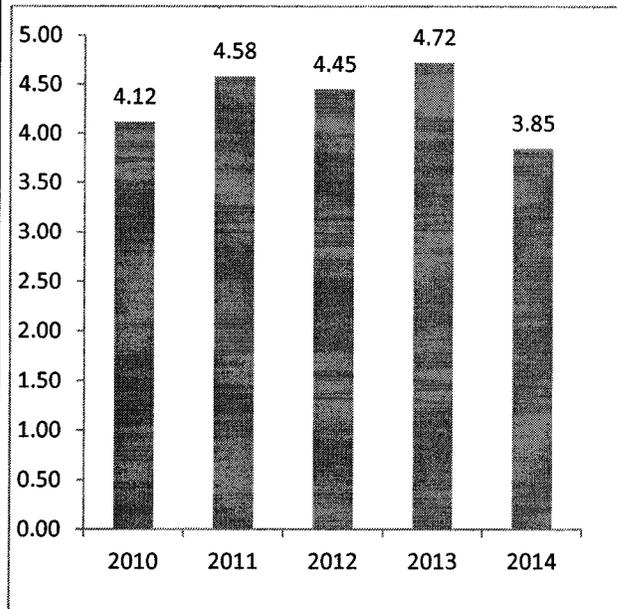
Bridges and Tunnels

Safety Report March 2014



Bridges and Tunnels

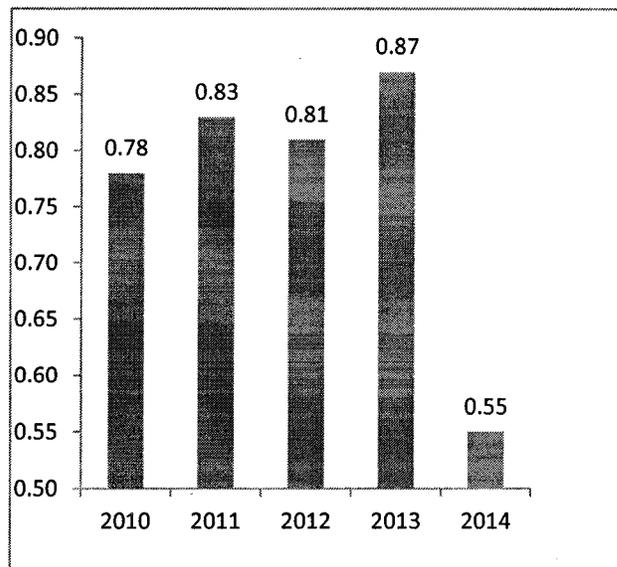
5 Yr Summary of Customer Collisions & Injuries thru March



Total Customer Collisions

| Year | Total Collisions | Collision Rate/M Vehicles |
|------|------------------|---------------------------|
| 2010 | 275 | 4.12 |
| 2011 | 299 | 4.58 |
| 2012 | 302 | 4.45 |
| 2013 | 313 | 4.72 |
| 2014 | 245 | 3.85 |

% change from last year: -18.4%
5 year Average 4.34



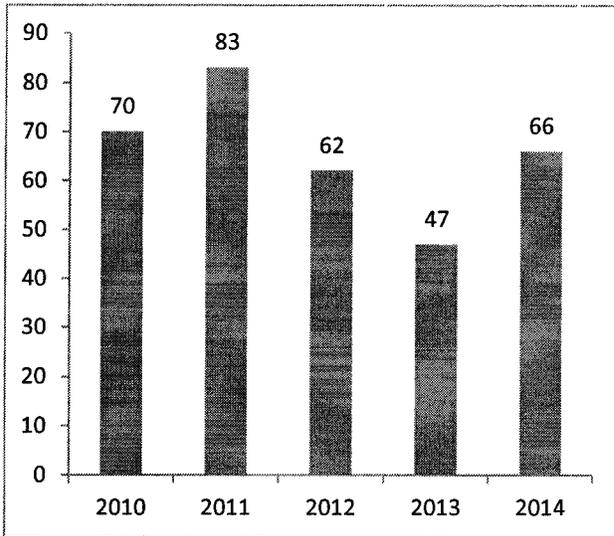
Total Injury Collisions

| Year | Injury Collisions | Injury Rate/M Vehicles |
|------|-------------------|------------------------|
| 2010 | 52 | 0.78 |
| 2011 | 54 | 0.83 |
| 2012 | 55 | 0.81 |
| 2013 | 58 | 0.87 |
| 2014 | 35 | 0.55 |

% change from last year: -36.8%
5 year Average 0.77

MTA Bridges and Tunnels

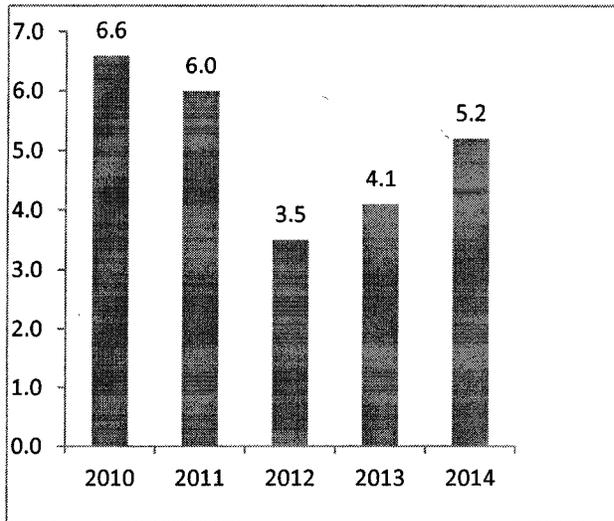
5 Yr Summary of Employee Accident Reports & Injuries thru March



Total Employee Accident Reports (C-2's)

| Year | Total |
|------|-------|
| 2010 | 70 |
| 2011 | 83 |
| 2012 | 62 |
| 2013 | 47 |
| 2014 | 66 |

% change from last year: 40.4%
5 year Average 66



Employee Lost Time Injuries

| Year | Lost Time Injuries | Frequency Rate (Per 200,000 Hours) |
|------|--------------------|------------------------------------|
| 2010 | 29 | 6.6 |
| 2011 | 24 | 6.0 |
| 2012 | 14 | 3.5 |
| 2013 | 15 | 4.1 |
| 2014 | 19 | 5.2 |

% change from last year: 26.8%
5 year Average 5.08



Bridges and Tunnels

Customer Environment Survey 1st Quarter 2014





KEY CUSTOMER SERVICE AREAS

- ✓ Improve customer service and traffic mobility at all facilities.
- ✓ Ensure the safety of customers traveling over the bridges and tunnels.
- ✓ Enhance the customer environment of bridge and tunnel facilities.

SCOPE OF THE OPERATIONS DEPARTMENT

The Operations Department maintains and operates MTA Bridges and Tunnels' seven bridges and two tunnels in a manner that ensures safe, continuous, expeditious, efficient, and courteous service to its customers who drive more than 280 million vehicles over its facilities annually.

The Operations Department is responsible for the operation and maintenance of:

- 155 toll booths
- 184 collection points on 11 toll plazas
- 182 E-ZPass toll lanes
- 140 cash capable collection points
- 5.4 miles of pedestrian walkways
- 145 lane miles of bridge and tunnel roadways, approaches and ramps
- 2,550 fixed roadway signs
- 39 electronic variable message signs
- 7,579 roadway, aviation and navigation lights
- 772 necklace lights
- 227 linear miles of pavement markings
- 99 tunnel ventilation fans that can move 3 million cubic feet of air per minute
- 56 tunnel pumps
- 11 administration buildings
- 431 vehicles including trucks, specialized equipment, and cars in a Central Fleet Garage

CRITICAL OBJECTIVES

- Ensure traffic safety
- Facilitate regional traffic mobility
- Install and maintain traffic control and safety devices including signs, lights, and pavement markings
- Maintain tunnel ventilation fans and pumps
- Ensure the cleanliness and safety of roadways and walkways
- Manage toll plazas, administration buildings, and a central fleet garage

EXECUTIVE SUMMARY

The following is a summary of first quarter 2014 results:

Customer Environment

In the first quarter 2014 B&T striped a total of 34,728 linear feet of roadway at the Verrazano-Narrows and Bronx-Whitestone Bridges. To enhance the customer environment, B&T repaired 2,631 potholes and swept 2,233 miles of roadway in the first quarter 2014.

Customer Safety

The overall collisions per million vehicles rate was 3.81 in the first quarter 2014, 18.4% lower than the first quarter 2013. The collision with injury rate per million vehicles in the first quarter 2014 was 0.52, 39.5% lower than the same period in 2013.

Customer Service

Bridges and Tunnels exceeded its E-ZPass toll lane availability goal of 99.5% in the first quarter 2014. In the first quarter 2014, 84.6% of customers traveling through B&T facilities paid their tolls using E-ZPass.



PERFORMANCE REPORT

✓ **Enhance the customer environment of bridge and tunnel facilities.**

Maintenance Work Orders

A completed maintenance work order indicates the completion of a maintenance task that was either scheduled or requested. An emergency work order relates to high priority conditions that directly impact customers. During the first quarter 2014, B&T completed 3,209 work orders, 4 of which were for emergencies. During this period, the average time to complete emergency work orders was 0.3 days, a 40% improvement from the first quarter 2013.

Roadway Striping

Roadway striping enhances the ability of customers to safely and efficiently cross B&T facilities. In the first quarter 2014, B&T striped 34,728 linear feet of roadway at the Verrazano-Narrows and Bronx-Whitestone Bridges.

Roadway Lights in Service (%)

Roadway lights in service were 90.4% in the first quarter 2014, up 2.4% compared to the first quarter 2013.

Roadway Sweeping

B&T swept 2,233 miles of roadway in the first quarter 2014, 4.9% less than the first quarter 2013; the decline is the result of severe weather in the first quarter 2014.

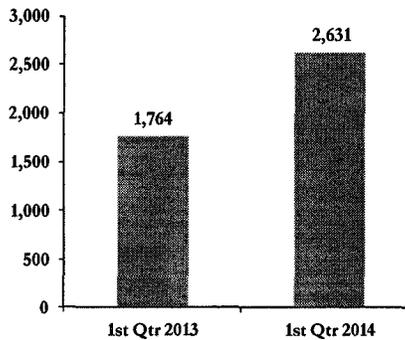
Storm Drains Cleaned

B&T is now reporting on Storm Drain cleaning. Regular storm drain cleaning ensures that drains continue to alleviate possible flooding conditions by allowing for proper drainage on roadways and crossings. In the first quarter 2014, 26 storm drains were cleaned.

Potholes Repaired

B&T repaired 2,631 potholes in the first quarter 2014. This is a 49.1% increase from the 1,764 potholes repaired in the first quarter 2013.

Potholes Repaired
1st Quarter 2013 vs. 1st Quarter 2014



| Performance Statistics | ACTUAL | | | | | | | GOAL |
|--|-----------|-----------|-----------|-----------|---------|---------|---------|-----------|
| | Year End | | | | 1st Qtr | 1st Qtr | % Chg | YE |
| | 2010 | 2011 | 2012 | 2013 | 2013 | 2014 | B/(W) | 2014 |
| Completed Maintenance Work Orders (All) | 16,757 | 15,476 | 13,247 | 13,511 | 3,982 | 3,209 | (19.4%) | N/A |
| Maintenance Work Orders (Emergency) | 36 | 36 | 30 | 25 | 7 | 4 | (42.9%) | N/A |
| Avg. days to completion for emergency work order | 0.3 | 0.4 | 0.4 | 0.5 | 0.5 | 0.3 | 40.0% | 1 |
| Potholes repaired | 6,361 | 8,323 | 3,254 | 3,480 | 1,764 | 2,631 | 49.1% | N/A |
| Roadway sweeping (miles) | 12,480 | 11,795 | 15,104 | 13,767 | 2,347 | 2,233 | (4.9%) | 12,500 |
| Roadway lights in service (%) | 95.2% | 97.2% | 89.7% | 88.1% | 88.3% | 90.3% | 2.3% | 95.0% |
| Storm drain cleaned | N/A | N/A | N/A | N/A | N/A | 26 | N/A | N/A |
| Tunnel cleaning - walls and ceilings (linear ft.)* | 3,682,328 | 3,577,420 | 2,493,042 | 1,211,564 | 0 | 0 | - | 1,015,256 |

| Roadway Striping Performance | ACTUAL | | | | | | | GOAL |
|--|----------|---------|---------|---------|---------|---------|----------|---------|
| | Year End | | | | 1st Qtr | 1st Qtr | % Chg | YE |
| | 2010 | 2011 | 2012 | 2013 | 2013 | 2014 | B/(W) | 2014 |
| Roadway striping replaced (linear ft.) | 213,044 | 314,369 | 303,098 | 239,830 | 1,800 | 34,728 | 1,829.3% | N/A |
| Roadway striping replacement plan (linear ft.) | 200,000 | 200,000 | 100,000 | 250,000 | 0 | 37,500 | N/A | 150,000 |
| % Completed versus plan | 106.5% | 157.2% | 303.1% | 95.9% | N/A | 92.6% | N/A | N/A |

*Due to Superstorm Sandy, routine tunnel cleaning was suspended during the 4th quarter 2012 and 1st quarter 2013. During the winter season, tunnel cleaning is performed when weather conditions allow.



- ✓ **Improve customer service and traffic mobility at all facilities.**

Travel Time

Since the first quarter 2009, the Customer Environment Survey has reported weekday peak period average travel time across each facility. Actual travel times vary by facility, since the travel distance being measured is not identical.

| Percentage of Vehicles Traveling Above 30 Miles per Hour During Weekday Peak Periods | | | |
|---|---------------------|---------------------|----------------|
| | 1st Qtr 2013 | 1st Qtr 2014 | YE 2013 |
| <i>Bridges</i> | | | |
| Henry Hudson Bridge | 99.3% | 96.7% | 98.8% |
| Throgs Neck Bridge* | 97.2% | 95.7% | 96.3% |
| Bronx-Whitestone Bridge | 97.4% | 86.4% | 85.6% |
| Robert F. Kennedy Bridge | 79.7% | 84.3% | 79.4% |
| Verrazano-Narrows Bridge* | 90.2% | 86.6% | 90.6% |
| Marine Parkway Bridge | 100.0% | 98.7% | 99.8% |
| Cross Bay Bridge | 99.6% | 97.8% | 99.8% |
| All Bridges Combined | 91.4% | 89.0% | 89.2% |
| Percentage of Vehicles Traveling Above 25 Miles per Hour During Weekday Peak Periods | | | |
| | 1st Qtr 2013 | 1st Qtr 2014 | YE 2013 |
| <i>Tunnels</i> | | | |
| Queens Midtown Tunnel | 67.1% | 57.5% | 56.4% |
| Hugh L. Carey Tunnel | 97.5% | 91.4% | 95.4% |
| All Tunnels Combined | 78.5% | 70.0% | 71.1% |

**Due to technical difficulties during weekday peak periods, data availability for vehicles traveling above 30 MPH was 88.6% at the Throgs Neck Bridge and 88.8% at the Verrazano-Narrows Bridge.*

First Quarter 2014 Highlights

During the first quarter 2014, 89.0% of vehicle crossings at bridges during weekday peak periods traveled above 30 miles per hour Authority-wide versus 91.4% in the first quarter 2013. At the tunnels, 70.0% of vehicles during weekday peak periods traveled above 25 miles per hour compared to 78.5% in the first quarter 2013. Severe weather in the first quarter 2014 had an impact on the travel time at B&T facilities. In addition, at the Queens Midtown Tunnel several incidents, including disabled vehicles and collisions during weekday peak periods, adversely impacted travel time.

Travel time at the Bronx-Whitestone Bridge was impacted due to the next phase of work on the Queens approach project, which began in June 2013. The project requires an around-the-clock closure of one approach roadway. A movable barrier is being used to maintain three traffic lanes northbound in the morning peak period and southbound in the afternoon peak period while lane-by lane demolition and reconstruction of the approach is completed.

Travel time at the Robert F. Kennedy Bridge was impacted due to ongoing construction projects.



Bridges and Tunnels

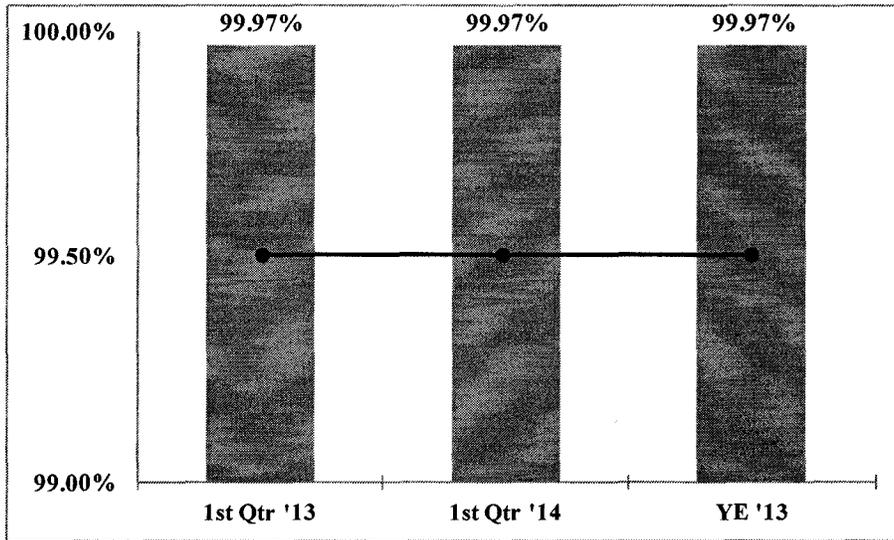
CUSTOMER ENVIRONMENT SURVEY

E-ZPass Toll Lane Availability

E-ZPass toll lane availability measures the percent of E-ZPass toll lanes available for customer use. There are currently 189 E-ZPass toll lanes at B&T facilities.

The following chart shows first quarter 2014 performance against first quarter 2013 and year-end 2014 performance. Performance in this area has been consistently strong and goals were met in each of the periods.

E-ZPass Toll Lane Availability Performance



| Performance Statistics | ACTUAL | | | | | | GOAL |
|--------------------------------|----------|--------|--------|--------|---------|---------|--------|
| | Year End | | | | 1st Qtr | 1st Qtr | % Chg |
| | 2010 | 2011 | 2012 | 2013 | 2013 | 2014 | B/(W) |
| E-ZPass toll lane availability | 99.89% | 99.94% | 99.97% | 99.97% | 99.97% | 99.97% | 0.00% |
| | | | | | | | 99.50% |

Includes 14 available cashless toll lanes at the Henry Hudson Bridge



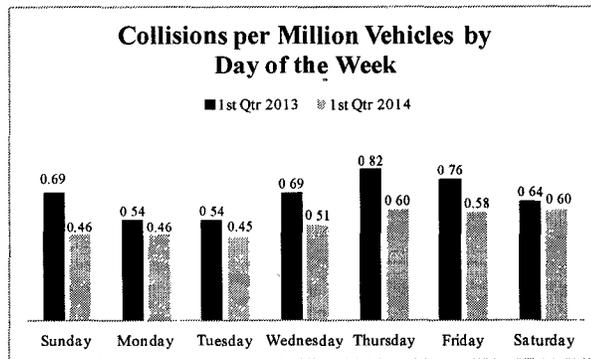
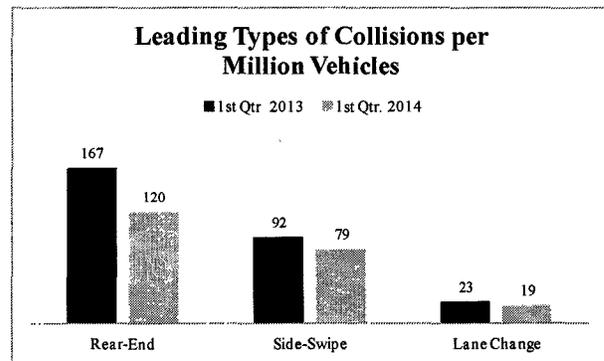
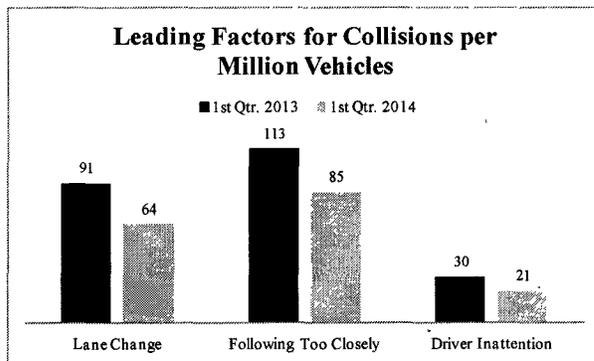
- ✓ Ensure the safety of customers traveling over bridges and tunnels.

Customer Safety

In the first quarter 2014, the collision rate per million vehicles was 3.81 and the collision with injury rate per million vehicles was 0.52.

Almost half of the collisions on B&T facilities during the first quarter 2014 were rear-end. Close to 9,000 summonses were issued for vehicle traffic law infractions during the first quarter 2014.

The following charts below compare first quarter 2013 and 2014 by leading collision type, leading collision factor, and day of week.



Bridges and Tunnels Captains are leading Collision Task Force meetings with facility management, facility engineering, and the Special Operations Division to implement coordinated strategies to reduce collisions and maintain a safe environment for customers. These strategies include targeted enforcement efforts, construction mitigation reviews, and evaluations of roadway conditions in areas that have increased collisions.

Customer Safety continued

| Performance Statistics | ACTUAL | | | | | | | GOAL |
|---|----------|-------|-------|-------|---------|---------|---------|------|
| | Year End | | | | 1st Qtr | 1st Qtr | % Chg | YE |
| | 2010 | 2011 | 2012 | 2013 | 2013 | 2014 | B/(W) | 2014 |
| Collision rate per million vehicles | 5.40 | 5.49 | 5.22 | 5.49 | 4.67 | 3.81 | 18.4% | 5.21 |
| Collision with injury rate per million vehicles | 0.90 | 0.88 | 0.90 | 0.99 | 0.86 | 0.54 | 37.2% | 0.84 |
| Speeding summonses | 5,194 | 5,811 | 5,933 | 4,354 | 939 | 965 | 2.8% | N/A |
| Truck summonses | 2,601 | 2,213 | 2,575 | 2,881 | 761 | 574 | (24.6%) | N/A |
| Emergency wrecker response time (min:sec) | 6:45 | 7:02 | 6:34 | 6:35 | 6:38 | 7:08 | (7.5%) | N/A |

B&T promotes customer safety by improving lane delineation, line striping, and signage. In the first quarter 2014, B&T implemented the following safety improvement measures:

- Maintenance crews implemented the installation and assembly of a new Carbon Monoxide Analyzer system as well as installing prototype LED lights and new ceiling panels in the Queens Midtown Tunnel North Tube to ensure a safer travel environment for customers.
- Missing delineators throughout both tubes at the Hugh L. Carey Tunnel were replaced to deter motorists from switching lanes to reduce the chance of collisions.
- Special Operations Division planned and conducted an operational exercise at the Verrazano Narrows Bridge. The purpose of "Operation Life Net" was to test facility response to an emotionally disturbed person utilizing one of the suicide prevention phones.
- Construction crews at Robert F. Kennedy Bridge continued reconstruction of the Manhattan to Queens ramp as well as implementing enhanced safety plaza inspections for uniformed supervisors.
- Special Operations Division conducted a Joint Commercial Vehicle Safety initiative with the New York Police Department and the Special Operations Division for DWI and other traffic and vehicular violations.



INDICATOR DEFINITIONS

CUSTOMER ENVIRONMENT

- Indicator Name: Roadway striping replaced
Description: % completed versus plan
Roadway striping is measured in linear feet.
Percentage of roadway striping completed versus plan.
Source: Central Maintenance Contracts – Project Management group and Engineering & Construction Department
- Indicator Name: Potholes repaired
Description: Number of potholes repaired
Source: Central Maintenance North and South through the Computerized Maintenance Management System (CMMS) and Engineering & Construction Department
- Indicator Name: Roadway sweeping (miles)
Description: Length of roadway swept measured in miles (both contracted and in-house)
Source: Central Maintenance Project Management and Central Maintenance South through the Computerized Maintenance Management System (CMMS)
- Indicator Name: Completed Maintenance work order
Description: The completion of a maintenance task that is either scheduled or requested.
Source: Computerized Maintenance Management System (CMMS)
- Indicator Name: Average days to completion for emergency work orders
Description: The average time to complete emergency work order repairs. An emergency work order is defined as a high priority condition that has a significant impact on customer/employee safety and/or an impact on travel.
Source: Central Maintenance North and South through the Computerized Maintenance Management System (CMMS)
- Indicator Name: Storm drains cleaned
Description: Number of storm drains cleaned
Source: Reported by facilities on the first weekend of each month
- Indicator Name: Roadway lights in service (%)
Description: Percent of all roadway lights in service at a monthly point in time
Source: Reported by facilities on the first weekend of each month
- Indicator Name: Tunnel cleaning (walls and ceilings)
Description: Linear feet of tunnel walls and ceilings cleaned. Complete cleaning requires ten passes of the wash truck. Hugh L. Carey and Queens Midtown Tunnels would cover 182,220 and 126,260 feet respectively to wash both tubes.
Source: Queens Midtown and Hugh L. Carey Tunnel facility management



INDICATOR DEFINITIONS - (CONTINUED)

CUSTOMER SERVICE

Indicator Name: Travel time
Description: Using anonymous data from customer E-ZPass tags, this indicator measures the percentage of vehicles traveling above 30 miles per hour during weekday peak travel periods (6am-9am and 4pm-7pm) at B&T bridges, and above 25 miles per hour at the tunnels. Facilities with less than 90% data availability are noted below the table.

Bronx-Whitestone Bridge (point to point distance-6,978 feet)
Queens: Plaza to Queens anchorage
Bronx: Queens anchorage to plaza

Throgs Neck Bridge (point to point distance-10,300 feet)
Queens: Plaza to sign gantry 7S
Bronx: Sign gantry 7S to plaza

Henry Hudson Bridge (point to point distance-2,340 feet)
Manhattan: Kappock Street to Plaza
Bronx: Plaza to Kappock Street

Hugh L. Carey Tunnel (point to point distance-9,722 feet)
Brooklyn: Manhattan Portal to Plaza
Manhattan: Plaza to Manhattan Portal

Queens Midtown Tunnel (point to point distance-6,714 feet)
Queens: Manhattan Gantry to Plaza
Manhattan: Plaza to Manhattan Gantry

Verrazano-Narrows Bridge (point to point distance-13,464 feet)
Brooklyn: Fingerboard to 92nd Street or Fingerboard to Belt Parkway
Staten Island: 92nd Street to Fingerboard or Belt Parkway to Fingerboard

Marine Parkway Bridge (point to point distance - 4,850 feet)
Brooklyn: Signal Gantry 1 to Plaza
Queens: Plaza to Signal Gantry 1

Robert F. Kennedy Bridge
Queens: Manhattan Lift Span to Queens Anchorage (point to point distance - 11,078 feet)
Manhattan: Queens Anchorage to Manhattan Lift Span (point to point distance - 12,001 feet)
Bronx: Queens Anchorage to Bruckner Expressway (point to point distance - 11,124 feet)

Cross Bay Bridge
Queens: Beach Channel Drive to Plaza (point to point distance 3,985 feet)
Rockaways: Plaza to Beach Channel Drive (point to point distance - 3,985 feet)

Source: TRANSMIT (through the B&T Technology Department)

Indicator Name: E-ZPass toll lane availability (%)
Description: Percent of E-ZPass toll lanes available for customer use
Source: Toll system maintenance



INDICATOR DEFINITIONS - (CONTINUED)

CUSTOMER SAFETY

- Indicator Name: Collision rate per million vehicles
Description: The rate of vehicular collisions for every one million vehicles
Source: Operations and Traffic Engineering database of accident reports
Traffic data is supplied by the Revenue Management Department. Rates are calculated by Operations personnel using source data.
- Indicator Name: Collision with injury rate per million vehicles
Description: The rate of vehicular collisions on B&T property where an injury occurred for every one million vehicles. Total injuries include injuries where customers indicate that they are injured at the scene.
Source: Operations and Traffic Engineering database of accident reports
Traffic data is supplied by the Revenue Management Department. Rates are derived by Operations personnel using source data.
- Indicator Name: Speeding summonses
Description: The number of speed enforcement and speeding in construction zone enforcement summonses written at facilities
Source: Facility database
- Indicator Name: Truck summonses
Description: The number of truck enforcement summonses written at facilities including CFR and overweight violations
Source: Facility database
- Indicator Name: Emergency wrecker response time
Description: The average time recorded from the time a call is reported to the time a wrecker arrives on the scene. This includes wrecker responses to collisions, disabled vehicles, and debris in roadway.
Source: Facility database
- Indicator Name: Collisions by Type per Million Vehicles
Description: The total number of collisions associated with each type of accident per million vehicles
Source: CARS database
Traffic data is supplied by the Revenue Management Department.
- Indicator Name: Collisions by Day of Week per Million Vehicles
Description: The total number of collisions that occurred by day of week per million vehicles
Source: CARS database
Traffic data is supplied by the Revenue Management Department.
- Indicator Name: Collisions by Factor per Million Vehicles
Description: The total number of collisions attributed to each of the causal factors per million vehicles
Source: CARS database
Traffic data is supplied by the Revenue Management Department.



Bridges and Tunnels

E-ZPass Performance Report March 2014

**MTA Bridges and Tunnels
E-ZPASS Performance Report
March 2014**
Preliminary data subject to final audit

| E-ZPass Performance at All B&T Facilities | | | |
|--|------------|--------------|------------|
| | March 2014 | Year to Date | March 2013 |
| Total E-ZPass Traffic ¹ | 19,800,115 | 53,233,879 | 19,425,711 |
| E-ZPass Market Share: Total | 84.5% | 84.6% | 83.1% |
| Cars | 83.9% | 84.0% | 82.5% |
| Trucks | 92.4% | 92.7% | 91.6% |

| Weekday E-ZPass Performance by Facility² | | | |
|--|--|----------------------|----------------------|
| Facility | March Average E-ZPass Weekday Traffic and Market Share | | |
| | 2014 Average Traffic | 2014 Market Share | 2013 Market Share |
| Bronx-Whitestone Bridge | 83,346 | 80.8% | 79.6% |
| Cross Bay Veterans Memorial Bridge | 18,053 | 86.8% | 84.0% |
| Henry Hudson Bridge | 58,096 | 95.5% | 93.9% |
| Hugh L. Carey Tunnel | 44,432 | 90.7% | 89.8% |
| Marine Parkway-Gil Hodges Memorial Bridge | 17,784 | 89.1% | 86.2% |
| Queens Midtown Tunnel | 74,680 | 89.8% | 89.1% |
| Robert F. Kennedy Bridge - Bronx Plaza | 59,507 | 77.5% | 76.2% |
| Robert F. Kennedy Bridge - Manhattan Plaza | 73,608 | 86.1% | 85.3% |
| Throgs Neck Bridge | 91,238 | 85.2% | 84.0% |
| Verrazano-Narrows Bridge ¹ | <u>152,411</u> | <u>87.4%</u> | <u>86.2%</u> |
| All Facilities ¹ | 673,155 | 86.2% | 85.0% |

Notes:

1. At the Verrazano-Narrows Bridge (VNB), tolls are only collected in the westbound direction. These transactions are doubled to provide traffic statistics that are consistent with B&T's other facilities.
2. Weekday E-ZPass traffic and market share figures average data for all weekdays except for holidays

**MTA Bridges and Tunnels
E-ZPASS Performance Report
March 2014**
Preliminary data subject to final audit

| Weekday Peak Hour E-ZPass Performance by Facility³ | | | | |
|--|----------------------------|-----------------|-----------------|-----------------|
| Facility | March E-ZPass Market Share | | | |
| | 2014 AM Peak | 2013 AM Peak | 2014 PM Peak | 2013 PM Peak |
| Bronx-Whitestone Bridge | 86.1% | 84.9% | 82.8% | 80.7% |
| Cross Bay Veterans Memorial Bridge | 89.9% | 88.2% | 88.1% | 83.8% |
| Henry Hudson Bridge | 96.3% | 95.5% | 95.2% | 94.5% |
| Hugh L. Carey Tunnel | 93.3% | 92.6% | 90.8% | 90.3% |
| Marine Parkway-Gil Hodges Memorial Bridge | 91.9% | 88.3% | 89.4% | 85.2% |
| Queens Midtown Tunnel | 91.3% | 91.2% | 90.2% | 89.9% |
| Robert F. Kennedy Bridge - Bronx Plaza | 83.2% | 82.4% | 79.3% | 77.1% |
| Robert F. Kennedy Bridge - Manhattan Plaza | 88.6% | 88.3% | 87.4% | 86.3% |
| Throgs Neck Bridge | 90.0% | 89.0% | 85.8% | 84.5% |
| Verrazano-Narrows Bridge ⁴ | N/A | N/A | 90.1% | 89.2% |
| All Facilities | 89.5% | 88.6% | 87.6% | 86.2% |

| Weekend E-ZPass Performance by Facility | | | |
|--|---|----------------------|----------------------|
| Facility | March Average E-ZPass Weekend Traffic and Market Share | | |
| | 2014 Avg. Traffic | 2014 Market Share | 2013 Market Share |
| Bronx-Whitestone Bridge | 74,842 | 74.1% | 72.9% |
| Cross Bay Veterans Memorial Bridge | 14,112 | 82.1% | 80.2% |
| Henry Hudson Bridge | 49,527 | 93.5% | 91.2% |
| Hugh L. Carey Tunnel | 32,058 | 86.3% | 85.6% |
| Marine Parkway-Gil Hodges Memorial Bridge | 13,116 | 85.9% | 83.8% |
| Queens Midtown Tunnel | 61,657 | 85.6% | 84.6% |
| Robert F. Kennedy Bridge - Bronx Plaza | 48,685 | 69.4% | 68.0% |
| Robert F. Kennedy Bridge - Manhattan Plaza | 59,412 | 80.8% | 80.0% |
| Throgs Neck Bridge | 80,684 | 79.2% | 77.7% |
| Verrazano-Narrows Bridge ¹ | <u>132,293</u> | 81.3% | 80.3% |
| All Facilities ¹ | 566,386 | 80.5% | 79.1% |

Notes:

3. Peak E-ZPass market shares report the market share figures for all vehicles during the highest overall traffic hour in the AM and PM periods at each facility.
4. AM peak figures are not compiled for the eastbound direction because tolls are collected in westbound lanes only.

**MTA Bridges and Tunnels
E-ZPASS Performance Report
March 2014**
Preliminary data subject to final audit

E-ZPass Interoperability Statistics

| B&T E-ZPass Transactions From Other Agencies ⁵ | | | |
|--|---|---|---|
| Customer's E-ZPass Agency | March 2014 Total B&T E-ZPass Transactions | March 2014 Percentage of B&T Total Transactions | March 2013 Percentage of B&T Total Transactions |
| New York State Thruway Authority ⁶ | 1,661,903 | 8.00% | 8.01% |
| Port Authority of NY and NJ | 1,123,002 | 5.40% | 5.53% |
| New Jersey Toll Agencies ⁷ | 1,126,784 | 5.42% | 5.56% |
| Massachusetts Turnpike Authority ⁸ | 117,016 | 0.56% | 0.56% |
| Pennsylvania Turnpike Commission | 74,904 | 0.36% | 0.35% |
| Maryland Transportation Authority | 27,221 | 0.13% | 0.15% |
| Virginia Department of Transportation ⁹ | 20,290 | 0.10% | 0.09% |
| New Hampshire Department of Transportation | 12,312 | 0.06% | 0.06% |
| Delaware Department of Transportation | 10,748 | 0.05% | 0.05% |
| Delaware River Joint Toll Bridge Commission | 10,011 | 0.05% | 0.05% |
| Other ¹⁰ | <u>38,353</u> | <u>0.18%</u> | <u>0.18%</u> |
| Total | 4,222,544 | 20.31% | 20.59% |

| Other Agency B&T E-ZPass Transactions | | | |
|--|-------------------|-------------------|-------------------|
| Agency Used By B&T Customers | March 2014 | YTD 2014 | March 2013 |
| New York State Thruway Authority ⁶ | 2,369,017 | 6,478,948 | 2,304,728 |
| Port Authority of NY and NJ | 3,101,061 | 8,397,745 | 2,703,239 |
| New Jersey Toll Agencies ⁷ | 5,333,382 | 12,690,573 | 4,706,449 |
| New York State Bridge Authority | 222,830 | 598,578 | 212,001 |
| Massachusetts Turnpike Authority ⁸ | 503,368 | 1,259,599 | 463,250 |
| Pennsylvania Turnpike Commission | 223,689 | 596,312 | 224,734 |
| Maryland Transportation Authority | 240,506 | 633,133 | 236,534 |
| Virginia Department of Transportation ⁹ | 142,096 | 371,435 | 121,442 |
| New Hampshire Department of Transportation | 83,627 | 218,709 | 74,613 |
| Delaware Department of Transportation | 182,561 | 504,211 | 209,406 |
| Delaware River Joint Toll Bridge Commission | 184,843 | 514,611 | 195,171 |
| Other ¹⁰ | <u>260,454</u> | <u>681,559</u> | <u>256,106</u> |
| Total | 12,847,434 | 32,945,413 | 11,707,673 |

Notes:

5. "B&T E-ZPass Transactions From Other Agencies" excludes an estimate of VNB travel in the untolled eastbound direction in order to maintain comparability with the figures reported in "Others Agency B&T E-ZPass Transactions."
6. Includes Buffalo and Fort Erie Public Bridge Authority.
7. Includes South Jersey Transportation Authority, New Jersey Turnpike Authority, Garden State Parkway, Delaware River Port Authority, Delaware River and Bay Authority and the Burlington County Bridge Commission.
8. Includes Massachusetts Port Authority.
9. Includes Dulles Greenway, Dulles Toll Road, Powhite Parkway Extension, RMA Expressway System, George P. Coleman Bridge, Chesapeake Bay Bridge and Tunnel Commission, and Chesapeake Expressway.
10. Other agencies include Illinois State Toll Highway Authority, Maine Turnpike Authority, West Virginia Parkway Authority, Indiana Toll Road Concession Company, and Rhode Island Bridge and Tunnel Authority, Ohio Turnpike Commission, and North Carolina Turnpike Authority.

E-ZPASS Performance Report
March 2014
Preliminary data subject to final audit

E-ZPass Customer Service Statistics

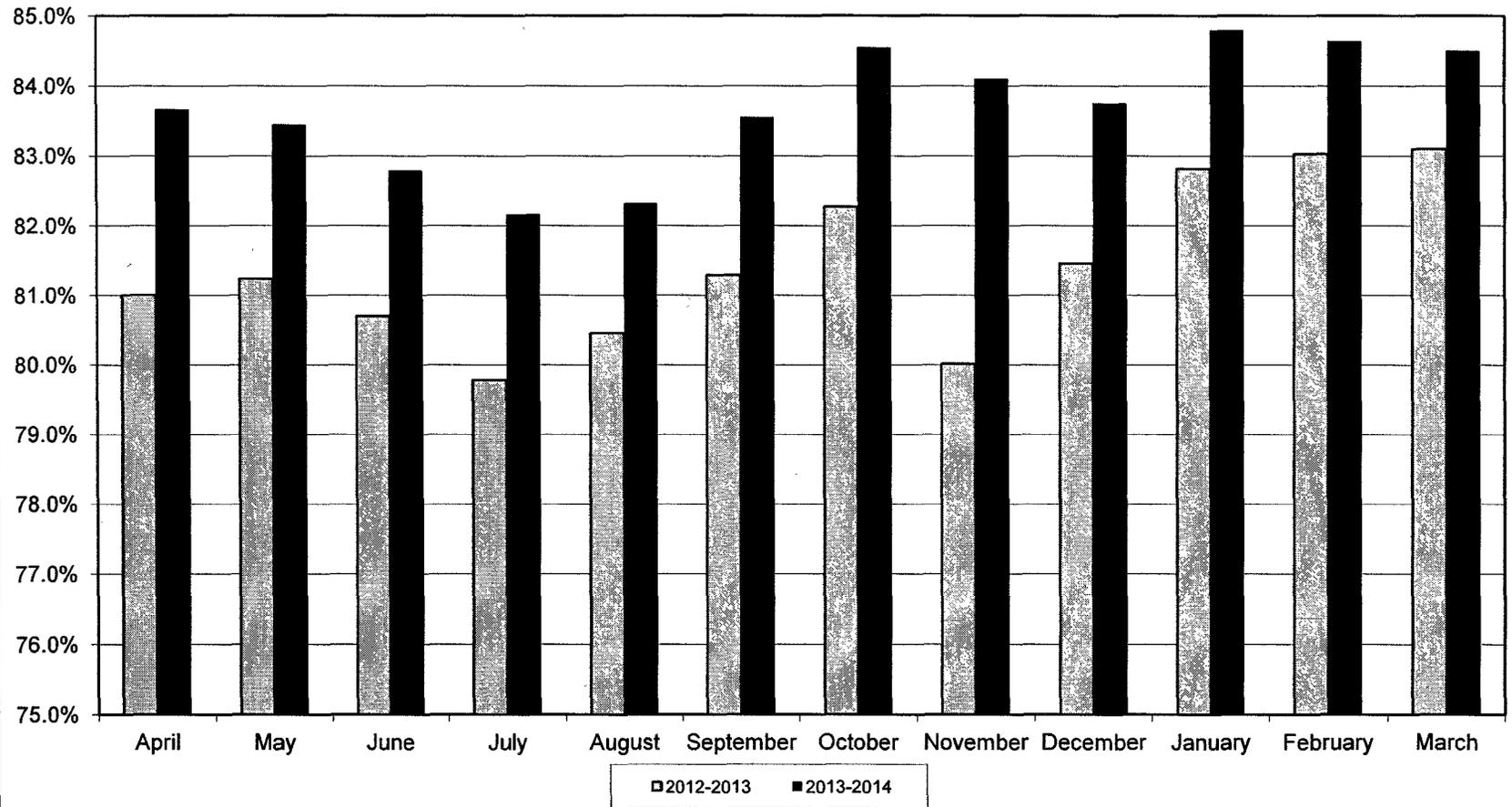
| MTA Bridges and Tunnels Customers | | | |
|---|---------------|---------------|---------------|
| | March 2014 | YTD 2014 | YTD 2013 |
| Accounts Opened: | | | |
| Internet | 6,857 | 18,353 | 16,126 |
| Walk-In | 2,120 | 5,123 | 5,293 |
| Mail/Phone ¹¹ | 260 | 716 | 2,716 |
| On-The-Go | <u>11,089</u> | <u>21,406</u> | <u>23,837</u> |
| Total Accounts Opened | 20,326 | 45,598 | 47,972 |
| Total Active Accounts | | 2,596,808 | 2,483,031 |
| Number of E-ZPass Tags Issued ¹² | 47,238 | 111,780 | 109,937 |
| Total Active Tags ¹³ | | 4,204,554 | 4,018,688 |
| Total Reload Cards Distributed | 3,145 | 85,743 | 47,892 |
| Reload Card % of Cash Replenishments | 15.94% | 15.41% | 11.11% |

| Customer Service Indicators | | | |
|--|----------------|------------------|----------------|
| | March 2014 | YTD 2014 | YTD 2013 |
| Phone Calls Answered by Customer Service Center: | | | |
| Customer Service Representatives | 239,967 | 658,203 | 632,553 |
| Automated System | <u>439,211</u> | <u>1,211,707</u> | <u>945,963</u> |
| Total Phone Calls Answered | 679,178 | 1,869,910 | 1,578,516 |
| Average Phone Call Waiting Time (in min.): | | | |
| Customer Service Representatives | 0.19 | 0.40 | 0.13 |
| Commercial Unit | 0.30 | 0.37 | 0.30 |
| Avg. Monthly B&T E-ZPass Trips Per Account | 6.02 | 5.95 | 5.86 |
| Average Number of Active Tags Per Account | 1.62 | 1.63 | 1.63 |

| E-ZPass Tag Replacement Program | | | |
|--|------------|----------|-----------|
| | March 2014 | YTD 2014 | 2011-2014 |
| Number of Replacement Tags Mailed | 20,917 | 92,084 | 1,519,776 |
| Number of Tags Returned ¹⁴ | 22,346 | 76,470 | 1,466,045 |
| Number of Tags Pending Return | N/A | N/A | 53,731 |

11. Phone enrollment for private accounts ended June 15, 2013.
12. Includes tags for new accounts, additional tags for existing accounts, and replacement of lost or stolen tags for existing accounts. Excludes tags processed and reported within the E-ZPass Tag Replacement Program, which replaces tags that are approaching the end of their useful service lives with new tags.
13. Includes tags linked to active accounts, new tags issued through the E-ZPass Tag Replacement Program, and the associated replaced tags currently moving through the program's return process.
14. Includes tags returned, reported as lost or stolen by the customer, and deactivated. Also, includes tags mailed in 2013 but returned in 2014.

**MTA Bridges and Tunnels
E-ZPass Market Shares
April 2012 through March 2014**





Bridges and Tunnels

Financial Report March 2014

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of March 31, 2014
(in thousands)

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

CURRENT ASSETS:

| | |
|-------------------------------|----------------------|
| Cash-Unrestricted | \$20,217 |
| Investments: | |
| Unrestricted | 100,643 |
| Restricted | 843,711 |
| Accrued interest receivable | 674 |
| Accounts receivable | 21,181 |
| Tolls due from other agencies | 25,008 |
| Prepaid expenses | <u>13,190</u> |
| Total current assets | <u>1,024,624</u> |

NONCURRENT ASSETS:

| | |
|---|----------------------|
| Investments: | |
| Restricted | 100,365 |
| Insurance recovery receivable | 126,325 |
| Facilities, less acc.dep of \$1,197,662 | 4,195,686 |
| Capital lease 2 Broadway net acc. dep. | 43,224 |
| Derivative Hedge Assets | 94,246 |
| Security Deposits | <u>11,510</u> |
| Total noncurrent assets | <u>4,571,356</u> |

TOTAL ASSETS: 5,595,980

DEFERRED OUTFLOWS OF RESOURCES:

| | |
|---|----------------|
| Accumulated decreases in fair value of derivative instruments | 8,948 |
| Defeasance costs | <u>229,217</u> |

TOTAL DEFERRED OUTFLOWS OF RESOURCES: 238,165

TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES \$5,834,145

MTA BRIDGES & TUNNELS

STATEMENT OF NET POSITION

As of March 31, 2014

(in thousands)

LIABILITIES

CURRENT LIABILITIES:

| | |
|--|-----------|
| Current portion-long term debt | \$180,555 |
| Interest Payable | 121,543 |
| Accounts Payable | 61,829 |
| Payable to MTA-CAP | 28,845 |
| Due to MTA-Operating Expenses | 7,466 |
| Due to NYCTA-Operating Expenses | 804 |
| Accrued salaries | 42,676 |
| Accrued Vac & Sick Benefits | 16,778 |
| Current portion of estimated liability arising from injury | 16,663 |
| Current portion of capital lease obligation | 6,223 |
| Pollution remediation projects | 1,829 |
| Due to New York City Transit Authority | 23,736 |
| Due to Metropolitan Transportation Authority | 34,851 |
| Unredeemed Tolls | 140,689 |
| Tolls due to other agencies | 39,122 |
| E-ZPass Airport Toll Liability | 4,530 |
| | <hr/> |
| Total current liabilities | 728,139 |

NONCURRENT LIABILITIES:

| | |
|--|-----------|
| Long term debt | 8,981,245 |
| Post Employment Benefits Other than Pensions | 449,227 |
| Estimated liability arising from injury | 13,272 |
| Capital lease obligations | 132,642 |
| Derivative Hedge Liabilities | 104,178 |
| Security deposits-Contra | 11,510 |
| | <hr/> |
| Total noncurrent liabilities | 9,692,074 |

TOTAL LIABILITIES 10,420,213

NET POSITION (4,586,068) *

TOTAL LIABILITIES & NET POSITION \$5,834,145

*The negative Net Position of \$4,586,068 consists of various fund balances such as surplus monies and purchase of assets on behalf of MTA and NYCTA. The negative balance occurs because the assets are transferred to MTA and NYCTA during the year, and taken off the B&T Statement of Net Position; while the debt to purchase these assets remains as a liability on the Statement of Net Position of B&T.

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March 2014
(\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|---|------------------|-------------------------|----------------|-------------|----------------|-------------------------|------------------|---------------|------------------|-------------------------|----------------|-------------|
| | Adopted Budget | Favorable (Unfavorable) | | | Adopted Budget | Favorable (Unfavorable) | | | Adopted Budget | Favorable (Unfavorable) | | |
| | | Actual | Variance | Percent | | Actual | Variance | Percent | | Actual | Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Vehicle Toll Revenue | 137.229 | 136.877 | (0.352) | (0.3) | 0.000 | 0.000 | 0.000 | - | 137.229 | 136.877 | (0.352) | (0.3) |
| Other Operating Revenue | 1.269 | 1.816 | 0.547 | 43.1 | 0.000 | 0.000 | 0.000 | - | 1.269 | 1.816 | 0.547 | 43.1 |
| Capital & Other Reimbursements | (0.000) | 0.000 | 0.000 | 100.0 | 1.802 | 2.462 | 0.660 | 36.6 | 1.802 | 2.462 | 0.660 | 36.6 |
| Investment Income | 0.014 | 0.008 | (0.006) | (41.8) | 0.000 | 0.000 | 0.000 | - | 0.014 | 0.008 | (0.006) | (41.8) |
| Total Revenue | \$138.512 | \$138.701 | \$0.189 | 0.1 | \$1.802 | \$2.462 | \$0.660 | 36.6 | \$140.315 | \$141.163 | \$0.848 | 0.6 |
| Expenses | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | |
| Payroll | \$10.439 | \$9.075 | \$1.364 | 13.1 | \$0.827 | \$0.971 | (\$0.144) | (17.4) | \$11.266 | \$10.046 | \$1.220 | 10.8 |
| Overtime | 1.841 | 2.169 | (0.328) | (17.8) | 0.034 | 0.000 | 0.034 | 100.0 | 1.875 | 2.169 | (0.294) | (15.7) |
| Health and Welfare | 2.544 | 2.104 | 0.440 | 17.3 | 0.185 | 0.245 | (0.060) | (32.5) | 2.729 | 2.349 | 0.380 | 13.9 |
| OPEB Current Payment | 1.347 | 1.479 | (0.132) | (9.8) | 0.000 | 0.000 | 0.000 | - | 1.347 | 1.479 | (0.132) | (9.8) |
| Pensions | 2.610 | 2.620 | (0.010) | (0.4) | 0.218 | 0.208 | 0.010 | 4.7 | 2.828 | 2.828 | 0.000 | 0.0 |
| Other Fringe Benefits | 2.307 | 2.192 | 0.115 | 5.0 | 0.106 | 0.119 | (0.013) | (12.5) | 2.413 | 2.311 | 0.102 | 4.2 |
| Reimbursable Overhead | (0.433) | (0.919) | 0.486 | * | 0.433 | 0.919 | (0.486) | * | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenses | \$20.656 | \$18.720 | \$1.936 | 9.4 | \$1.802 | \$2.462 | (\$0.660) | (36.6) | \$22.458 | \$21.182 | \$1.276 | 5.7 |
| Non-Labor: | | | | | | | | | | | | |
| Electric Power | \$0.567 | \$0.344 | \$0.223 | 39.3 | \$0.000 | \$0.000 | \$0.000 | - | \$0.567 | \$0.344 | \$0.223 | 39.3 |
| Fuel | 0.376 | 0.598 | (0.222) | (59.0) | 0.000 | 0.000 | 0.000 | - | 0.376 | 0.598 | (0.222) | (59.0) |
| Insurance | 1.398 | 1.211 | 0.187 | 13.4 | 0.000 | 0.000 | 0.000 | - | 1.398 | 1.211 | 0.187 | 13.4 |
| Claims | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Maintenance and Other Operating Contracts | 10.377 | 8.521 | 1.856 | 17.9 | 0.000 | 0.000 | 0.000 | - | 10.377 | 8.521 | 1.856 | 17.9 |
| Professional Service Contracts | 3.272 | 3.282 | (0.010) | (0.3) | 0.000 | 0.000 | 0.000 | - | 3.272 | 3.282 | (0.010) | (0.3) |
| Materials & Supplies | 0.365 | 0.424 | (0.059) | (16.1) | 0.000 | 0.000 | 0.000 | - | 0.365 | 0.424 | (0.059) | (16.1) |
| Other Business Expenses | 2.314 | 1.773 | 0.541 | 23.4 | 0.000 | 0.000 | 0.000 | - | 2.314 | 1.773 | 0.541 | 23.4 |
| Total Non-Labor Expenses | \$18.670 | \$16.153 | \$2.517 | 13.5 | \$0.000 | \$0.000 | \$0.000 | - | \$18.670 | \$16.153 | \$2.517 | 13.5 |
| Other Expense Adjustments: | | | | | | | | | | | | |
| Other | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Total Expenses before Non-Cash Liability Adjs. | \$39.326 | \$34.873 | \$4.453 | 11.3 | \$1.802 | \$2.462 | (\$0.660) | (36.6) | \$41.129 | \$37.335 | \$3.794 | 9.2 |
| Depreciation | \$8.866 | \$8.668 | \$0.198 | 2.2 | \$0.000 | \$0.000 | \$0.000 | - | \$8.866 | \$8.668 | \$0.198 | 2.2 |
| OPEB Obligation | 6.836 | 4.939 | 1.897 | 27.7 | 0.000 | 0.000 | 0.000 | - | 6.836 | 4.939 | 1.897 | 27.7 |
| Total Expenses after Non-Cash Liability Adjs. | \$55.027 | \$48.480 | \$6.547 | 11.9 | \$1.802 | \$2.462 | (\$0.660) | (36.6) | \$56.830 | \$50.942 | \$5.888 | 10.4 |
| Less: Depreciation | \$8.866 | \$8.668 | \$0.198 | 2.2 | \$0.000 | \$0.000 | \$0.000 | - | \$8.866 | \$8.668 | \$0.198 | 2.2 |
| Less: OPEB Obligation | 6.836 | 4.939 | 1.897 | 27.7 | 0.000 | 0.000 | 0.000 | - | 6.836 | 4.939 | 1.897 | 27.7 |
| Total Expenses | \$39.326 | \$34.873 | \$4.453 | 11.3 | \$1.802 | \$2.462 | (\$0.660) | (36.6) | \$41.129 | \$37.335 | \$3.794 | 9.2 |
| Net Surplus/(Deficit) | \$99.186 | \$103.828 | \$4.642 | 4.7 | \$0.000 | \$0.000 | \$0.000 | - | \$99.186 | \$103.828 | \$4.642 | 4.7 |

Differences are due to rounding.
*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March 2014
(\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|---|-------------------|----------------------------|----------|---------|-------------------|----------------------------|----------|-----------------|-------------------|----------------------------|-------------|---------|
| | Adopted Budget | Favorable (Unfavorable) | | | Adopted Budget | Favorable (Unfavorable) | | | Adopted Budget | Favorable (Unfavorable) | | |
| | | Actual | Variance | Percent | | Actual | Variance | Percent | | Actual | Variance | Percent |
| Net Income/(Deficit) | | | | | | | | \$99.186 | \$103.828 | \$4.642 | 4.7 | |
| Less: Capitalized Assets | | | | | | | | 1.487 | 1.114 | 0.373 | 25.1 | |
| Reserves | | | | | | | | 2.158 | 2.158 | (0.000) | (0.0) | |
| GASB Reserves | | | | | | | | 0.000 | 0.000 | 0.000 | - | |
| Adjusted Net Income/(Deficit) | | | | | | | | \$95.541 | \$100.556 | \$5.015 | 5.2 | |
| Less: Debt Service | | | | | | | | 49.664 | 49.276 | 0.388 | 0.8 | |
| Income Available for Distribution | | | | | | | | \$45.877 | \$51.280 | \$5.403 | 11.8 | |
| Distributable To: | | | | | | | | | | | | |
| MTA - Investment Income | | | | | | | | 0.014 | 0.008 | (0.006) | (41.8) | |
| MTA - Distributable Income | | | | | | | | 27.383 | 30.253 | 2.870 | 10.5 | |
| NYCTR - Distributable Income | | | | | | | | 18.480 | 21.019 | 2.539 | 13.7 | |
| Total Distributable Income | | | | | | | | \$45.877 | \$51.280 | \$5.403 | 11.8 | |
| Support to Mass Transit: | | | | | | | | | | | | |
| Total Revenues | | | | | | | | 140.315 | 141.163 | 0.848 | 0.6 | |
| Less: Total Operating Expenses | | | | | | | | <u>41.129</u> | <u>37.335</u> | <u>3.794</u> | 9.2 | |
| Net Operating Income/(Deficit) | | | | | | | | \$99.186 | \$103.828 | \$4.642 | 4.7 | |
| Deductions from Net Operating Income: | | | | | | | | | | | | |
| Capitalized Assets | | | | | | | | 1.487 | 1.114 | 0.373 | 25.1 | |
| Reserves | | | | | | | | 2.158 | 2.158 | (0.000) | (0.0) | |
| B&T Debt Service | | | | | | | | 20.060 | 18.759 | 1.301 | 6.5 | |
| GASB Reserves | | | | | | | | 0.000 | 0.000 | 0.000 | - | |
| Total Deductions From Operating Income | | | | | | | | \$23.705 | \$22.031 | \$1.674 | 7.1 | |
| Total Support to Mass Transit | | | | | | | | \$75.482 | \$81.797 | \$6.315 | 8.4 | |

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March Year-To-Date

(\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|---|------------------|------------------|-------------------------|--------------|----------------|----------------|-------------------------|--------------|------------------|------------------|-------------------------|--------------|
| | Adopted Budget | Actual | Favorable (Unfavorable) | | Adopted Budget | Actual | Favorable (Unfavorable) | | Adopted Budget | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent | | | Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Vehicle Toll Revenue | 376.594 | 368.164 | (8.430) | (2.2) | 0.000 | 0.000 | 0.000 | - | 376.594 | 368.164 | (8.430) | (2.2) |
| Other Operating Revenue | 3.737 | 5.604 | 1.867 | 50.0 | 0.000 | 0.000 | 0.000 | - | 3.737 | 5.604 | 1.867 | 50.0 |
| Capital & Other Reimbursements | (0.000) | 0.000 | 0.000 | 100.0 | 5.236 | 4.924 | (0.312) | (6.0) | 5.236 | 4.924 | (0.312) | (6.0) |
| Investment Income | 0.040 | 0.026 | (0.014) | (34.8) | 0.000 | 0.000 | 0.000 | - | 0.040 | 0.026 | (0.014) | (34.8) |
| Total Revenue | \$380.371 | \$373.794 | (\$6.577) | (1.7) | \$5.236 | \$4.924 | (\$0.312) | (6.0) | \$385.607 | \$378.718 | (\$6.889) | (1.8) |
| Expenses | | | | | | | | | | | | |
| <i>Labor:</i> | | | | | | | | | | | | |
| Payroll | \$30.502 | \$26.919 | \$3.583 | 11.7 | \$2.400 | \$1.972 | \$0.428 | 17.8 | \$32.903 | \$28.891 | \$4.012 | 12.2 |
| Overtime | 6.160 | 6.389 | (0.229) | (3.7) | 0.102 | 0.000 | 0.102 | 100.0 | 6.262 | 6.389 | (0.127) | (2.0) |
| Health and Welfare | 7.651 | 6.454 | 1.197 | 15.6 | 0.537 | 0.498 | 0.039 | 7.2 | 8.188 | 6.952 | 1.236 | 15.1 |
| OPEB Current Payment | 4.042 | 4.058 | (0.016) | (0.4) | 0.000 | 0.000 | 0.000 | - | 4.042 | 4.058 | (0.016) | (0.4) |
| Pensions | 7.850 | 8.062 | (0.212) | (2.7) | 0.634 | 0.422 | 0.212 | 33.4 | 8.484 | 8.484 | 0.000 | 0.0 |
| Other Fringe Benefits | 5.229 | 4.674 | 0.555 | 10.6 | 0.307 | 0.241 | 0.066 | 21.5 | 5.536 | 4.915 | 0.621 | 11.2 |
| Reimbursable Overhead | (1.256) | (1.791) | 0.535 | 42.6 | 1.256 | 1.791 | (0.535) | (42.6) | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenses | \$60.179 | \$54.765 | \$5.414 | 9.0 | \$5.236 | \$4.924 | \$0.312 | 6.0 | \$65.415 | \$59.689 | \$5.726 | 8.8 |
| <i>Non-Labor:</i> | | | | | | | | | | | | |
| Electric Power | \$1.701 | \$1.380 | \$0.321 | 18.9 | \$0.000 | \$0.000 | \$0.000 | - | \$1.701 | \$1.380 | \$0.321 | 18.9 |
| Fuel | 1.129 | 1.376 | (0.247) | (21.9) | 0.000 | 0.000 | 0.000 | - | 1.129 | 1.376 | (0.247) | (21.9) |
| Insurance | 4.060 | 3.630 | 0.430 | 10.6 | 0.000 | 0.000 | 0.000 | - | 4.060 | 3.630 | 0.430 | 10.6 |
| Claims | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Maintenance and Other Operating Contracts | 22.430 | 16.953 | 5.477 | 24.4 | 0.000 | 0.000 | 0.000 | - | 22.430 | 16.953 | 5.477 | 24.4 |
| Professional Service Contracts | 8.798 | 10.186 | (1.388) | (15.8) | 0.000 | 0.000 | 0.000 | - | 8.798 | 10.186 | (1.388) | (15.8) |
| Materials & Supplies | 1.060 | 1.314 | (0.254) | (23.9) | 0.000 | 0.000 | 0.000 | - | 1.060 | 1.314 | (0.254) | (23.9) |
| Other Business Expenses | 6.793 | 5.654 | 1.139 | 16.8 | 0.000 | 0.000 | 0.000 | - | 6.793 | 5.654 | 1.139 | 16.8 |
| Total Non-Labor Expenses | \$45.971 | \$40.493 | \$5.478 | 11.9 | \$0.000 | \$0.000 | \$0.000 | - | \$45.971 | \$40.493 | \$5.478 | 11.9 |
| Other Expense Adjustments | | | | | | | | | | | | |
| Other | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Total Expenses before Non-Cash Liability Adjs. | \$106.150 | \$95.258 | \$10.892 | 10.3 | \$5.236 | \$4.924 | \$0.312 | 6.0 | \$111.386 | \$100.182 | \$11.204 | 10.1 |
| Depreciation | \$25.740 | \$25.963 | (\$0.223) | (0.9) | \$0.000 | \$0.000 | \$0.000 | - | \$25.740 | \$25.963 | (\$0.223) | (0.9) |
| OPEB Obligation | 19.845 | 14.205 | 5.640 | 28.4 | 0.000 | 0.000 | 0.000 | - | 19.845 | 14.205 | 5.640 | 28.4 |
| Total Expenses after Non-Cash Liability Adjs. | \$151.735 | \$135.426 | \$16.309 | 10.7 | \$5.236 | \$4.924 | \$0.312 | 6.0 | \$156.971 | \$140.350 | \$16.621 | 10.6 |
| Less: Depreciation | \$25.740 | \$25.963 | (\$0.223) | (0.9) | \$0.000 | \$0.000 | \$0.000 | - | \$25.740 | \$25.963 | (\$0.223) | (0.9) |
| Less: OPEB Obligation | 19.845 | 14.205 | 5.640 | 28.4 | 0.000 | 0.000 | 0.000 | - | 19.845 | 14.205 | 5.640 | 28.4 |
| Total Expenses | \$106.150 | \$95.258 | \$10.892 | 10.3 | \$5.236 | \$4.924 | \$0.312 | 6.0 | \$111.386 | \$100.182 | \$11.204 | 10.1 |
| Net Surplus/(Deficit) | \$274.221 | \$278.536 | \$4.315 | 1.6 | \$0.000 | \$0.000 | \$0.000 | - | \$274.221 | \$278.536 | \$4.315 | 1.6 |

Differences are due to rounding.
*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March Year-To-Date
(\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|---|-------------------|--------|----------------------------|---------|-------------------|--------|----------------------------|---------|-------------------|----------------|----------------------------|---------|
| | Adopted Budget | Actual | Favorable (Unfavorable) | | Adopted Budget | Actual | Favorable (Unfavorable) | | Adopted Budget | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent | | | Variance | Percent |
| Net Income/(Deficit) | | | | | | | | | \$274.221 | \$278.536 | \$4.315 | 1.6 |
| Less: Capitalized Assets | | | | | | | | | 4.461 | 1.400 | \$3.061 | 68.6 |
| Reserves | | | | | | | | | 6.474 | 6.474 | (0.000) | (0.0) |
| GASB Reserves | | | | | | | | | 0.000 | 0.000 | 0.000 | - |
| Adjusted Net Income/(Deficit) | | | | | | | | | \$263.286 | \$270.662 | \$7.376 | 2.8 |
| Less: Debt Service | | | | | | | | | 148.993 | 146.485 | 2.508 | 1.7 |
| Income Available for Distribution | | | | | | | | | \$114.293 | \$124.177 | \$9.884 | 8.6 |
| Distributable To: | | | | | | | | | | | | |
| MTA - Investment Income | | | | | | | | | 0.040 | 0.026 | (0.014) | (34.8) |
| MTA - Distributable Income | | | | | | | | | 70.481 | 75.970 | 5.489 | 7.8 |
| NYCTR - Distributable Income | | | | | | | | | 43.773 | 48.181 | 4.408 | 10.1 |
| Total Distributable Income | | | | | | | | | \$114.293 | \$124.177 | \$9.884 | 8.6 |
| Support to Mass Transit: | | | | | | | | | | | | |
| Total Revenues | | | | | | | | | 385.607 | 378.718 | (6.889) | (1.8) |
| Less: Total Operating Expenses | | | | | | | | | <u>111.386</u> | <u>100.182</u> | <u>11.204</u> | 10.1 |
| Net Operating Income/(Deficit) | | | | | | | | | \$274.221 | \$278.536 | \$4.315 | 1.6 |
| Deductions from Net Operating Income: | | | | | | | | | | | | |
| Capitalized Assets | | | | | | | | | 4.461 | 1.400 | 3.061 | 68.6 |
| Reserves | | | | | | | | | 6.474 | 6.474 | (0.000) | (0.0) |
| B&T Debt Service | | | | | | | | | 60.179 | 54.694 | 5.485 | 9.1 |
| GASB Reserves | | | | | | | | | 0.000 | 0.000 | 0.000 | - |
| Total Deductions From Operating Income | | | | | | | | | \$71.114 | \$62.568 | \$8.546 | 12.0 |
| Total Support to Mass Transit | | | | | | | | | \$203.107 | \$215.968 | \$12.861 | 6.3 |

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

| Generic Revenue or Expense Category | Favorable/ (Unfavorable) Variance | | March 2014 Reason for Variance | Favorable/ (Unfavorable) Variance | | Year-to-Date Reason for Variance |
|---|---|---------|---|---|--------|--|
| | \$ | % | | \$ | % | |
| | | | | | | |
| Nonreimbursable | | | | | | |
| Vehicle Toll Revenue | (0.352) | -0.3% | Minor variance due to a slightly lower average toll | (8.430) | -2.2% | Lower toll revenue due to 2.3% decrease in traffic primarily due to unfavorable weather. |
| Other Operating Revenue | 0.547 | 43.1% | Higher Other Operating Revenue primarily due to higher wireless communication equipment rental fees at the Hugh L. Carey Tunnel and the Queens Midtown Tunnel (\$0.111M), E-Zpass administrative fees (\$0.094M), and Battery Parking Garage revenue (\$0.002M) | 1.867 | 50.0% | Higher Other Operating Revenue primarily due to higher E-ZPass administrative fees (\$1.089M), and wireless communication equipment rental fees at the Hugh L. Carey Tunnel and Queens Midtown Tunnel (\$0.233M). |
| Investment Income | (0.006) | -41.8% | Minor variance. | (0.014) | -34.8% | Minor variance. |
| Payroll | 1.364 | 13.1% | Lower payroll expenses against the monthly adopted budget allocation due to vacancies. | 3.583 | 11.7% | Lower payroll expenses against the YTD adopted budget allocation due to vacancies. |
| Overtime | (0.328) | -17.8% | See overtime tables. | (0.229) | -3.7% | See overtime tables. |
| Health and Welfare | 0.440 | 17.3% | Lower Welfare Plan expenses primarily due to vacancies and the timing of expenses against the monthly adopted budget allocation. | 1.197 | 15.6% | Lower Welfare Plan expenses primarily due to vacancies and the timing of expenses against the YTD adopted budget allocation. |
| OPEB Current Payment | (0.132) | -9.8% | Minor variance. | (0.016) | -0.4% | Minor variance. |
| Pensions | (0.010) | -0.4% | Minor variance. | (0.212) | -2.7% | Minor variance. |
| Other Fringe Benefits | 0.115 | 5.0% | Lower expenses primarily due to lower Social Security taxes (\$0.089M) due to vacancies. | 0.555 | 10.6% | Lower expenses primarily due to lower Social Security taxes (\$0.335M), and lower than planned BTO uniform allotment (\$0.184M) due to vacancies. |
| Electric Power | 0.223 | 39.3% | Lower electricity expenses against the monthly adopted budget allocation. | 0.321 | 18.9% | Lower electricity expenses against the YTD adopted budget allocation. |
| Fuel | (0.222) | -59.0% | Higher fuel expenses against the monthly adopted budget allocation. | (0.247) | -21.9% | Higher fuel expenses against the YTD adopted budget allocation. |
| Insurance | 0.187 | 13.4% | Lower expenses primarily due to timing of expenses for General Liability Insurance (\$0.086M) and Property Insurance (\$0.059M) against the monthly adopted budget allocation. | 0.430 | 10.6% | Lower expenses primarily due to timing of expenses for General Liability Insurance (\$0.247M) and Auto Liability Insurance (\$0.123M) against the YTD adopted budget allocation. |
| Maintenance and Other Operating Contracts | 1.856 | 17.9% | Lower expenses primarily for Major Maintenance & Painting (\$3.016M), Sandy-related expenses (\$0.313M), Security Surveillance Equipment costs (\$0.166M), Security Service costs (\$0.112M) and other expenses due to timing, offset by higher than planned E-ZPass Customer Service Center costs (-\$1.982M) due to retroactive adjustments | 5.477 | 24.4% | Lower expenses primarily for Major Maintenance & Painting (\$4.658M), Sandy-related expenses (\$0.856M), E-ZPass Tags costs (\$0.250M), Security Surveillance Equipment costs (\$0.244M), Security Service costs (\$0.224M), Facility Maintenance & Repair Services (\$0.206M), and other expenses due to timing, offset by higher than planned E-ZPass Customer Service Center costs (-\$1.232M). |
| Professional Service Contracts | (0.010) | -0.3% | Minor variance. | (1.388) | -15.8% | Higher expenses primarily for Bond Issuance Costs (-\$2.610M) and Procurement Credit Card Purchases (-\$0.215M), offset by lower expenses for IT Systems Maintenance & Repair Services (\$0.415M), IT Consulting Services (\$0.239M), Other Outside Services (\$0.205M), Outside Training costs (\$0.133M) Engineering Services (\$0.133M) and other expenses due to timing. |
| Materials & Supplies | (0.059) | -16.1% | Higher expenses primarily for De-Icing Materials (\$0.172M) due to unfavorable weather, and Automotive Parts & Supplies (\$0.120M) partially offset by lower expenses across a variety of small equipment and supply categories against the monthly adopted budget allocation. | (0.254) | -23.9% | Higher expenses primarily for De-Icing Materials (\$0.687M) due to unfavorable weather, and Automotive Parts & Supplies (\$0.132M) partially offset by lower Materials & Supplies expense (-\$0.206M) and lower expenses across a variety of small equipment and supply categories against the YTD adopted budget allocation. |
| Other Business Expense | 0.541 | 23.4% | Lower expenses primarily for Credit Card Fees (\$0.454M) against the monthly adopted budget allocation. | 1.139 | 16.6% | Lower expenses primarily for Credit Card Fees (\$1.332M) partially offset by small over-runs across several other areas due to timing. |
| Depreciation | 0.198 | 2.2% | Minor variance. | (0.223) | -0.9% | Minor variance. |
| Other Post Employment Benefits | 1.897 | 27.7% | Lower OPEB Expense due to new actuarial valuation. | 5.640 | 28.4% | Lower OPEB Expense due to new actuarial valuation. |
| Reimbursable | | | | | | |
| Capital and Other Reimbursements | 0.660 | 36.6% | Higher capital reimbursements against the monthly adopted budget allocation. | (0.312) | -6.0% | Lower capital reimbursements against the YTD adopted budget allocation. |
| Payroll | (0.144) | -17.4% | Higher than planned reimbursable expenses against the monthly adopted budget allocation. | 0.428 | 17.8% | Lower than planned reimbursable expenses against the YTD adopted budget allocation. |
| Overtime | 0.034 | 100.0% | See overtime tables. | 0.102 | 100.0% | See overtime tables. |
| Health and Welfare | (0.060) | -32.5% | Higher than planned reimbursable expenses against the monthly adopted budget allocation. | 0.039 | 7.2% | Lower than planned reimbursable expenses against the YTD adopted budget allocation. |
| OPEB Current Payment | 0.000 | - | No variance. | 0.000 | - | No variance. |
| Pensions | 0.010 | 4.7% | Lower than planned reimbursable expenses against the monthly adopted budget allocation. | 0.212 | 33.4% | Lower than planned reimbursable expenses against the YTD adopted budget allocation. |
| Other Fringe Benefits | (0.013) | -12.5% | Higher than planned reimbursable expenses against the monthly adopted budget allocation. | 0.066 | 21.5% | Lower than planned reimbursable expenses against the YTD adopted budget allocation. |
| Reimbursable Overhead | (0.486) | -112.4% | Higher than planned reimbursable expenses against the monthly adopted budget allocation. | (0.535) | -42.6% | Higher than planned reimbursable expenses against the YTD adopted budget allocation. |

MTA Bridges and Tunnels
February Financial Plan - 2014 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

| | Monthly | | | Year-to-Date | | |
|---|------------------------|-----------------------------|--|-------------------------|----------------------------|--|
| | Var. - Fav./ (Unfav) | | Explanations | Var. - Fav./ (Unfav) | | Explanations |
| | Hours | \$ | | Hours | \$ | |
| NON-REIMBURSABLE OVERTIME | | | | | | |
| OPERATIONS & MAINTENANCE | | | | | | |
| <u>Scheduled Service</u> | 394 10.7% | \$0.014 6.6% | Lower than planned expenses | 1,828 16.5% | \$0.087 13.5% | Lower than planned expenses |
| <u>Unscheduled Service</u> | 509 56.7% | \$0.029 54.1% | Lower than planned expenses | 1,540 44.5% | \$0.086 42.4% | Lower than planned expenses |
| <u>Programmatic/Routine Maintenance</u> | 3 76.8% | \$0.000 73.6% | Lower than planned expenses | 60 44.5% | \$0.004 38.8% | Lower than planned expenses |
| <u>Unscheduled Maintenance</u> | 689 34.5% | \$0.037 25.4% | Lower than planned expenses | 2,115 35.3% | \$0.118 26.7% | Lower than planned expenses |
| <u>Vacancy/Absentee Coverage</u> | 2,396 19.2% | \$0.106 13.7% | Reduced absenteeism through managerial efforts to monitor and manage availability | 6,410 15.4% | \$0.311 12.1% | Reduced absenteeism through managerial efforts to monitor and manage availability |
| <u>Weather Emergencies</u> | 1,576 52.0% | \$0.101 48.7% | Lower than planned expenses | (2,352) -17.6% | (\$0.269) -29.4% | Higher than planned expenses due to above normal snowfall and below normal temperatures |
| <u>Safety/Security/Law Enforcement</u> | 1,722 48.5% | \$0.089 42.2% | More efficient use of law enforcement related overtime | 5,331 53.3% | \$0.294 49.2% | More efficient use of law enforcement related overtime |
| <u>Other</u> | 717 89.9% | \$0.045 86.9% | Lower than planned expenses | 2,097 87.5% | \$0.130 83.8% | Lower than planned expenses |
| *All Other Departments and Accruals | | (\$0.750) -412.2% | Primarily due to adjustments for the 28-day OT payroll lag | | (\$0.992) -163.6% | Primarily due to adjustments for the 28-day OT payroll lag |
| Subtotal | 8,007 30.3% | (\$0.328) -17.8% | | 17,030 19.3% | (\$0.230) -3.7% | |
| REIMBURSABLE OVERTIME | 459 100.0% | \$0.034 100.0% | Lower than planned overtime needed on projects eligible for reimbursement from the capital program | 1,376 100.0% | \$0.102 100.0% | Lower than planned overtime needed on projects eligible for reimbursement from the capital program |
| TOTAL OVERTIME | 8,466 | (\$0.294) | | 18,406 | (\$0.128) | |

Figures are preliminary.

Totals may not add due to rounding

NOTE. Percentages are based on each type of Overtime and not on Total Overtime.

*Includes overtime for all departments other than Operations and Maintenance, and adjustments to reflect the 28-day payroll lag.

METROPOLITAN TRANSPORTATION AUTHORITY
2014 Overtime Reporting
Overtime Legend

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

| <u>Type</u> | <u>Definition</u> |
|---|---|
| <i>Scheduled Service</i> | Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays). |
| <i>Unscheduled Service</i> | Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related. |
| <i>Programmatic/Routine Maintenance</i> | <i>Program Maintenance</i> work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes <i>Routine Maintenance</i> work for which OT has been planned, as well as all other maintenance <u>not resulting from extraordinary events</u> , including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours. |
| <i>Unscheduled Maintenance</i> | Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage. |
| <i>Vacancy/Absentee Coverage</i> | Provides coverage for an absent employee or a vacant position. |
| <i>Weather Emergencies</i> | Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs. |
| <i>Safety/Security/Law Enforcement</i> | Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training. |
| <i>Other</i> | Includes overtime coverage for clerical, administrative positions that are eligible for overtime. |
| <i>Reimbursable Overtime</i> | Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources. |

**MTA BRIDGES AND TUNNELS
TRAFFIC VOLUME AND REVENUE
(millions)**

Month of March

Year to date ending March 2014.

Comparison Current Year vs. Prior Year:

| Prior Year* | | Current Year | | Percentage Change | | | Prior Year* | | Current Year | | Percentage Change | |
|-------------|----------------|--------------|----------------|-------------------|--------------|----------------------------|-------------|----------------|--------------|----------------|-------------------|-------------|
| Traffic | Revenue | Traffic | Revenue | Traffic | Revenue | | Traffic | Revenue | Traffic | Revenue | Traffic | Revenue |
| 3.3 | \$22.5 | 3.2 | \$21.7 | -4.2% | -3.8% | Bronx-Whitestone | 9.2 | \$58.3 | 8.6 | \$58.5 | -6.8% | 0.2% |
| 0.6 | 1.4 | 0.6 | 1.3 | -3.3% | -7.6% | Cross Bay | 1.8 | 3.8 | 1.6 | 3.4 | -10.5% | -10.2% |
| 1.8 | 5.0 | 1.8 | 5.2 | 3.1% | 4.0% | Henry Hudson | 4.9 | 13.1 | 4.8 | 13.9 | -2.6% | 6.0% |
| 1.3 | 7.7 | 1.4 | 8.1 | 6.5% | 4.8% | Hugh L. Carey | 3.8 | 20.6 | 3.8 | 21.8 | -1.0% | 5.8% |
| 0.6 | 1.3 | 0.6 | 1.2 | -6.4% | -8.2% | Marine Parkway | 1.8 | 3.6 | 1.5 | 3.2 | -14.0% | -12.4% |
| 2.4 | 14.4 | 2.5 | 15.1 | 4.7% | 4.7% | Queens Midtown | 6.4 | 36.9 | 6.5 | 40.0 | 1.4% | 8.5% |
| 2.2 | 15.9 | 2.3 | 16.5 | 3.3% | 3.5% | RFK - Bronx | 6.3 | 41.6 | 6.2 | 44.5 | -0.9% | 6.8% |
| 2.5 | 15.0 | 2.5 | 15.4 | 1.8% | 2.4% | RFK - Manhattan | 6.9 | 39.1 | 6.8 | 41.0 | -2.3% | 4.9% |
| 3.2 | 23.8 | 3.3 | 24.2 | 1.1% | 1.7% | Throgs Neck | 8.9 | 61.6 | 8.7 | 64.6 | -2.5% | 4.9% |
| 5.4 | 29.5 | 5.3 | 28.3 | -2.7% | -4.3% | Verrazano-Narrows | 15.3 | 78.6 | 14.3 | 77.3 | -6.6% | -1.7% |
| 23.4 | \$136.6 | 23.4 | \$136.9 | 0.2% | 0.2% | Total | 65.5 | \$357.3 | 62.9 | \$368.2 | -4.0% | 3.0% |
| | <u>\$5.845</u> | | <u>\$5.841</u> | | <u>-0.1%</u> | Revenue Per Vehicle | | <u>\$5.455</u> | | <u>\$5.854</u> | | <u>7.3%</u> |

*Toll increase implemented March 3, 2013

Note: Numbers may not add due to rounding.

Comparison Actual vs. Adopted Budget:

| Mar Budget | | Mar Actual | | Percentage Change | | | YTD Budget | | YTD Actual | | Percentage Change | |
|------------|----------------|------------|----------------|-------------------|--------------|----------------------------|------------|----------------|------------|----------------|-------------------|-------------|
| Traffic | Revenue | Traffic | Revenue | Traffic | Revenue | | Traffic | Revenue | Traffic | Revenue | Traffic | Revenue |
| 23.4 | 137.2 | 23.4 | 136.9 | 0.0% | -0.3% | Total All | 64.4 | \$376.6 | 62.9 | \$368.2 | -2.3% | -2.2% |
| | <u>\$5.858</u> | | <u>\$5.841</u> | | <u>-0.3%</u> | Revenue Per Vehicle | | <u>\$5.848</u> | | <u>\$5.854</u> | | <u>0.1%</u> |

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
March 2014

| Department | Adopted Budget | Actual | Favorable (Unfavorable) Variance | Explanation of Variances |
|----------------------------------|-------------------|--------------|--|---|
| Administration | | | | |
| Executive | 2 | 2 | - | |
| Law ⁽¹⁾ | 20 | 18 | 2 | 2 Professional vacancies |
| CFO ⁽²⁾ | 21 | 28 | (7) | 1 Managerial and 6 Professional overages |
| Labor Relations | 5 | 5 | - | |
| Staff Services ⁽³⁾ | 35 | 27 | 8 | 3 Managerial vacancies and 5 Professional vacancies |
| EEO | 1 | 1 | - | |
| Total Administration | 84 | 81 | 3 | |
| Operations | | | | |
| Revenue Management | 41 | 38 | 3 | 3 Professional vacancies |
| Operations (Non-Security) | 728 | 579 | 149 | 119 BTO vacancies, 32 Superior Officer vacancies, 4 Professional Overages, and 2 Managerial vacancies |
| Total Operations | 769 | 617 | 152 | |
| Maintenance | | | | |
| Maintenance | 171 | 166 | 5 | 1 Managerial, 1 Maintainer, and 3 Professional vacancies |
| Operations - Maintainers | 172 | 157 | 15 | 15 Maintainer vacancies |
| Technology | 52 | 49 | 3 | 1 Professional and 2 Managerial vacancies |
| Internal Security - Tech Svcs | 8 | 10 | (2) | 2 Maintainer overages |
| Total Maintenance | 403 | 382 | 21 | |
| Engineering/Capital | | | | |
| Engineering & Construction | 172 | 156 | 16 | 6 Managerial vacancies and 10 Professional vacancies |
| Law ⁽¹⁾ | 16 | 11 | 5 | 1 Managerial and 4 Professional vacancies |
| Health & Safety | 10 | 8 | 2 | 2 Professional vacancies |
| CFO-Planning & Budget Capital | 23 | 13 | 10 | 3 Managerial and 7 Professional vacancies |
| Total Engineering/Capital | 221 | 188 | 33 | |
| Public Safety | | | | |
| Operations (Security) | 232 | 232 | - | |
| Internal Security - Operations | 37 | 36 | 1 | 1 Managerial vacancy, 2 Maintainer vacancies and 2 Professional overages |
| Total Public Safety | 269 | 268 | 1 | |
| Total Positions | | | | |
| | 1,746 | 1,536 | 210 | |
| Non-Reimbursable | | | | |
| | 1,658 | 1,448 | 210 | |
| Reimbursable | | | | |
| | 88 | 88 | - | |
| Total Full-Time | | | | |
| | 1,746 | 1,536 | 210 | |

- (1) Includes Legal and Procurement staff.
(2) Includes Controller and Operating Budget staff.
(3) Includes Human Resources and Administration staff.

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
March 2014

| | Adopted Budget | Actual | Favorable (Unfavorable) Variance | Explanation of Variances |
|-------------------------------------|-------------------|--------------|--|---|
| Administration | | | | |
| Managers/Supervisors | 20 | 18 | 2 | 3 vacancies in Staff Services and 1 overage in CFO |
| Professional, Technical, Clerical | 64 | 63 | 1 | 5 vacancies in Staff Services, 2 vacancies in Law, and 6 overages in CFO |
| Operational Hourlies | - | - | - | |
| Total Administration | 84 | 81 | 3 | |
| Operations | | | | |
| Managers/Supervisors | 56 | 54 | 2 | 2 Managerial vacancies in Operations |
| Professional, Technical, Clerical | 35 | 36 | (1) | 3 Professional vacancies in Revenue Management and 4 overages in Operations |
| Operational Hourlies ⁽¹⁾ | 678 | 527 | 151 | 119 BTO vacancies and 32 Superior Officer vacancies |
| Total Operations | 769 | 617 | 152 | |
| Maintenance | | | | |
| Managers/Supervisors | 33 | 30 | 3 | 2 vacancies in Technology and 1 in Maintenance |
| Professional, Technical, Clerical | 51 | 47 | 4 | 3 vacancies in Maintenance and 1 in Technology |
| Operational Hourlies ⁽²⁾ | 319 | 305 | 14 | 15 Maintainer vacancies in Operations, 1 Maintainer vacancy in Maintenance, and 2 overages in Internal Security |
| Total Maintenance | 403 | 382 | 21 | |
| Engineering/Capital | | | | |
| Managers/Supervisors | 50 | 40 | 10 | 6 vacancies in Engineering, 1 in Law and 3 in Planning and Budget |
| Professional, Technical, Clerical | 171 | 148 | 23 | 10 vacancies in Engineering, 2 in Health and Safety, 4 in Law, and 7 in Planning and Budget |
| Operational Hourlies | - | - | - | |
| Total Engineering/Capital | 221 | 188 | 33 | |
| Public Safety | | | | |
| Managers/Supervisors | 7 | 6 | 1 | 1 vacancy in Internal Security |
| Professional, Technical, Clerical | 28 | 30 | (2) | 2 Professional Overages in Internal Security |
| Operational Hourlies ⁽³⁾ | 234 | 232 | 2 | 2 Maintainer vacancies in Internal Security |
| Total Public Safety | 269 | 268 | 1 | |
| Total Positions | | | | |
| Managers/Supervisors | 166 | 148 | 18 | |
| Professional, Technical, Clerical | 349 | 324 | 25 | |
| Operational Hourlies | 1,231 | 1,064 | 167 | |
| Total Positions | 1,746 | 1,536 | 210 | |

(1) Represents Bridge and Tunnel Officers, Sergeants and Lieutenants. These positions are paid annually, not hourly.

(2) Represents Maintenance personnel. These positions are paid annually, not hourly.

(3) Represents Bridge and Tunnel Officers, Sergeants and Lieutenants performing public safety. These positions are paid annually, not hourly.



Bridges and Tunnels

Capital Program Project Status Report April 2014



MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
STATUS REPORT
APRIL 30, 2014

Introduction

This report presents the year's planned versus actual and forecast commitments, completions, and close-outs in narrative, tabular and graphic formats.

Year to Date Progress

Commitments

In April there were four commitments made with a total value of \$4.1 million (See Attachment 1, 2014 Commitment Chart; Attachment 7 – 2014 Commitment Plan). Year-to-date, 35 commitments have been made with a total value \$26.3 million against a plan calling for 42 commitments with a total value of \$40.3 million.

The most notable commitment made in April is:

- **QM81**, Controls / Communication Systems, Design for \$2.1 million.

Completions

There was one project completion, BB43, Rehabilitation of Battery Parking Garage (Phase IV) for \$4.5 million, which was planned for and completed in April. Year-to-date one project completion totaling \$4.5 million was made against a plan calling for one completion with a total value of \$4.5 million (See Attachment 3 - 2013 Completion Chart; Attachment 4 – 2013 Major Project Completions; Attachment 5 - 2013 Project Completion Plan).

Close-outs

There were six task level closeouts in April for \$7.1 million. Year-to-date there are eleven task level closeouts totaling \$12.4 million. (See Attachment 6 – 2014 Task Level Closeouts).

Award Date Changes for Significant Remaining Commitments

The following date changes have been made for significant remaining commitments (See Attachment 7 – 2014 Commitment Plan).

MP06, Substructure and Underwater Scour Protection, Construction Administration SBMP forecasted for \$0.2 million commitment in March is now forecast for commitment in May. Award documents are being processed.

BB43, Miscellaneous Repairs at BP Garage (Construction Administration and Design Services during Construction) forecasted for \$0.5 million and \$0.1 million commitment in March are now forecast for commitment in May. Procurement is in process.

BB21, Service Building Rehabilitation, Construction Administration forecasted for \$0.5 million commitment in March is now forecast for commitment in May. Procurement is in process.

ED040208, Replace MPB Navigation & Security Lighting Systems, Construction planned for \$0.6 million in April is now forecast for May. Procurement is in process.

AW12, Hazardous Materials Abatement, Air Monitoring/Design Management tasks planned for a total of \$0.3 million in April is now forecast for May. Necessary approvals are being obtained.

RK65, Training Facility, Construction Administration, planned for \$1.8 million in April is now forecast for May. Consultant has been selected and necessary approvals are in process.

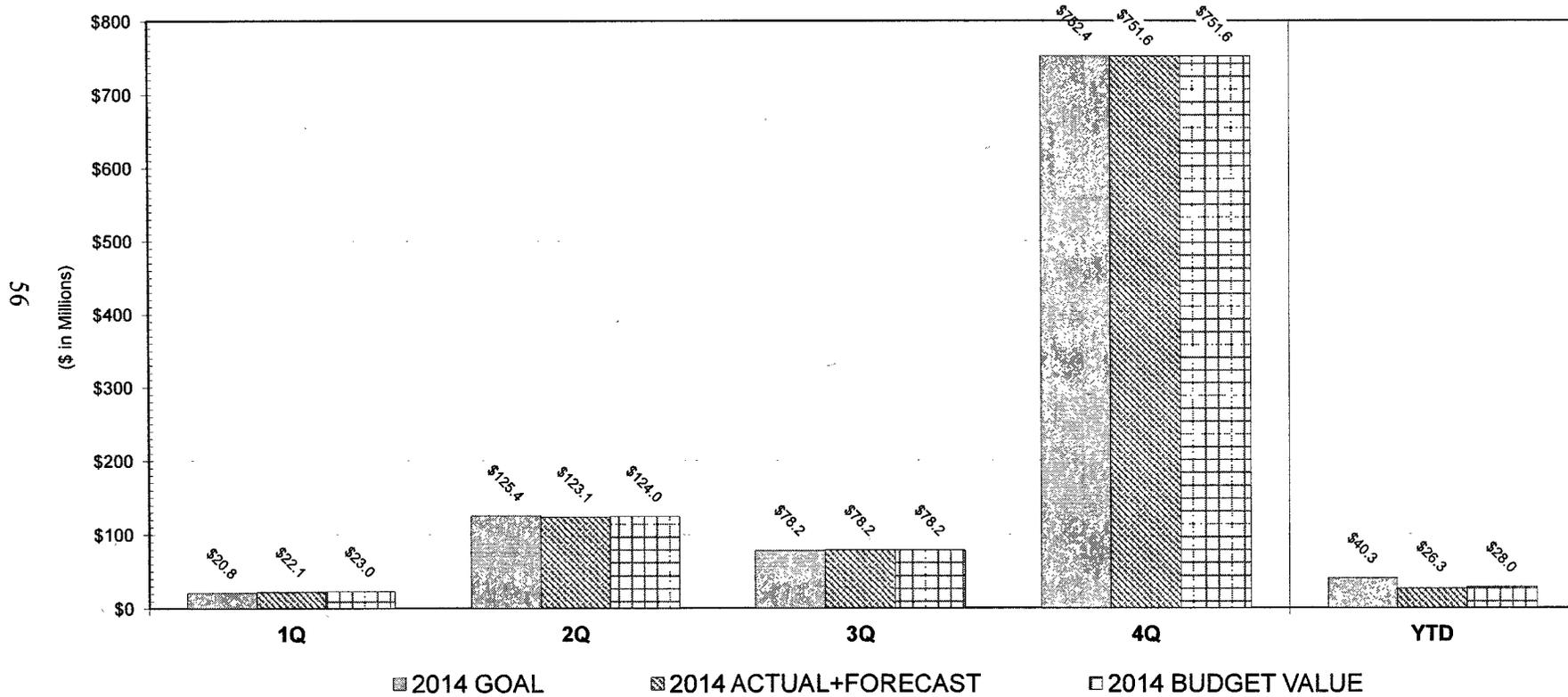
ED010324, Marine Parkway and Crossbay Bridges, Master Plan & Resiliency Study and Force Account planned for \$8.7 million and \$0.3 million in April is now forecast for May. Consultant has been selected and award documents are being processed.

Completion Date Changes for Remaining Projects

There were no changes for remaining completions (See Attachment 5 - 2014 Completion Plan).

**MTA Bridges and Tunnels
Commitments as of April 30, 2014**

| | | |
|----------------------|---------|---------------------|
| 2014 Budget Goal: | \$976.8 | |
| 2014 Annual Forecast | \$975.1 | |
| YTD Goal: | \$40.3 | |
| YTD Actual: | \$26.3 | (65.1% of YTD Goal) |
| YTD Budgeted Value: | \$28.0 | (69.5% of YTD Goal) |
| Left to Commit: | \$948.8 | |



MTA Bridges and Tunnels: Status of Major Commitments as of April 30, 2014

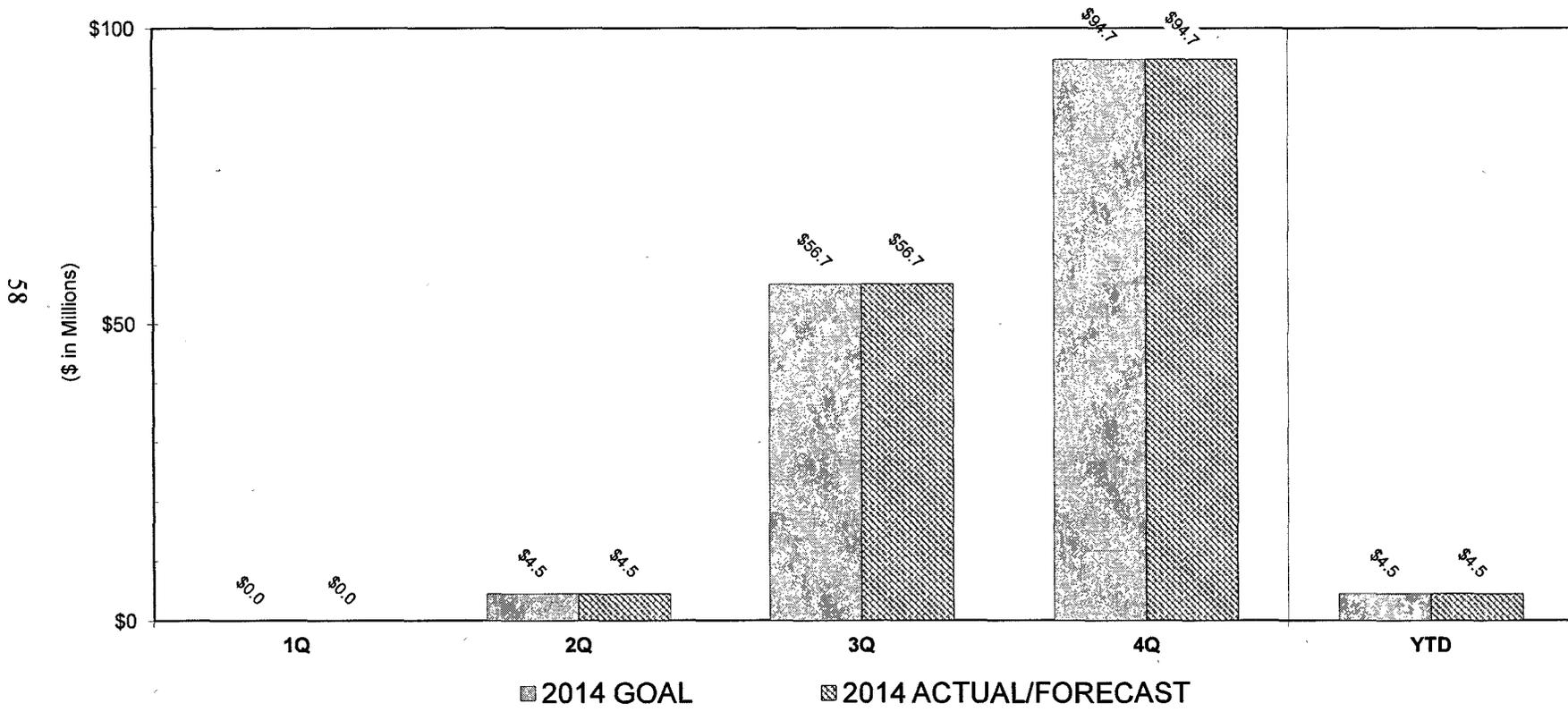
| Project | | Budget (\$ in Millions) | | | Award Date | | | Notes |
|----------|---|-------------------------|--------------------|----------------|------------|--------------------|-------------------|-------|
| | | 2014 Goal | Actual / Forecast* | Budgeted Value | 2014 Goal | Advertisement Date | Actual / Forecast | |
| D604VN87 | Substation #1 Rehabilitation - Design/Build | \$12.1 | \$12.0 | \$12.1 | Mar-14 | Oct-13 | Feb-14 | A |
| ED010228 | Restore Hugh L. Carey Tunnel - Structural - Construction Administration | \$11.7 | \$11.7 | \$11.7 | May-14 | Nov-13 | May-14 | F |
| D602RK65 | Deck Replacement - Bronx Toll Plaza - Training Facility, Design/Build | \$11.8 | \$11.8 | \$11.8 | Jun-14 | Dec-13 | Jun-14 | F |
| D602RK65 | Deck Replacement - Bronx Toll Plaza - RK65A -Construction | \$190.0 | \$190.0 | \$190.0 | Oct-14 | May-14 | Oct-14 | F |
| D607RK65 | Paint - Plaza and Approach Ramps - Construction | \$16.5 | \$16.5 | \$16.5 | Oct-14 | May-14 | Oct-14 | F |
| D601BB28 | Rehab. Walls, Roadway, Firelines, Ceiling Repair - Construction | \$61.0 | \$61.0 | \$61.0 | Nov-14 | May-14 | Nov-14 | F 1 |
| D602BB54 | Replacement Brooklyn Plaza Structural Slab - Construction | \$23.7 | \$23.7 | \$23.7 | Nov-14 | May-14 | Nov-14 | F 1 |
| ED010228 | Restore Hugh L. Carey Tunnel - Structural - Construction | \$167.1 | \$167.1 | \$167.1 | Nov-14 | May-14 | Nov-14 | F 1 |
| ED040243 | Restore Hugh L. Carey Tunnel Utilities - Construction | \$110.8 | \$110.8 | \$110.8 | Nov-14 | May-14 | Nov-14 | F 1 |
| D601RK23 | Miscellaneous Rehab - Manhattan Approach Ramps - Construction | \$98.5 | \$98.5 | \$98.5 | Dec-14 | Jul-14 | Dec-14 | F |
| D601RK76 | Miscellaneous Structural Repair - Construction | \$12.0 | \$12.0 | \$12.0 | Dec-14 | Jul-14 | Dec-14 | F |
| D602HH88 | Replace Upper & Lower Level Plaza & Southbound Appr. - Construction | \$23.5 | \$23.5 | \$23.5 | Dec-14 | Jul-14 | Dec-14 | F |

* Forecast is equal to the most current approved engineer's estimate at award for a project that is scheduled to be committed.

1 Advertised for Pre-Qualification of Contractors in March 2014.

MTA Bridges and Tunnels
Completions as of April 30, 2014

| | | |
|-----------------------|---------|----------------------|
| 2014 Budget Goal: | \$156.0 | |
| 2014 Annual Forecast: | \$156.0 | |
| YTD Goal: | \$4.5 | |
| YTD Actual: | \$4.5 | (100.0% of YTD Goal) |
| Left to Complete: | \$151.5 | |



MTA Bridges and Tunnels: Status of Major Completions as of April 30, 2014

| Project | Budget (\$ in Millions) | | Completions Status | | Completion Date | | Notes |
|---|-------------------------|--------------------|---------------------|---------------------|-----------------|-------------------|-------|
| | 2014 Goal | Actual / Forecast* | Physical % Complete | % Contingency Spent | 2014 Goal | Actual / Forecast | |
| D604BB45 Replace Electrical Switchgear & Equipment | \$56.7 | \$56.7 | 86% | 0% | Sep-14 | Sep-14 | F |
| D601BW97 Concrete Anchorage Repairs | \$8.0 | \$8.0 | 64% | 0% | Oct-14 | Oct-14 | F |
| D602RK73 Deck Replacement - RFK MQ Ramp | \$63.6 | \$63.6 | 77% | 0% | Nov-14 | Nov-14 | F |
| D602RK65 Deck Replacement - Bronx Manhattan Ramps/ Toll Plaza - Maintenance Facility Design Build | \$23.1 | \$23.1 | 58% | 0% | Nov-14 | Nov-14 | F |

* Forecast is equal to the project's most recently validated estimate at completion (EAC).

| Project ID (ACEP) | Project Description | Type | Goal End Date | Goal Value | Budgeted Value | Actual End Date | Actual Value | Forecast End Date | Forecast Value |
|----------------------|---|-------------------------------------|---------------------|----------------------|----------------------|--------------------|--------------------|----------------------|----------------------|
| D405BB43 | Rehab Battery Parking Garage (Phase IV) | Construction | Apr-14 | \$4,506,839 | \$4,506,839 | Apr-14 | \$4,506,839 | | |
| | | | Apr-14 Total | \$4,506,839 | \$4,506,839 | | | | |
| D604BB45 | Replace Electrical Switchgear & Equipment | Construction | Sep-14 | \$56,736,824 | \$56,736,824 | | | Sep-14 | \$56,736,824 |
| | | | Sep-14 Total | \$56,736,824 | \$56,736,824 | | | | |
| D601BW97 | Concrete Anchorage Repairs | Construction - (Bronx Anchorage) | Oct-14 | \$8,036,222 | \$8,036,222 | | | Oct-14 | \$8,036,222 |
| | | | Oct-14 Total | \$8,036,222 | \$8,036,222 | | | | |
| D602RK73 | Deck Replacement - RFK MQ Ramp | Design/Build Construction | Nov-14 | \$63,589,165 | \$63,589,165 | | | Nov-14 | \$63,589,165 |
| D602RK65 | Deck Replacement - Bronx Manhattan Ramps/ Toll Plaza - Maintenance Facility Design Build | Design/Build Construction | Nov-14 | \$23,103,084 | \$23,103,084 | | | Nov-14 | \$23,103,084 |
| | | | Nov-14 Total | \$86,692,249 | \$86,692,249 | | | | |
| | | | Grand Total | \$155,972,134 | \$155,972,134 | Total | \$4,506,839 | | |
| | | | | | | | | Remaining | \$151,465,295 |

* Forecast is equal to the project's most recently validated estimate at completion (EAC).

2014 TASK LEVEL CLOSEOUTS

| PROJECT | PROJECT DESCRIPTION | TASK | TASK DESCRIPTION | CLOSEOUT WAR | CERTIFICATE DATE | CERTIFICATE AMOUNT |
|----------|--------------------------------------|--------|-------------------------------------|--------------|------------------|--------------------|
| D606AW21 | Program Administration | D02458 | 2012 Indirect Prog Adm(TBTA-D1445) | D00001445B | 24-Mar-14 | \$1,896,912.55 |
| D606AW21 | Program Administration | D02460 | 2013 Indirect Prog Adm(TBTA-D1535) | D00001535A | 24-Mar-14 | \$2,017,836.97 |
| D502VN80 | Rehab Decks on Suspended Spans | D02082 | VN80A-PM Constr. F/A(TBTA-D1148) | D00001148A | 24-Mar-14 | \$505,902.45 |
| D501BW97 | Concrete Anchorage Repairs | D02398 | PM Construction F/A(TBTA-1210) | D00001210B | 25-Mar-14 | \$794,634.51 |
| D604QM81 | Controls / Communication System | D02909 | BC Development F/A(TBTA-D1475) | D00001475A | 25-Mar-14 | \$4,009.50 |
| D503VN03 | New Toll Plaza - Phase 1 | D02379 | PM Constr F/A Ph A&C(TBTA-D1217) | D00001217C | 03-Apr-14 | \$642,589.00 |
| D605BB43 | Misc. Repairs at BP Garage | D03050 | BC Development F/A(TBTA-D1455) | D00001455A | 03-Apr-14 | \$0.00 |
| D401TN87 | Fender Improvements & Scour Backfill | D01583 | Const.Adm. (PSC-03-2686) | D00000901B | 08-Apr-14 | \$1,252,805.12 |
| D503VN03 | New Toll Plaza - Phase 1 | D02427 | Constr-HVAC Reloc- VN03C | D00001302B | 30-Apr-14 | \$2,277,282.80 |
| D502BW89 | Elevated & On Grade (Bx) Appr. | D02328 | GASB-Const(BW89) | D00001186B | 30-Apr-14 | \$429,063.50 |
| D602TN49 | Suspended Span Replacement - Phase A | D03018 | Cns - Overlay Installation -N/bound | D00001480A | 30-Apr-14 | \$2,546,114.48 |

| | | |
|--------------|-----------|------------------------|
| Total | 11 | \$12,367,150.88 |
|--------------|-----------|------------------------|

| ACEP | Project Description | Task | Task Description | Goal | | | Actual | | Forecast | |
|----------|--|--------|--|---------------------|---------------------|---------------------|------------|--------------|------------|----------------|
| | | | | Start Date | Goal Value | Budget Value | Start Date | Actual Value | Start Date | Forecast Value |
| D604MP03 | Programmable Logic Controller & Mechanical Rehab. | D03187 | Ph 1 - Design/Build RFP (PSC-06-2807D) wo#17 | Jan-14 | \$139,622 | \$139,622 | Jan-14 | \$139,622 | | |
| ED040207 | Replace MPB Electrical Equipmt at North Abutment | E02156 | Design RFP (PSC-06-2807D)wo#19 | Jan-14 | \$301,018 | \$301,018 | Jan-14 | \$301,018 | | |
| ED050202 | Hugh L. Carey Tunnel Environmental Cleanup | E02664 | Construction Admin Ph 1 | Jan-14 | \$61,610 | \$61,610 | Jan-14 | \$61,610 | | |
| D606AW15 | MTA Independent Engineer | D02446 | 2014 IEC M+D Opt Yr 3 | Jan-14 | \$557,693 | \$557,693 | Jan-14 | \$557,693 | | |
| | | | | Jan-14 Total | \$1,059,943 | \$1,059,943 | | | | |
| D605BB21 | Service Building Rehabilitation | D02555 | Construction Adm. | Mar-14 | \$486,000 | \$486,000 | | | May-14 | \$486,000 |
| D604QM81 | Controls / Communication System | D02684 | Design | Mar-14 | \$3,051,527 | \$3,051,527 | Apr-14 | \$2,137,691 | | |
| D604VN87 | Substation #1 Rehabilitation | D02806 | Design-Build | Mar-14 | \$12,064,170 | \$12,064,170 | Feb-14 | \$12,003,600 | | |
| D605BB21 | Service Building Rehabilitation | D03246 | Design during CNS-CSS (PSC06-2807E#11B) | Mar-14 | \$120,000 | \$120,000 | Mar-14 | \$119,751 | | |
| D605BB43 | Misc. Repairs at BP Garage | D03054 | PM Construction F/A(TBTA-D1636) | Mar-14 | \$325,000 | \$325,000 | Mar-14 | \$325,000 | | |
| D605BB43 | Misc. Repairs at BP Garage | D03055 | Construction Admin | Mar-14 | \$526,200 | \$526,200 | | | May-14 | \$526,200 |
| D605BB43 | Misc. Repairs at BP Garage | D03056 | Design During Cns (CSS) | Mar-14 | \$88,500 | \$88,500 | | | May-14 | \$88,500 |
| D601RK76 | Miscellaneous Structural Repair | D03079 | P.M. Design F/A | Mar-14 | \$500,000 | \$500,000 | | | - | \$0 |
| D601RK76 | Miscellaneous Structural Repair | D03080 | Design | Mar-14 | \$500,000 | \$500,000 | | | - | \$0 |
| D601MP06 | Substructure and Underwater Scour protection | D03165 | Const Admin.- SBMP | Mar-14 | \$200,000 | \$200,000 | | | May-14 | \$200,000 |
| D601MP06 | Substructure and Underwater Scour protection | D03166 | Const - North Abutment - SBMP - MP06A | Mar-14 | \$630,000 | \$630,000 | Feb-14 | \$753,816 | | |
| D601MP06 | Substructure and Underwater Scour protection | D03167 | Const - South Abutment - SBMP - MP06B | Mar-14 | \$1,006,835 | \$1,006,835 | Feb-14 | \$560,293 | | |
| D602MP21 | Rehabilitate Rockaway Point Blvd Overpass | D03186 | Design/Build RFP (PSC-11-2896) | Mar-14 | \$141,275 | \$141,275 | Apr-14 | \$280,896 | | |
| D604MP03 | Programmable Logic Controller & Mechanical Rehab. | D03204 | Ph 1-PM F/A D/B Generator RFP | Mar-14 | \$55,000 | \$55,000 | Jan-14 | \$55,000 | | |
| ED040207 | Replace MPB Electrical Equipmt at North Abutment | E02155 | PM Design RFP F/A | Mar-14 | \$47,500 | \$47,500 | Jan-14 | \$47,500 | | |
| | | | | Mar-14 Total | \$19,741,807 | \$19,741,807 | | | | |
| ED040208 | Replace MPB Lighting Systems | E02166 | Construction | Apr-14 | \$600,000 | \$600,000 | | | May-14 | \$600,000 |
| D606AW21 | Program Administration | D02461 | 2014 Program Adm. | Apr-14 | \$1,300,000 | \$1,300,000 | Mar-14 | \$1,300,000 | | |
| D606AW21 | Program Administration | D02462 | 2014 Indirect Program Admin | Apr-14 | \$2,200,000 | \$2,200,000 | Mar-14 | \$2,200,000 | | |
| D605BB21 | Service Building Rehabilitation | D03245 | PM Construction F/A(TBTA-D1601) | Apr-14 | \$405,000 | \$405,000 | Mar-14 | \$405,000 | | |
| D605AW12 | Hazardous Materials Abatement | D02978 | Air Monit/DsgnMgt(PSC-12-2907A) | Apr-14 | \$105,000 | \$105,000 | | | May-14 | \$105,000 |
| D605AW12 | Hazardous Materials Abatement | D02982 | Air Monit/DsgnMgtPSC-12-2907B) | Apr-14 | \$105,000 | \$105,000 | | | May-14 | \$105,000 |
| D605AW12 | Hazardous Materials Abatement | D02984 | Air Monit/DsgnMgtPSC-12-2907D) | Apr-14 | \$105,000 | \$105,000 | | | May-14 | \$105,000 |
| D602RK65 | Deck Replacement - Bronx/Manhattan Ramps/TollPlaza | D03135 | RK65R2-CM-Training Fac | Apr-14 | \$1,764,000 | \$1,764,000 | | | May-14 | \$1,764,000 |
| D602HH88 | Replace Upper & Lower Level Plza & Southbnd. Appr. | D03209 | PM ORT F/A | Apr-14 | \$70,000 | \$70,000 | | | May-14 | \$70,000 |
| D607RK65 | Paint - Plaza and Approach Ramps | D03222 | PM Design F/A | Apr-14 | \$125,000 | \$125,000 | | | - | \$0 |
| D607RK65 | Paint - Plaza and Approach Ramps | D03223 | Design | Apr-14 | \$320,800 | \$320,800 | | | - | \$0 |
| ED050201 | Restore CBB Service Bldg | E01999 | PM Const. F/A | Apr-14 | \$54,379 | \$54,379 | Jan-14 | \$54,379 | | |
| ED010209 | Restore VNB TwrBase Elect/Lightg Sys+Ped Access Br | E02035 | PM Const. F/A | Apr-14 | \$19,720 | \$19,720 | | | May-14 | \$19,720 |
| ED010209 | Restore VNB TwrBase Elect/Lightg Sys+Ped Access Br | E02036 | Const. Adm. | Apr-14 | \$165,000 | \$165,000 | Mar-14 | \$157,367 | | |
| ED010209 | Restore VNB TwrBase Elect/Lightg Sys+Ped Access Br | E02037 | Construction | Apr-14 | \$1,099,259 | \$1,099,259 | Apr-14 | \$942,900 | | |
| ED040208 | Replace MPB Lighting Systems | E02164 | PM Const. F/A | Apr-14 | \$26,000 | \$26,000 | | | May-14 | \$26,000 |
| ED040208 | Replace MPB Lighting Systems | E02165 | Const. Adm. | Apr-14 | \$50,000 | \$50,000 | Apr-14 | \$100,116 | | |
| ED010324 | MPB/CBB Master Plan & Resiliency Needs | E02667 | PM Design F/A | Apr-14 | \$250,000 | \$250,000 | | | May-14 | \$250,000 |
| ED010324 | MPB/CBB Master Plan & Resiliency Needs | E02668 | Scoping/ScopingStudy/Dsgn BriefPSC-12-2922 | Apr-14 | \$8,750,000 | \$8,750,000 | | | May-14 | \$8,750,000 |
| ED05032A | Flood Mitigation -Studies/Conceptual Design HCT | E02670 | BBT Study/Dsgn(PSC-06-2807C)Task#51 | Apr-14 | \$718,443 | \$718,443 | Mar-14 | \$754,385 | | |
| ED05032A | Flood Mitigation -Studies/Conceptual Design HCT | M00002 | BBT PM Study/Dsgn F/A | Apr-14 | \$287,377 | \$287,377 | | | | |
| ED05032B | Flood Mitigation -Studies/Conceptual Design QMT | E02671 | QMT Study/Dsgn(PSC-06-2807C)Task#52 | Apr-14 | \$713,414 | \$713,414 | Mar-14 | \$749,085 | | |
| ED05032B | Flood Mitigation -Studies/Conceptual Design QMT | M00004 | QMT PM Study/Dsgn F/A | Apr-14 | \$285,366 | \$285,366 | | | | |
| | | | | Apr-14 Total | \$19,518,758 | \$19,518,758 | | | | |
| D601QM18 | Entrance and Exit Plazas Structural Rehabilitation | D02667 | PM Constr. F/A - Ph.1 | May-14 | \$1,268,643 | \$1,268,643 | | | May-14 | \$1,268,643 |

| ACEP | Project Description | Task | Task Description | Goal Start | Goal Value | Budget Value | Actual Start Date | Actual Value | Forecast | Forecast Value |
|----------|--|--------|-------------------------------------|---------------------|---------------------|---------------------|-------------------|--------------|------------|----------------|
| | | | | Date | | | | | Start Date | |
| D601QM18 | Entrance and Exit Plazas Structural Rehabilitation | D02668 | CM -Plaza Ph.1 (PSC-13-2940) | May-14 | \$1,575,495 | \$1,575,495 | | | May-14 | \$1,575,495 |
| D601QM40 | Tunnel Wall and Ceiling Repairs and Leak Control | D02679 | PM Constr. F/A -Ph.1 | May-14 | \$1,500,503 | \$1,500,503 | | | May-14 | \$1,500,503 |
| D601QM40 | Tunnel Wall and Ceiling Repairs and Leak Control | D02681 | Const. Adm.-Ph.1 (PSC-13-2940) | May-14 | \$1,726,291 | \$1,726,291 | | | May-14 | \$1,726,291 |
| D602RK75 | Interim Repairs - Toll Plaza Deck | D03173 | Const. Ph I wo#3 | May-14 | \$7,978,051 | \$7,978,051 | | | May-14 | \$7,978,051 |
| D602HH88 | Replace Upper & Lower Level Plza & Southbnd. Appr. | D03200 | ORT Integrator | May-14 | \$4,058,057 | \$4,058,057 | | | May-14 | \$4,058,057 |
| ED010240 | Restore Queens Midtown Tunnel - Structural | E02056 | PM Const. F/A | May-14 | \$3,595,000 | \$3,595,000 | | | May-14 | \$3,595,000 |
| ED010240 | Restore Queens Midtown Tunnel - Structural | E02059 | Const. Adm. (PSC-13-2940) | May-14 | \$6,292,000 | \$6,292,000 | | | May-14 | \$6,292,000 |
| ED020203 | Restore Queens Midtown Tunnel Roadway | E02116 | PM Const. F/A | May-14 | \$175,000 | \$175,000 | | | May-14 | \$175,000 |
| ED020203 | Restore Queens Midtown Tunnel Roadway | E02120 | Const. Adm. (PSC-13-2940) | May-14 | \$306,000 | \$306,000 | | | May-14 | \$306,000 |
| ED040281 | Restore QMT Cntrl/Comm Sys, CCTV,Traffic Signals | E02186 | PM Const. F/A | May-14 | \$2,720,000 | \$2,720,000 | | | May-14 | \$2,720,000 |
| ED040281 | Restore QMT Cntrl/Comm Sys, CCTV,Traffic Signals | E02187 | Const. Adm. (PSC-13-2940) | May-14 | \$4,758,000 | \$4,758,000 | | | May-14 | \$4,758,000 |
| ED050203 | Queens Midtown Tunnel Environmental Cleanup | E02204 | Const. Adm. (PSC-13-2940) | May-14 | \$421,000 | \$421,000 | | | May-14 | \$421,000 |
| ED050204 | Restore Queens Midtown Tunnel Vent Buildings | E02211 | PM Const. F/A | May-14 | \$500 | \$500 | | | May-14 | \$500 |
| ED050204 | Restore Queens Midtown Tunnel Vent Buildings | E02213 | Const. Adm. | May-14 | \$800 | \$800 | | | May-14 | \$800 |
| D601BB28 | Rehab. Walls, Roadway, Firelines, Ceiling Repair | D02560 | P.M. Construction F/A | May-14 | \$2,021,006 | \$2,021,006 | | | May-14 | \$2,021,006 |
| D601BB28 | Rehab. Walls, Roadway, Firelines, Ceiling Repair | D02561 | Construction Adm.(PSC-13-2939) | May-14 | \$5,379,720 | \$5,379,720 | | | May-14 | \$5,379,720 |
| D602BB54 | Replacement Brooklyn Plaza Structural Slab | D02573 | Constr. Adm.(PSC-13-2939) | May-14 | \$1,704,450 | \$1,704,450 | | | May-14 | \$1,704,450 |
| ED050201 | Restore CBB Service Bldg | E02004 | Ph 3 - Construction | May-14 | \$683,000 | \$683,000 | | | May-14 | \$683,000 |
| ED010228 | Restore Hugh L. Carey Tunnel - Structural | E02049 | Const. Adm.(PSC-13-2939) | May-14 | \$11,696,000 | \$11,696,000 | | | May-14 | \$11,696,000 |
| ED020202 | Restore Hugh L. Carey Tunnel Roadway | E02067 | Const. Adm.(PSC-13-2939) | May-14 | \$521,000 | \$521,000 | | | May-14 | \$521,000 |
| ED040243 | Restore Hugh L. Carey Tunnel Utilities | E02180 | Const. Adm.(PSC-13-2939) | May-14 | \$7,754,000 | \$7,754,000 | | | May-14 | \$7,754,000 |
| ED050202 | Hugh L. Carey Tunnel Environmental Cleanup | E02194 | PM Design F/A | May-14 | \$141,000 | \$141,000 | | | May-14 | \$141,000 |
| ED050202 | Hugh L. Carey Tunnel Environmental Cleanup | E02197 | Const. Adm.(PSC-13-2939) | May-14 | \$432,390 | \$432,390 | | | May-14 | \$432,390 |
| ED050221 | Restore Hugh L. Carey Tunnel Vent Bldgs | E02220 | Const. Adm.(PSC-13-2939) | May-14 | \$304,000 | \$304,000 | | | May-14 | \$304,000 |
| ED010228 | Restore Hugh L. Carey Tunnel - Structural | E02047 | PM Const. F/A | May-14 | \$6,684,000 | \$6,684,000 | | | May-14 | \$6,684,000 |
| ED050221 | Restore Hugh L. Carey Tunnel Vent Bldgs | E02219 | PM Const. F/A | May-14 | \$174,000 | \$174,000 | | | May-14 | \$174,000 |
| ED020202 | Restore Hugh L. Carey Tunnel Roadway | E02065 | PM Const. F/A | May-14 | \$298,000 | \$298,000 | | | May-14 | \$298,000 |
| D602BB54 | Replacement Brooklyn Plaza Structural Slab | D02572 | P.M. Const. F/A | May-14 | \$1,379,462 | \$1,379,462 | | | May-14 | \$1,379,462 |
| ED040243 | Restore Hugh L. Carey Tunnel Utilities | E02178 | PM Const. F/A | May-14 | \$4,431,000 | \$4,431,000 | | | May-14 | \$4,431,000 |
| | | | | May-14 Total | \$79,978,369 | \$79,978,369 | | | | |
| D505QM01 | Service & FE Building Rehabilitation | D03190 | QSB Garage Renovations | Jun-14 | \$3,090,638 | \$3,090,638 | | | Jun-14 | \$3,090,638 |
| ED050201 | Restore CBB Service Bldg | E02003 | Ph 2a - Construction | Jun-14 | \$1,000,000 | \$1,000,000 | | | Jun-14 | \$1,000,000 |
| D605BB21 | Service Building Rehabilitation | D02556 | Construction | Jun-14 | \$5,606,900 | \$5,606,900 | | | Jun-14 | \$5,606,900 |
| D602RK65 | Deck Replacement - Bronx/Manhattan Ramps/TollPlaza | D02696 | RK65R2 -Staff Reloc.D/B-TrainingFac | Jun-14 | \$11,810,000 | \$11,810,000 | | | Jun-14 | \$11,810,000 |
| D605BB43 | Misc. Repairs at BP Garage | D03057 | Construction | Jun-14 | \$4,385,000 | \$4,385,000 | | | Jun-14 | \$4,385,000 |
| | | | | Jun-14 Total | \$25,892,538 | \$25,892,538 | | | | |
| D606AW18 | Protective Liability Insurance | D02452 | 2014 APPL | Jul-14 | \$2,618,111 | \$2,618,111 | | | Jul-14 | \$2,618,111 |
| D602MP21 | Rehabilitate Rockaway Point Blvd Overpass | D02656 | Construction Adm. | Jul-14 | \$608,917 | \$608,917 | | | Jul-14 | \$608,917 |
| D601RK23 | Miscellaneous Rehab - Manhattan Approach Ramps | D02686 | P.M. Construction F/A | Jul-14 | \$1,900,000 | \$1,900,000 | | | Jul-14 | \$1,900,000 |
| D601RK23 | Miscellaneous Rehab - Manhattan Approach Ramps | D02687 | Construction Adm. | Jul-14 | \$4,818,700 | \$4,818,700 | | | Jul-14 | \$4,818,700 |
| D602RK65 | Deck Replacement - Bronx/Manhattan Ramps/TollPlaza | D02704 | RK65B-P.M. Design F/A | Jul-14 | \$500,000 | \$500,000 | | | Jul-14 | \$500,000 |
| D604MP03 | Programmable Logic Controller & Mechanical Rehab. | D03202 | Ph1- PM D/B Cns F/A | Jul-14 | \$350,000 | \$350,000 | | | Jul-14 | \$350,000 |
| D604MP03 | Programmable Logic Controller & Mechanical Rehab. | D03203 | Ph 1-PM Construction Adm. | Jul-14 | \$400,000 | \$400,000 | | | Jul-14 | \$400,000 |
| ED040207 | Replace MPB Electrical Equipmt at North Abutment | E02158 | Const. Adm. | Jul-14 | \$262,500 | \$262,500 | | | Jul-14 | \$262,500 |
| ED040210 | Repl CBB Mech&Elect Equip-S. Abutment & Svc Bldg | E02172 | Const. Adm. | Jul-14 | \$675,000 | \$675,000 | | | Jul-14 | \$675,000 |
| ED040207 | Replace MPB Electrical Equipmt at North Abutment | E02157 | PM Design/Build F/A | Jul-14 | \$212,250 | \$212,250 | | | Jul-14 | \$212,250 |

| ACEP | Project Description | Task | Task Description | Goal Start | | | Actual Start Date | Actual Value | Forecast | |
|----------|---|--------|---|---------------------|----------------------|----------------------|-------------------|--------------|------------|----------------|
| | | | | Date | Goal Value | Budget Value | | | Start Date | Forecast Value |
| ED040210 | Repl CBB Mech&Elect Equip-S. Abutment & Svc Bldg | E02171 | PM Const. F/A | Jul-14 | \$138,000 | \$138,000 | | | Jul-14 | \$138,000 |
| | | | | Jul-14 Total | \$12,483,478 | \$12,483,478 | | | | |
| D602RK65 | Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza | D02701 | RK65A-P.M. Construction F/A | Aug-14 | \$6,061,801 | \$6,061,801 | | | Aug-14 | \$6,061,801 |
| D607RK65 | Paint - Plaza and Approach Ramps | D02711 | Bx.Plz & Appr Ramps-Paint PM Constr | Aug-14 | \$973,691 | \$973,691 | | | Aug-14 | \$973,691 |
| D602RK75 | Interim Repairs - Toll Plaza Deck | D02719 | P.M. Construction F/A Ph.II | Aug-14 | \$1,199,220 | \$1,199,220 | | | Aug-14 | \$1,199,220 |
| | | | | Aug-14 Total | \$8,234,712 | \$8,234,712 | | | | |
| D601VN34 | Verrazano-Narrows Bridge Main Cable Testing | D02767 | Design | Sep-14 | \$2,932,230 | \$2,932,230 | | | Sep-14 | \$2,932,230 |
| D601VN34 | Verrazano-Narrows Bridge Main Cable Testing | D02768 | P.M. Design F/A | Sep-14 | \$700,172 | \$700,172 | | | Sep-14 | \$700,172 |
| D602RK75 | Interim Repairs - Toll Plaza Deck | D02843 | Const. Support Svcs | Sep-14 | \$1,000,000 | \$1,000,000 | | | Sep-14 | \$1,000,000 |
| D601RK23 | Miscellaneous Rehab - Manhattan Approach Ramps | D02902 | Design During Cns(CSS) | Sep-14 | \$4,420,502 | \$4,420,502 | | | Sep-14 | \$4,420,502 |
| D601QM18 | Entrance and Exit Plazas Structural Rehabilitation | D02947 | Design During Cns(CSS) | Sep-14 | \$610,700 | \$610,700 | | | Sep-14 | \$610,700 |
| D602BB54 | Replacement Brooklyn Plaza Structural Slab | D02993 | Design During Cns (CSS) | Sep-14 | \$395,064 | \$395,064 | | | Sep-14 | \$395,064 |
| D602RK65 | Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza | D03006 | RK65A-DsgnDuring Cns-CSS | Sep-14 | \$4,689,878 | \$4,689,878 | | | Sep-14 | \$4,689,878 |
| D601BB28 | Rehab. Walls, Roadway, Firelincs, Ceiling Repair | D03011 | Design during Constr. (CSS) | Sep-14 | \$764,680 | \$764,680 | | | Sep-14 | \$764,680 |
| D601QM40 | Tunnel Wall and Ceiling Repairs and Leak Control | D03016 | Design During Cns. (CSS) | Sep-14 | \$500,000 | \$500,000 | | | Sep-14 | \$500,000 |
| D601RK76 | Miscellaneous Structural Repair | D03081 | P.M. Construction F/A | Sep-14 | \$750,000 | \$750,000 | | | Sep-14 | \$750,000 |
| D601RK76 | Miscellaneous Structural Repair | D03082 | Construction Admin | Sep-14 | \$2,000,000 | \$2,000,000 | | | Sep-14 | \$2,000,000 |
| D604MP03 | Programmable Logic Controller & Mechanical Rehab. | D03188 | Ph1-Design/Build - Generator | Sep-14 | \$2,500,470 | \$2,500,470 | | | Sep-14 | \$2,500,470 |
| D604MP03 | Programmable Logic Controller & Mechanical Rehab. | D03201 | Ph 1-Design Build Stipend Generator | Sep-14 | \$50,400 | \$50,400 | | | Sep-14 | \$50,400 |
| D601RK23 | Miscellaneous Rehab - Manhattan Approach Ramps | D03213 | NYC Dept of Parks - HRD Ramp Mitigation | Sep-14 | \$2,000,000 | \$2,000,000 | | | Sep-14 | \$2,000,000 |
| D602RK75 | Interim Repairs - Toll Plaza Deck | D03219 | SBMP-Cns PhII (1) | Sep-14 | \$1,400,000 | \$1,400,000 | | | Sep-14 | \$1,400,000 |
| D607RK65 | Paint - Plaza and Approach Ramps | D03224 | PM Const. F/A | Sep-14 | \$276,000 | \$276,000 | | | Sep-14 | \$276,000 |
| D607RK65 | Paint - Plaza and Approach Ramps | D03225 | Paint-Constr. Adm | Sep-14 | \$828,000 | \$828,000 | | | Sep-14 | \$828,000 |
| D607RK65 | Paint - Plaza and Approach Ramps | D03226 | Const. | Sep-14 | \$5,420,000 | \$5,420,000 | | | Sep-14 | \$5,420,000 |
| ED010228 | Restore Hugh L. Carey Tunnel - Structural | E02048 | Design During Constr (PSC-12-2913) | Sep-14 | \$7,172,819 | \$7,172,819 | | | Sep-14 | \$7,172,819 |
| ED010240 | Restore Queens Midtown Tunnel - Structural | E02058 | Design during Constr | Sep-14 | \$3,452,780 | \$3,452,780 | | | Sep-14 | \$3,452,780 |
| ED020203 | Restore Queens Midtown Tunnel Roadway | E02119 | Design During Constr | Sep-14 | \$163,235 | \$163,235 | | | Sep-14 | \$163,235 |
| ED040207 | Replace MPB Electrical Equipment at North Abutment | E02159 | Design/Build | Sep-14 | \$3,675,000 | \$3,675,000 | | | Sep-14 | \$3,675,000 |
| ED040210 | Repl CBB Mech&Elect Equip-S. Abutment & Svc Bldg | E02173 | Design/Build | Sep-14 | \$6,300,000 | \$6,300,000 | | | Sep-14 | \$6,300,000 |
| ED040243 | Restore Hugh L. Carey Tunnel Utilities | E02179 | Design During Constr (PSC-12-2913) | Sep-14 | \$3,389,807 | \$3,389,807 | | | Sep-14 | \$3,389,807 |
| ED040281 | Restore QMT Cntrl/Comm Sys, CCTV, Traffic Signals | E02186 | Design during Constr | Sep-14 | \$1,587,129 | \$1,587,129 | | | Sep-14 | \$1,587,129 |
| ED050202 | Hugh L. Carey Tunnel Environmental Cleanup | E02195 | Design & CSS | Sep-14 | \$378,000 | \$378,000 | | | Sep-14 | \$378,000 |
| ED050204 | Restore Queens Midtown Tunnel Vent Buildings | E02210 | Design & CSS | Sep-14 | \$602 | \$602 | | | Sep-14 | \$602 |
| ED050221 | Restore Hugh L. Carey Tunnel Vent Bldgs | E02467 | Design During Constr (PSC-12-2913) | Sep-14 | \$146,331 | \$146,331 | | | Sep-14 | \$146,331 |
| | | | | Sep-14 Total | \$57,503,799 | \$57,503,799 | | | | |
| D602MP21 | Rehabilitate Rockaway Point Blvd Overpass | D02655 | PM D/B Construction F/A | Oct-14 | \$450,000 | \$450,000 | | | Oct-14 | \$450,000 |
| D602RK65 | Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza | D02699 | RK65A-Construction | Oct-14 | \$190,000,000 | \$190,000,000 | | | Oct-14 | \$190,000,000 |
| D602RK65 | Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza | D02703 | RK65B-Design | Oct-14 | \$4,000,000 | \$4,000,000 | | | Oct-14 | \$4,000,000 |
| D607RK65 | Paint - Plaza and Approach Ramps | D02709 | Bx.Plz & Appr Ramps-Painting - Cns. | Oct-14 | \$16,500,000 | \$16,500,000 | | | Oct-14 | \$16,500,000 |
| D601TN52 | Miscellaneous Structural Rehabilitation | D03024 | Design (TN-52A) | Oct-14 | \$797,282 | \$797,282 | Mar-14 | \$227,326 | | |
| D601TN52 | Miscellaneous Structural Rehabilitation | D03025 | P.M. Construction F/A (TN-52A) | Oct-14 | \$600,000 | \$600,000 | | | Oct-14 | \$600,000 |
| D601TN52 | Miscellaneous Structural Rehabilitation | D03026 | Construction (TN-52A) | Oct-14 | \$6,800,000 | \$6,800,000 | | | Oct-14 | \$6,800,000 |
| D601TN52 | Miscellaneous Structural Rehabilitation | D03027 | Construction Admin. (TN-52A) | Oct-14 | \$800,000 | \$800,000 | | | Oct-14 | \$800,000 |
| D602MP21 | Rehabilitate Rockaway Point Blvd Overpass | D03210 | Design/Build | Oct-14 | \$7,500,000 | \$7,500,000 | | | Oct-14 | \$7,500,000 |
| D602MP21 | Rehabilitate Rockaway Point Blvd Overpass | D03211 | Design/Build Stipend | Oct-14 | \$152,000 | \$152,000 | | | Oct-14 | \$152,000 |
| D602RK75 | Interim Repairs - Toll Plaza Deck | D03220 | SBMP-Cns PhII (2) | Oct-14 | \$1,800,000 | \$1,800,000 | | | Oct-14 | \$1,800,000 |
| | | | | Oct-14 Total | \$228,999,282 | \$228,999,282 | | | | |

| ACEP | Project Description | Task | Task Description | Goal | | | Actual | | Forecast | |
|------------------------------|--|--------|--|---------------------|----------------------|----------------------|-------------------|---------------------|----------------------|----------------------|
| | | | | Start Date | Value | Budget Value | Start Date | Value | Start Date | Value |
| D601BB28 | Rehab. Walls, Roadway, Firelines, Ceiling Repair | D02562 | Construction | Nov-14 | \$61,000,000 | \$61,000,000 | | | Nov-14 | \$61,000,000 |
| D601BB28 | Rehab. Walls, Roadway, Firelines, Ceiling Repair | D02563 | Operations - F/A (Maintenance Crews) | Nov-14 | \$500,000 | \$500,000 | | | Nov-14 | \$500,000 |
| D602BB54 | Replacement Brooklyn Plaza Structural Slab | D02574 | Construction | Nov-14 | \$23,700,000 | \$23,700,000 | | | Nov-14 | \$23,700,000 |
| D602HH88 | Replace Upper & Lower Level Plza & Southbnd. Appr. | D03062 | Design During Cns (CSS) | Nov-14 | \$1,500,000 | \$1,500,000 | | | Nov-14 | \$1,500,000 |
| D602RK75 | Interim Repairs - Toll Plaza Deck | D03221 | SBMP-Cns Phil (3) | Nov-14 | \$2,800,000 | \$2,800,000 | | | Nov-14 | \$2,800,000 |
| ED010228 | Restore Hugh L. Carey Tunnel - Structural | E02050 | Construction | Nov-14 | \$167,088,000 | \$167,088,000 | | | Nov-14 | \$167,088,000 |
| ED020202 | Restore Hugh L. Carey Tunnel Roadway | E02068 | Construction | Nov-14 | \$7,440,000 | \$7,440,000 | | | Nov-14 | \$7,440,000 |
| ED040243 | Restore Hugh L. Carey Tunnel Utilities | E02181 | Construction | Nov-14 | \$110,769,000 | \$110,769,000 | | | Nov-14 | \$110,769,000 |
| ED050221 | Restore Hugh L. Carey Tunnel Vent Bldgs | E02221 | Construction | Nov-14 | \$4,346,000 | \$4,346,000 | | | Nov-14 | \$4,346,000 |
| ED050202 | Hugh L. Carey Tunnel Environmental Cleanup | E02307 | Construction Ph II | Nov-14 | \$6,244,600 | \$6,244,600 | | | Nov-14 | \$6,244,600 |
| | | | | Nov-14 Total | \$385,387,600 | \$385,387,600 | | | | |
| D605AW12 | Hazardous Materials Abatement | D02983 | Air Monit/DsgnMgt(PSC-12-2907 C) | Dec-14 | \$105,000 | \$105,000 | | | Dec-14 | \$105,000 |
| D601RK23 | Miscellaneous Rehab - Manhattan Approach Ramps | D02688 | Construction (125/124 St., & HRD Ramps) | Dec-14 | \$98,500,000 | \$98,500,000 | | | Dec-14 | \$98,500,000 |
| D602VN03 | Toll Plaza - East & West Bound Ramps Improvements | D02765 | Operations F/A | Dec-14 | \$628,000 | \$628,000 | | | Dec-14 | \$628,000 |
| D602HH88 | Replace Upper & Lower Level Plza & Southbnd. Appr. | D03063 | Construction | Dec-14 | \$23,500,000 | \$23,500,000 | | | Dec-14 | \$23,500,000 |
| D602HH88 | Replace Upper & Lower Level Plza & Southbnd. Appr. | D03064 | Construction Admin | Dec-14 | \$2,000,000 | \$2,000,000 | | | Dec-14 | \$2,000,000 |
| D602HH88 | Replace Upper & Lower Level Plza & Southbnd. Appr. | D03065 | PM Construction F/A | Dec-14 | \$1,000,000 | \$1,000,000 | | | Dec-14 | \$1,000,000 |
| D602HH88 | Replace Upper & Lower Level Plza & Southbnd. Appr. | D03070 | Operations F/A | Dec-14 | \$300,000 | \$300,000 | | | Dec-14 | \$300,000 |
| D601RK76 | Miscellaneous Structural Repair | D03083 | Construction | Dec-14 | \$12,000,000 | \$12,000,000 | | | Dec-14 | \$12,000,000 |
| | | | | Dec-14 Total | \$138,033,000 | \$138,033,000 | | | | |
| | | | | Grand Total | \$976,833,285 | \$976,833,285 | | | | |
| <u>Unplanned Commitments</u> | | | | | | | | | | |
| D604AW80 | Advanced Traveler Information Systems | D02531 | AW80 Equipment Purchase | | | \$42,000 | Feb-14 | \$42,000 | | |
| D604AW28 | Scope Development | D03208 | HH07A Scope Development | | | \$62,467 | Feb-14 | \$62,467 | | |
| D604AW28 | Scope Development | D03198 | TN54 Scope Development of Lower Garage | | | \$78,158 | Feb-14 | \$78,158 | | |
| D604AW28 | Scope Development | D03199 | TN53 Scope Development for Seismic Retrofit | | | \$115,574 | Feb-14 | \$115,574 | | |
| D604AW28 | Scope Development | D03229 | TN58 Scope Development (PSC-06-2807D, TASK#22) | | | \$134,352 | Mar-14 | \$134,352 | | |
| D606AW22 | Miscellaneous | D03235 | VE-BCOR-RK23A(PSC-06-2807D wo#23.A) | | | \$169,665 | Mar-14 | \$169,665 | | |
| D606AW22 | Miscellaneous | D03236 | Const Rev-QM18 PSC-06-2807D wo#25 | | | \$41,761 | Mar-14 | \$41,761 | | |
| D606AW22 | Miscellaneous | D03237 | VE-BCOR-BB28/BB54(PSC-12-2891Ewo#5) | | | \$519,044 | Mar-14 | \$519,044 | | |
| D604VN87 | Substation #1 Rehabilitation | D03176 | D/B Stipend #2-T.Moriarty | | | \$72,000 | Mar-14 | \$72,000 | | |
| D604VN87 | Substation #1 Rehabilitation | D03179 | D/B Stipend #3-Welsbach Elec. | | | \$72,000 | Mar-14 | \$72,000 | | |
| D606AW22 | Miscellaneous | D03242 | Const Rev-MP03-PSC-06-2807E wo #16 | | | \$60,946 | Apr-14 | \$60,946 | | |
| D505QM01 | Service & FE Building Rehab | D02019 | QM01X-CM.(Ph2&3)PSC-13-2923Ewo3 | | | \$657,250 | Apr-14 | \$657,250 | | |
| | | | | Grand Total | \$976,833,285 | \$978,858,502 | .YTD Total | \$26,259,245 | Remaining | \$948,810,915 |
| | | | | | | | | Grand Total | \$975,070,160 | |



Bridges and Tunnels

Henry Hudson All Electronic Tolling (Presentation At Meeting)





Bridges and Tunnels

Environmental Determination – AET and ORT Toll Collection at The Henry Hudson Bridge (Action Item)



Staff Summary

| | |
|---------------------------|--|
| Subject | Toll Collection at Henry Hudson Bridge (Environmental Determination) |
| Department | Law |
| Department Head Name | M. Margaret Terry |
| Department Head Signature | <i>M. Margaret Terry</i> |
| Project Manager Name | |

| | |
|--------------------------|--------------|
| Date | May 12, 2014 |
| Vendor Name | N/A |
| Contract Number | N/A |
| Contract Manager Name | N/A |
| Table of Contents Ref. # | N/A |

| Board Action | | | | | |
|--------------|-----------|---------|----------|------|-------|
| Order | To | Date | Approval | Info | Other |
| 1 | Committee | 5/19/14 | | | |
| 2 | Board | 5/21/14 | | | |
| | | | | | |
| | | | | | |

| Internal Approvals | | | |
|--------------------|-----------------------|--------------------|---------------------|
| Order | Approval | Order | Approval |
| 3 | President | <i>[Signature]</i> | VP Procurement |
| | General Counsel | | VP Operations |
| 2 | Executive VP | <i>[Signature]</i> | VP Labor Relations |
| | VP Operations Support | | VP & Chief Engineer |

| Internal Approval (cont.) | | | | | | | |
|---------------------------|---------------------------|-------|-------------------------------|-------|---------------------------|-------|----------|
| Order | Approval | Order | Approval | Order | Approval | Order | Approval |
| 1 | Chief Financial Officer | | Chief Security Officer | | Chief Maintenance Officer | | Other |
| | Chief Information Officer | | Chief Health & Safety Officer | | Affirmative Action | | Other |

PURPOSE: To obtain the Board's approval and adoption of a Resolution which will (i) find and determine that the proposed change in the method of toll collection at the Henry Hudson Bridge to All-Electronic Tolling (AET) followed by Open Road Tolling (ORT) will have no significant adverse effect on the environment within the meaning of the State Environmental Quality Review Act ("SEQRA"), and (ii) adopt and approve the "Negative Declaration" in accordance with SEQRA and authorize and direct the President of the Authority or his designee to execute it.

DISCUSSION:

In January 2011 MTA Bridges and Tunnels (the Authority) initiated a pilot project at the Henry Hudson Bridge to assess the feasibility of adopting AET at that facility. Based on the results of the pilot program, the Authority proposes to continue the all-electronic collection of tolls at the Henry Hudson Bridge. Initially, tolls will be collected through the AET system being used for the AET pilot, with vehicles traveling in gateless, channelized lanes and tolling equipment mounted on the existing infrastructure. In the fall of 2016 or early 2017, a gantry-based ORT system will be put into revenue service and the existing toll plazas including the booths will be demolished. Under both AET and ORT, tolls will be collected using E-ZPass tags and readers and, for vehicles without E-ZPass tags, by matching license plate images with Department of Motor Vehicle (DMV) data to send toll invoices to the registered owner.

Under SEQRA, prior to the Board's adoption of a Resolution adopting the change in the method of toll collection at the Henry Hudson Bridge and approval of the award of the contract for the ORT system, the Board is required to determine whether there may be a significant adverse impact resulting from the change in the method of toll collection to AET followed by ORT at the Henry Hudson Bridge. If there is none, the Board can

then approve a Negative Declaration that the proposed change in the method of toll collection at the Henry Hudson Bridge to AET followed by ORT will have no significant adverse environmental impacts on the environment. If there may be a significant adverse environmental impact, an environmental impact statement must be prepared and considered by the Board prior to a decision on whether to implement the proposed changes.

An environmental assessment (EA) was performed to analyze the potential environmental impacts of the proposed change in the method of toll collection, particularly on traffic and safety at the Henry Hudson Bridge toll plazas and traffic along the toll-free diversion routes. The EA analyzed in detail the potential environmental impacts of the "worst case" AET scenario and concluded that no significant adverse impacts to the environment would arise at the Henry Hudson Bridge toll plazas or along toll-free diversion routes from the implementation of AET followed by ORT.

The EA supports the adoption of a Negative Declaration as it applies to changing the method of toll collection at the Henry Hudson Bridge to AET followed by ORT. The results are described in the EA and the Negative Declaration separately provided to the Board. As a result, preparation of an environment impact statement is not required in connection with the Board action.

The Resolution also authorizes the President of the Authority or his designee to execute the Negative Declaration.

IMPACT ON FUNDING: None.

RECOMMENDATION: It is recommended that the Board approve and adopt the attached Resolution finding that the proposed change in the method of toll collection at the Henry Hudson Bridge to All-Electronic Tolling followed by Open Road Tolling will have no adverse environmental effects, adopting the Negative Declaration, and authorizing the President or his designee to execute the Negative Declaration.

The legal name of MTA Bridges and Tunnels is Triborough Bridge and Tunnel Authority

RESOLUTION

WHEREAS, MTA Bridges and Tunnels (the Authority) proposes to change the method of toll collection at the Henry Hudson Bridge to All-Electronic Tolling (AET), with vehicles traveling in gateless, channelized lanes and tolling equipment mounted on the existing infrastructure, followed by gantry-based Open Road Tolling, with the subsequent demolition of the existing toll plazas including the booths. ORT is projected to be put into revenue service in the fall of 2016 or early 2017. Under both AET and ORT, tolls will be collected using E-ZPass tags and readers and, for vehicles without E-ZPass tags, by matching license plate images with Department of Motor Vehicle (DMV) data to send toll invoices to the registered owner; and

WHEREAS, there has been distributed to the Board an Environmental Assessment (EA) regarding the effects of proposed change in the method of toll collection at the Henry Hudson Bridge; and

WHEREAS, the EA analyzed in detail the potential environmental impacts of the "worst case" AET scenario and concluded that no significant adverse impacts to the environment would arise at the Henry Hudson Bridge toll plazas or along the toll-free diversion routes from the change in the method of toll collection at the Henry Hudson Bridge to AET followed by ORT; and

WHEREAS, the EA thus provides a basis for approving and adopting the Negative Declaration as it applies to the change in the method of toll collection at the Henry Hudson Bridge to AET followed by ORT; and

WHEREAS, there has been distributed to the Board a proposed Negative Declaration regarding the change in the method of toll collection at the Henry Hudson Bridge to AET followed by ORT, prepared in accordance with the State Environmental Quality Review Act; and

WHEREAS, the Board has considered all of the above.

NOW, THEREFORE, upon motion duly made and seconded, the following resolution is adopted by the Board:

RESOLVED, that the Authority hereby determines, for the reasons set forth in the Environmental Assessment and the Negative Declaration, that the change in the method of toll collection at the Henry Hudson Bridge to All-Electronic Tolling followed by Open Road Tolling will not have a significant adverse impact on the environment and, accordingly, that no Environmental Impact Statement is required to be prepared in connection with such actions. A Negative Declaration as it applies to the change in the method of toll collection at the Henry Hudson Bridge is hereby approved and adopted and the President of the Authority or his designee is hereby authorized and directed to execute, file and publish such Negative Declaration, as may be required by law.

New York, New York
May 21, 2014



Bridges and Tunnels

AET and ORT Toll Collection at The Henry Hudson Bridge (Action Item)



Staff Summary

| | |
|---------------------------|--|
| Subject | Toll Collection at Henry Hudson Bridge |
| Department | Law |
| Department Head Name | M. Margaret Terry |
| Department Head Signature | <i>M. Margaret Terry</i> |
| Project Manager Name | |

| | |
|--------------------------|--------------|
| Date | May 12, 2014 |
| Vendor Name | N/A |
| Contract Number | N/A |
| Contract Manager Name | N/A |
| Table of Contents Ref. # | N/A |

| Board Action | | | | | |
|--------------|-----------|---------|----------|------|-------|
| Order | To | Date | Approval | Info | Other |
| 1 | Committee | 5/19/14 | | | |
| 2 | Board | 5/21/14 | | | |
| | | | | | |
| | | | | | |

| Internal Approvals | | | |
|--------------------|---------------------------------|--------------------|---------------------|
| Order | Approval | Order | Approval |
| 3 | President | <i>[Signature]</i> | VP Procurement |
| | General Counsel | | VP Operations |
| 2 | Executive VP <i>MMT JNJF</i> | | VP Labor Relations |
| | VP Operations Support | | VP & Chief Engineer |

| Internal Approval (cont.) | | | | | | | |
|---------------------------|---|-------|-------------------------------|-------|---------------------------|-------|----------|
| Order | Approval | Order | Approval | Order | Approval | Order | Approval |
| 1 | Chief Financial Officer <i>[Signature]</i> | | Chief Security Officer | | Chief Maintenance Officer | | Other |
| | Chief Information Officer | | Chief Health & Safety Officer | | Affirmative Action | | Other |

PURPOSE: To obtain the Board's approval and adoption of a Resolution changing the method of toll collection at the Henry Hudson Bridge to All-Electronic Tolling (AET) followed by Open Road Tolling (ORT).

DISCUSSION:

In January 2011 MTA Bridges and Tunnels (the Authority) initiated a pilot project at the Henry Hudson Bridge to assess the feasibility of adopting AET at that facility. Based on the results of the pilot program, B&T proposes to continue the all-electronic collection of tolls at the Henry Hudson Bridge following the completion of the pilot at the end of 2014. Initially, tolls will be collected through the AET system being used for the AET pilot, with vehicles traveling in gateless, channelized lanes and tolling equipment mounted on the existing infrastructure. In the fall of 2016 or early 2017, a gantry-based ORT system will be put into revenue service and the existing toll plazas including the booths will be demolished. Under both AET and ORT, tolls will be collected using E-ZPass tags and readers and, for vehicles without E-ZPass tags, by matching license plate images with Department of Motor Vehicle (DMV) data to send toll invoices to the registered owner.

The Board has separately adopted a Resolution finding that the proposed change in the method of toll collection at the Henry Hudson Bridge to AET followed by ORT will have no significant adverse effects on the environment within the meaning of the State Environmental Quality Review Act (SEQRA).

Finally, the Board is asked to delegate to the President of the Authority or his designee authority to take such steps as may be necessary or desirable to implement the change in the method of toll collection at the Henry Hudson Bridge.

IMPACT ON FUNDING: None.

RECOMMENDATION: It is recommended that the Board approve and adopt the attached Resolution changing the method of toll collection at the Henry Hudson Bridge to All-Electronic Tolling followed by Open Road Tolling and to delegate to the President of the Authority or his designee authority to take the necessary and desirable steps to implement the change in the method of toll collection at the Henry Hudson Bridge.

The legal name of MTA Bridges and Tunnels is Triborough Bridge and Tunnel Authority

RESOLUTION

WHEREAS, MTA Bridges and Tunnels (the Authority) initiated a pilot project at the Henry Hudson Bridge in January 2011 to assess the feasibility of adopting All-Electronic Tolling (AET) at that facility. Based on the results of the pilot program, the Authority proposes to continue the all-electronic collection of tolls at the Henry Hudson Bridge following the completion of the pilot at the end of 2014.

WHEREAS, the Authority proposes to change the method of toll collection at the Henry Hudson Bridge to All-Electronic Tolling (AET), with vehicles traveling in gateless, channelized lanes and tolling equipment mounted on the existing infrastructure, and ultimately to gantry-based Open Road Tolling, with the subsequent demolition of the existing toll plazas including the booths. Beginning January 1, 2015, tolls will be collected using the AET system used for the pilot program. ORT is projected to be placed into revenue service in the fall of 2016 or early 2017. Under both AET and ORT, tolls will be collected using E-ZPass tags and readers and, for vehicles without E-ZPass tags, by matching license plate images with Department of Motor Vehicle (DMV) data to send toll invoices to the registered owner; and

WHEREAS, the results of the AET pilot program show that E-ZPass market share at the Henry Hudson Bridge has increased from 83.5% in 2010 to 93.4% in 2013, due in large measure to the Authority's efforts to make it easier for our cash customers to take advantage of the lower toll available to customers of the New York E-ZPass Customer Service Center; and

WHEREAS, the results of the AET pilot program at the Henry Hudson Bridge demonstrate that the AET equipment performs at satisfactory level of reliability, with no unscheduled lane closures and a 98.9% level of readable images; and

WHEREAS, implementation of AET during the pilot program at the Henry Hudson Bridge has increased both customer satisfaction and travel speeds on the bridge. In 2013, customers responding to the survey gave travel experience at the Henry Hudson Bridge since the implementation of AET a 95% satisfaction rating (better than the bridge's 89% overall satisfaction rating). As a result of AET, drivers are traveling across the Henry Hudson Bridge without having to stop or change lanes. It is expected that travel experience on the bridge would continue to improve with the later implementation of gantry-based ORT and the demolition of the toll plazas including the booths.

WHEREAS, the Board, by resolution adopted May 21, 2014, found that the proposed change in the method of toll collection at the Henry Hudson Bridge to All-Electronic Tolling followed by Open Road Tolling will not have a significant adverse effects on the environment under the meaning of the State Environmental Quality Review Act, adopted and approved a Negative Declaration and authorized and directed the President of the Authority or his designee to execute said Negative Declaration; and

WHEREAS, the Board has considered all of the above.

NOW, THEREFORE, upon motion duly made and seconded, the following resolution is adopted by the Board:

RESOLVED, that provided the Negative Declaration has been duly executed by the President of the Authority, or his designee, the method of toll collection at the Henry Hudson Bridge is hereby changed to All-Electronic Tolling followed by Open Road Tolling and the President of the Authority or his designee is hereby fully authorized and directed to take such steps as may be necessary

or desirable to implement this change in the method of toll collection at the Henry Hudson Bridge.

New York, New York
May 21, 2014



Bridges and Tunnels

Procurements

May 2014

Staff Summary



| |
|---|
| Subject: Request for Authorization to Award Various Procurements |
| Department: Procurement |
| Department Head Name: M. Margaret Terry <i>MMT</i> |
| Department Head Signature: <i>MMT</i> |
| Project Manager Name: Various |

| |
|---------------------------------|
| Date: May 5, 2014 |
| Vendor Name: |
| Contract Number: |
| Contract Manager Name: |
| Table of Contents Ref #: |

| Board Action | | | | | |
|--------------|-------------------|---------|----------|------|-------|
| Order | To | Date | Approval | Info | Other |
| 1 | President | 5/5/14 | <i>A</i> | | |
| 2 | MTA B&T Committee | 5/19/14 | | | |
| 3 | MTA Board | 5/21/14 | | | |

| Internal Approvals | | | |
|--------------------|--------------------------|------------|---------------------------|
| Order | Approval | Order | Approval |
| | President | <i>MMT</i> | VP Operations |
| | Executive Vice President | | VP & Chief Engineer |
| | SVP & General Counsel | | Chief Procurement Officer |
| | VP Administration | | |

| Internal Approvals (cont.) | | | | | | | |
|----------------------------|-------------------------|-------|---------------------------|-------|-------------------------------|-------|-------------------|
| Order | Approval | Order | Approval | Order | Approval | Order | Approval |
| | Chief Financial Officer | | Chief Technology Officer | | Chief Health & Safety Officer | | Chief EEO Officer |
| | Chief Security Officer | | Chief Maintenance Officer | | MTA Office of Civil Rights | | |

PURPOSE:

To obtain approval of the Board to award various contracts and purchase orders, and to inform the MTA B&T Committee of these procurement actions.

DISCUSSION:

MTA B&T proposes to award Non-Competitive procurements in the following categories:

| <u>Schedules Requiring Majority Vote</u> | | <u># of Actions</u> | <u>\$ Amount</u> |
|--|---|---------------------|------------------|
| Schedule H | Modifications to Personal/Miscellaneous Service Contracts | 1 | \$ 2.500M |
| Schedule J | Modifications to Miscellaneous Procurement Contracts | 1 | \$ 3.063M |
| SUBTOTAL | | 2 | \$ 5.563M |

MTA B&T proposes to award Competitive procurements in the following categories:

| <u>Schedules Requiring Two-Thirds Vote</u> | | <u># of Actions</u> | <u>\$ Amount</u> |
|--|------------------------------------|---------------------|------------------|
| Schedule C | Competitive Requests for Proposals | 1 | \$ 12.505M |
| <u>Schedules Requiring Majority Vote</u> | | | |
| Schedule F | Personal Service Contracts | 5 | \$ 56.226M |
| Schedule G | Miscellaneous Service Contracts | 2 | \$ 5.420M |
| SUBTOTAL | | 8 | \$ 74.151M |

The legal name of MTA Bridges and Tunnels is Triborough Bridge and Tunnel Authority.

Staff Summary

MTA B&T presents the following procurement actions for Ratification:

| <u>Schedules Requiring Majority Vote</u> | | <u># of Actions</u> | <u>\$ Amount</u> | |
|--|--|---------------------|------------------|------------|
| Schedule K | Ratification of Completed Procurement Actions (Involving Schedule E-J) | 1 | \$ 0.772M | |
| | | SUBTOTAL | 1 | \$ 0.772M |
| | | TOTAL | 11 | \$ 80.486M |

BUDGET IMPACT:

The purchases/contracts will result in obligating MTA B&T and Capital funds in the amount listed. Funds are available in the current MTA B&T operating/capital budgets for this purpose.

RECOMMENDATION:

That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

MTA BRIDGES & TUNNELS
TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

WHEREAS, in accordance with §559 and §2879 of the Public Authorities Law and the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive purchase and public work contracts, and the solicitation and award of request for proposals in regard to purchase and public work contracts; and

WHEREAS, in accordance with §2879 of the Public Authorities Law and the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive miscellaneous procurement contracts, and certain changes orders to procurement, public work, and miscellaneous procurement contracts; and

WHEREAS, in accordance with § 2879 of the Public Authorities Law and the All Agency Guidelines for Procurement of Services, the Board authorizes the award of certain service contracts, and certain change orders to service contracts; and

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals and authorizes the solicitation of such proposals.
3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.
4. The Board ratifies each action set forth in Schedule D for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; the contract modifications to purchase and public work contracts set forth in Schedule I; and vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.
7. The Board authorizes the budget adjustments to estimated contracts set forth in Schedule L.

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
MAY 2014

MTA BRIDGES & TUNNELS

Procurements Requiring Majority Vote:

H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services

(Approvals/Staff Summaries required for substantial change orders and change orders that cause original contract to equal or exceed monetary or durational threshold required for Board approval)

- | | | | |
|----|---|----------------|--------------------------------------|
| 1. | City of New York Contract No. MOU-08-33 | \$2,500,000.00 | <i><u>Staff Summary Attached</u></i> |
| | Amendment to an Agreement with the City of New York to provide Traffic Enforcement Agents for traffic control for all Authority facilities on an as-needed basis. | | |

J: Modifications to Miscellaneous Procurement Contracts

(Approvals/Staff Summaries required for individual change orders greater than \$250K. Approvals without Staff Summaries required for change orders greater than 15% of previously approved amount which are also at least \$50K)

- | | | | |
|----|---|---|--------------------------------------|
| 2. | Kronos, Inc. Contract No. 06-TD-2768 | \$3,000,000.00 NYCT \$ 63,000.00 MTA Bus \$3,063,000.00 | <i><u>Staff Summary Attached</u></i> |
|----|---|---|--------------------------------------|

Additional funding is required by the MTA Information Technology Departments at NYCT and MTA Bus for training, the purchase of additional clocks, software licenses and upgrades to Kronos' system.

Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts
Item Number: 1 (Final)

| | | |
|---|--|---------------------------|
| Vendor Name (& Location) City of New York, New York, NY | Contract Number MOU-08-33 | AWO/Modification # |
| Description Agreement with the City of New York to Provide Traffic Enforcement Agents for Traffic Control for all Authority Facilities on an As-Needed Basis | Original Amount: | \$1,000,000 |
| Contract Term (including Options, if any) May 22, 2009 – May 21, 2019, Ten (10) years | Prior Modifications: | \$2,000,000 |
| Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Prior Budgetary Increases: | N/A |
| Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive | Current Amount: | \$3,000,000 |
| Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Memorandum of Understanding | This Request: | \$2,500,000 |
| Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | % of This Request to Current Amount: | 83.3% |
| Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E. | % of Modifications (including This Request) to Original Amount: | 450% |

Discussion:

B&T is seeking Board approval under the All Agency Guidelines for Procurement of Services to increase funding under this non-competitive personal service contract with the City of New York (City) acting by and through the New York City Police Department (NYPD), which was awarded in accordance with Public Authorities Law Section 2879(3)(b)(i), to provide Traffic Enforcement Agents (TEAs) to control traffic on City streets adjacent to construction projects for B&T facilities on an as-needed basis in the not to exceed amount of \$2,500,000.

B&T requires the services of TEAs to properly maintain the flow of traffic on adjacent City streets on an as-needed basis during construction activities at its facilities. TEAs control traffic and assist motorists to negotiate temporary detours. Through April 2014, TEA service commitments have been made totaling in excess of \$2.9M for construction projects at the Throgs Neck, Bronx-Whitestone, Verrazano-Narrows and Robert F. Kennedy Bridges and the Queens Midtown Tunnel. The \$2.5M requested will provide funding during the extended duration of the Agreement for ongoing and future capital construction project requirements primarily at the Robert F. Kennedy and Verrazano-Narrows Bridges and for other major maintenance related work. Consistent with the Procurement Guidelines, this amendment constitutes a substantial change.

Reimbursement to the City shall be based on actual costs incurred and the additional \$2,500,000 under the prospective amendment is considered fair and reasonable. Funding is available in the Capital Programs 2010 – 2014 under Project RK-23 (\$1,500,000) and Project VN-80B (\$1,000,000).

Schedule J: Modifications to Miscellaneous Procurement Contracts
Item Number: 2 (Final)

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|--|---|---|--|---|--|--|--|--------------------------------------|---------------------------|-------------------------|---|-----|---------------|------|----------------|------|----------------|----|----------------|---------|---------------|-----------------------------|---|-----|----------------|------|----------------|------|-----------|----|----------------|---------|---------------|-----------------------------------|--------|------------------------|--|-----|-----------------|------|-----------------|------|-----------------|----|-----------------|---------|---------------|----------------------|---|------|-----------------|---------|--------------|---|---|------|-------|---------|------|--|--|------|-------|---------|-------|
| <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px;">Vendor Name (& Location) Kronos, Inc., Chelmsford, MA</td> </tr> <tr> <td style="padding: 2px;">Description Provide, Deliver, Install and Maintain Kronos Timekeeper System Hardware and Software with Incidental Training and Consultancy as Required</td> </tr> <tr> <td style="padding: 2px;">Contract Term (including Options, if any) April 18, 2007 - January 31, 2016</td> </tr> <tr> <td style="padding: 2px;">Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</td> </tr> <tr> <td style="padding: 2px;">Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive</td> </tr> <tr> <td style="padding: 2px;">Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:</td> </tr> <tr> <td style="padding: 2px;">Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:</td> </tr> <tr> <td style="padding: 2px;">Requesting Dept/Div & Dept/Div Head Name: Technology/Tariq Habib</td> </tr> </table> | Vendor Name (& Location) Kronos, Inc., Chelmsford, MA | Description Provide, Deliver, Install and Maintain Kronos Timekeeper System Hardware and Software with Incidental Training and Consultancy as Required | Contract Term (including Options, if any) April 18, 2007 - January 31, 2016 | Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive | Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: | Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | Requesting Dept/Div & Dept/Div Head Name: Technology/Tariq Habib | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px;">Contract Number 06-TD-2768</td> <td style="padding: 2px;">AWO/Modification #</td> </tr> <tr> <td style="padding: 2px;">Original Amount:</td> <td style="padding: 2px;"> <table style="width: 100%; border: none;"> <tr><td style="padding: 0 10px;">B&T</td><td style="text-align: right;">\$ 655,000.00</td></tr> <tr><td style="padding: 0 10px;">LIRR</td><td style="text-align: right;">\$1,245,775.00</td></tr> <tr><td style="padding: 0 10px;">NYCT</td><td style="text-align: right;">\$3,790,253.00</td></tr> <tr><td style="padding: 0 10px;">MN</td><td style="text-align: right;">\$2,418,000.00</td></tr> <tr><td style="padding: 0 10px;">MTA Bus</td><td style="text-align: right;">\$ 513,725.45</td></tr> </table> </td> </tr> <tr> <td style="padding: 2px;">Prior Modifications:</td> <td style="padding: 2px;"> <table style="width: 100%; border: none;"> <tr><td style="padding: 0 10px;">B&T</td><td style="text-align: right;">\$2,581,317.77</td></tr> <tr><td style="padding: 0 10px;">LIRR</td><td style="text-align: right;">\$8,900,000.00</td></tr> <tr><td style="padding: 0 10px;">NYCT</td><td style="text-align: right;">\$ - 0.00</td></tr> <tr><td style="padding: 0 10px;">MN</td><td style="text-align: right;">\$2,615,415.98</td></tr> <tr><td style="padding: 0 10px;">MTA Bus</td><td style="text-align: right;">\$ 167,688.09</td></tr> </table> </td> </tr> <tr> <td style="padding: 2px;">Prior Budgetary Increases:</td> <td style="padding: 2px; text-align: right;">\$0.00</td> </tr> <tr> <td style="padding: 2px;">Current Amount:</td> <td style="padding: 2px;"> <table style="width: 100%; border: none;"> <tr><td style="padding: 0 10px;">B&T</td><td style="text-align: right;">\$ 3,236,317.77</td></tr> <tr><td style="padding: 0 10px;">LIRR</td><td style="text-align: right;">\$10,145,775.00</td></tr> <tr><td style="padding: 0 10px;">NYCT</td><td style="text-align: right;">\$ 3,790,253.00</td></tr> <tr><td style="padding: 0 10px;">MN</td><td style="text-align: right;">\$ 5,033,415.98</td></tr> <tr><td style="padding: 0 10px;">MTA Bus</td><td style="text-align: right;">\$ 681,413.54</td></tr> </table> </td> </tr> <tr> <td style="padding: 2px;">This Request:</td> <td style="padding: 2px;"> <table style="width: 100%; border: none;"> <tr><td style="padding: 0 10px;">NYCT</td><td style="text-align: right;">\$ 3,000,000.00</td></tr> <tr><td style="padding: 0 10px;">MTA Bus</td><td style="text-align: right;">\$ 63,000.00</td></tr> </table> </td> </tr> <tr> <td style="padding: 2px;">% of This Request to Current Amount:</td> <td style="padding: 2px;"> <table style="width: 100%; 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| Vendor Name (& Location) Kronos, Inc., Chelmsford, MA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Description Provide, Deliver, Install and Maintain Kronos Timekeeper System Hardware and Software with Incidental Training and Consultancy as Required | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Contract Term (including Options, if any) April 18, 2007 - January 31, 2016 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Requesting Dept/Div & Dept/Div Head Name: Technology/Tariq Habib | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Contract Number 06-TD-2768 | AWO/Modification # | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| B&T | \$ 655,000.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LIRR | \$1,245,775.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| MN | \$2,418,000.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MTA Bus | \$ 513,725.45 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| LIRR | \$8,900,000.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NYCT | \$ - 0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MN | \$2,615,415.98 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MTA Bus | \$ 167,688.09 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Prior Budgetary Increases: | \$0.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| LIRR | \$10,145,775.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| MTA Bus | \$ 63,000.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| MTA Bus | 9.3% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| MTA Bus | 44.9% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Discussion:

B&T is seeking Board approval under the All-Agency Procurement Guidelines to modify this multi-agency non-competitive contract with Kronos Inc. for additional funding for NYCT and MTA Bus in the amounts of \$3,000,000 and \$63,000, respectively.

In February 2007 the Board approved the award of the subject all-agency contract to Kronos Inc. for a three year period. Kronos is required to maintain its timekeeper equipment and software based on each agency's requirements. Kronos also provides incidental training, implementation services, consulting and support services. The entire catalogue of Kronos' products and services are available to the agencies under the Contract. The Contract has subsequently been amended to support a variety of the agencies' needs including maintenance of Kronos' timekeeper equipment and software and currently extends through January 31, 2016.

The MTA Information Technology Departments at NYCT and MTA Bus have requested that additional funding in the aggregate amount of \$3,063,000 be added for training, the purchase of additional clocks, software licenses and upgrades to Kronos' system. The services required will be obtained through the issuance of task orders negotiated by each agency. Since the Contractor will be reimbursed in accordance with the current rates and terms of the contract, the value of each amendment for NYCT and MTA Bus is considered fair and reasonable. Funding is available in each agency's Operating Budget.

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
MAY 2014

MTA BRIDGES & TUNNELS

Procurements Requiring Two-Thirds Vote:

C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)

(Staff Summaries required for items requiring Board approval)

1. **Racanelli Construction Co., Inc.** **\$12,505,429.00** **Staff Summary Attached**
Contract No. RK-65R2
1 yr. 6 mo. contract – Competitive RFP – 3 Proposals
Provide Design-Build Services for the TBTA Training Facility on Ward’s Island.

F: Personal Service Contracts

(Staff Summaries required for items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M Competitive)

2. **HAKS Engineers, Architects and Land** **\$20,975,369.00** **Staff Summary Attached**
Surveyors, P.C.
Contract No. PSC-13-2939
6 yr. contract - Competitive RFP - 5 Proposals
Provide Construction Administration and Inspection Services for Project BB-28S, Super Storm Sandy Restoration and Mitigation and Projects BB-28S, Phase II/BB-54, Rehabilitation of the Tunnel and Brooklyn Plaza at the Hugh L. Carey Tunnel.
3. **Greenman Pedersen/M&J** **\$17,749,916.39** **Staff Summary Attached**
Engineering, P.C. Joint Venture
Contract No. PSC-13-2940
5 yr. 4 mo. contract - Competitive RFP - 5 Proposals
Provide Construction Administration and Inspection Services for Project QM-40S, Super Storm Sandy Restoration and Mitigation and Projects QM-40/QM-18, Rehabilitation of the Tunnel and Manhattan Exit at the Queens Midtown Tunnel.
4. **Ammann & Whitney Consulting** **\$8,031,479.76** **Staff Summary Attached**
Engineers, P.C./The Louis Berger
Group, Inc. (JV)
Contract No. PSC-13-2926
3 yr. contract - Competitive RFP – 6 Proposals
Investigation and Study for Project CB-24, Rockaway Crossings Master Plan and Resiliency Needs.

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
MAY 2014

5. **Transcore, LP** **\$7,968,282.00** **Staff Summary Attached**
Contract No. PSC-13-2949
 8 yr. contract - Competitive RFP – 3 Proposals
 All Electronic Open Road Tolling (ORT) at the Henry Hudson Bridge.

6. **Shaw Environmental and Infrastructure Engineering of New York, PC** **\$1,500,616.46** **Staff Summary Attached**
Contract No. PSC-13-2937
 1 yr. 10 mo. contract - Competitive RFP – 5 Proposals
 Construction Administration and Inspection Services for Project RK-65R2, Design and Construction of B&T Training Facility on Ward’s Island.

G: Miscellaneous Service Contracts

(Staff Summaries required for items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M RFP; No Staff Summary required if Sealed Bid Procurement)

7. **Richmond Elevator Co., Inc.** **\$4,202,883.00**
Slade Industries, Inc.
Contract No. 13-MNT-2913
 5 yr. contract – Competitive Bid – 2 low responsive bids
 In October 2013 B&T issued a joint solicitation for a contractor to provide all labor, materials and equipment for maintaining and repairing passenger and freight elevators and dumbwaiters located at various B&T, NYCT-DOB/MTABus, NYCT-DOS, MTAHQ and MTA Police facilities. The service requirements were publicly advertised. The solicitation notice was sent to 52 firms and four firms requested copies of the solicitation. On November 15, 2013, the following bids were submitted:

| <u>Bidders</u> | <u>B&T</u> | <u>NYCT-DOB</u> <u>/MTA Bus</u> | <u>NYCT-DOS</u> | <u>MTAHQ</u> | <u>MTA Police</u> |
|-----------------------------------|----------------|------------------------------------|-----------------|--------------|-------------------|
| Richmond Elevator Co., Inc. | \$1,212,557 | \$920,402 | \$1,194,152 | \$951,990 | \$125,502 |
| Slade Industries Inc. | No Bid | No Bid | \$1,529,272 | \$750,270 | No Bid |
| Nouveau Elevator Industries, Inc. | \$3,275,633 | \$1,874,088 | \$2,009,996 | \$1,152,862 | \$244,450 |

The scope of services for the initial three year period under the prospective contracts has not changed compared with that under the current contracts. The terms of the new contracts have increased from three to five years. Rates for the services are fixed for the initial three year period and then are subject to an increase which is fixed for years four and five. A price analysis comparing similar items indicates that Richmond’s rates under

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
MAY 2014

the three year period when compared with the rates under the current contracts reflect an overall average decrease of 3.04%. Similarly Slade's rates under the prospective agreement are 33.8% lower than the current rates. In comparison with the agencies' estimates the bid amounts are: (i) 7.4% higher than the estimate of \$1,129,212 for B&T (this variance compares favorably with the 10.4% increase in the CPI over the past five year period); (ii) 10.1% lower than the estimate of \$1,023,825 for NYCT-DOB/MTA Bus; (iii) 6% lower than the estimate of \$1,270,960 for NYCT-DOS; (iv) 11.7% lower than the estimate of \$850,000 for MTAHQ; and (v) Richmond's bid of \$125,502 was substantially higher than MTA Police's estimate of \$58,000. In this case the estimate was not revised to reflect the overall service requirements. After evaluation of the bids, it was determined that Richmond and Slade are responsive, responsible bidders. Based on competition, the prices are considered fair and reasonable. The MTA Department of Diversity and Civil Rights has established goals of 10% MBE and 10% WBE for this contract. The contracts will not be awarded until the M/WBE requirements are satisfied. Funding for B&T is available in its Operating Budget GL #711627. Funding for the other agencies is available in each agency's operating budget.

8. **Ultimate Power, Inc.** **\$1,217,055.00**
AWL Industries, Inc.
Contract No. 13-MNT-2909

5 yr. contract – Competitive Bid – 2 low responsive bids
 In January 2014 B&T issued a solicitation for a contractor to provide maintenance and repair of the HVAC systems located at various B&T, NYCT- DOB and SIRTOA facilities. The services are required in order to maintain peak performance of the heating and air conditioning units that reside throughout these agencies. The service requirements were publicly advertised. The solicitation notice was sent to 256 firms and fifteen firms requested copies of the solicitation. On March 4, five bids were submitted as follows:

| <u>Bidders</u> | <u>NYCT- DOB</u> | <u>SIRTOA</u> |
|----------------------------|------------------|---------------|
| Ultimate Power, Inc. | \$1,204,432.00* | \$16,780.00 |
| AWL Industries, Inc. | \$1,444,871.00 | \$12,623.00* |
| Best Climate Control Corp. | \$1,249,981.38 | \$14,767.28 |
| George S. Hall | \$1,511,605.70 | \$17,905.95 |
| Guardian | \$2,038,319.21 | \$19,000.76 |

*Apparent low bidder

Four bids were received in response to B&T's requirements. However, the apparent low bidder's submittal is undergoing further evaluation. It is anticipated that an award recommendation for B&T will be presented to the Board at a later date.

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
MAY 2014

The scope of services for the first three years of the prospective contracts for NYCT-DOB and SIRTOA has not changed compared with that under their current contracts. The terms of these contracts have increased from three to five years. Rates for the services are fixed for the initial three year period and then are subject to an increase which is fixed for years four and five. The agencies' estimates are \$1,790,993 and \$12,000, respectively. The variance between Ultimate Power's bid and the estimate may primarily be attributed to over-projected labor rates. When compared with the rates under NYCT-DOB's current contract, Ultimate Power's rates represent an average overall decrease of 13.9%. AWL's rates in comparison with the rates under SIRTOA's current three year contract represent an average overall increase of 9%. Although AWL's bid is 5.2% higher than the estimate this variance compares favorably with the 5.8% increase in the CPI over the most recent three year period. After evaluation of the bids, it was determined that Ultimate Power, Inc. and AWL Industries, Inc. for NYCT-DOB and SIRTOA, respectively, are responsive, responsible bidders. Based on competition, the prices are considered fair and reasonable. The MTA Department of Diversity and Civil Rights has established goals of 10% MBE and 10% WBE for this contract. The contracts will not be awarded until the M/WBE requirements are satisfied. Funding is available in each agency's Operating Budget.

Staff Summary

| | | | | | | | |
|--|--|---------|---|---|-------|--|--|
| Item Number 1 (Final) | | | | | | SUMMARY INFORMATION | |
| Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E. <i>Joe Keane</i> | | | | | | Vendor Name Racanelli Construction Co., Inc. | |
| Division & Division Head Name: Engineering and Construction, Aris Stathopoulos, P.E. <i>Aris Stathopoulos</i> | | | | | | Contract Number RK-65R2 | |
| Board Reviews | | | | | | Description: Design-Build Services for the B&T Training Facility on Ward's Island | |
| Order | To | Date | Approval | Info | Other | Total Amount \$12,505,429 | |
| 1 | President | 5/5/14 | <i>[Signature]</i> | | | Contract Term (including Options, if any) One year, six months | |
| 2 | MTA B&T Committee | 5/19/14 | | | | Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| 3 | MTA Board | 5/21/14 | | | | Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Internal Approvals | | | | | | Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive | |
| Order | Approval | Order | Approval | Solicitation Type | | | |
| 1 | Chief Financial Officer <i>[Signature]</i> | 4 | Executive Vice President <i>[Signature]</i> | <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: | | | |
| 2 | General Counsel <i>MMT</i> | 5 | President <i>[Signature]</i> | Funding Source | | | |
| 3 | Chief Procurement Officer <i>[Signature]</i> | | | <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | | | |

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Procurement Guidelines to award a public work contract for Design-Build Services for the B&T Training Facility on Ward's Island to Racanelli Construction Co., Inc. (RCCI) for a period of one year, six months at a cost of \$12,505,429.

II. DISCUSSION

In July 2013, the Board authorized B&T to enter into a competitive Request for Proposal (RFP) process for design/build services for the construction of a new training facility on Wards Island. The scope of work includes but is not limited to providing all labor, materials and equipment necessary to design and construct a training facility on Wards Island for B&T staff.

The service requirements were publicly advertised; nine firms submitted qualification information. Four firms were chosen to receive the RFP based on a review of those qualifications and three firms submitted proposals: Judlau Contracting, Inc. (JCI), Prismatic Development Corporation (PDC) and RCCI. The proposals were evaluated against established criteria set forth in the RFP, including cost, proposed schedule, project design and understanding and constructability, record of performance for proposed contractor and designer, and qualifications of the firm and proposed personnel. Based on the selection criteria, the selection committee requested oral presentations from all three firms.

After oral presentations, the committee selected RCCI on the basis that its proposal included: (i) the lowest cost, (ii) a superior pre-engineered building system; (iii) a more aesthetically pleasing design; (iv) an oral presentation that discussed coordination and safety considerations; and (v) a successfully performed design-build project for B&T at the Marine

(rev 4/07/10)

Staff Summary

Page 2 of 2

Parkway Bridge Facility that was similar to this one. The committee found PDC's proposal was acceptable, but at a higher cost and their design was less aesthetically pleasing in appearance. The committee found JCI's proposal to be significantly higher than that of RCCI.

RCCI submitted a base proposal of \$12,525,429. The Engineer's estimate is \$12,200,000. The Contract includes an allowance (\$775,000) for a number of risk factors which cannot reasonably be priced prior to design (i.e., unknown underground utilities and/or conditions, technology upgrades that may be necessary to meet changing security and data requirements, potential need for a fire pump in view of local water pressure considerations, etc.). Negotiations were conducted and the parties agreed to the amount of \$12,505,429. The final negotiated amount of \$12,505,429 is lower than the other proposals and is about 2.5% higher than the Engineer's estimate and is considered fair and reasonable. RCCI is considered to be a responsible contractor.

III. D/M/WBE INFORMATION

The MTA DDCR has established goals of 10% MBE and 10% WBE for the referenced contract. This contract will not be awarded without approval of MTA DDCR. RCCI has performed no recent projects with any MTA agency.

IV. IMPACT ON FUNDING

Funding is available under Project RK-65R2 in the 2010-14 Capital Budget.

V. ALTERNATIVES

There are no recommended alternatives. B&T does not possess the resources required to perform these services.

Staff Summary

| Item Number 2 (Final) | | | | | |
|--|---|---------|--|------|-------|
| Dept & Dept Head Name: Engineering & Construction, Joe Keane <i>Joe Keane</i> | | | | | |
| Division & Division Head Name: E&C, Romolo DeSantis <i>R. DeSantis</i> | | | | | |
| Board Reviews | | | | | |
| Order | To | Date | Approval | Info | Other |
| 1 | President | 5/5/14 | <i>[Signature]</i> | | |
| 2 | MTA B&T Committee | 5/19/14 | | | |
| 3 | MTA Board | 5/21/14 | | | |
| Internal Approvals | | | | | |
| Order | Approval | Order | Approval | | |
| 1 | Chief Financial Officer <i>[Signature]</i> | 4 | Executive Vice President <i>[Signature]</i> | | |
| 2 | General Counsel <i>[Signature]</i> | 5 | President <i>[Signature]</i> | | |
| 3 | Chief Procurement Officer <i>[Signature]</i> | | | | |

| SUMMARY INFORMATION | |
|---|--------------------------------|
| Vendor Name HAKS Engineers, Architects and Land Surveyors, P.C. | Contract Number PSC-13-2939 |
| Description Construction Administration and Inspection Services for Project BB-28S, Super Storm Sandy Restoration and Mitigation and Projects BB-28, Phase II/BB-54, Rehabilitation of the Tunnel and Brooklyn Plaza at the Hugh L. Carey Tunnel | |
| Total Amount \$20,975,369 | |
| Contract Term (including Options, if any) Six (6) years | |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive | |
| Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: | |
| Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other: | |

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Guidelines for Procurement of Services to award a personal services contract for Construction Administration and Inspection for Project BB-28S, Super Storm Sandy Restoration and Mitigation and Projects BB-28, Phase II/BB-54, Rehabilitation of the Tunnel and Brooklyn Plaza at the Hugh L. Carey Tunnel to HAKS Engineers, Architects and Land Surveyors, P.C. (HAKS) for a period of six (6) years. The total negotiated amount of the Contract is \$20,975,369.

II. DISCUSSION

B&T requires the services of an engineering consultant to provide comprehensive construction administration and inspection services for Projects BB-28S, Super Storm Sandy Restoration and Mitigation and combined Projects BB-28, Phase II/BB-54, Rehabilitation of the Tunnel and Brooklyn Plaza at the Hugh L. Carey Tunnel (HCT). Consultant services include: pre-construction; construction administration, inspection, testing; and construction closeout. The construction scope is generally described as: repairs to the concrete liner, roadway ceiling slab in the air ducts and roadway; replacement of the tunnel finishes, low tension duct bank, lighting, E-box, traffic control, communication, CCTV, fiber

Staff Summary

optic, and fire line; rehabilitation/replacement of the cathodic protection and pumping systems; temporary construction to ensure uninterrupted tunnel operation during construction, abatement of lead and asbestos containing materials; and maintenance and protection of traffic. The Brooklyn Plaza scope includes rehabilitation of the structural slabs and sub-surface, roadway, expansion joints, curbs, gutters and restoration of the plaza roadway.

The service requirements were publicly advertised and nine (9) firms submitted qualification information. Six (6) firms: Ammann & Whitney Consulting Engineers, Inc. (A&W); Arcadis-USA, Inc. (Arcadis); HAKS; Greenman-Pedersen, Inc./M&J Engineering, Inc., JV (GPI/M&J); LiRo Engineers, Inc./Jacobs Civil Consultants, Inc., JV (LiRo/Jacobs) and Parsons Brinckerhoff, Inc. (PB) were invited to and submitted proposals. Five (5) firms submitted proposals, GPI/M&J declined to propose due to their being the selected consultant under Contract PSC-13-2940, CM/Inspection for Project QM-40S, QM-40 and QM-18 at the Queens-Midtown Tunnel. The proposals were evaluated against established criteria set forth in the RFP, including an understanding of the technical requirements and expertise, qualifications of the firm, proposed personnel, oral presentation and cost. The Selection Committee recommended that B&T enter into negotiations with HAKS, the highest rated firm. HAKS proposed a highly qualified team and their proposal reflected the strongest understanding of the Project scope, the technical requirements, the key constructability issues and requirements for tunnel safety. The cost proposals submitted by LiRo/Jacobs and A&W were understated and deemed not sufficient to meet the requirements of the Project. The Committee determined PB's cost proposal was significantly overstated in terms of hours and cost, which reflected a lack of understanding of the overall requirements of the Project. Arcadis' proposal relied heavily on utilizing subconsultants, which demonstrated a lack of resources available to staff the Project.

HAKS submitted a proposal in the amount of \$21,458,684. The Engineer's estimate is \$24,482,110. Negotiations resulted in B&T and HAKS agreeing to an amount totaling \$20,975,369. The negotiated amount is 14.3% below the estimate and is considered fair and reasonable. HAKS is deemed a responsible consultant.

III. D/M/WBE INFORMATION

The MTA DDCR has established goals of 10% MBE and 10% WBE for the referenced contract. HAKS has achieved its M/WBE goals on previous MTA contracts. This contract will not be awarded without approval of MTA DDCR.

IV. IMPACT ON FUNDING

Funding is available as follows: the 2010-2014 Core Capital Program for Projects D601BB28 (\$3,290,198) and D601BB54 (\$1,603,529); Sandy Restoration Projects ED010228, ED020202, ED040243 and ED050202 (\$15,696,483) and the Operating Budget GL 711101 (\$385,159).

IV. ALTERNATIVES

There are no recommended alternatives. The Authority does not possess the resources required to perform these services.

Staff Summary

| Item Number 3 (Final) | | | | | |
|---|-------------------------------------|---------|------------------------------------|------|-------|
| Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E. <i>JK</i> | | | | | |
| Division & Division Head Name: Engineering and Construction, Romolo DeSantis, P.E. <i>RD</i> | | | | | |
| Board Reviews | | | | | |
| Order | To | Date | Approval | Info | Other |
| 1 | President | 5/5/14 | <i>JK</i> | | |
| 2 | MTA B&T Committee | 5/19/14 | | | |
| 3 | MTA Board | 5/21/14 | | | |
| Internal Approvals | | | | | |
| Order | Approval | Order | Approval | | |
| 1 | Chief Financial Officer <i>JK</i> | 4 | Chief of Staff | | |
| 2 | General Counsel <i>JK</i> | 5 | Executive Vice President <i>JK</i> | | |
| 3 | Chief Procurement Officer <i>JK</i> | 6 | President <i>JK</i> | | |

| | |
|---|--------------------------------|
| SUMMARY INFORMATION | |
| Vendor Name Greenman Pedersen/ M&J Engineering, PC, Joint Venture | Contract Number PSC-13-2940 |
| Description: Construction Administration and Inspection Services for Project QM-40S, Super Storm Sandy Restoration and Mitigation and Projects QM-40/QM-18, Rehabilitation of the Tunnel and Manhattan Exit Plaza at the Queens Midtown Tunnel | |
| Total Amount \$17,749,916.39 | |
| Contract Term (including Options, if any) Five (5) years and four (4) months | |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive | |
| Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: | |
| Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal-Sandy <input type="checkbox"/> Other: | |

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Guidelines for Procurement of Services to award a personal services contract for Construction Administration and Inspection Services for Project QM-40S, Super Storm Sandy Restoration and Mitigation and Projects QM-40/QM-18, Rehabilitation of the Tunnel and Manhattan Exit Plaza at the Queens Midtown Tunnel (QMT) to Greenman-Pedersen, Inc./M&J Engineering, PC, Joint Venture (GPI/M&J) for a period of five (5) years and four (4) months. The total negotiated amount of the Contract is \$17,749,916.39.

II. DISCUSSION

B&T requires the services of a consultant to provide comprehensive construction administration and inspection services for Projects QM-40S, Super Storm Sandy Restoration and Mitigation and combined Projects QM-40/QM-18, Rehabilitation of the Tunnel and Manhattan Exit Plaza at the Queens Midtown Tunnel. Consultant services include: pre-construction; construction administration, inspection, testing; and construction closeout. The construction scope is generally described as: repairs to the exhaust and fresh air duct concrete liner, roadway gutters; replacement of tunnel wall finishes, veneer ceiling panels, low tension duct bank and walkways; replacement of tunnel electrical systems for lighting, traffic control, code call, CCTV, emergency egress, VMS, cable and wiring, emergency signage; mechanical system repairs/replacements to fire standpipe, pumps and controls; Manhattan Exit Plaza rehabilitation to include concrete base slab, expansion joints; and maintenance and protection of traffic.

Staff Summary

The service requirements were publicly advertised; five (5) firms submitted qualification information. All five (5) firms, GPI/M&J, HAKS, LiRo/Jacobs, JV, Shaw Environmental & Infrastructure, Inc. (Shaw), and STV, were invited to and submitted proposals. The proposals were evaluated against established criteria set forth in the RFP, including an understanding of the technical requirements and expertise, and proposed personnel. Four (4) firms were shortlisted and provided oral presentations. The Selection Committee recommended that B&T enter into negotiations with GPI/M&J, the highest rated firm. GPI/M&J's proposal reflected a complete understanding of the Project scope and proposed the strongest overall project team as compared to the other consultants. Additionally during oral presentations, GPI/M&J exhibited the strongest understanding of the scope of work, safety issues and construction risks. The other three firms met the qualifications, however HAKS project team did not have the level of experience shown by GPI/M&J. LiRo/Jacobs demonstrated sufficient tunnel rehabilitation experience, but did not demonstrate the level of overall team strength that GPI/M&J offered. Shaw did not present as thorough an understanding of the project scope in comparison to GPI/M&J.

GPI/M&J submitted a proposal in the amount of \$21,060,847. The Engineer's estimate is \$17,482,187. During negotiations B&T and GPI/M&J agreed to the negotiated amount of \$17,749,916.39, which is 1.5% above the estimate and is considered fair and reasonable. GPI/M&J is deemed to be a responsible consultant.

III. D/M/WBE INFORMATION

The MTA DDCR has established goals of 10% MBE and 10% WBE for the referenced contract. GPI/M&J have individually achieved their M/WBE goals on previous MTA contracts. This contract will not be awarded without approval of MTA DDCR.

IV. IMPACT ON FUNDING

Funding is available as follows: the 2010-2014 Core Capital Program under Projects D601QM40 (\$3,470,028.70) and D601QM18 (\$1,439,182.41); Sandy Restoration under Projects ED010240, ED020203, ED040281; ED050203 (\$12,544,873.34) and the Operating Budget GL711101 (\$295,831.94).

IV. ALTERNATIVES

There are no recommended alternatives. The Authority does not possess the resources required to perform these services.

Staff Summary

| Item Number 4 (Final) | | | | | |
|--|--|---------|---|------|-------|
| Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E. <i>Joe Keane</i> | | | | | |
| Division & Division Head Name: Engineering and Construction, Romolo DeSantis, P.E. <i>R. DeSantis</i> | | | | | |
| Board Reviews | | | | | |
| Order | To | Date | Approval | Info | Other |
| 1 | President | 5/5/14 | <i>[Signature]</i> | | |
| 2 | MTA B&T Committee | 5/19/14 | | | |
| 3 | MTA Board | 5/21/14 | | | |
| Internal Approvals | | | | | |
| Order | Approval | Order | Approval | | |
| 1 | Chief Financial Officer <i>NS</i> | 4 | Chief of Staff | | |
| 2 | General Counsel <i>[Signature] for MMT</i> | 5 | Executive Vice President <i>[Signature]</i> | | |
| 3 | Chief Procurement Officer <i>G.M.</i> | 6 | President <i>[Signature]</i> | | |

| | |
|---|--------------------------------|
| SUMMARY INFORMATION | |
| Vendor Name Ammann & Whitney Consulting Engineers, P.C./The Louis Berger Group, Inc. (JV) | Contract Number PSC-13-2926 |
| Description: Investigation and Study for Project CB-24, Rockaway Crossings Master Plan and Resiliency Needs | |
| Total Amount \$8,031,479.76 | |
| Contract Term (including Options, if any) Three (3) years | |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive | |
| Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: | |
| Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | |

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Guidelines for Procurement of Services to award a personal services contract for Investigation and Study for Project CB-24, Rockaway Crossings Master Plan and Resiliency Needs to Ammann & Whitney Consulting Engineers, P.C./The Louis Berger Group, Inc., Joint Venture (A&W/LBG) for a period of three (3) years. The total negotiated value of the Contract is \$8,031,479.76.

II. DISCUSSION

B&T requires the services of a consultant to investigate, study and develop a master plan and resiliency needs for the Rockaway Crossings, which consist of the Marine Parkway-Gil Hodges Memorial and Cross Bay Veterans Memorial Bridges. The Project objectives are to assess and develop engineering alternatives for potential reconstruction scenarios for the Rockaway Crossings in order to provide the Authority with future capital investment strategies for these crossings. The master plan shall evaluate the ability of the Rockaway Crossings to meet performance standards for vulnerabilities and risks, such as those posed by seismic and wind events, hurricanes, storm surges, climate change, scour protection, and other factors. In addition, the plan shall

Staff Summary

address the ability of the Rockaway Crossings to meet modern truck loading standards and other pertinent engineering considerations. The Consultant shall identify, investigate, and study vulnerabilities, performance standards, and issues that impact the implementation and costs of alternate capital investment strategies to include but be not limited to: environmental mitigation; jurisdictional issues; inter-agency coordination; community outreach; real estate; maintenance and operational costs and permitting.

The Project CB-24 evaluation process utilized a Qualifications Based Selection (QBS) method that is similar to design consultant selections used by the federal and many state governments. The QBS process was selected to emphasize the influence of technical qualifications and experience in the consultant selection for the overall future master planning of the Rockaway Crossings, which are vital to the communities' viability. The service requirements were publicly advertised; eight firms submitted qualification information and all firms were invited to submit proposals based on a review of their qualifications. Six firms: A&W/LBG; Henningson, Durham & Richardson/ Parsons Transportation Group, NY, JV; Ove Arup & Partners; Parsons Brinckerhoff, Inc.; Stantec Consulting Services, Inc. and STV Inc./AKRF, JV submitted proposals. The other two firms Arcadis USA, Inc. and Dewberry Engineers Inc. determined that they could not submit a competitive proposal based on the technical requirements. The proposals were evaluated against established criteria set forth in the RFP, including: the technical work proposed; consultants record of performance; qualification of firm for specific personnel proposed; understanding of the project objectives; understanding of strategies for implementation; and understanding of financial analysis required. The Selection Committee recommended that B&T enter into negotiations with A&W/LBG, the highest rated firm. A&W/LBG's proposal reflected a thorough understanding of the requirements and B&T's objectives and expectations for the study. The A&W/LBG team demonstrated the strongest technical and planning capabilities, conveyed a detailed understanding of the Project risks, challenges and strategies for implementation of the master plan as compared to the other proposers. A&W/LBG also presented specific alternatives to investigate the vulnerabilities at the Rockaway crossings.

A&W/LBG submitted a proposal in the amount of \$8,161,690. The Engineer's estimate is \$8,354,534.82. Negotiations resulted in B&T and A&W/LBG agreeing to the negotiated amount totaling \$8,031,479.76, which is 1.6% below the estimate and is fair and reasonable. A&W is a responsible consultant and LBG is deemed a responsible consultant notwithstanding the existence of significant adverse information.

III. D/M/WBE INFORMATION

The MTA DDCR has established goals of 10% MBE and 10% WBE for the referenced contract. A&W/LBG have achieved its M/WBE goals on previous MTA contracts. This contract will not be awarded without approval of MTA DDCR.

IV. IMPACT ON FUNDING

Funding is available under Project CB-24 in the amount of \$8,031,479.76 in the 2010-2014 Capital Budget for Sandy Resiliency.

IV. ALTERNATIVES

There are no recommended alternatives. The Authority does not possess the resources required to perform these services.

Staff Summary

| Item Number 5 (Final) | | | | | |
|--|---|---------|--|------|-------|
| Dept & Dept Head Name: Chief Financial Officer, Donald Spero | | | | | |
| Division & Division Head Name: New Toll Initiatives, Robert Redding | | | | | |
| Board Reviews | | | | | |
| Order | To | Date | Approval | Info | Other |
| 1 | President | 5/5/14 | <i>[Signature]</i> | | |
| 2 | MTA B&T Committee | 5/19/14 | | | |
| 3 | MTA Board | 5/21/14 | | | |
| Internal Approvals | | | | | |
| Order | Approval | Order | Approval | | |
| 1 | Chief Financial Officer <i>[Signature]</i> | 4 | Executive Vice President <i>[Signature]</i> | | |
| 2 | SVP & General Counsel <i>[Signature]</i> | 5 | President <i>[Signature]</i> | | |
| 3 | Chief Procurement Officer | | | | |

| SUMMARY INFORMATION | |
|--|--------------------------------|
| Vendor Name Transcore, LP | Contract Number PSC-13-2949 |
| Description All-Electronic Open Road Tolling (ORT) at the Henry Hudson Bridge | |
| Total Amount \$7,968,282.00 | |
| Contract Term (including Options, if any) Eight years | |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive | |
| Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: | |
| Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | |

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Guidelines for Procurement of Services to award a personal services contract, Contract PSC-13-2949, for All-Electronic Open Road Tolling (ORT) at the Henry Hudson Bridge to Transcore, LP in the negotiated amount of \$7,968,282 over a period of eight years.

II. DISCUSSION

In January 2011 B&T initiated a pilot project at the Henry Hudson Bridge to assess the feasibility of adopting All-Electronic Tolling (AET) at that facility. Based on the results of the pilot program, B&T intends to implement a complete AET/ORT system at the Henry Hudson Bridge. This tolling system will enable B&T to debit the toll accounts of the owners of registered vehicles or to send bills to our customers for fare expenses incurred. Patrons are identified by the use of an on-board transponder (E-ZPass tag) or by capturing an image of the vehicle's license plate via the presence of on-site camera equipment. Under this new system cash will not be collected at the facility and the flow of traffic will be in an open highway environment.

The service requirements were publicly advertised; six firms requested copies of the Request for Proposal (RFP). Three firms submitted proposals Transcore, LP, Schneider Electric and Kapsch TrafficCom IVHS Inc. The proposals were evaluated against established criteria set forth in the RFP including the proposer's understanding of the project, the firm's record of performance, qualifications of the firm, proposed personnel, proposed schedule and cost. After the initial

Staff Summary

Page 2 of 2

evaluation, the selection committee recommended that two firms determined to be in the competitive range, Transcore and Schneider Electric, conduct oral presentations.

Following completion of the evaluation, the committee unanimously selected Transcore on the basis that its proposal included: (i) a system that has been independently tested and validated as one of the most accurate and dependable systems deployed; (ii) a high level of experience in design, installation and management of multi-lane, high volume ORT systems; (iii) a proven track record of delivering its projects on time and on budget; and (iv) an in-depth understanding of the technical requirements. Schneider Electric's proposal was considered by the committee to be more than satisfactory; its overall proposed cost was 5.6% lower compared with Transcore's cost. Transcore's system, however, was superior with regard to its: transaction auditing processes; provision of a solutions-oriented diagnostic system that detects and resolves hardware or software related problems; and remote operating and reporting capabilities.

Transcore proposed an amount of \$7,816,953. The user's estimate is \$8,227,000. Negotiations were conducted and the parties agreed to an amount of \$7,568,282 which is 8% lower than the estimate. The total amount of the contract is \$7,968,282 which includes an allocation of \$400,000 (excluded from the estimate) for spare parts during the five-year maintenance phase. In comparison with the estimate the negotiated amount is considered fair and reasonable. Transcore, LP is deemed to be a responsible consultant.

III. D/M/WBE INFORMATION

The MTA DDCR has established goals of 10% MBE and 10% WBE for the referenced contract. This contract will not be awarded without approval of MTA DDCR. Transcore has achieved its previous M/WBE goals on its prior MTA contracts.

IV. IMPACT ON FUNDING

Funding is available in the 2010- 2014 Capital Budget (\$4,103,127) and in the Operating Budget (\$3,865,155) under GL #171014.

V. ALTERNATIVES

There are no recommended alternatives. B&T does not possess the resources required to perform these services.

Staff Summary

| Item Number 6 (Final) | | | | | |
|---|--|---------|---|------|-------|
| Dept & Dept Head Name: <i>Joe Keane</i> Engineering and Construction, Joe Keane, P.E. | | | | | |
| Division & Division Head Name: Engineering and Construction, Aris Stathopoulos, P.E. <i>Aris Stathopoulos</i> | | | | | |
| Board Reviews | | | | | |
| Order | To | Date | Approval | Info | Other |
| 1 | President | 5/5/14 | <i>[Signature]</i> | | |
| 2 | MTA B&T Committee | 5/19/14 | | | |
| 3 | MTA Board | 5/21/14 | | | |
| Internal Approvals | | | | | |
| Order | Approval | Order | Approval | | |
| 1 | Chief Financial Officer <i>[Signature]</i> | 4 | Executive Vice President <i>[Signature]</i> | | |
| 2 | General Counsel <i>[Signature]</i> | 5 | President <i>[Signature]</i> | | |
| 3 | Chief Procurement Officer <i>[Signature]</i> | | | | |

| | |
|---|---|
| SUMMARY INFORMATION | |
| Vendor Name Shaw Environmental and Infrastructure Engineering of New York, PC | Contract Number PSC-13-2937 |
| Description Construction Administration and Inspection Services for Project RK-65R2, Design and Construction of B&T Training Facility on Ward's Island | |
| Total Amount \$1,500,616.46 | |
| Contract Term (Including Options, if any) One year, ten months | |
| Option(s) included in Total Amount? | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| Renewal? | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive | |
| Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: | |
| Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | |

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to award a personal service contract for Construction Administration and Inspection Services for Project RK-65R2, Design and Construction of B&T Training Facility on Ward's Island to Shaw Environmental and Infrastructure Engineering of New York, PC in the amount of \$1,500,616.46 for a period of one year, ten months.

II DISCUSSION

B&T requires the services of a consultant firm to provide construction administration and inspection services for Project RK-65R2 as described above. The work includes but is not limited to design and construction of a new pre-engineered B&T Training Facility for B&T staff. Work under Project RK-65R2 will be performed based on the design-build method.

The service requirements were publicly advertised. Thirteen firms submitted qualification information for review and evaluation by the selection committee. Five firms: AECOM USA, Inc. (AECOM); HAKS Engineers, Architects and Land Surveyors, P.C. (HAKS); Henningson Durham & Richardson Architecture and Engineering, P.C. (HDR); Shaw Environmental & Infrastructure Engineering of New York, P.C. (Shaw); and URS Corporation – New York (URS) were chosen to receive the RFP based on a review of those qualifications and all five firms submitted proposals. The proposals were evaluated against established criteria set forth in the RFP including technical work proposed, depth of understanding of the project, and qualifications of the firm for specific personnel proposed. Two firms (Shaw and HAKS) were invited in for oral presentations. Based on the detailed review of all submittals and its consideration of proposed costs, the Selection Committee recommended that negotiations be conducted with Shaw.

The committee selected Shaw based on: (i) a highly qualified team with experience that includes MTA NYCT Mother Clara Hale Bus Maintenance Facility design/build project; (ii) the consultant's thorough knowledge of design-build requirements needed during construction; (iii) a project specific presentation including relevant and cogent

Staff Summary

observations; (iv) its substantial experience in connection with the type of pre-engineered buildings that will be constructed under this project; and (v) a competitive cost proposal that was less than the Engineer's estimate. Although HAKS was well qualified, the Selection Committee felt Shaw provided the strongest team for the project.

SHAW submitted a proposal of \$1,665,853. The Engineer's estimate is \$1,680,000. Negotiations were conducted and the parties agreed to the revised amount of \$1,500,616.46 which is 10.7% below the Engineer's estimate and is considered fair and reasonable. The recommendation that Shaw be deemed a responsible consultant notwithstanding the existence of adverse information is currently under review by the Authority. The Contract will not be awarded until Shaw is deemed a responsible consultant.

III. D/M/WBE INFORMATION

The MTA Department of Diversity and Civil Rights has established goals of 10% MBE and 10% WBE for this contract. The contract will not be awarded until the M/WBE requirements are satisfied. Shaw has achieved their MWDBE goals on previous MTA contracts.

IV. IMPACT ON FUNDING

Funding is available under Project RK-65R2 in the 2010-14 Capital Budget

V. ALTERNATIVES

There are no recommended alternatives. B&T does not possess the resources required to perform these services.

LIST OF RATIFICATIONS FOR BOARD APPROVAL
MAY 2014

MTA BRIDGES & TUNNELS

Procurements Requiring Majority Vote:

K: Ratification of Completed Procurement Actions (Involving Schedule E – J)

(Staff Summaries required for unusually large or complex items which otherwise would require Board approval)

1. **Jacobs Civil Consultants Inc. (JCCI) \$772,469.00 Staff Summary Attached**
Contract No. PSC-11-2896

Amendment for inspection and damage assessment reporting for the Cross Bay Veterans Memorial Bridge's Service Building (CBB); performing remediation and rehabilitation design and construction support services for the on-site trailers at the CBB; and designing a medium voltage (5kV) electrical substation as a result of Super Storm Sandy. JCCI was mobilized at the Marine Parkway – Gil Hodges Memorial Bridge under Project MP-21 and deemed the most qualified source to perform the work.

Schedule K: Ratification of Completed Procurement Actions (Involving Schedules E Through J)

Item Number: 1 (Final)

| | | |
|--|--|---------------------------|
| Vendor Name (& Location) Jacobs Civil Consultants Inc. (JCCI) | Contract Number PSC-11-2896 | AWO/Modification # |
| Description Design and Construction Support Services for Project MP-21, Rehabilitation of the Rockaway Point Blvd and Jacob Riis Overpasses at the Marine Parkway – Gil Hodges Memorial Bridge | Original Amount: | \$590,035 |
| Contract Term (including Options, if any) June 29, 2012 – February 28, 2017 | Prior Modifications: | (\$107,978) |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | Prior Budgetary Increases: | N/A |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive | Current Amount: | \$482,057 |
| Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: | This Request: | \$772,469 |
| Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Sandy | % of This Request to Current Amount: | 160.2% |
| Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E. | % of Modifications (including This Request) to Original Amount: | 112.6% |

Discussion:

As a result of Super Storm Sandy, B&T is seeking the Board's ratification under the All-Agency Guidelines For Procurement of Services under the Declaration of Emergency issued by the President effective on October 29, 2012 for the following: (i) inspection and damage assessment reporting for the Cross Bay Veterans Memorial Bridge (CBB) Service Building (Project CBC-1202); (ii) the remediation and rehabilitation designs for the CBB Service Building and Internal Security Department (ISD) Trailer; (iii) the emergency design and construction support services required to replace the female Bridge and Tunnel Officers (BTO) trailers and (iv) the design for a medium voltage (5kV) electrical substation. Jacobs Civil Consultant Inc. (JCCI) performed the required engineering services in an amount totaling \$772,469. In the aftermath of the storm, B&T determined that it was most prudent to engage professional engineering firms that were competitively selected prior to Super Storm Sandy and where possible utilize existing contracts for design and construction inspection services in order to mitigate risk to the public, maintain critical transportation and evacuation infrastructure, truncate the duration of Super Storm Sandy recovery and restoration and utilize pre-storm rates. JCCI was performing design services at the Marine Parkway – Gil Hodges Memorial Bridge under Project MP-21. JCCI's experience in performing damage assessment reporting, remedial environmental and building rehabilitation designs made them the most qualified, cost effective and expeditious means of performing the required services at the CBB Service Building. Consistent with the Procurement Guidelines, this amendment constitutes a substantial change. In 2013 B&T committed \$184,831 for the ongoing engineering and design services provided by JCCI.

High winds and storm surges in Jamaica Bay inundated the CBB Service Building and surrounding structures with salt water, debris and contaminant laden flood waters causing the following damage: (i) flooding of the Female BTO Trailers rendered it uninhabitable; (ii) flooding to the CBB Service Building requiring environmental remediation and cleaning; (iii) flooding of the ISD Trailer; and (iv) damage to external electrical equipment. These areas required immediate remedial repair, restorations and replacements in order to ensure employee safety, prevent further structural damage and to protect the facility should another significant weather event occur. JCCI performed the required engineering services and submitted costs totaling \$772,469. The Engineer's estimated costs totaled \$783,196. The Authority accepted JCCI's costs totaling \$772,469, which is 1.4% lower than the Engineer's estimated costs and is considered fair and reasonable.

Funds are available in the 2014 Operating Budget under G.L 171139, Capitalized Assets (\$154,768) and G.L. 724860, Sandy-B&T Emergency Repairs to Critical Infrastructure, Project CBC-1202 (\$617,701).



Bridges and Tunnels

Diversity Report First Quarter 2014



The Agency has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing the Agency's March 31, 2014 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

The following numbers and information do not reflect availability for specific job groups. In addition, the numbers and information provided do not show statistical disparities or explain the reasons or provide a root cause for any identified failure to meet availability. Nothing in this report constitutes a finding or admission of unlawful discrimination.

2014 FIRST QUARTER EEO REPORT

AGENCY NAME: Bridges and Tunnels

**WORKFORCE UTILIZATION ANALYSIS
AS OF 3/31/2014**

| JOB CATEGORY | FEMALES* | | | BLACKS | | | HISPANICS | | | ASIANS | | | AI/AN** | | | NHOP*** | | | OTHER | | |
|----------------------------|-----------|----------|--------------------|-----------|----------|--------------------|-----------|----------|--------------------|-----------|----------|--------------------|-----------|----------|--------------------|-----------|----------|--------------------|-----------|----------|--------------------|
| | Est Avail | Actual % | Met Avail (Yes/No) | Est Avail | Actual % | Met Avail (Yes/No) | Est Avail | Actual % | Met Avail (Yes/No) | Est Avail | Actual % | Met Avail (Yes/No) | Est Avail | Actual % | Met Avail (Yes/No) | Est Avail | Actual % | Met Avail (Yes/No) | Est Avail | Actual % | Met Avail (Yes/No) |
| Officials & Administrators | 40.1% | 18.7% | No | 6.9% | 17.5% | Yes | 7.1% | 5.4% | No | 5.2% | 9.6% | Yes | 0.0% | 0.0% | Yes | 1.5% | 0.0% | No | 0.8% | 3.0% | Yes |
| Professionals | 40.1% | 38.0% | No | 10.1% | 18.2% | Yes | 9.9% | 17.9% | Yes | 8.7% | 19.8% | Yes | 0.0% | 0.0% | Yes | 4.1% | 0.0% | No | 1.3% | 2.0% | Yes |
| Technicians | 13.5% | 19.4% | Yes | 14.3% | 17.0% | Yes | 10.2% | 18.5% | Yes | 0.3% | 5.6% | Yes | 0.0% | 0.0% | Yes | 1.0% | 0.0% | No | 0.5% | 3.2% | Yes |
| Protective Services | 44.8% | 22.9% | No | 41.9% | 35.2% | No | 2.0% | 22.1% | Yes | 0.0% | 4.2% | Yes | 0.0% | 0.0% | Yes | 1.0% | 0.0% | No | 0.0% | 1.4% | Yes |
| Paraprofessionals | 0.0% | 0.0% | Yes |
| Administrative Support | 66.9% | 70.7% | Yes | 23.0% | 58.6% | Yes | 27.2% | 10.3% | No | 2.5% | 8.7% | Yes | 0.0% | 0.0% | Yes | 4.8% | 0.0% | No | 1.7% | 0.0% | No |
| Skilled Craft | 0.0% | 0.0% | Yes |
| Service Maintenance | 3.1% | 2.3% | No | 14.8% | 17.4% | Yes | 24.8% | 14.4% | No | 3.2% | 3.9% | Yes | 0.0% | 0.0% | Yes | 1.6% | 0.0% | No | 0.8% | 1.6% | Yes |

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*Females are also included in the percentage totals for each of the racial/ethnic groups.

**American Indian/Alaskan Native

***Native Hawaiian Other Pacific Islander

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

Professionals

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

Technicians

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

Protective Services

Occupations in which workers are entrusted with public safety, security and protection from destructive forces.

Paraprofessionals

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

Administrative Support

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

Skilled Craft

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

Service Maintenance

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.

2014 FIRST QUARTER EEO REPORT

AGENCY NAME: Bridges and Tunnels

**NEW HIRES
AS OF 3/31/2014**

| JOB CATEGORY | TOTAL ¹ | FEMALES ² | | Minorities | | Non-Minorities | | BLACKS | | HISPANICS | | ASIANS | | AI/AN | | NHOPI | | OTHER | |
|----------------------------|--------------------|----------------------|--------------|------------|--------------|----------------|--------------|----------|--------------|-----------|--------------|----------|--------------|----------|-------------|----------|-------------|----------|-------------|
| | | # | % | # | % | # | % | # | % | # | % | # | % | # | % | # | % | # | % |
| Officials & Administrators | 2 | 2 | 0.0% | 2 | 100.0% | | 100.0% | 1 | 50.0% | | 0.0% | 1 | 50.0% | | 0.0% | | 0.0% | | 0.0% |
| Professionals | 7 | 2 | 28.6% | 4 | 57.1% | 3 | 42.9% | 1 | 14.3% | 3 | 42.9% | | 0.0% | | 0.0% | | 0.0% | | 0.0% |
| Technicians | | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% |
| Protective Services | | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% |
| Paraprofessionals | | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% |
| Administrative Support | | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% |
| Skilled Craft | | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% |
| Service Maintenance | | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% |
| Total | 9 | 4 | 44.4% | 6 | 66.7% | 3 | 33.3% | 2 | 22.2% | 3 | 33.3% | 1 | 11.1% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |

¹ Total includes males and females (in each of the protected racial/ethnic groups as well as including non-minorities).

² Total includes females in each of the protected racial/ethnic groups as well as including non-minorities.

2014 FIRST QUARTER EEO REPORT

AGENCY NAME: Bridges and Tunnels

**EEO AND TITLE VI COMPLAINTS
AS OF 3/31/2014**

| Category | Race | Disability | Gender | National Origin | Age | Sexual Harassment | Religion | Other ¹ | Total Issues ² | Total Cases | Status (# Open) |
|---------------------|------|------------|--------|-----------------|-----|-------------------|----------|--------------------|---------------------------|-------------|-----------------|
| EEO | | | | | | | | | | | |
| External Complaints | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 3 | 8 | 4 | 4 |
| Internal Complaints | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | NONE |

| Category | Race | National Origin | Color | Total Issues ³ | Total Cases | Status (# Open) |
|----------|------|-----------------|-------|---------------------------|-------------|-----------------|
| Title VI | 0 | 0 | 0 | 0 | 0 | 0 |

¹ "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

² In some instances a single complaint may involve two or more EEO categories.

³ In some instances a single complaint may involve two or more EEO categories based on race, national origin, or color.

2014 FIRST QUARTER EEO REPORT

AGENCY NAME: Bridges and Tunnels

EEO DISCRIMINATION COMPLAINT RESOLUTIONS

AS OF 3/31/2014

| | Decided in Favor of Agency | Decided in Favor of Complainant | Administrative Closure | Withdrawn | Dismissed | Resolved/Settled | Total |
|---------------------|-----------------------------------|--|-------------------------------|------------------|------------------|-------------------------|--------------|
| EEO | | | | | | | |
| Internal Complaints | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| External Complaints | 0 | 0 | 0 | 0 | 0 | 0 | 4 |