

# Bridges and Tunnels Committee Meeting

## February 2015

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### Committee Members

A. Cappelli, Chair  
F. Ferrer, MTA Vice Chairman  
A. Albert  
J. Banks  
N. Brown  
J. Kay  
M. Pally  
V. Tessitore  
P. Trottenberg

# **Bridges & Tunnels Committee Meeting**

**2 Broadway - 20th Floor Board Room**

**New York, NY 10004**

**Monday, 2/23/2015**

**11:30 AM - 12:00 PM ET**

## **1. Public Comments Period**

## **2. Approval of Minutes - January 2015**

*BT Committee Minutes - January 2015 - Page 3*

## **3. Committee Work Plan**

*BT Committee Work Plan - Page 10*

## **4. Report on Operations - December 2014**

*BT Report on Operations - December 2014 - Page 17*

## **5. Safety Report - December 2014**

*BT Safety Report - December 2014 - Page 30*

## **6. Customer Environment Survey - Fourth Quarter 2014**

*BT Customer Environment Survey - 4th Quarter 2014 - Page 33*

## **7. E-ZPass Performance Report - December 2014**

*BT E-ZPass Performance Report - December 2014 - Page 43*

## **8. Financial Report - December 2014**

*BT Financial Report - December 2014 - Page 48*

## **9. 2014 B&T Operating Surplus - Action Item**

*BT 2014 B&T Operating Surplus - Page 62*

## **10. 2015 Adopted Budget/Financial Plan 2015-2018**

*BT 2015 Adopted Budget/Financial Plan 2015-2018 - Page 73*

## **11. Capital Program Project Status Report - January 2015**

*BT Capital Program Project Status Report - January 2015 - Page 97*

## **12. Procurements**

*BT Procurement Report - February 2015 - Page 107*

## **BT Competitive - February 2015**

*BT Competitive - February 2015 - Page 110*

## **13. Diversity Report - Fourth Quarter 2014**

*BT Diversity Report - Fourth Quarter 2014 - Page 113*

Next Meeting: Monday, March 23, 2015 at 12:00 p.m.



# Bridges and Tunnels

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## Minutes of Committee Meeting January 2015



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

**January 20, 2015**

**12:00 p.m.**

In attendance were the Honorable:

Allen P. Cappelli, Chairman  
Andrew Albert  
Mitchell H. Pally  
Polly Trottenberg

James Ferrara, President  
James Elkin, Controller  
James Foley, Vice President Office of Safety Programs and Initiatives  
James Fortunato, Executive Vice President and Chief of Operations  
Sharon Gallo-Kotcher, Vice President Administration  
Joseph Keane, Vice President and Chief Engineer  
Gavin Masterson, Chief Procurement Officer, Capital & Major Maintenance  
Patrick J. Parisi, Vice President Operations  
Donald Spero, Chief Financial Officer  
M. Margaret Terry, Senior Vice President and General Counsel

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

**January 20, 2015**

Minutes of TBTA Committee held January 20, 2015 at 12:00 p.m. A list of those in attendance is attached.

**Public Speakers**

There was one public speaker. Murray Bodin of Concerned Grandparents discussed signage and roadway markings.

**Minutes**

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on December 15, 2014 were approved.

**Committee Work Plan**

Mr. Ferrara stated that there are no changes to the Committee Work Plan.

**Report on Operations**

With regard to the Report on Operations for November 2014, Mr. Fortunato stated the following:

In November 2014 there were 23.4 million crossings, which was 0.7% more than the 23.2 million crossings in November 2013; rainfall amounts totaled 3.9 inches and snowfall amounts totaled 1.3 inches over 8 days in November 2014 versus rainfall amounts of 2.7 inches and snowfall amounts of .2 inches over 11 days in November 2013; gas prices averaged \$3.03 per gallon in November 2014, which was \$0.47 lower than November 2013; E-ZPass volume increased in November 2014 by 1.3%, while crossings using cash and other payment methods decreased by 2.3%; passenger car travel was up by 0.8%; and other vehicle travel decreased by 1.0%.

Compared to the same periods last year, preliminary traffic figures for December 2014 are 5.93% higher.

**Safety Report**

With regard to the Report on Safety for November 2014, Mr. Foley referred the Committee to the graphs and charts on pages 31 and 32 of the Committee Book that represent a five year summary of customer collisions, customer injuries, employee accident reports, lost time injuries and contractor injuries. Compared to the same period last year, the total customer collision rate decreased by 1.6% and the total customer injury collision rate decreased by 11.0%. The number of employee lost time injuries was reduced 45% from the previous month and was down 33% from the 2014 January to October monthly average.

**E-ZPass Performance Report**

With regard to the E-ZPass Performance Report for November 2014, Mr. Spero stated that the E-ZPass market share was 84.6% or 0.3% higher than the prior November. 16,122 E-ZPass accounts were opened in November, including 6,682 E-ZPass On-The-Go accounts, which is approximately 41% of the total number of accounts opened for the month. Since the On-The-Go program began, approximately 446,000 tags have been sold in the lanes.

**Finance Report**

Mr. Spero stated that through November, toll revenue was \$21.268 million or 1.4% better than plan due to higher than forecast traffic. In November, toll revenue was \$186,000 or 0.1% below plan. Total expenses through November were \$37.296 million or 8.7% better than plan. Non-labor spending was \$28.933 million or 14.7% below plan. Labor expenses were \$8.363 million or 3.6% lower than plan primarily due to lower payroll

expenses due to vacancies. Overtime was \$1.655 million or 8.1% below plan. Total support to mass transit through November was \$944.476 million, which was \$80.477 million or 9.3% better than plan.

### **Capital Program Status Report**

With regard to the Capital Program Status Report for December, Mr. Keane stated that there were 32 commitments made with a total value of \$619.4 million. The most significant commitments made were: a \$287.4 million construction award for the restoration of the Hugh L. Carey Tunnel; a \$217.9 million construction contract for the reconstruction of the Bronx toll plaza at the Robert F. Kennedy Bridge (RFK); and a \$68.6 million construction contract for reconstruction of the Manhattan approach ramps at the RFK.

In 2014, 171 commitments have been made with a total value of \$808.1 million against a plan for 150 commitments with a total value of \$976.8 million. Almost \$140 million of the \$168 million variance between actual and planned commitments is attributable to favorable construction bids. As of September, TBTA had five (5) project completions with a value of \$156 million, which amounts to 100% of its planned 2014 project completions. In addition, the Verrazano-Narrows Bridge toll plaza reconstruction project was completed in November at \$63.9 million and the Throgs Neck Bridge rehabilitation and painting of the approaches was completed in December at \$67.6 million. In 2014, TBTA achieved eight (8) project completions with a value of \$287.5 million which is 84% higher than the 2014 plan. There were eight (8) task level closeouts in December, bringing the year-to-date closeouts to 55 with a total value of \$267.1 million.

### **Procurements**

Mr. Masterson stated that there are five (5) procurements totaling \$4.930 million.

### **Non-Competitive Procurements**

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

### **Competitive Procurements**

Mr. Masterson stated that there are five (5) competitive procurements totaling \$4.930 million as follows:

- One (1) personal service contract for \$2.306 million for Independent Safety Monitoring services;
- Two (2) miscellaneous service contracts - one joint procurement with New York City Transit for body repairs of light, medium and heavy duty vehicles totaling \$1.134 million (TBTA's amount is \$481,550 and NYCT's amount is \$653,070) and the other is for maintenance, repair and safety inspection of aerial lift equipment for \$153,400;
- Two (2) modifications – one to a personal service contract to modify two legal retainer agreements to exercise one-year options at no cost to continue services in connection with toll and non-toll collection activities as needed; and one public work modification to add funding to provide an incentive payment for successful early completion of work for the toll plaza improvements at the Verrazano-Narrows Bridge in the amount of \$1.335 million.

### **Personal Service Contracts**

EnviroMed Services, Inc.	Contract No. PSC-14-2962X	\$2,306,818.38
	Provide Independent Safety Monitoring Services for Ongoing B&T Construction Projects.	

**Miscellaneous Service Contracts**

Nationwide Auto Painting, Inc.	Contract No. 14-MNT-2933 In October 2014 B&T issued a joint solicitation for a contractor to provide all labor, materials and equipment necessary to perform body repairs for B&T's fleet of light, medium and heavy duty vehicles and NYCT's fleet of medium and heavy duty vehicles on an as-needed basis for a four (4) year period. This work was outsourced since the agencies neither have the equipment nor the resources required to perform these services on an in-house basis. The service requirements were publicly advertised. The solicitation notice was sent to 109 firms and eleven firms requested copies of the solicitation. On December 4 the following bids were submitted:	\$481,550.00 - B&T <u>\$653,070.00 - NYCT</u> \$1,134,620.00 Total
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<u>Bidders</u>	<u>B&amp;T</u>	<u>NYCT</u>	<u>Total</u>
XXL Auto Body Shop, LLC*	\$307,000	\$438,320	\$745,320
Nationwide Auto Painting, Inc.	\$481,550	\$653,070	\$1,134,620
Truck and Trailer Service, LTD	\$529,000	\$880,320	\$1,409,320
Climaco Auto Body Inc.	\$740,500	\$1,048,320	\$1,788,820

\*XXL Auto Body Shop, LLC has been determined to be non-responsive.

This solicitation included a modest reduction in hours for scheduled and unscheduled body and paint repairs for NYCT's medium and heavy duty vehicles. The scope of services under B&T's portion of the prospective contract has not changed compared with that under its current contract. The prices are fixed for the four year duration of the contract. A price analysis comparing the prospective rates under this procurement with the rates under its current contract reflects an overall average increase of approximately 20%. This difference may be attributed to increased material and labor costs. In connection with the agencies' estimates, however, the bid amounts are: (i) 9% lower than the estimate of \$529,000 for B&T and (ii) 0.04% lower than the estimate of \$653,320 for NYCT. After evaluation of

the bids, it was determined that Nationwide Auto Painting, Inc. is a responsive, responsible bidder. Based on competition, the prices are considered fair and reasonable. The MTA Department of Diversity and Civil Rights has established goals of 0% MBE and 0% WBE for this contract.

Triport International  
A.G.E.R., Inc.

Contract No. 13-MNT-2921  
In October 2014 B&T issued a solicitation for a contractor to perform scheduled and unscheduled maintenance and repairs, safety inspections and testing of our aerial lift equipment. Due to the specialized training and equipment necessary to perform the work, B&T neither possesses the resources nor the equipment to perform the services on an in-house basis. The service requirements were publicly advertised and a solicitation notice was sent to 318 firms; three firms requested copies of the solicitation. On October 24 three bids were submitted as follows:

\$153,400.00

<u>Bidders</u>	<u>Bid Amount</u>
Triport International A.G.E.R., Inc.	\$153,400
Aerial Rise LLC	\$158,700*
Dependable Repair Inc.	\$167,000

\*B&T corrected math error

The scope of services for the first two years of this five year prospective contract differ compared with the initial two year period of the current contract. Semi-annual preventive maintenance inspections were removed under the new contract since this service is no longer required. The hours for scheduled and unscheduled maintenance and repairs were reduced due to a 20% reduction of aerial lift equipment units. All other line items remained the same. The rates under the prospective contract are fixed over the five year period and have not increased compared with those under the current contract. Triport's overall bid is 9% lower than the user's estimate of \$168,500. It has been determined that Triport is fully responsive to the requirements of the solicitation. Based on competition, the

price is considered fair and reasonable. This firm is deemed to be a responsible contractor. No M/WBE goals were established by the MTA Department of Diversity and Civil Rights.

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

Peter C. Merani, P.C. Leopold, Gross & Sommers, P.C.	Contract Nos. PSC-13-2948 A and B Modify two legal retainer agreements to exercise the one-year option under each contract to enable the firms to provide professional services in connection with toll and non-toll collection and related activities on an as-needed basis.	\$0.00
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**Modifications to Purchase & Public Works Contracts**

Restani Construction Corp.	Contract No. VN-03B Add funding to provide an incentive payment to the contractor for early completion of work under Contract VN-03B, Toll Plaza Improvements at the Verrazano-Narrows Bridge.	\$1,335,000.00
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Upon a motion duly made and seconded, the Committee members who were present at the Committee meeting considered and voted in favor of moving the five (5) competitive procurements to the Board by a vote of two (2) in favor and none against, although a Committee Quorum was not present.

**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

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## Committee Work Plan

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# BRIDGES & TUNNELS COMMITTEE WORK PLAN

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## I. RECURRING AGENDA ITEMS

### TOPIC

Approval of Minutes  
Committee Work Plan  
Report on Operations/Safety  
  
Financial Report  
E-ZPass Performance Report  
Capital Program Project Status Report  
  
Procurements  
Action Items (if any)

### Responsibility

Committee Chair & Members  
Committee Chair & Members  
Revenue Management/  
Health & Safety  
Controller/Planning & Budget  
Revenue Management  
Engineering/Planning &  
Budget  
Procurement & Materials

## II. SPECIFIC AGENDA ITEMS

### March 2015

Annual Procurement Contracts Report

Procurement & Materials/  
Finance

### April 2015

Final Review of 2014 Year-End Operating Results

Planning & Budget

### May 2015

Customer Environment Survey – 1<sup>st</sup> Quarter 2015  
Diversity Report – 1<sup>st</sup> Quarter 2015

Operations  
EEO

### June 2015

No items scheduled.

### July 2015

No items scheduled.

### August 2015

No meeting scheduled.

### September 2015

Customer Environment Survey – 2nd Quarter 2015  
2016 Preliminary Budget  
Diversity Report – 2<sup>nd</sup> Quarter 2015

Operations  
Planning & Budget  
EEO

### October 2015

2016 Preliminary Budget

Planning & Budget

November 2015

Customer Environment Survey – 3rd Quarter 2015  
2016 Preliminary Budget  
B&T Committee Charter – Review  
Diversity Report – 3<sup>rd</sup> Quarter 2015

Operations  
Planning & Budget  
MTA Board  
EEO

December 2015

2016 Proposed Committee Work Plan  
2016 Proposed Final Budget

Committee Chair & Members  
Planning & Budget

January 2016

Approval of 2016 Work Plan

Committee Chair & Members

February 2016

Preliminary Review of 2015 Operating Budget Results  
2016 Adopted Budget/Financial Plan 2015-2018  
2015 B&T Operating Surplus  
Customer Environment Survey – 4<sup>th</sup> Quarter 2015  
Diversity Report – 4<sup>th</sup> Quarter 2015

Planning & Budget  
Planning & Budget  
Controller  
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**

### **MARCH 2015**

#### 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 – 1<sup>st</sup> Quarter 2015

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

### **JUNE 2015**

No items scheduled.

### **JULY 2015**

No items scheduled.

### **AUGUST 2015**

No meeting scheduled.

## **SEPTEMBER 2015**

### Customer Environment Survey – 2nd 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.

### 2016 Preliminary Budget

Agency will present highlights of the Preliminary Budget to the Committee. Public comment will be accepted on the 2016 Preliminary Budget.

### Diversity Report – 2<sup>nd</sup> Quarter 2015

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

## **OCTOBER 2015**

### 2016 Preliminary Budget

Public comment will be accepted on the 2016 Preliminary Budget.

## **NOVEMBER 2015**

### Customer Environment Survey – 3rd 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.

### 2016 Preliminary Budget

Public comment will be accepted on the 2016 Preliminary Budget.

### B&T Committee Charter - Review

Review and assess the adequacy of the Charter annually.

### Diversity Report – 3<sup>rd</sup> Quarter 2015

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

## **DECEMBER 2015**

### 2016 Proposed Committee Work Plan

The Committee Chair will present a draft Bridges and Tunnels Committee Work Plan for 2016 that will address initiatives to be reported throughout the year.

### 2016 Proposed Final Budget

The Committee will recommend action to the Board.

## **JANUARY 2016**

### Approval of Work Plan for 2016

The committee will have already received a draft work plan for 2016 at the December 2015 meeting. The committee will be requested to approve the amended work plan for the year.

## **FEBRUARY 2016**

### Preliminary Review of 2015 Operating Budget Results

The agency will present a brief review of its 2015 Operating Budget results.

### 2016 Adopted Budget and February Financial Plan 2016-2019

The Agency will present its revised 2015 Adopted Budget and Financial Plan which will incorporate any changes made by the Board at the December 2015 meeting and any Agency technical adjustments.

### 2015 B&T Operating Surplus

The Committee will recommend action to the Board.

### Customer Environment Survey – 4th 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 – 4<sup>th</sup> Quarter 2015

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



# Bridges and Tunnels

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## Report on Operations December 2014



# MTA Bridges and Tunnels

## December 2014 Traffic Trends

### Summary

Traffic was higher on a year-to-year basis, with 24.2 million crossings this month vs. 23.0 million crossings in December 2013 (Exhibit 1).

Snowfall in December 2014 totaled 1.3 inches compared to 7.6 inches in December 2013. It rained 6.1 inches over 16 days this past December compared to 4.5 inches over 12 days in 2013. Gas prices averaged \$2.78 per gallon in December 2014, which was \$0.83 less than at the end of 2013.

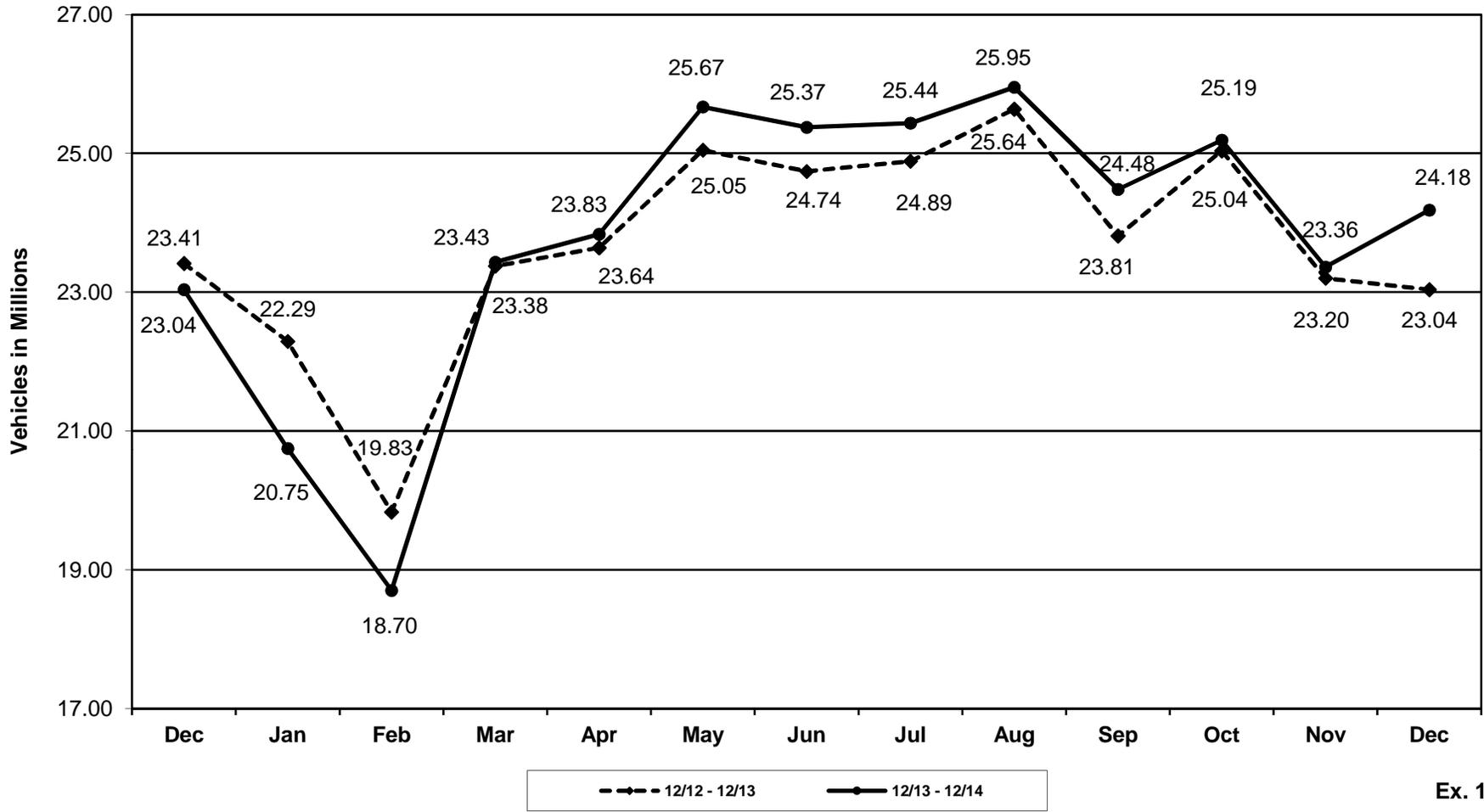
E-ZPass volume increased in December 2014 by 6.1% compared to December 2013, while crossings using cash and other payment methods declined 1.0% for the month (Exhibit 7). Passenger car travel increased 4.9% and other vehicle travel increased 6.5% from December 2013 (Exhibit 8).

### 2014 vs. 2013

In 2014, total annual traffic was 286.4 million vehicles, which was 1.8 million, or 0.6% above the 2013 level. Although January and February saw several harsh winter weather events that contributed to a combined year-to-year decline of 2.7 million crossings, or 6.3%, traffic growth was favorable each month thereafter. The traffic gain over the latter 10 months of 2014 totaled 4.5 million crossings, or 1.9%. While approximately 25% of this gain occurred in December, which saw relatively favorable winter weather conditions compared to December 2013, an improving economy and falling gas prices appear to be the main drivers behind the overall favorable traffic trend. Preliminary data from the U.S. Department of Labor indicate that non-farm employment in the MTA B&T region (New York City, Long Island and Westchester) grew on average by 1.7% in 2014, and gas prices fell on a year-to-year basis each month from August on. By year-end, gas prices averaged \$2.78, which was the lowest level of the past two years and \$1.11 less than the peak average observed in February 2013.

Total average daily traffic was 781,410 in 2014 compared to 779,527 in 2013 (Exhibit 2). E-ZPass average daily traffic increased from 649,128 in 2013 to 657,103 in 2014 (Exhibit 3) while non-E-ZPass average daily traffic declined from 130,400 in 2013 to 124,307 in 2014 (Exhibit 4). Passenger vehicle average daily traffic was 728,430 in 2014 vs. 724,366 in 2013 (Exhibit 5). Other vehicle average daily traffic, which consists mainly of trucks, rose from 55,161 in 2013 to 55,837 in 2014 (Exhibit 6).

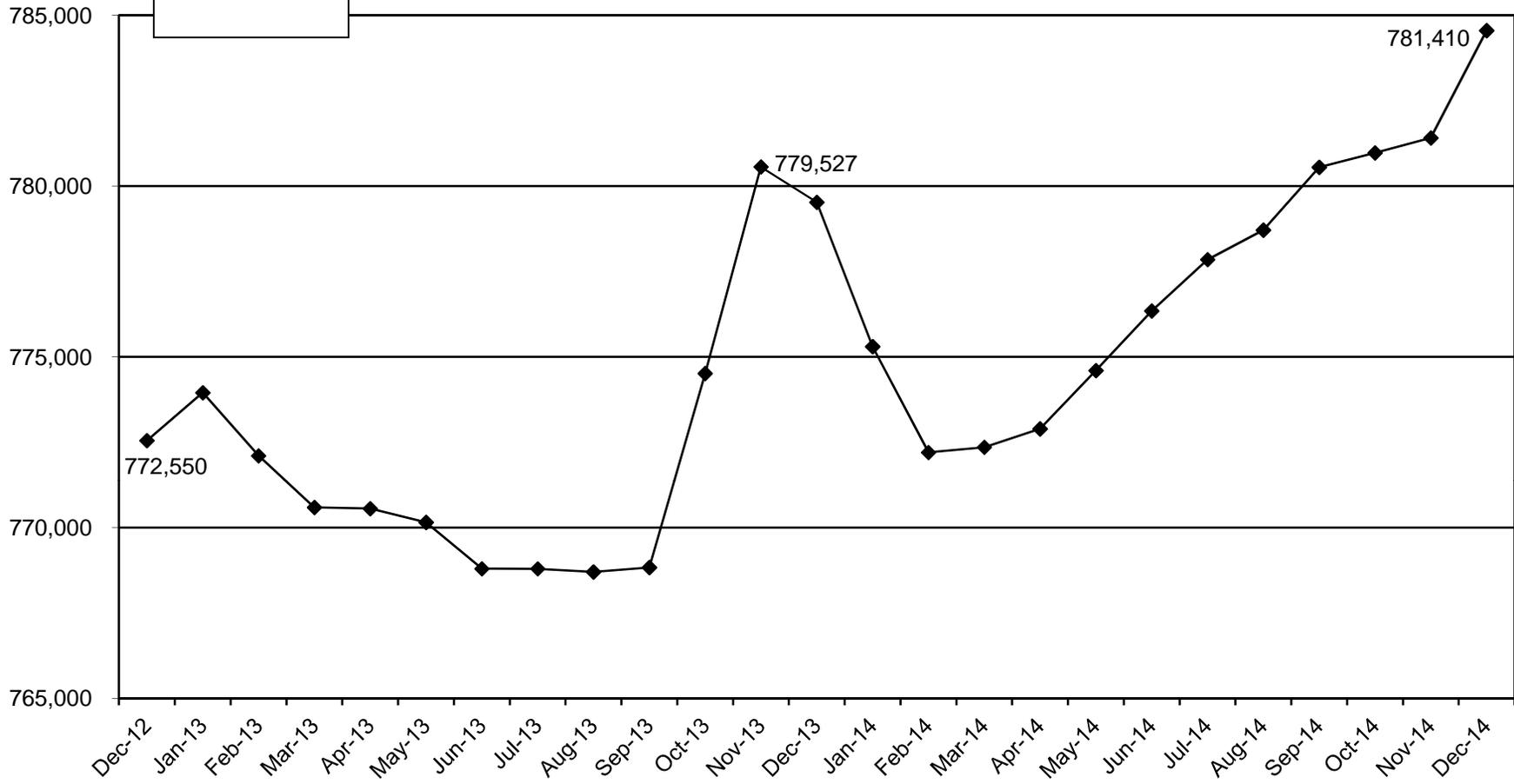
### MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending December 2014



Ex. 1

### MTA Bridges and Tunnels Average Daily Traffic: December 2012 - December 2014 12-Month Rolling Averages

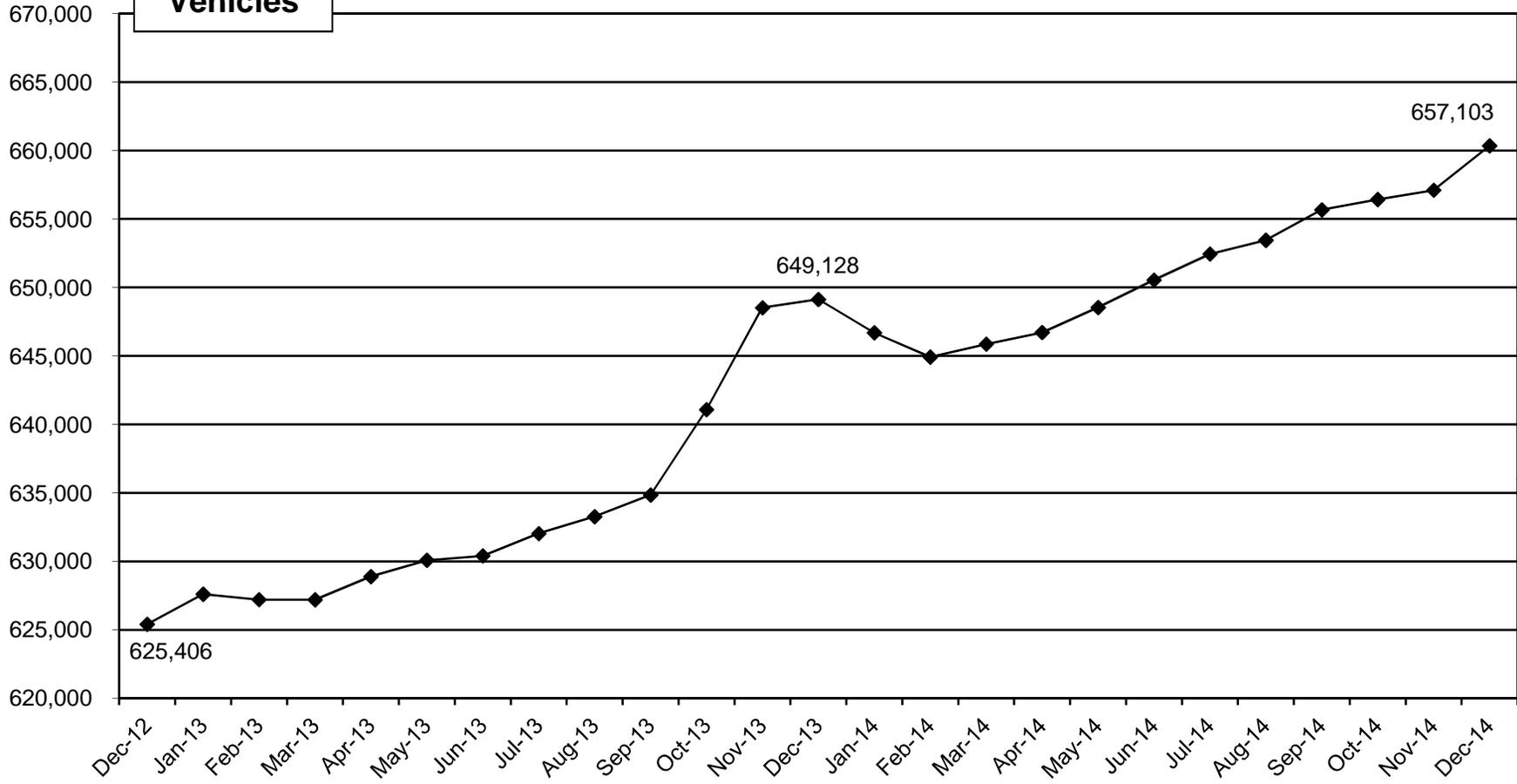
All Vehicles



Ex. 2

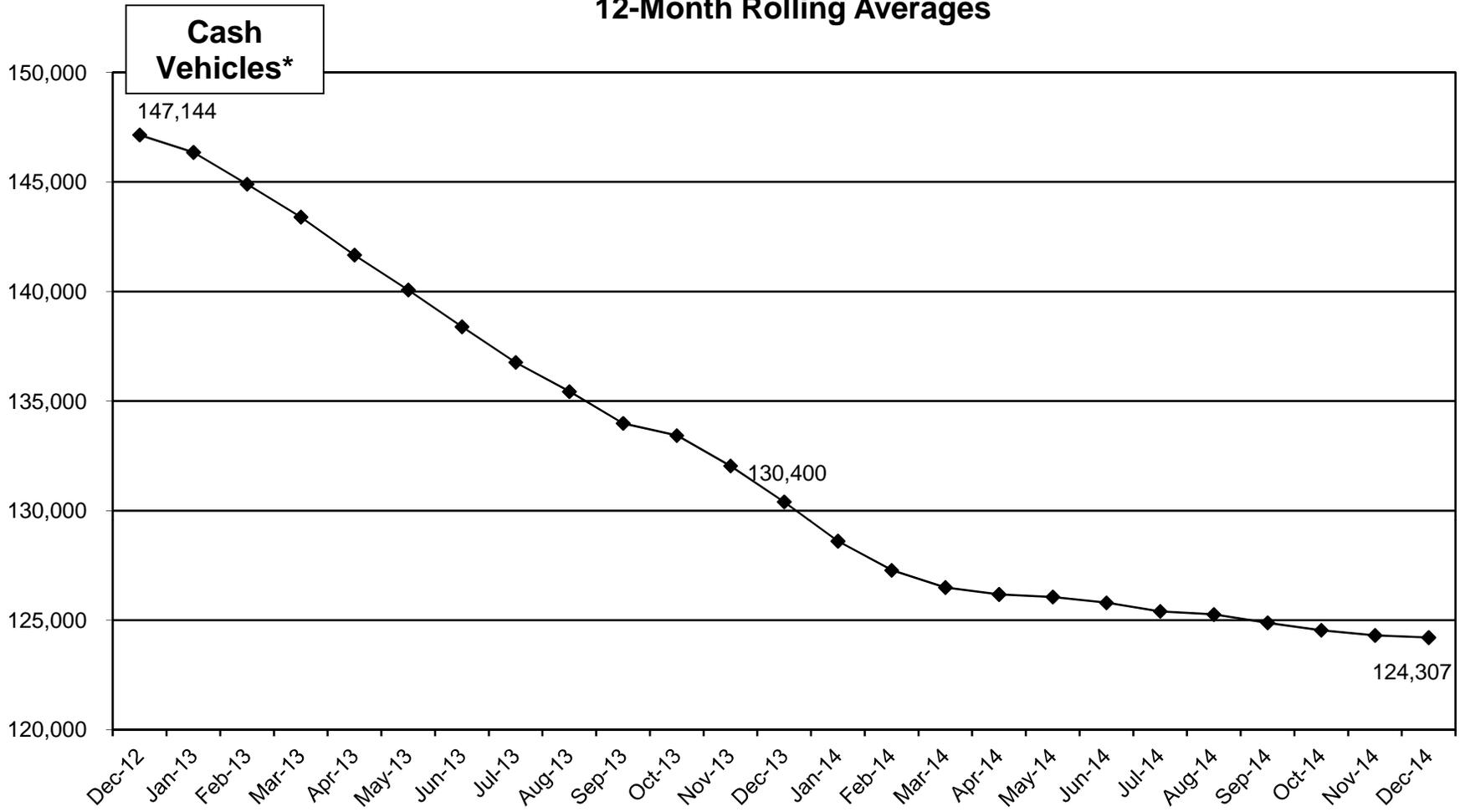
### MTA Bridges and Tunnels Average Daily Traffic: December 2012 - December 2014 12-Month Rolling Averages

**E-ZPass  
Vehicles**



Ex. 3

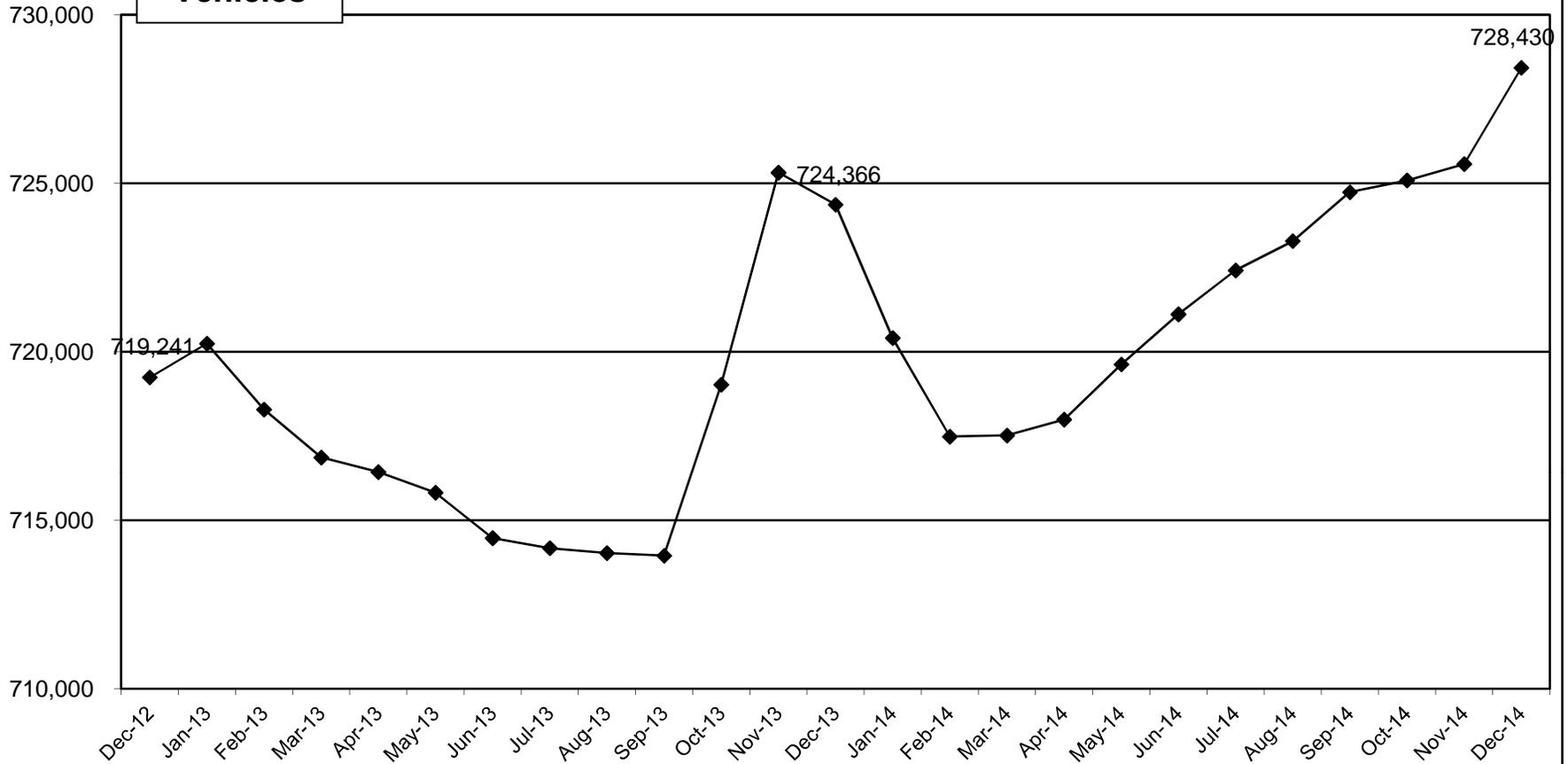
### MTA Bridges and Tunnels Average Daily Traffic: December 2012 - December 2014 12-Month Rolling Averages



\*Includes token, ticket and Tolls by Mail transactions.

### MTA Bridges and Tunnels Average Daily Traffic: December 2012 - December 2014 12-Month Rolling Averages

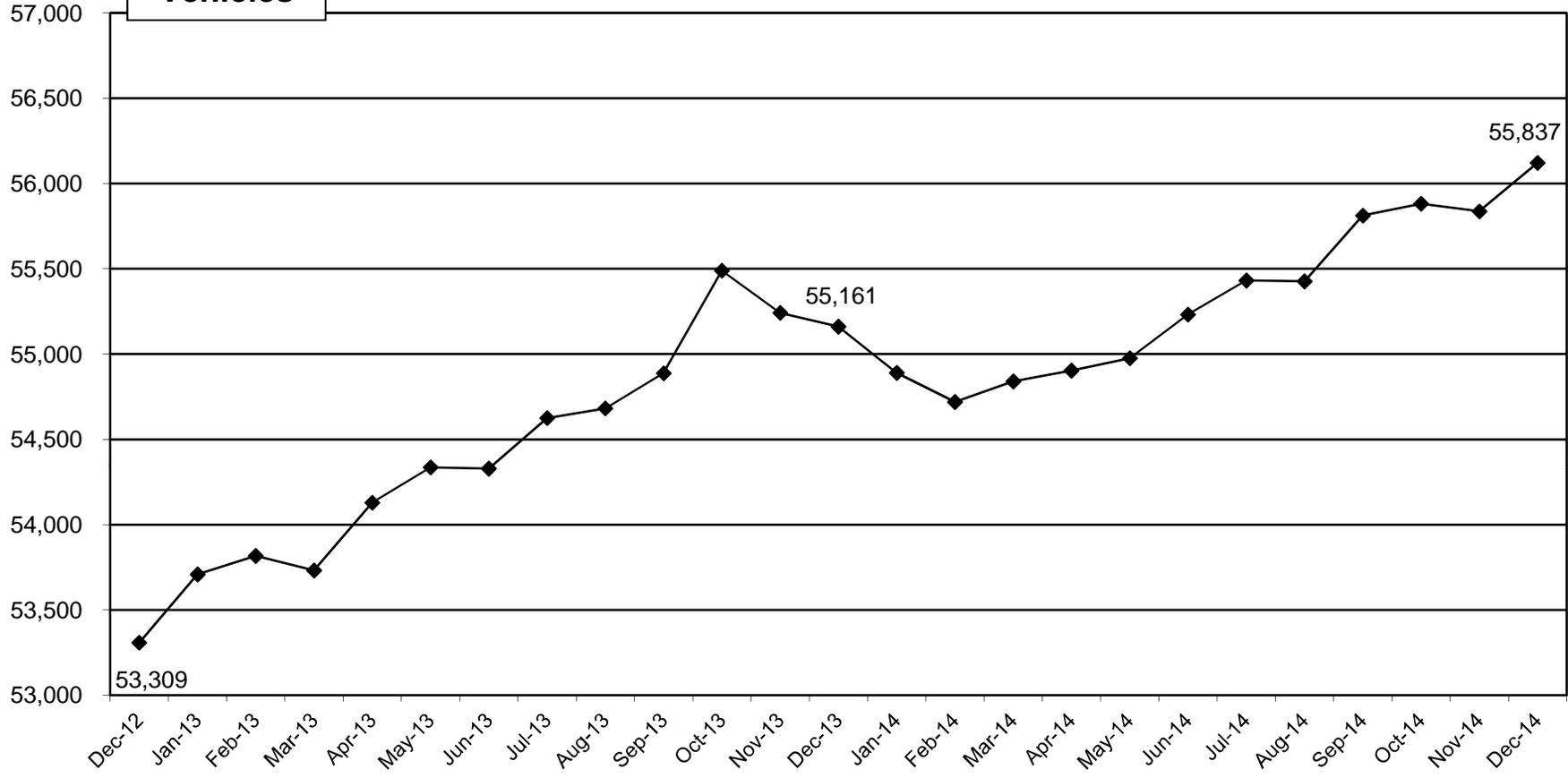
Passenger  
Vehicles



Ex. 5

### MTA Bridges and Tunnels Average Daily Traffic: December 2012 - December 2014 12-Month Rolling Averages

**Other  
Vehicles**



Ex. 6

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

Corridor	Toll Media	December <sup>(1)</sup>	3 Months <sup>(2)</sup> (Oct-Dec)	6 Months <sup>(3)</sup> (Jul-Dec)	9 Months <sup>(4)</sup> (Apr-Dec)	12 Months <sup>(5)</sup> (Jan-Dec)
All Facilities	Total Vehicles	5.0%	2.0%	2.1%	2.0%	0.6%
	E-ZPass	6.1%	2.8%	2.9%	2.9%	1.7%
	Cash <sup>(6)</sup>	-1.0%	-2.2%	-2.4%	-2.3%	-4.7%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	5.8%	3.1%	2.5%	2.3%	0.9%
	E-ZPass	7.2%	4.2%	3.7%	3.5%	2.4%
	Cash <sup>(6)</sup>	0.5%	-0.9%	-2.0%	-2.1%	-4.3%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	5.4%	2.4%	3.2%	3.7%	2.7%
	E-ZPass	6.2%	3.0%	3.8%	4.3%	3.4%
	Cash <sup>(6)</sup>	0.7%	-1.6%	-0.9%	0.2%	-1.8%
Verrazano-Narrows Bridge	Total Vehicles	3.1%	0.4%	0.2%	0.0%	-1.6%
	E-ZPass	4.3%	1.3%	1.1%	0.8%	-0.6%
	Cash <sup>(6)</sup>	-3.6%	-4.3%	-4.6%	-4.4%	-6.9%
Henry Hudson Bridge	Total Vehicles	5.2%	1.2%	2.8%	3.1%	1.9%
	E-ZPass	6.9%	1.9%	3.0%	3.4%	2.3%
	Tolls By Mail <sup>(7)</sup>	-19.2%	-8.7%	-0.4%	-0.5%	-4.4%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	4.7%	0.7%	0.3%	-1.1%	-3.7%
	E-ZPass	5.3%	1.5%	1.2%	-0.1%	-2.0%
	Cash <sup>(6)</sup>	0.7%	-3.9%	-4.7%	-6.9%	-12.8%

(1) December 2014 vs. December 2013.

(2) October 2014 to December 2014 vs. October 2013 to December 2013.

(3) July 2014 to December 2014 vs. July 2013 to December 2013.

(4) April 2013 to December 2014 vs. April 2012 to December 2013.

(5) January 2013 to December 2014 vs. January 2012 to December 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	December <sup>(1)</sup>	3 Months <sup>(2)</sup> (Oct-Dec)	6 Months <sup>(3)</sup> (Jul-Dec)	9 Months <sup>(4)</sup> (Apr-Dec)	12 Months <sup>(5)</sup> (Jan-Dec)
All Facilities	Total Vehicles	5.0%	2.0%	2.1%	2.0%	0.6%
	Passenger	4.9%	2.0%	2.0%	2.0%	0.6%
	Other	6.5%	2.2%	3.2%	3.0%	1.7%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	5.8%	3.1%	2.5%	2.3%	0.9%
	Passenger	5.5%	3.0%	2.3%	2.1%	0.7%
	Other	9.5%	4.2%	4.7%	4.7%	3.5%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	5.4%	2.4%	3.2%	3.7%	2.7%
	Passenger	5.4%	2.3%	3.1%	3.7%	2.6%
	Other	6.1%	3.0%	4.7%	4.8%	4.0%
Verrazano-Narrows Bridge	Total Vehicles	3.1%	0.4%	0.2%	0.0%	-1.6%
	Passenger	3.3%	0.7%	0.4%	0.1%	-1.5%
	Other	0.1%	-3.5%	-2.3%	-2.2%	-3.3%
Henry Hudson Bridge	Total Vehicles	5.2%	1.2%	2.8%	3.1%	1.9%
	Passenger	5.1%	1.1%	2.7%	3.0%	1.7%
	Other	20.7%	16.5%	15.7%	18.6%	20.6%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	4.7%	0.7%	0.3%	-1.1%	-3.7%
	Passenger	4.7%	0.8%	0.2%	-1.0%	-3.4%
	Other	4.0%	0.1%	2.0%	-2.5%	-8.4%

(1) December 2014 vs. December 2013.

(2) October 2014 to December 2014 vs. October 2013 to December 2013.

(3) July 2014 to December 2014 vs. July 2013 to December 2013.

(4) April 2013 to December 2014 vs. April 2012 to December 2013.

(5) January 2013 to December 2014 vs. January 2012 to December 2013.

**Ex. 8**

## Supplemental Data Page for the Report on Operations

<u>Month</u>	<u>Traffic &amp; Average Gas Price<sup>1</sup></u>		<u>Weather<sup>2</sup></u>			
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
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 <sup>3</sup>	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	2.7	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	18,701,703	\$3.61	32	4.9	27.8	11
Mar-14	23,431,567	\$3.70	37	3.7	0.4	7
Apr-14	23,834,773	\$3.77	62	1.5	-	9
May-14	25,668,919	\$3.84	64	4.7	-	13
Jun-14	25,374,933	\$3.85	73	3.7	-	7
Jul-14	25,435,425	\$3.84	77	4.0	-	9
Aug-14	25,951,945	\$3.67	76	3.5	-	8
Sep-14	24,481,160	\$3.56	71	1.2	-	6
<b>Oct-14</b>	<b>25,190,030</b>	<b>\$3.36</b>	61	3.9	-	9
<b>Nov-14</b>	<b>23,361,017</b>	<b>\$3.03</b>	51	3.9	0.4	8
<b>Dec-14</b>	<b>24,182,522</b>	<b>\$2.78</b>	41	6.1	1.3	16

Note: Bold numbers are preliminary.

**TABLE 2 - Year-over-Year Differences**

<u>Month</u>	<u>Traffic &amp; 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>
<b>2013 vs. 2012</b>						
December	(376,967)	(\$0.13)	(5)	0.2	7.2	(6)
<b>2014 vs. 2013</b>						
January	(1,542,906)	(\$0.10)	(7)	(0.3)	15.7	4
February	(1,130,267)	(\$0.28)	(2)	1.1	14.7	(2)
March	55,546	(\$0.18)	(4)	1.3	(5.7)	(2)
April	196,185	\$0.04	9	0.4	-	(1)
May	623,667	\$0.14	0	(0.3)	-	3
June	635,945	\$0.14	(1)	(4.5)	-	(6)
July	548,895	\$0.02	(4)	1.2	-	(2)
August	315,346	(\$0.15)	0	1.5	-	(2)
September	671,089	(\$0.20)	3	(2.0)	-	0
October	153,039	(\$0.19)	0	3.4	-	4
November	160,720	(\$0.47)	5	1.2	0.2	(3)
December	1,146,547	(\$0.83)	3	1.7	(6.3)	4

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. Toll Increase, March 3, 2013

## Supplemental Data Page for Exhibits 2 through 6

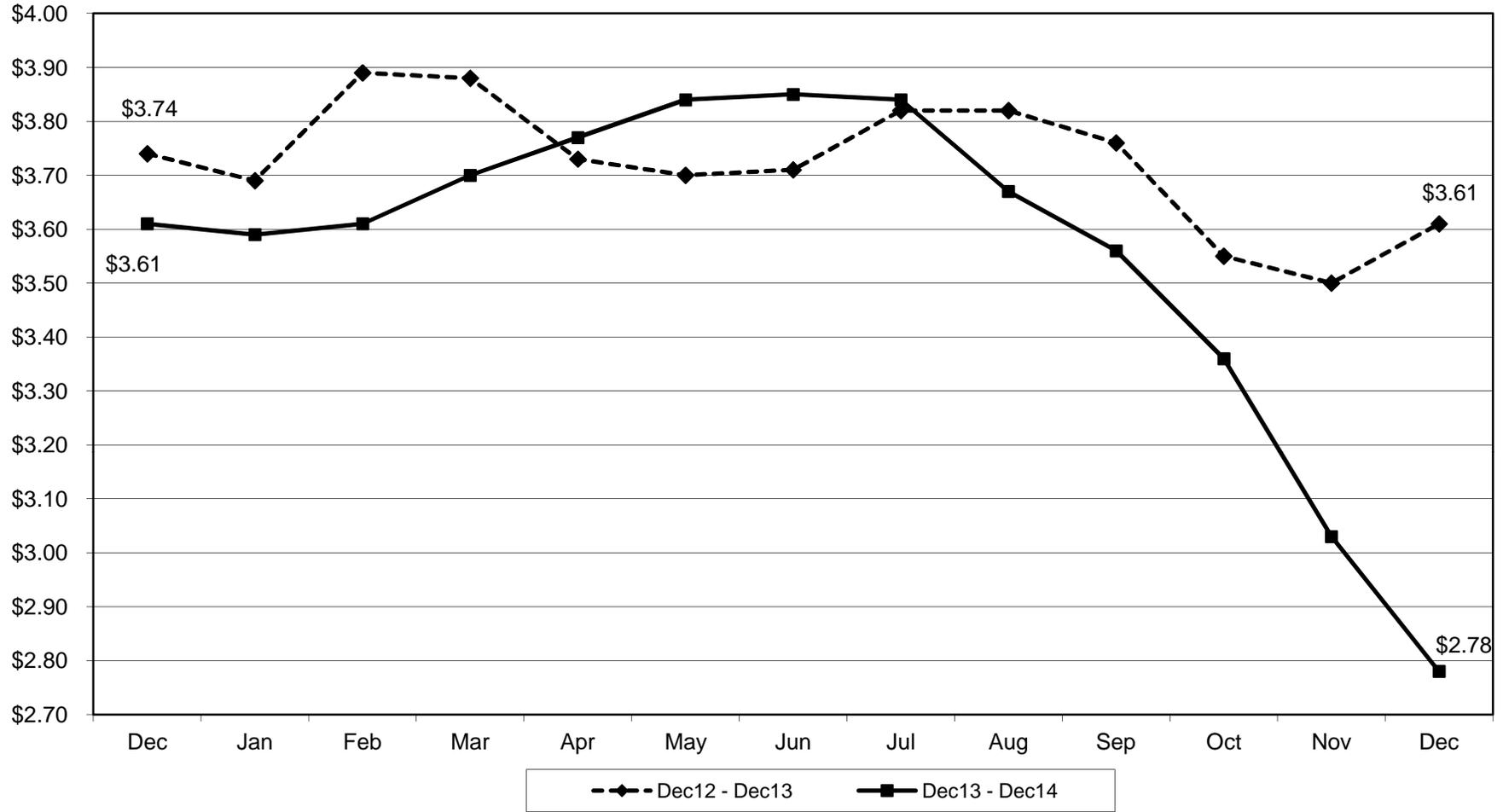
### Average Daily Traffic: 12-Month Rolling Averages

<u>Month</u>	<u>All Vehicles<sup>1</sup></u>	<u>E-ZPass</u>	<u>Cash<sup>2</sup></u>	<u>Passenger</u>	<u>Other</u>
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	772,204	644,921	127,282	717,484	54,720
Mar-14	772,356	645,861	126,495	717,516	54,840
Apr-14	772,893	646,713	126,181	717,989	54,904
May-14	774,602	648,539	126,063	719,626	54,976
Jun-14	776,344	650,545	125,799	721,112	55,232
Jul-14	777,848	652,443	125,405	722,417	55,432
Aug-14	778,712	653,447	125,265	723,285	55,427
Sep-14	780,551	655,669	124,882	724,739	55,812
<b>Oct-14</b>	<b>780,970</b>	<b>656,428</b>	<b>124,542</b>	<b>725,088</b>	<b>55,882</b>
<b>Nov-14</b>	<b>781,410</b>	<b>657,103</b>	<b>124,307</b>	<b>725,573</b>	<b>55,837</b>
<b>Dec-14</b>	<b>784,552</b>	<b>660,343</b>	<b>124,209</b>	<b>728,430</b>	<b>56,121</b>

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 December 2012 - November 2014





# Bridges and Tunnels

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## Safety Report December 2014

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# Bridges and Tunnels

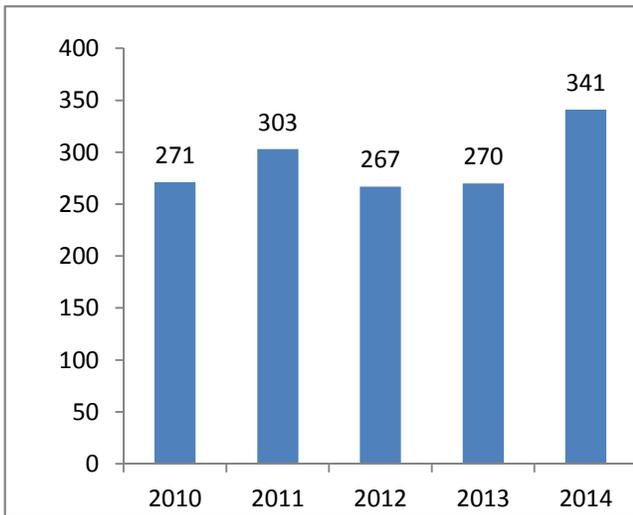
## 5 Yr Summary of Customer Collisions & Customer/Contractor Injuries thru December

	<p><b>Total Customer Collisions</b></p> <table border="1"> <thead> <tr> <th>Year</th> <th>Total Collisions</th> <th>Collision Rate/M Vehicles</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>1595</td> <td>5.41</td> </tr> <tr> <td>2011</td> <td>1574</td> <td>5.49</td> </tr> <tr> <td>2012</td> <td>1494</td> <td>5.22</td> </tr> <tr> <td>2013</td> <td>1597</td> <td>5.55</td> </tr> <tr> <td>2014</td> <td>1609</td> <td>5.56</td> </tr> </tbody> </table>	Year	Total Collisions	Collision Rate/M Vehicles	2010	1595	5.41	2011	1574	5.49	2012	1494	5.22	2013	1597	5.55	2014	1609	5.56			
Year	Total Collisions	Collision Rate/M Vehicles																				
2010	1595	5.41																				
2011	1574	5.49																				
2012	1494	5.22																				
2013	1597	5.55																				
2014	1609	5.56																				
<p>% change from last year: 0.2% 5 year Average 5.45</p>																						
	<p><b>Total Injury Collisions</b></p> <table border="1"> <thead> <tr> <th>Year</th> <th>Injury Collisions</th> <th>Injury Rate/M Vehicles</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>265</td> <td>0.90</td> </tr> <tr> <td>2011</td> <td>252</td> <td>0.88</td> </tr> <tr> <td>2012</td> <td>257</td> <td>0.90</td> </tr> <tr> <td>2013</td> <td>288</td> <td>1.00</td> </tr> <tr> <td>2014</td> <td>287</td> <td>0.99</td> </tr> </tbody> </table>	Year	Injury Collisions	Injury Rate/M Vehicles	2010	265	0.90	2011	252	0.88	2012	257	0.90	2013	288	1.00	2014	287	0.99			
Year	Injury Collisions	Injury Rate/M Vehicles																				
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2011	252	0.88																				
2012	257	0.90																				
2013	288	1.00																				
2014	287	0.99																				
<p>% change from last year: -1.0% 5 year Average 0.93</p>																						
	<p><b>Total Contractor Injuries</b></p> <table border="1"> <thead> <tr> <th>Year</th> <th>Recordable Injuries</th> <th>Lost Time Injuries</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>37</td> <td>21</td> </tr> <tr> <td>2011</td> <td>20</td> <td>10</td> </tr> <tr> <td>2012</td> <td>30</td> <td>19</td> </tr> <tr> <td>2013</td> <td>19</td> <td>7</td> </tr> <tr> <td>2014</td> <td>24</td> <td>11</td> </tr> <tr> <td>% change from last yr</td> <td>26.3%</td> <td>57.1%</td> </tr> </tbody> </table>	Year	Recordable Injuries	Lost Time Injuries	2010	37	21	2011	20	10	2012	30	19	2013	19	7	2014	24	11	% change from last yr	26.3%	57.1%
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2010	37	21																				
2011	20	10																				
2012	30	19																				
2013	19	7																				
2014	24	11																				
% change from last yr	26.3%	57.1%																				



# Bridges and Tunnels

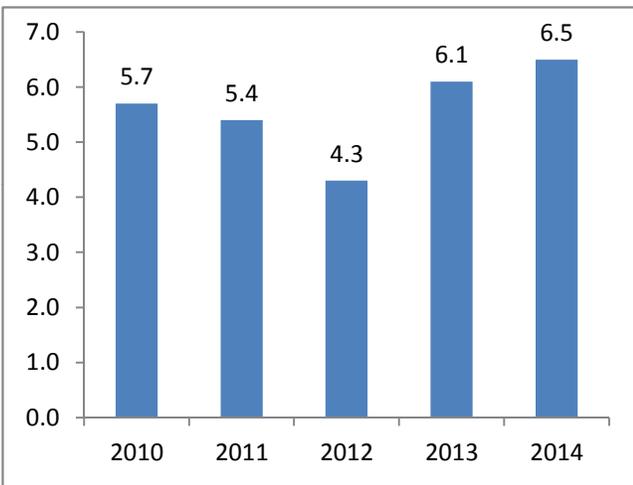
## 5 Yr Summary of Employee Accident Reports & Injuries thru December



Total Employee Accident Reports (C-2's)

Year	Total
2010	271
2011	303
2012	267
2013	270
2014	341

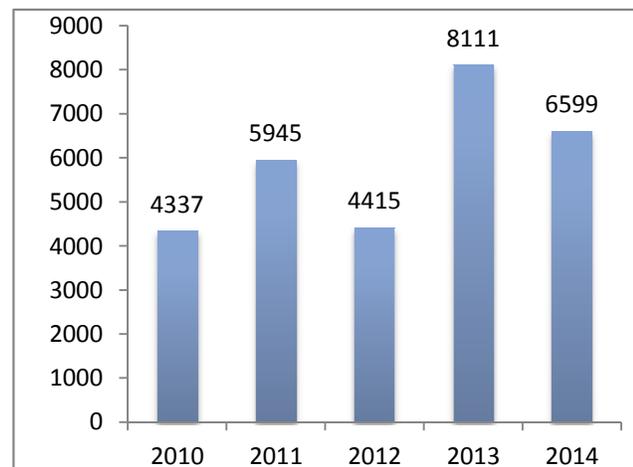
% change from last year: 26.3%  
5 year Average 290



Employee Lost Time Injuries

Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2010	95	5.7
2011	87	5.4
2012	70	4.3
2013	92	6.1
2014	99	6.5

% change from last year: 6.6%  
5 year Average 5.6



Total Lost Time Days

Year	Total Time Days
2010	4337
2011	5945
2012	4415
2013	8111
2014	6599

% change from last year: -18.6%  
5 year Average 5881



# Bridges and Tunnels

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## Customer Environment Survey 4<sup>th</sup> 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**

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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**

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The following is a summary of fourth quarter 2014 results:

**Customer Environment**

In the fourth quarter 2014, B&T striped 191,476 linear feet of roadway at the Henry Hudson, Marine-Parkway, Throgs Neck, Bronx-Whitestone, and Verrazano-Narrows Bridges. To enhance the customer environment, B&T repaired 843 potholes and swept 4,173 miles of roadway in the fourth quarter 2014.

**Customer Safety**

The overall collisions per million vehicles rate was 5.86 in the fourth quarter 2014, 15.4% higher than the fourth quarter 2013. The collision with injury rate per million vehicles in the fourth quarter 2014 was 1.09, 14.7% higher than the same period in 2013.

**Customer Service**

Bridges and Tunnels exceeded its E-ZPass toll lane availability goal of 99.5% in the fourth quarter 2014. In the fourth quarter 2014, 84.8% 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 fourth quarter 2014, B&T completed 2,009 work orders, 3 of which were for emergencies. During this period, the average time to complete emergency work orders was 0.2 days, a 50% improvement from the fourth quarter 2013.

**Storm Drains Cleaned**

In the fourth quarter 2014, 360 storm drains were cleaned.

**Potholes Repaired**

B&T repaired 843 potholes in the fourth quarter 2014. This is a 47.6% increase from the 571 potholes repaired in the fourth quarter 2013.

**Roadway Lights in Service (%)**

Roadway lights in service were 90.3% in the fourth quarter 2014, 0.4% below the fourth quarter 2013.

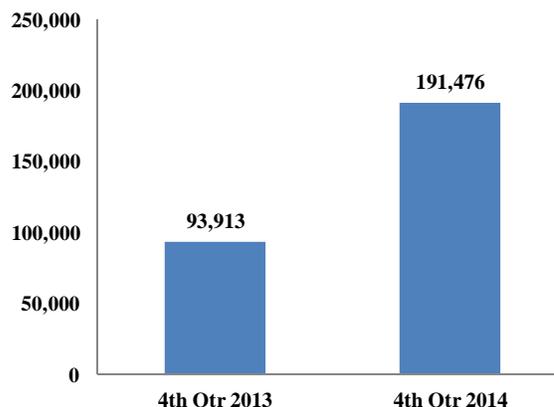
**Roadway Sweeping**

B&T swept 4,173 miles of roadway in the fourth quarter 2014, 11.2% lower than the fourth quarter 2013. B&T exceeded its year-end goal by 24.5%.

**Roadway Striping**

Roadway striping enhances the ability of customers to safely and efficiently cross B&T facilities. In the fourth quarter 2014, B&T striped 191,476 linear feet of roadway at the Henry Hudson, Marine-Parkway, Throgs Neck, Bronx-Whitestone, and Verrazano-Narrows Bridges, which is 103.9% more than the same period in 2013.

**Roadway Striping Replaced  
4th Quarter 2013 vs. 4th Quarter 2014**



Performance Statistics	ACTUAL						GOAL	
	Year End				4th Qtr	4th Qtr	% Chg	YE
	2011	2012	2013	2014	2013	2014	B/(W)	2014
Completed Maintenance Work Orders (All)	15,476	13,247	13,511	9,615	2,601	2,009	(22.8%)	N/A
Maintenance Work Orders (Emergency)	36	30	25	20	7	3	(57.1%)	N/A
Avg. days to completion for emergency work order	0.4	0.4	0.5	0.2	0.4	0.2	50.0%	1
Potholes repaired	8,323	3,254	3,480	5,088	571	843	47.6%	N/A
Roadway sweeping (miles)	11,795	15,104	13,767	15,563	4,701	4,173	(11.2%)	12,500
Roadway lights in service (%)	97.2%	89.7%	88.1%	90.2%	90.6%	90.3%	(0.4%)	95.0%
Storm drains cleaned*	N/A	N/A	N/A	2115	N/A	360	-	N/A
Tunnel cleaning -walls and ceilings (linear ft.)**	3,577,420	2,493,042	1,211,564	1,821,638	158,129	331,782	109.8%	1,015,256

Roadway Striping Performance	ACTUAL						GOAL	
	Year End				4th Qtr	4th Qtr	% Chg	YE
	2011	2012	2013	2014	2013	2014	B/(W)	2014
Roadway striping replaced (linear ft.)	314,369	303,098	239,830	430,803	93,913	191,476	103.9%	N/A
Roadway striping replacement plan (linear ft.)	100,000	250,000	106,000	150,000	15,000	37,500	150.0%	N/A
% Completed versus plan	314.4%	121.2%	226.3%	287.2%	626.1%	510.6%	(18.4%)	N/A

\*Storm drain cleaning metric introduced in 1<sup>st</sup> quarter 2014

\*\*Due to Superstorm Sandy, routine tunnel cleaning was suspended during the 4<sup>th</sup> quarter 2012 and 1<sup>st</sup> 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.

<b>Percentage of Vehicles Traveling Above 30 Miles per Hour during Weekday Peak Periods</b>				
	<b>4th Qtr 2013</b>	<b>4th Qtr 2014</b>	<b>YE 2013</b>	<b>YE 2014</b>
<b><u>Bridges</u></b>				
Henry Hudson Bridge	98.4%	97.9%	98.8%	97.9%
Throgs Neck Bridge*	94.3%	92.9%	96.3%	94.3%
Bronx-Whitestone Bridge	80.3%	76.6%	85.6%	78.8%
Robert F. Kennedy Bridge	79.9%	57.6%	79.4%	70.6%
Verrazano-Narrows Bridge	88.0%	81.1%	90.6%	85.8%
Marine Parkway Bridge	99.8%	99.0%	99.8%	99.2%
Cross Bay Bridge**	99.9%	99.8%	99.8%	99.2%
<b><i>All Bridges Combined</i></b>	<b><i>87.4%</i></b>	<b><i>78.9%</i></b>	<b><i>89.2%</i></b>	<b><i>84.1%</i></b>
<b>Percentages of Vehicles Traveling Above 25 Miles per Hour During Weekday Peak Periods</b>				
	<b>4th Qtr 2013</b>	<b>4th Qtr 2014</b>	<b>YE 2013</b>	<b>YE 2014</b>
<b><u>Tunnels</u></b>				
Queens Midtown Tunnel	52.1%	41.2%	56.4%	45.6%
Hugh L. Carey Tunnel	91.0%	94.4%	95.4%	93.9%
<b><i>All Tunnels Combined</i></b>	<b><i>67.0%</i></b>	<b><i>61.6%</i></b>	<b><i>71.1%</i></b>	<b><i>63.7%</i></b>

*\*Throgs Neck Bridge power-feed problem; data not available in November 2013 and December 2013*

*\*\*Less than 90.0% availability during data capture for the 4th quarter and year-end of 2013*

**Fourth Quarter 2014 Highlights**

During the fourth quarter 2014, 78.9% of vehicle crossings at bridges during weekday peak periods traveled above 30 miles per hour Authority-wide versus 87.4% in the fourth quarter 2013. At the tunnels, 61.6% of vehicles during weekday peak periods traveled above 25 miles per hour compared to 67.0% in the fourth quarter 2013.

Heavy traffic volume in Manhattan continues to negatively affect peak travel time at the Queens Midtown Tunnel. New York City Traffic Management has added an additional Tunnel Traffic Post at 3rd Avenue and 37th Street to mitigate morning traffic congestion at the tunnel exit.

Travel time at the Robert F. Kennedy Bridge was adversely impacted by heavy volume on the FDR Drive Southbound and ongoing Manhattan plaza repairs.

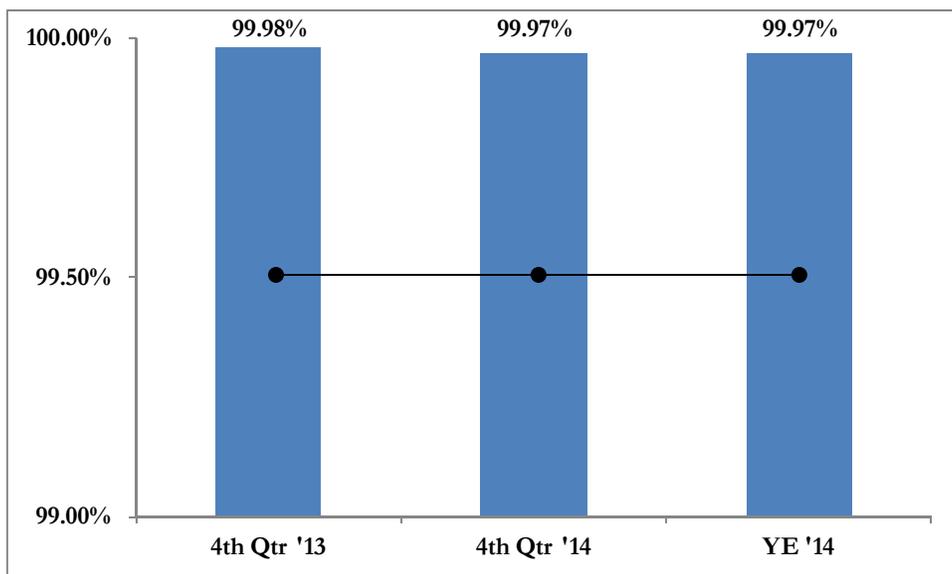


**E-ZPass Toll Lane Availability**

E-ZPass toll lane availability measures the percent of E-ZPass toll lanes available for customer use. There are currently 182 E-ZPass toll lanes at B&T facilities.

The following chart shows fourth quarter 2014 performance against fourth quarter 2013 and year-end 2013 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								<b>G O A L</b>
	YE 2014				4th Qtr	4th Qtr	% Chg	YE
	2011	2012	2013	2014	2013	2014	B/(W)	2014
E-ZPass toll lane availability	99.94%	99.97%	99.97%	99.97%	99.98%	99.97%	(0.01%)	99.50%

*Includes 14 available cashless toll lanes at the Henry Hudson Bridge*

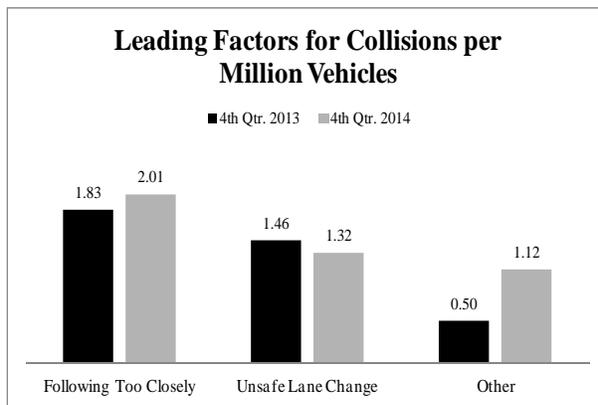
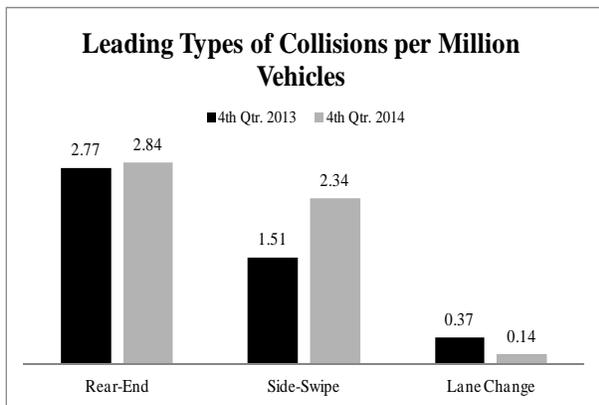
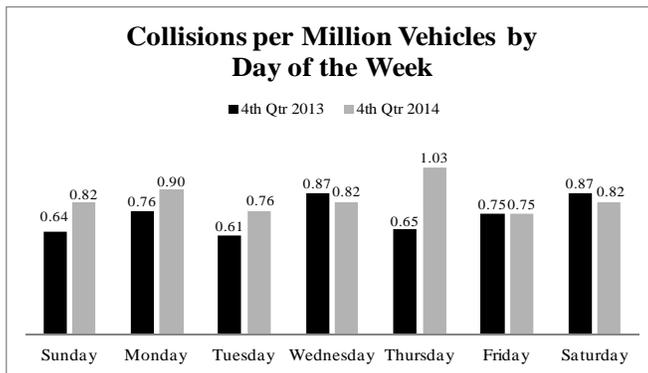
- ✓ Ensure the safety of customers traveling over bridges and tunnels.

### Customer Safety

In the fourth quarter 2014, the collision rate per million vehicles was 5.86 and the collision with injury rate per million vehicles was 1.09.

Over half of the collisions on B&T facilities during the fourth quarter 2014 were rear-end. There were 1,887 speeding summonses issued during the fourth quarter 2014, a 100.7% increase from the fourth quarter 2013. Increased speed enforcement is being used to address the aggressive driving behaviors that contribute to the leading causes of traffic accidents on B&T facilities: rear end collisions and collisions caused by following too closely.

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





*Customer Safety continued*

Performance Statistics	ACTUALS							GOAL
	Year End				4th Qtr	4th Qtr	% Chg B/(W)	YE
	2011	2012	2013	2014	2013	2014		2014
Collision rate per million vehicles	5.49	5.22	5.55	5.56	5.08	5.86	(15.4%)	5.09
Collision with injury rate per million vehicles	0.88	0.90	1.00	0.99	0.95	1.09	(14.7%)	0.87
Speeding summonses	5,811	5,933	4,354	7,452	940	1,887	100.7%	N/A
Truck summonses	2,213	2,575	2,881	2,173	500	474	(5.2%)	N/A
Emergency wrecker response time (min:sec)	7:02	6:34	6:35	7:05	6:36	7:16	(10.1%)	N/A

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

- As part of the agency's flood mitigation project, Central Maintenance South crews installed flood panels at the Marine Park Bridge.
- At the Bronx-Whitestone Bridge, workers continued the construction of the elevated Queens approaches and steel girder replacement.
- Prepared, organized and executed authority wide Event Action Plan and operations for the 2014 New York City Marathon and for the 50th Anniversary of the Verrazano-Narrows Bridge, as well as a Joint Commercial Vehicle Safety initiative with the New York State Department of Transportation at the Robert F. Kennedy Bridge, Bronx-Whitestone Bridge and Throgs Neck Bridge.
- In conjunction with Interagency Counter Terrorism Task Force, B&T participated in and served as evaluators during a Personal Radiation Drill held at the Hugh L. Carey Tunnel.



**INDICATOR DEFINITIONS**

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**CUSTOMER ENVIRONMENT**

Indicator Name: Roadway striping replaced  
 % completed versus plan  
 Description: 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 second 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 second 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)**

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**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 92<sup>nd</sup> Street or Fingerboard to Belt Parkway
  - Staten Island: 92<sup>nd</sup> 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)**

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**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.

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

<b>E-ZPass Performance at All B&amp;T Facilities</b>			
	December 2014	Year to Date	December 2013
Total E-ZPass Traffic <sup>1</sup>	20,475,838	241,025,060	19,314,539
E-ZPass Market Share: Total	84.7%	84.2%	83.9%
Cars	84.1%	83.5%	83.3%
Trucks	92.6%	92.2%	92.3%

<b>Weekday E-ZPass Performance by Facility<sup>2</sup></b>			
Facility	December Average E-Zpass Weekday Traffic and Market Share		
	2014 Average Traffic	2014 Market Share	2013 Market Share
Bronx-Whitestone Bridge	85,413	81.0%	80.1%
Cross Bay Veterans Memorial Bridge	18,494	87.0%	86.6%
Henry Hudson Bridge	61,451	95.5%	94.4%
Hugh L. Carey Tunnel	47,533	90.4%	90.3%
Marine Parkway-Gil Hodges Memorial Bridge	18,206	89.1%	88.6%
Queens Midtown Tunnel	74,976	89.4%	89.1%
Robert F. Kennedy Bridge - Bronx Plaza	62,523	78.2%	77.3%
Robert F. Kennedy Bridge - Manhattan Plaza	77,217	86.1%	85.7%
Throgs Neck Bridge	95,239	85.0%	84.6%
Verrazano-Narrows Bridge <sup>1</sup>	<u>157,513</u>	<u>87.3%</u>	<u>86.6%</u>
All Facilities <sup>1</sup>	698,565	86.2%	85.6%

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

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<b>Weekday Peak Hour E-ZPass Performance by Facility<sup>3</sup></b>				
Facility	December E-ZPass Market Share			
	2014 AM Peak	2013 AM Peak	2014 PM Peak	2013 PM Peak
Bronx-Whitestone Bridge	85.9%	85.5%	81.8%	81.7%
Cross Bay Veterans Memorial Bridge	90.0%	89.5%	87.3%	87.2%
Henry Hudson Bridge	96.3%	97.5%	95.2%	96.7%
Hugh L. Carey Tunnel	93.3%	93.0%	90.5%	90.5%
Marine Parkway-Gil Hodges Memorial Bridge	91.4%	91.7%	88.2%	88.7%
Queens Midtown Tunnel	91.3%	90.9%	89.2%	89.3%
Robert F. Kennedy Bridge - Bronx Plaza	83.0%	82.9%	79.4%	78.1%
Robert F. Kennedy Bridge - Manhattan Plaza	88.6%	88.5%	86.2%	85.9%
Throgs Neck Bridge	89.3%	89.2%	85.2%	85.2%
Verrazano-Narrows Bridge <sup>4</sup>	N/A	N/A	90.0%	89.2%
All Facilities	89.2%	89.2%	87.0%	86.8%

<b>Weekend E-ZPass Performance by Facility</b>			
Facility	December Average E-ZPass Weekend Traffic and Market Share		
	2014 Avg. Traffic	2014 Market Share	2013 Market Share
Bronx-Whitestone Bridge	76,502	75.1%	74.5%
Cross Bay Veterans Memorial Bridge	13,897	83.7%	83.0%
Henry Hudson Bridge	53,268	94.2%	92.5%
Hugh L. Carey Tunnel	35,477	86.9%	86.5%
Marine Parkway-Gil Hodges Memorial Bridge	13,327	86.5%	86.4%
Queens Midtown Tunnel	61,342	85.4%	84.8%
Robert F. Kennedy Bridge - Bronx Plaza	51,792	71.2%	69.7%
Robert F. Kennedy Bridge - Manhattan Plaza	61,218	81.7%	81.2%
Throgs Neck Bridge	83,702	80.0%	79.2%
Verrazano-Narrows Bridge <sup>1</sup>	<u>138,771</u>	82.1%	81.0%
All Facilities <sup>1</sup>	589,296	81.3%	80.5%

Notes:

- 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.
- AM peak figures are not compiled for the eastbound direction because tolls are collected in westbound lanes only.

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**E-ZPass Interoperability Statistics**

<b>B&amp;T E-ZPass Transactions From Other Agencies <sup>5</sup></b>			
Customer's E-ZPass Agency	December 2014 Total B&T E-ZPass Transactions	December 2014 Percentage of B&T Total Transactions	December 2013 Percentage of B&T Total Transactions
New York State Thruway Authority <sup>6</sup>	1,712,631	7.99%	8.01%
Port Authority of NY and NJ	1,149,255	5.36%	5.52%
New Jersey Toll Agencies <sup>7</sup>	1,153,602	5.38%	5.81%
Massachusetts Turnpike Authority <sup>8</sup>	144,793	0.68%	0.68%
Pennsylvania Turnpike Commission	90,640	0.42%	0.42%
Maryland Transportation Authority	42,049	0.20%	0.21%
Virginia Department of Transportation <sup>9</sup>	34,182	0.16%	0.15%
New Hampshire Department of Transportation	16,592	0.08%	0.07%
Delaware Department of Transportation	15,608	0.07%	0.07%
Other <sup>10</sup>	<u>46,596</u>	<u>0.22%</u>	<u>0.22%</u>
<b>Total</b>	<b>4,405,948</b>	<b>20.56%</b>	<b>21.16%</b>

<b>Other Agency B&amp;T E-ZPass Transactions</b>			
Agency Used By B&T Customers	December 2014	YTD 2014	December 2013
New York State Thruway Authority <sup>6</sup>	2,575,854	31,559,946	2,417,806
Port Authority of NY and NJ	3,291,257	38,518,702	3,128,165
New Jersey Toll Agencies <sup>7</sup>	5,288,292	64,774,791	4,875,308
New York State Bridge Authority	236,777	2,983,931	217,397
Massachusetts Turnpike Authority <sup>8</sup>	495,934	6,492,210	473,190
Pennsylvania Turnpike Commission	247,000	2,955,108	228,203
Maryland Transportation Authority	289,416	3,357,538	293,180
Virginia Department of Transportation <sup>9</sup>	145,901	1,892,480	125,664
New Hampshire Department of Transportation	84,695	1,286,206	85,990
Delaware Department of Transportation	248,130	2,975,218	237,973
Other <sup>10</sup>	<u>293,671</u>	<u>4,111,267</u>	<u>270,078</u>
<b>Total</b>	<b>13,196,927</b>	<b>160,907,397</b>	<b>12,352,954</b>

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, Delaware River Joint Toll Bridge Commission 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, North Carolina Turnpike Authority, Niagara Falls Bridge Commission and Chicago Skyway Concession Company.

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

**E-ZPass Customer Service Statistics**

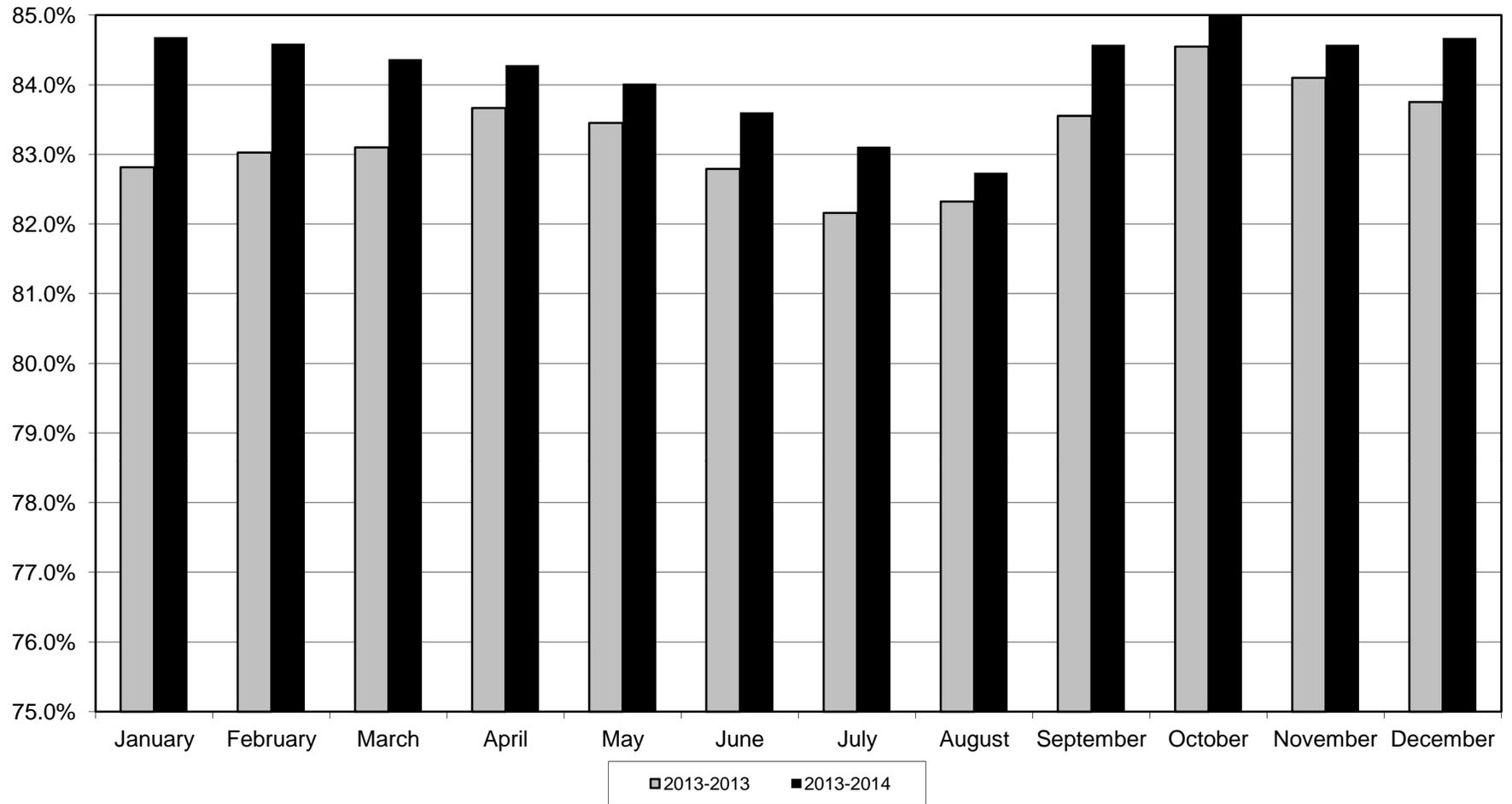
<b>MTA Bridges and Tunnels Customers</b>			
	December 2014	YTD 2014	YTD 2013
Accounts Opened:			
Internet	6,858	95,473	82,451
Walk-In	2,144	26,122	22,235
Mail/Phone <sup>11</sup>	211	3,183	7,017
On-The-Go	<u>7,295</u>	<u>90,096</u>	<u>125,836</u>
Total Accounts Opened	16,508	214,874	237,539
Total Active Accounts		2,714,462	2,617,162
Number of E-ZPass Tags Issued <sup>12</sup>	40,860	565,864	510,553
Total Active Tags <sup>13</sup>		4,366,542	4,210,558
Total Reload Cards Distributed	3,272	112,279	78,408
Reload Card % of Cash Replenishments	12.31%	15.84%	12.70%

<b>Customer Service Indicators</b>			
	December 2014	YTD 2014	YTD 2013
Phone Calls Answered by Customer Service Center:			
Customer Service Representatives	258,075	3,016,021	2,896,998
Automated System	<u>507,465</u>	<u>5,779,273</u>	<u>4,624,290</u>
Total Phone Calls Answered	765,540	8,795,294	7,521,288
Average Phone Call Waiting Time (in min.):			
Customer Service Representatives	0.36	0.64	0.17
Commercial Unit	0.60	0.69	0.36
Avg. Monthly B&T E-ZPass Trips Per Account	5.88	5.95	6.14
Average Number of Active Tags Per Account	1.61	1.62	1.61

<b>E-ZPass Tag Replacement Program</b>			
	December 2014	YTD 2014	2011-2014
Number of Replacement Tags Mailed	15,016	245,922	1,677,119
Number of Tags Returned <sup>14</sup>	16,462	229,983	1,622,129
Number of Tags Pending Return	N/A	N/A	54,990

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 January 2013 through December 2014





# Bridges and Tunnels

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## Financial Report December 2014



# MTA BRIDGES & TUNNELS

## STATEMENT OF NET POSITION

As of DECEMBER 31, 2014

(in thousands)

### ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

#### CURRENT ASSETS:

Cash-Unrestricted	\$14,145
Investments:	
Unrestricted	121,300
Restricted	632,522
Accrued interest receivable	671
Accounts receivable	4,327
Tolls due from other agencies	23,839
Prepaid expenses	<u>22,684</u>
Total current assets	<u>819,488</u>

#### NONCURRENT ASSETS:

Investments:	
Restricted	105,078
Insurance recovery receivable	124,351
Facilities, less acc.dep of \$1,279,377	4,418,925
Capital lease 2 Broadway net acc. dep.	22,449
Derivative Hedge Assets	163,094
Security Deposits	<u>11,829</u>
Total noncurrent assets	<u>4,845,726</u>

**TOTAL ASSETS:** 5,665,214

#### DEFERRED OUTFLOWS OF RESOURCES:

Accumulated decreases in fair value of derivative instruments	3,597
Defeasance costs	<u>161,916</u>

**TOTAL DEFERRED OUTFLOWS OF RESOURCES:** 165,513

**TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES** \$5,830,727

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

**LIABILITIES**

**CURRENT LIABILITIES:**

Current portion-long term debt	\$334,700
Interest Payable	55,291
Accounts Payable	89,939
Payable to MTA-CAP	20,470
Due to MTA-Operating Expenses	6,526
Due to NYCTA-Operating Expenses	946
Accrued salaries	17,778
Accrued Vac & Sick Benefits	18,833
Current portion of estimated liability arising from injury	22,308
Current portion of capital lease obligation	6,170
Pollution remediation projects	1,829
Due to New York City Transit Authority	32,446
Due to Metropolitan Transportation Authority	50,413
Unredeemed Tolls	146,261
Tolls due to other agencies	38,411
E-ZPass Airport Toll Liability	<u>4,193</u>
 Total current liabilities	 <u>846,514</u>

**NONCURRENT LIABILITIES:**

Long term debt	8,632,072
Post Employment Benefits Other than Pensions	506,170
Estimated liability arising from injury	14,047
Capital lease obligations	137,356
Derivative Hedge Liabilities	167,527
Security deposits-Contra	<u>11,829</u>
 Total noncurrent liabilities	 <u>9,469,001</u>

**TOTAL LIABILITIES** 10,315,515

**NET POSITION** (4,484,788) \*

**TOTAL LIABILITIES & NET POSITION** \$5,830,727

\*The negative Net Position of \$4,484,788 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**  
**2014 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>
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	2014			Favorable/(Unfavorable) Variance			
	Adopted <u>Budget</u>	Final <u>Estimate</u>	Preliminary <u>Actual</u>	<u>2014 Adopted Budget</u>		<u>Final Estimate</u>	
				\$	%	\$	%
<b>Revenue</b>							
Vehicle Toll Revenue	1,649.488	1,668.844	1,676.445	26.957	1.6	7.601	0.5
Other Operating Revenue	16.098	23.209	26.521	10.423	64.7	3.312	14.3
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Investment Income	0.162	0.162	0.137	(0.025)	(15.2)	(0.025)	(15.2)
<b>Total Revenue</b>	<b>\$1,665.748</b>	<b>\$1,692.214</b>	<b>\$1,703.103</b>	<b>\$37.355</b>	<b>2.2</b>	<b>\$10.889</b>	<b>0.6</b>
<b>Expenses</b>							
Labor:							
Payroll	\$132.900	\$139.868	\$127.814	\$5.086	3.8	\$12.054	8.6
Overtime	21.228	22.831	21.421	(0.193)	(0.9)	1.410	6.2
Health and Welfare	27.340	27.028	26.378	0.962	3.5	0.650	2.4
OPEB Current Payment	16.168	16.070	15.978	0.190	1.2	0.092	0.6
Pensions	33.849	30.452	31.232	2.617	7.7	(0.780)	(2.6)
Other Fringe Benefits	17.595	19.360	23.235	(5.640)	(32.1)	(3.875)	(20.0)
Reimbursable Overhead	(5.095)	(5.095)	(7.530)	2.435	47.8	2.435	47.8
<b>Total Labor Expenses</b>	<b>\$243.984</b>	<b>\$250.515</b>	<b>\$238.528</b>	<b>\$5.456</b>	<b>2.2</b>	<b>\$11.987</b>	<b>4.8</b>
Non-Labor:							
Electricity - Non-Traction	\$7.561	\$7.302	\$5.699	\$1.862	24.6	\$1.603	22.0
Fuel	2.959	2.959	3.152	(0.193)	(6.5)	(0.193)	(6.5)
Insurance	16.466	16.263	16.978	(0.512)	(3.1)	(0.715)	(4.4)
Claims	0.000	0.135	0.135	(0.135)	-	0.000	0.0
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	129.870	127.098	111.635	18.235	14.0	15.463	12.2
Professional Service Contracts	36.537	43.797	33.303	3.234	8.9	10.494	24.0
Materials & Supplies	4.300	4.592	3.396	0.904	21.0	1.196	26.0
Other Business Expenses	28.808	29.120	30.926	(2.118)	(7.4)	(1.806)	(6.2)
<b>Total Non-Labor Expenses</b>	<b>\$226.501</b>	<b>\$231.266</b>	<b>\$205.224</b>	<b>\$21.277</b>	<b>9.4</b>	<b>\$26.042</b>	<b>11.3</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$470.485</b>	<b>\$481.781</b>	<b>\$443.752</b>	<b>\$26.733</b>	<b>5.7</b>	<b>\$38.029</b>	<b>7.9</b>
Depreciation	\$104.389	\$104.389	\$104.039	\$0.350	0.3	\$0.350	0.3
OPEB Obligation	80.483	66.944	71.148	9.335	11.6	(4.204)	(6.3)
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$655.356</b>	<b>\$653.114</b>	<b>\$618.939</b>	<b>\$36.417</b>	<b>5.6</b>	<b>\$34.175</b>	<b>5.2</b>
Less: Depreciation	\$104.389	\$104.389	\$104.039	\$0.350	0.3	\$0.350	0.3
Less: OPEB Obligation	80.483	66.944	71.148	9.335	11.6	(4.204)	(6.3)
<b>Total Expenses</b>	<b>\$470.485</b>	<b>\$481.781</b>	<b>\$443.752</b>	<b>\$26.733</b>	<b>5.7</b>	<b>\$38.029</b>	<b>7.9</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$1,195.263</b>	<b>\$1,210.433</b>	<b>\$1,259.351</b>	<b>\$64.088</b>	<b>5.4</b>	<b>\$48.918</b>	<b>4.0</b>

Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**2014 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
(\$ in millions)

<b>REIMBURSABLE</b>
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	2014			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2014 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	21.230	21.230	20.980	(0.250)	(1.2)	(0.250)	(1.2)
Investment Income	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Revenue</b>	<b>\$21.230</b>	<b>\$21.230</b>	<b>\$20.980</b>	<b>(\$0.250)</b>	<b>(1.2)</b>	<b>(\$0.250)</b>	<b>(1.2)</b>
<b>Expenses</b>							
Labor:							
Payroll	\$9.735	\$9.735	\$8.378	\$1.357	13.9	\$1.357	13.9
Overtime	0.407	0.407	0.141	0.266	65.3	0.266	65.3
Health and Welfare	2.177	2.177	2.115	0.062	2.8	0.062	2.8
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	2.571	2.571	1.791	0.780	30.3	0.780	30.3
Other Fringe Benefits	1.245	1.245	1.025	0.220	17.7	0.220	17.7
Reimbursable Overhead	5.095	5.095	7.530	(2.435)	(47.8)	(2.435)	(47.8)
<b>Total Labor Expenses</b>	<b>\$21.230</b>	<b>\$21.230</b>	<b>\$20.980</b>	<b>\$0.250</b>	<b>1.2</b>	<b>\$0.250</b>	<b>1.2</b>
Non-Labor:							
Electricity - Non-Traction	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Professional Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Materials & Supplies	0.000	0.000	0.000	0.000	-	0.000	-
Other Business Expenses	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$21.230</b>	<b>\$21.230</b>	<b>\$20.980</b>	<b>\$0.250</b>	<b>1.2</b>	<b>\$0.250</b>	<b>1.2</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$21.230</b>	<b>\$21.230</b>	<b>\$20.980</b>	<b>\$0.250</b>	<b>1.2</b>	<b>\$0.250</b>	<b>1.2</b>
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Less: OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses</b>	<b>\$21.230</b>	<b>\$21.230</b>	<b>\$20.980</b>	<b>\$0.250</b>	<b>1.2</b>	<b>\$0.250</b>	<b>1.2</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>

Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**2014 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
(\$ in millions)

<b>NON-REIMBURSABLE/REIMBURSABLE</b> (Page 1 of 2)
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	2014			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2014 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Vehicle Toll Revenue	1,649.488	1,668.844	1,676.445	26.957	1.6	7.601	0.5
Other Operating Revenue	16.098	23.209	26.521	10.423	64.7	3.312	14.3
Capital and Other Reimbursements	21.230	21.230	20.980	(0.250)	(1.2)	(0.250)	(1.2)
Investment Income	0.162	0.162	0.137	(0.025)	(15.2)	(0.025)	(15.2)
<b>Total Revenue</b>	<b>\$1,686.978</b>	<b>\$1,713.444</b>	<b>\$1,724.083</b>	<b>\$37.105</b>	<b>2.2</b>	<b>\$10.639</b>	<b>0.6</b>
<b>Expenses</b>							
Labor:							
Payroll	\$142.635	\$149.603	\$136.192	\$6.443	4.5	\$13.411	9.0
Overtime	21.635	23.238	21.562	0.073	0.3	1.676	7.2
Health and Welfare	29.517	29.205	28.493	1.024	3.5	0.712	2.4
OPEB Current Payment	16.168	16.070	15.978	0.190	1.2	0.092	0.6
Pensions	36.420	33.023	33.023	3.397	9.3	0.000	0.0
Other Fringe Benefits	18.840	20.605	24.260	(5.420)	(28.8)	(3.655)	(17.7)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenses</b>	<b>\$265.214</b>	<b>\$271.745</b>	<b>\$259.508</b>	<b>\$5.706</b>	<b>2.2</b>	<b>\$12.237</b>	<b>4.5</b>
Non-Labor:							
Electricity - Non-Traction	\$7.561	\$7.302	\$5.699	\$1.862	24.6	\$1.603	22.0
Fuel	2.959	2.959	3.152	(0.193)	(6.5)	(0.193)	(6.5)
Insurance	16.466	16.263	16.978	(0.512)	(3.1)	(0.715)	(4.4)
Claims	0.000	0.135	0.135	(0.135)	-	0.000	0.0
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	129.870	127.098	111.635	18.235	14.0	15.463	12.2
Professional Service Contracts	36.537	43.797	33.303	3.234	8.9	10.494	24.0
Materials & Supplies	4.300	4.592	3.396	0.904	21.0	1.196	26.0
Other Business Expenses	28.808	29.120	30.926	(2.118)	(7.4)	(1.806)	(6.2)
<b>Total Non-Labor Expenses</b>	<b>\$226.501</b>	<b>\$231.266</b>	<b>\$205.224</b>	<b>\$21.277</b>	<b>9.4</b>	<b>\$26.042</b>	<b>11.3</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$491.715</b>	<b>\$503.011</b>	<b>\$464.732</b>	<b>\$26.983</b>	<b>5.5</b>	<b>\$38.279</b>	<b>7.6</b>
Depreciation	\$104.389	\$104.389	\$104.039	\$0.350	0.3	\$0.350	0.3
OPEB Obligation	80.483	66.944	71.148	9.335	11.6	(4.204)	(6.3)
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$676.586</b>	<b>\$674.344</b>	<b>\$639.919</b>	<b>\$36.667</b>	<b>5.4</b>	<b>\$34.425</b>	<b>5.1</b>
Less: Depreciation	\$104.389	\$104.389	\$104.039	\$0.350	0.3	\$0.350	0.3
Less: OPEB Obligation	80.483	66.944	71.148	9.335	11.6	(4.204)	(6.3)
<b>Total Expenses</b>	<b>\$491.715</b>	<b>\$503.011</b>	<b>\$464.732</b>	<b>\$26.983</b>	<b>5.5</b>	<b>\$38.279</b>	<b>7.6</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$1,195.263</b>	<b>\$1,210.433</b>	<b>\$1,259.351</b>	<b>\$64.088</b>	<b>5.4</b>	<b>\$48.918</b>	<b>4.0</b>

Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**2014 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
(\$ in millions)

<b>NON-REIMBURSABLE/REIMBURSABLE</b> (Page 2 of 2)
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	2014			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2014 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Net Surplus/(Deficit)</b>	<b>\$1,195.263</b>	<b>\$1,210.433</b>	<b>\$1,259.351</b>	<b>\$64.088</b>	<b>5.4</b>	<b>\$48.918</b>	<b>4.0</b>
<u>Deductions from Income:</u>							
Less: Capitalized Assets	\$17.843	\$18.693	\$17.218	\$0.625	3.5	\$1.475	7.9
Reserves and Prepaid Expenses	25.895	25.895	26.161	(0.266)	(1.0)	(0.266)	(1.0)
GASB Reserve	3.234	1.594	1.594	1.640	50.7	0.000	0.0
<b>Adjusted Baseline Net Surplus/(Deficit)</b>	<b>\$1,148.291</b>	<b>\$1,164.251</b>	<b>\$1,214.378</b>	<b>\$66.087</b>	<b>5.8</b>	<b>\$50.127</b>	<b>4.3</b>
Less: Debt Service	595.972	577.005	576.687	19.285	3.2	0.318	0.1
<b>Income Available for Distribution</b>	<b>\$552.319</b>	<b>\$587.246</b>	<b>\$637.691</b>	<b>\$85.372</b>	<b>15.5</b>	<b>\$50.445</b>	<b>8.6</b>
<b>Distributable To:</b>							
MTA - Investment Income	0.162	0.162	0.137	(0.025)	(15.2)	(0.025)	(15.2)
MTA - Distributable Income	329.494	344.894	371.984	42.490	12.9	27.090	7.9
NYCT - Distributable Income	222.663	242.190	265.570	42.907	19.3	23.380	9.7
<b>Total Distributable Income:</b>	<b>\$552.319</b>	<b>\$587.246</b>	<b>\$637.691</b>	<b>\$85.372</b>	<b>15.5</b>	<b>\$50.445</b>	<b>8.6</b>
<b>SUPPORT TO MASS TRANSIT:</b>							
Total Revenues	\$1,686.978	\$1,713.444	\$1,724.083	37.105	2.2	10.639	0.6
Less: Net Operating Expenses	491.715	503.011	464.732	26.983	5.5	38.279	7.6
<b>Net Surplus/(Deficit)</b>	<b>\$1,195.263</b>	<b>\$1,210.433</b>	<b>\$1,259.351</b>	<b>\$64.088</b>	<b>5.4</b>	<b>\$48.918</b>	<b>4.0</b>
<b>Deductions from Operating Income:</b>							
B&T Debt Service	\$240.716	\$232.661	\$221.617	19.099	7.9	11.044	4.7
Capitalized Assets	17.843	18.693	17.218	0.625	3.5	1.475	7.9
Reserves and Prepaid Expenses	25.895	25.895	26.161	(0.266)	(1.0)	(0.266)	(1.0)
GASB Reserve	3.234	1.594	1.594	1.640	50.7	0.000	0.0
<b>Total Deductions from Operating Inc.</b>	<b>\$287.688</b>	<b>\$278.843</b>	<b>\$266.590</b>	<b>\$21.098</b>	<b>7.3</b>	<b>\$12.253</b>	<b>4.4</b>
<b>Total Support to Mass Transit:</b>	<b>\$907.575</b>	<b>\$931.590</b>	<b>\$992.761</b>	<b>\$85.186</b>	<b>9.4</b>	<b>\$61.171</b>	<b>6.6</b>

Totals may not add due to rounding

\* Variance exceeds 100%.

**MTA BRIDGES AND TUNNELS**  
**EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS**  
**December Year-to-Date 2014**  
(\$ in millions)

<b>Generic Revenue or Expense Category</b>	<b>Nonreimb or Reimb</b>	<b>YEAR-TO-DATE</b>		<b>Reason for Variance</b>
		<b>Favorable (Unfavorable) Variance</b>		
		<b>\$</b>	<b>%</b>	
Vehicle Toll Revenue	Combined	7.601	0.5	Higher toll revenue due to 0.6% higher traffic
Other Operating Revenue	Combined	3.312	14.3	Higher Other Operating Revenue primarily due to higher E-ZPass administrative fees (\$2.167M), and higher wireless communication equipment rental fees at the Hugh L. Carey Tunnel and the Queens Midtown Tunnel (\$0.799M)
Capital and Other Reimbursements	Combined	(0.250)	(1.2)	Minor variance
Investment Income	Combined	(0.025)	(15.2)	Minor variance
Payroll	Combined	13.411	9.0	Lower payroll expenses due to vacancies
Overtime	Combined	1.676	7.2	See overtime table
Health and Welfare	Combined	0.712	2.4	Lower health and welfare expenses primarily due to vacancies
OPEB Current Payment	Combined	0.092	0.6	Minor variance
Pensions	Combined	0.000	0.0	No variance
Other Fringe Benefits	Combined	(3.655)	(17.7)	Higher expenses primarily due to actuarial adjustment to Worker's Compensation reserve (\$5.253M), offset by lower Social Security taxes due to vacancies (\$1.348M)
Electricity - Non-Traction	Combined	1.603	22.0	Lower than planned electricity expenses
Fuel	Combined	(0.193)	(6.5)	Minor variance
Insurance	Combined	(0.715)	(4.4)	Higher expenses primarily due to actuarial adjustment to General Liability reserve
Maintenance and Other Operating Contracts	Combined	15.463	12.2	Lower expenses primarily due to the timing of Sandy-related projects (\$11.802M) and Security & Surveillance Equipment purchases (\$1.103M), and lower than anticipated expenses in Major Maintenance & Painting (\$2.266M), E-ZPass Customer Service Center (\$0.723M), and numerous small under-runs across several miscellaneous areas
Professional Service Contracts	Combined	10.494	24.0	Lower expenses primarily for Bond Issuance Costs (\$3.852M), Engineering Services (\$2.529M), Other Outside Services (\$1.428M), Planning Studies Consultants costs (\$1.117M), and Legal Services Expense (\$0.542M), offset by higher expense for Procurement Card Purchases (-\$0.211M)
Materials & Supplies	Combined	1.196	26.0	Lower than planned expenses across a variety of small equipment and supply categories
Other Business Expenses	Combined	(1.806)	(6.2)	Higher expenses primarily due to an increase in the E-Zpass Bad Debt reserve

**MTA BRIDGES AND TUNNELS**  
**Preliminary 2014 Overtime Results**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	2014 Adopted Budget		2014 Final Estimate		Actuals		Var. - Fav./Unfav)		Var. - Fav./Unfav)	
	Hours	\$	Hours	\$	Hours	\$	2014 Adopted Budget	2014 Final Estimate	2014 Adopted Budget	2014 Final Estimate
<b>NON-REIMBURSABLE OVERTIME</b>										
<b>Operations &amp; Maintenance</b>										
<u>Scheduled Service</u>	47,575	\$2.804	49,891	\$2.856	46,562	\$2.666	1,014	\$0.138	3,330	\$0.190
							2.1%	4.9%	6.7%	6.7%
<u>Unscheduled Service</u>	14,918	\$0.876	12,091	\$0.679	10,985	\$0.617	3,933	\$0.259	1,106	\$0.062
							26.4%	29.6%	9.1%	9.2%
<u>Programmatic/Routine Maintenance</u>	501	\$0.037	446	\$0.039	387	\$0.034	114	\$0.003	59	\$0.005
							22.8%	8.0%	13.2%	13.1%
<u>Unscheduled Maintenance</u>	23,976	\$1.768	21,232	\$1.921	24,953	\$2.258	(977)	(\$0.490)	(3,721)	(\$0.337)
							-4.1%	-27.7%	-17.5%	-17.5%
<u>Vacancy/Absentee Coverage</u>	154,678	\$9.457	153,317	\$9.411	148,219	\$9.098	6,459	\$0.359	5,098	\$0.313
							4.2%	3.8%	3.3%	3.3%
<u>Weather Emergencies</u>	17,437	\$1.196	20,393	\$1.789	16,883	\$1.481	554	(\$0.285)	3,510	\$0.308
							3.2%	-23.8%	17.2%	17.2%
<u>Safety/Security/Law Enforcement</u>	39,350	\$2.350	28,666	\$1.691	28,058	\$1.655	11,292	\$0.695	608	\$0.036
							28.7%	29.6%	2.1%	2.1%
<u>Other</u>	9,575	\$0.622	9,134	\$1.007	2,406	\$0.265	7,169	\$0.357	6,728	\$0.742
							74.9%	57.4%	73.7%	73.7%
<u>*All Other Departments and Accruals</u>		\$2.118		\$3.437		\$3.347		(\$1.229)		\$0.090
								-58.0%		2.6%
Subtotal	308,010	\$21.228	295,170	\$22.831	278,452	\$21.421	29,558	(\$0.193)	16,718	\$1.410
							9.6%	-0.9%	5.7%	6.2%
<b>REIMBURSABLE OVERTIME</b>										
	5,508	\$0.407	5,677	\$0.407	1,456	\$0.141	4,052	\$0.266	4,221	\$0.266
							73.6%	65.3%	74.4%	65.4%
<b>TOTAL OVERTIME</b>	<b>313,518</b>	<b>\$21.635</b>	<b>300,847</b>	<b>\$23.238</b>	<b>279,908</b>	<b>\$21.562</b>	<b>33,610</b>	<b>\$0.073</b>	<b>20,939</b>	<b>\$1.676</b>
							10.7%	0.3%	7.0%	7.2%

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.

**MTA BRIDGES AND TUNNELS**  
**Preliminary 2014 Overtime Results**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	Var. - Fav./(Unfav)		December 2014 Year-to-Date
	Actual vs. 2014 Final Est.		
	Hours	\$	Explanations
<b>NON-REIMBURSABLE OVERTIME</b>			
<b>Operations &amp; Maintenance</b>			
<u>Scheduled Service</u>	3,330	\$0.190	Lower than planned expenses
	6.7%	6.7%	
<u>Unscheduled Service</u>	1,106	\$0.062	Lower than planned expenses
	9.1%	9.2%	
<u>Programmatic/Routine Maintenance</u>	59	\$0.005	Insignificant variance
	13.2%	13.1%	
<u>Unscheduled Maintenance</u>	(3,721)	(\$0.337)	Higher than planned expenses
	-17.5%	-17.5%	
<u>Vacancy/Absentee Coverage</u>	5,098	\$0.313	Lower than planned expenses
	3.3%	3.3%	
<u>Weather Emergencies</u>	3,510	\$0.308	Lower than planned expenses due to favorable weather in December
	17.2%	17.2%	
<u>Safety/Security/Law Enforcement</u>	608	\$0.036	More efficient use of law enforcement related overtime
	2.1%	2.1%	
<u>Other</u>	6,728	\$0.742	Lower than planned expenses
	73.7%	73.7%	
<u>*All Other Departments and Accruals</u>		\$0.090	Primarily due to adjustments for the 28-day OT payroll lag
		2.6%	
Subtotal	16,718	\$1.410	
	5.7%	6.2%	
<b>REIMBURSABLE OVERTIME</b>	4,221	\$0.266	Lower than planned overtime needed on projects eligible for reimbursement from the capital program
	74.4%	65.4%	
<b>TOTAL OVERTIME</b>	20,939	\$1.676	
	7.0%	7.2%	

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**

<b><u>Type</u></b>	<b><u>Definition</u></b>
<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)**

**Comparison Current Year vs. Prior Year**

	<u>Prior Year*</u>		<u>Current Year</u>		<u>Percentage Change</u>	
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
Bronx-Whitestone	39.6	\$264.2	38.5	\$260.8	-2.7%	-1.3%
Cross Bay	7.7	16.8	7.6	16.3	-2.1%	-3.4%
Henry Hudson	21.8	62.4	22.2	64.9	1.9%	3.9%
Hugh L. Carey	16.5	95.5	16.9	99.1	2.4%	3.8%
Marine Parkway	7.8	16.6	7.4	15.6	-5.3%	-6.3%
Queens Midtown	27.9	169.0	29.0	178.6	4.1%	5.7%
RFK - Bronx	27.6	193.3	28.8	204.5	4.3%	5.8%
RFK - Manhattan	30.6	183.5	31.1	189.1	1.6%	3.1%
Throgs Neck	40.0	291.4	40.8	302.1	2.2%	3.7%
Verrazano-Narrows	65.0	352.4	64.0	345.5	-1.6%	-2.0%
<b>Total</b>	<b>284.5</b>	<b>\$1,645.2</b>	<b>286.4</b>	<b>\$1,676.4</b>	<b>0.6%</b>	<b>1.9%</b>
<b>Revenue Per Vehicle</b>		<b>\$5.782</b>		<b>\$5.854</b>		<b>1.2%</b>

\*Toll increase implemented March 3, 2013

**Comparison Actual vs. Adopted Budget and Final Estimate**

	Adopted Budget	Final Estimate	Prelim Actual	<u>Percentage Change</u>	
				Adopted Budget	Final Estimate
Traffic	281.6	284.7	286.4	1.7%	0.6%
Toll Revenue	\$1,649.5	\$1,668.8	\$1,676.4	1.2%	0.5%
Revenue Per Vehicle	\$5.858	\$5.862	\$5.854	0.1%	-0.1%

*Note: Numbers may not add due to rounding.*

**MTA BRIDGES AND TUNNELS**  
**2014 YEAR-END REPORT**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**

Department	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	10	2	8	2 Managerial and 6 Professional vacancies
Law <sup>(1)</sup>	19	19	-	
CFO <sup>(2)</sup>	29	26	3	3 Managerial vacancies
Administration <sup>(3)</sup>	33	33	-	
Technology	54	47	7	5 Managerial and 2 Professional vacancies
EEO	2	1	1	1 Professional vacancy
<b>Total Administration</b>	<b>147</b>	<b>128</b>	<b>19</b>	
<b>Operations</b>				
Revenue Management	41	36	5	5 Professional vacancies
Operations (Non-Security)	716	556	160	124 BTO, 32 Managerial and 4 Professional vacancies
<b>Total Operations</b>	<b>757</b>	<b>592</b>	<b>165</b>	
<b>Maintenance</b>				
Maintenance	180	169	11	8 Maintainer and 2 Professional vacancies and 1 Managerial vacancy
Operations - Maintainers	173	157	16	16 Maintainer vacancies
Internal Security - Tech Svcs	13	13	-	
<b>Total Maintenance</b>	<b>366</b>	<b>339</b>	<b>27</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	169	158	11	11 Professional vacancies
Safety & Health	9	8	1	1 Managerial vacancy
Law <sup>(1)</sup>	15	15	-	
CFO-Planning & Budget Capital	23	16	7	4 Managerial and 3 Professional vacancies
<b>Total Engineering/Capital</b>	<b>216</b>	<b>197</b>	<b>19</b>	
<b>Public Safety</b>				
Operations (Security)	232	232	-	
Internal Security - Operations	35	34	1	1 Professional vacancy
<b>Total Public Safety</b>	<b>267</b>	<b>266</b>	<b>1</b>	
<b>Total Positions</b>				
	<b>1,753</b>	<b>1,522</b>	<b>231</b>	
Non-Reimbursable	<b>1,665</b>	<b>1,434</b>	<b>231</b>	
Reimbursable	88	88	-	
<b>Total Full-Time</b>				
	1,753	1,522	231	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

(3) Includes Administration, Central Control Unit, Human Resources and Labor Relations staff.

**MTA BRIDGES AND TUNNELS**  
**2014 YEAR-END REPORT**  
**TOTAL POSITIONS BY FUNCTION AND OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**

	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	48	38	10	5 vacancies in Technology, 3 in CFO, and 2 in Executive
Professional, Technical, Clerical	99	90	9	6 vacancies in Executive, 2 in Technology, and 1 vacancy in EEO
Operational Hourlies	-	-	-	
<b>Total Administration</b>	<b>147</b>	<b>128</b>	<b>19</b>	
<b>Operations</b>				
Managers/Supervisors	195	163	32	32 Managerial vacancies in Operations
Professional, Technical, Clerical	43	34	9	5 vacancies in Revenue Management and 4 in Operations
Operational Hourlies <sup>(1)</sup>	519	395	124	124 BTO vacancies in Operations
<b>Total Operations</b>	<b>757</b>	<b>592</b>	<b>165</b>	
<b>Maintenance</b>				
Managers/Supervisors	13	12	1	1 vacancy in Maintenance
Professional, Technical, Clerical	17	15	2	2 vacancies in Maintenance
Operational Hourlies <sup>(2)</sup>	336	312	24	16 Maintainer vacancies in Operations and 8 in Maintenance
<b>Total Maintenance</b>	<b>366</b>	<b>339</b>	<b>27</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	44	39	5	1 vacancy in Safety and Health and 4 vacancies in CFO
Professional, Technical, Clerical	172	158	14	11 vacancies in Engineering and 3 in CFO
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>216</b>	<b>197</b>	<b>19</b>	
<b>Public Safety</b>				
Managers/Supervisors	39	39	-	
Professional, Technical, Clerical	30	29	1	1 vacancy in Internal Security
Operational Hourlies <sup>(3)</sup>	198	198	-	
<b>Total Public Safety</b>	<b>267</b>	<b>266</b>	<b>1</b>	
<b>Total Positions</b>				
Managers/Supervisors	339	291	48	
Professional, Technical, Clerical	361	326	35	
Operational Hourlies	1,053	905	148	
<b>Total Positions</b>	<b>1,753</b>	<b>1,522</b>	<b>231</b>	

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

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

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



# Bridges and Tunnels

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## 2014 B&T Operating Surplus (Action Item)



# Staff Summary



<b>Subject:</b> 2014 TBTA Operating Surplus
<b>Department:</b> Finance
<b>Department Head Name</b> Donald Spero <i>DS</i>
<b>Department Head Signature</b>
<b>Project Manager Name</b> James Elkin <i>JE</i>

<b>Date</b> February 11, 2015
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	MTA B&T Committee	02/23/15			
2	MTA Finance Committee	02/23/15			
3	MTA Board	02/25/15			

Internal Approvals			
Order	Approval	Order	Approval
2	President	<i>AE</i>	VP Staff Services
	Executive Vice President		VP Procurement & Materials
	General Counsel		VP Labor Relations
	VP Operations		VP & Chief Engineer

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	Chief Financial Officer <i>DS</i>		Chief Technology Officer		Chief Health & Safety Officer		Chief EEO Officer
	Chief Security Officer		Chief Maintenance Officer		MTA Office of Civil Rights		Other

**PURPOSE:**

To obtain MTA Board approval of resolutions which will:

- Certify and transfer \$637,553,944 operating surplus to the MTA and NYCTA pursuant to Section 1219-a(2)(b) of the Public Authorities Law of the State of New York.
- Transfer \$136,988 representing 2014 investment income to the MTA pursuant to Section 569-c of the Public Authorities Law of the State of New York.
- Deduct from the operating revenues of the Triborough Bridge and Tunnel Authority for its fiscal year ending December 31, 2015 the amount of \$26,382,176, which amount shall be paid into the Necessary Reconstruction Reserve established by the Authority by resolution adopted March 29, 1968.
- Advance the 2015 TBTA Surplus as per attached Resolution.

**DISCUSSION:**

The attached calculation and letter from Deloitte & Touche LLP represents the Triborough Bridge and Tunnel Authority's operating surplus for fiscal year ending December 31, 2014. The amount of surplus available for transfer to the MTA and NYCTA is \$637,553,944. The amount of investment income that is surplus funds and available to transfer to MTA for fiscal year 2014 is \$136,988. It is also requested to set aside \$26,382,176 from operating revenues of the Triborough Bridge and Tunnel Authority for fiscal year ending December 31, 2015. This money will be used to pay for the cost and expense of current and anticipated necessary construction for the TBTA facilities.

**BUDGET IMPACT:** None.

**ALTERNATIVES:** None.

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

RESOLVED, that the Chairman and Chief Executive Officer be, and he hereby is, authorized to certify to the Mayor of the City of New York and to the Chairman of the Metropolitan Transportation Authority, that for the purposes of Section 1219-a (2) (e) of the Public Authorities Law of the State of New York, the amount of the Authority's operating surplus for its fiscal year ending December 31, 2014 is \$637,553,944.

RESOLVED, that this Authority hereby makes the following determination in respect of its operating surplus for its fiscal year ending December 31, 2014, for the purposes of Section 1219-a (2) (e) of the Public Authorities Law of the State of New York:

Operating Revenue	\$1,711,372,126
Operating Expense	<u>443,752,227</u>
	\$1,267,619,899
Establishment of Necessary Reconstruction Reserve Account	(25,895,344)
GASB Reserve	(1,593,545)
Debt Service on Bonds	(585,236,563)
Interest Income on Unexpended Bond Proceeds and Debt Service Fund	143,960
Purchase of Capital Assets Funded from Operations	(17,217,765)
Increase in Prepaid Expenses and other Adjustments)	<u>(266,698)</u>
Operating Surplus	<u>\$ 637,553,944</u>

February 25, 2015

RESOLVED, that the amount of \$136,988 representing the Authority's investment income for the year 2014 is determined to be surplus funds of the Authority; and be it further

RESOLVED, that the amount of \$136,988 be transferred and paid over to Metropolitan Transportation Authority in a lump sum as soon as practicable pursuant to Section 569-c of the Public Authorities Law.

RESOLVED, that there be set aside and deducted from the operating revenues of the Triborough Bridge and Tunnel Authority for its fiscal year ending December 31, 2015 the amount of \$26,382,176 which amount shall be paid into the Necessary Reconstruction Reserve established by the Authority by resolution adopted March 29, 1968. Money credited to the Reserve, together with interest income earned thereon, are to be applied to the payment of the cost and expense of current and anticipated necessary construction of each of the TBTA Facilities within the meaning of the General Resolution Authorizing General Revenue Bonds (the "General Revenue Bond Resolution") of the Authority adopted on March 26, 2002.

RESOLVED, that the monies thus authorized will be advanced monthly during the fiscal year ending December 31, 2015 and used for the purposes of payment of the cost and expense of necessary construction of each of the TBTA Facilities.

RESOLVED, pursuant to the provisions of paragraphs (b), (c), and (d) of subdivision 2 of Section 1219-a of the Public Authorities Law, that the Chairman and Chief Executive Officer is authorized in his discretion, to advance to Metropolitan Transportation Authority and New York City Transit Authority monthly, out of funds in the General Fund created by the General Revenue Bond Resolution which are attributable to the operations of the 2015 fiscal year (other than funds arising out of the investment of monies of the Authority) and which have been released and paid over to the Authority free and clear of the lien and the pledge of the General Revenue Bond Resolution as provided in Section 506 thereof, an aggregate amount not to exceed 90% of the Chairman's estimate of the sum which that month's operations, if available, will contribute to the "operating surplus" of the Authority which he anticipates will or may be certified and transferred for the fiscal year in which such month falls; and

February 25, 2015

RESOLVED, that the monies thus authorized to be advanced monthly shall be apportioned between Metropolitan Transportation Authority and New York City Transit Authority and paid as follows:

1. The first \$1.8 million to New York City Transit Authority;
2. Fifty percentum of the remainder to New York City Transit Authority (less applicable bond service); and
3. The remainder to Metropolitan Transportation Authority (less applicable bond service).

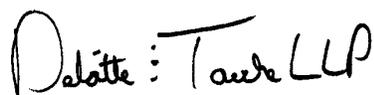
## INDEPENDENT ACCOUNTANTS' REPORT ON APPLYING AGREED-UPON PROCEDURES

Members of the Board  
Metropolitan Transportation Authority  
New York, New York

We have performed the procedures enumerated in Exhibit B, which were agreed to by the Triborough Bridge and Tunnel Authority (the "Authority"), a public benefit corporation which is part of the related financial reporting group of the Metropolitan Transportation Authority ("MTA"), solely to assist you in agreeing financial information presented in the Schedule of Operating Surplus for the year ended December 31, 2014 (Exhibit A) to the accounting records of the Authority. Authority's management is responsible for the Authority's accounting records and the preparation of the Schedule of Operating Surplus (Exhibit A) and Supporting Schedule to the Schedule of Operating Surplus (Exhibit C) for the year ended December 31, 2014. This agreed-upon procedures engagement was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. The sufficiency of those procedures is solely the responsibility of the Authority. Consequently, we make no representation regarding the sufficiency of the procedures described in Exhibit B either for the purpose for which this report has been requested or for any other purpose.

We were not engaged to, and did not, conduct an examination, the objective of which would be the expression of an opinion on the specified elements, accounts, or items. Accordingly, we do not express such an opinion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

This report is intended solely for the information and use of the Authority, Metropolitan Transportation Authority and MTA New York City Transit Authority and is not intended to be and should not be used by anyone other than these specified parties.



February 6, 2015

**TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY**

**SCHEDULE OF OPERATING SURPLUS  
YEAR ENDED DECEMBER 31, 2014**

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OPERATING REVENUES (Note 2)	\$ 1,711,372,126
OPERATING EXPENSES (Note 3)	<u>(443,752,227)</u>
NET OPERATING REVENUE	1,267,619,899
INCREASE IN PREPAID EXPENSES AND OTHER ADJUSTMENTS (Note 3)	(266,698)
DEBT SERVICE ON BONDS (Note 4)	(585,236,563)
INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS (Note 5)	143,960
ESTABLISHMENT OF GASB 43 RESERVE ACCOUNT (Note 8)	(1,593,545)
PURCHASE OF CAPITAL ASSETS FUNDED FROM OPERATIONS (Note 6)	(17,217,765)
ESTABLISHMENT OF NECESSARY RECONSTRUCTION RESERVE ACCOUNT (Note 7)	<u>(25,895,344)</u>
OPERATING SURPLUS	<u>\$ 637,553,944</u>

See Independent Accountants' Report on Applying  
Agreed-Upon Procedures and accompanying notes.

# TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

## NOTES AND AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2014 (Exhibit A)

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### 1. OPERATING SURPLUS CALCULATION REQUIREMENTS

- The operating surplus is calculated based upon Section 1219-a (2)(e) of the New York Public Authorities Law (“PAL”) and various bond resolutions. This surplus is transferred to the Metropolitan Transportation Authority (“MTA”) and the MTA New York City Transit Authority (“Transit”). The initial \$24 million in operating surplus is provided to Transit and the balance is divided equally between Transit and the MTA. Transit and the MTA are operationally and legally independent of the Triborough Bridge and Tunnel Authority (the “TBTA”), however, Transit and the TBTA are included in the MTA’s financial statements because they operate under the direction of the MTA Board and the MTA is financially accountable for these entities.

### 2. OPERATING REVENUES

- Agreed “Operating Revenues” (net of other revenues) of the TBTA appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger of the TBTA noting no differences. We discussed with management their policy for recording operating revenue and they indicated that operating revenues were recorded using the accrual basis of accounting. We have been informed that operating revenues excluded interest income.

### 3. OPERATING EXPENSES

- Agreed the aggregated “Operating Expenses” of the TBTA appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger of the TBTA noting no differences. We discussed with management their policy for recording operating expenses and they indicated that operating expenses were recorded using the accrual basis of accounting.
- Agreed the following expense items to the general ledger: “Interest Expense and Debt Service Related Expenses” and “Reimbursement of Personnel Costs,” as noted on Exhibit C, which have been netted against salaries and fringe benefits and noted no differences.
- Recalculated the “Increase in Prepaid Expenses and Other Adjustments” appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger. We were informed that the operating expenses were adjusted to include amounts charged to prepaid expenses and deferred charges on a cash basis of accounting. We also have been informed that no cash adjustments were made for changes in accounts payable, accrued expenses or accounts receivable.

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### NOTES AND AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2014 (Exhibit A)

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#### 4. DEBT SERVICE

- Agreed “Debt Service on Bonds” appearing on the Schedule of Operating Surplus (Exhibit A) for the following bonds to the TBTA debt service schedules:
  - General Revenue Bonds, and
  - Subordinate Revenue Bonds.
- Agreed “Debt Service on Bonds” on the TBTA’s portion of debt service on the 2 Broadway Certificates of Participation to the TBTA debt service schedules.

#### 5. INTEREST INCOME

- Agreed the aggregated amounts of “Interest Income on Unexpended Bond Proceeds and Debt Service Funds” appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger and noted no differences. We have been informed that interest income is excluded from “Operating Revenues” on the Schedule of Operating Surplus.
- Agreed the aggregated “Interest Income on Unexpended Bond Proceeds and Debt Service Funds” appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger and noted no differences. We have been informed that interest income on the debt service fund investments consists of income from (1) the debt service funds established in connection with the 2 Broadway Certificates of Participation to the extent attributable to the TBTA’s portion of debt service thereon, and (2) the debt service funds established in connection with the TBTA bonds from their respective dates of issuance. We have been informed that this amount was included in the computation of operating surplus as a reduction of debt service cost therefore, increasing operating surplus.

#### 6. CAPITAL ASSETS FUNDED FROM OPERATIONS

- Agreed the amount “Purchase of Capital Assets Funded From Operations,” which represents amounts paid and capitalized for vehicles and other fixed assets, appearing on the Schedule of

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### NOTES AND AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2014 (Exhibit A)

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Operating Surplus (Exhibit A) to the general ledger and noted a difference of \$148,746. This difference was properly adjusted by management for purposes of this report. We have been informed that these amounts were funded from operations and that such amounts represent a reduction of operating surplus appearing on the Schedule of Operating Surplus (Exhibit A).

#### 7. NECESSARY RECONSTRUCTION RESERVE

- Agreed the amount appearing on the Schedule of Operating Surplus (Exhibit A) as “Establishment of Necessary Reconstruction Reserve Account” to the MTA Bridges and Tunnels Financial Plan 2015-2018 to set aside and reduce operating surplus by \$25,895,344 (The Necessary Reconstruction Reserve Account was established by the TBTA by resolution adopted March 29, 1968) and noted no differences. We have been informed that this amount, together with interest income thereon, is to be used to fund reconstruction of present facilities within the meaning of the TBTA’s General Revenue Bond Resolution.

#### 8. GASB 43 RESERVE

- Agreed the amount appearing on the Schedule of Operating Surplus (Exhibit A) as “Establishment of GASB 43 Reserve Account” of \$1,593,545 the MTA Bridges and Tunnels Financial Plan 2015-2018 which was approved by the Finance Committee. We have been informed that the MTA Bridges and Tunnels Financial Plan 2015-2018, which was approved by the Finance Committee, authorizes the establishment of the GASB 43 Reserve. GASB 43 refers to Governmental Accounting Standards Board Statement No. 43, *Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans*. The GASB 43 Reserve Account was established by the TBTA by resolution adopted December 13, 2006. We have been informed that this amount, together with interest income, thereon, is to be used to fund post-retirement liabilities other than pension benefits.

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## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### SUPPORTING SCHEDULE TO THE SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2014

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TOTAL REVENUES		\$ 1,711,509,114
LESS INTEREST INCOME		<u>136,988</u>
OPERATING REVENUES (Exhibit A)		<u>\$ 1,711,372,126</u>
TOTAL EXPENSES		\$ 820,525,826
LESS: Interest Expense and Debt Service Related Expenses	\$ 355,794,044	
Reimbursement of Personnel Costs	<u>20,979,555</u>	<u>376,773,599</u>
OPERATING EXPENSES (Exhibit A)		<u>\$ 443,752,227</u>
PREPAID EXPENSES AND OTHER ADJUSTMENTS:		
Balance December 31, 2013	\$ 22,417,367	
Balance December 31, 2014	<u>22,684,065</u>	
INCREASE IN PREPAID EXPENSES AND OTHER ADJUSTMENTS (Exhibit A)		<u>\$ 266,698</u>
DEBT SERVICE:		
TBTA	\$ 230,022,865	
MTA	112,327,738	
NYCTA	<u>242,742,000</u>	
Subtotal	585,092,603	
INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS	<u>143,960</u>	
TOTAL DEBT SERVICE ON BONDS (Exhibit A)		<u>\$ 585,236,563</u>



# Bridges and Tunnels

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## 2015 Adopted Budget/ Financial Plan 2015-2018

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**MTA BRIDGES AND TUNNELS  
FEBRUARY FINANCIAL PLAN 2015-2018  
2014 FINAL ESTIMATE AND 2015 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Bridges and Tunnels' (B&T) 2014 Final Estimate, 2015 Adopted Budget and the Financial Plan for 2015-2018. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Financial Plan, which were adopted by the Board in December 2014, as well as other technical adjustments.

These adjustments are presented on the attached reconciliations from the November Financial Plan and are described below:

- A toll increase, to be implemented on March 22, 2015, generates additional revenue of \$46.4 million in 2015, \$59.1 million in 2016, \$59.4 million in 2017, and \$59.7 million in 2018;
- A technical adjustment to fund additional credit card fees from higher E-ZPass tolls associated with the toll increase raises expenses by \$0.8 million in 2015, \$1.0 million each year in 2016 and 2017, and \$1.1 million in 2018.
- The transfer of funding previously included below-the-line in the MTA Consolidated Financial Plan for B&T Safety Investments increases B&T's expense baseline by \$1.7 million in 2014, \$4.5 million in 2015, \$3.1 million in 2016, and \$2.1 million each year thereafter;
- The transfer of favorable below-the-line re-estimates for Property Insurance and the Excess Loss Program (efficiency savings) from the MTA Consolidated Financial Plan decreases B&T's expense baseline by a total of \$1.1 million over the entire plan period;
- Effective 2015, IT service and support functions across the agencies will be consolidated into a single organizational structure at Headquarters. Accordingly, this adjustment reflects a shift in expenses and positions from B&T to HQ with no change to MTA's overall bottom line.

The attached also includes schedules detailing the monthly allocation of financial, including overtime, and headcount, and utilization data based on the 2015 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2015 - 2018**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2014		2015		2016		2017		2018	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2014 November Financial Plan: Net Surplus/(Deficit)</b>	<b>1,662</b>	<b>\$1,209.513</b>	<b>1,678</b>	<b>\$1,188.146</b>	<b>1,678</b>	<b>\$1,192.018</b>	<b>1,678</b>	<b>\$1,184.910</b>	<b>1,678</b>	<b>\$1,175.464</b>
<b>Technical Adjustments:</b>										
Credit Card Fees for Higher Tolls as of 3/22/15		\$0.000		(\$0.785)		(\$1.008)		(\$1.034)		(\$1.060)
Headcount correction			(1)		(1)		(1)		(1)	
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>(1)</b>	<b>(\$0.785)</b>	<b>(1)</b>	<b>(\$1.008)</b>	<b>(1)</b>	<b>(\$1.034)</b>	<b>(1)</b>	<b>(\$1.060)</b>
<b>MTA Plan Adjustments:</b>										
2015 Fare/Toll Increase				\$46.368		\$59.104		\$59.354		\$59.653
Policy Actions:										
Safety Investments	(3)	(1.677)	(3)	(4.496)	(3)	(3.066)	(3)	(2.127)	(3)	(2.135)
Service and Service Quality Investments										
Information Technology Consolidation			53	12.514	53	12.746	53	12.996	53	13.269
MTA Re-estimates:										
MTA Efficiencies - Property Insurance				0.057		0.142		0.239		0.350
Excess Loss Program		0.047		0.052		0.057		0.063		0.069
Retro-Active Wage Adjustments		2.550		(2.550)						
Other:										
<b>Sub-Total MTA Plan Adjustments</b>	<b>(3)</b>	<b>\$0.920</b>	<b>50</b>	<b>\$51.945</b>	<b>50</b>	<b>\$68.984</b>	<b>50</b>	<b>\$70.525</b>	<b>50</b>	<b>\$71.206</b>
<b>2015 February Financial Plan: Net Surplus/(Deficit)</b>	<b>1,665</b>	<b>\$1,210.433</b>	<b>1,629</b>	<b>\$1,239.306</b>	<b>1,629</b>	<b>\$1,259.994</b>	<b>1,629</b>	<b>\$1,254.401</b>	<b>1,629</b>	<b>\$1,245.610</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2015 - 2018**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2014		2015		2016		2017		2018	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2014 November Financial Plan: Net Surplus/(Deficit)</b>	<b>88</b>	<b>\$0.000</b>	<b>88</b>	<b>\$0.000</b>	<b>88</b>	<b>\$0.000</b>	<b>88</b>	<b>\$0.000</b>	<b>88</b>	<b>\$0.000</b>
<i>Technical Adjustments:</i>	-		-		-		-		-	
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
2015 Fare/Toll Increase	-		-		-		-		-	
Policy Actions:										
Safety Investments	-		-		-		-		-	
Service and Service Quality Investments	-		-		-		-		-	
Information Technology Consolidation	-		1	0.177	1	0.182	1	0.186	1	0.191
MTA Re-estimates:										
MTA Efficiencies - Property Insurance	-		-		-		-		-	
Excess Loss Program	-		-		-		-		-	
Retro-Active Wage Adjustments	-		-		-		-		-	
Other:										
Sub-Total MTA Plan Adjustments	0	\$0.000	1	\$0.177	1	\$0.182	1	\$0.186	1	\$0.191
Reimbursement Offset to Net Expense Changes	0	-	0	(0.177)	0	(0.182)	0	(0.186)	0	(0.191)
<b>2015 February Financial Plan: Net Surplus/(Deficit)</b>	<b>88</b>	<b>\$0.000</b>	<b>87</b>	<b>\$0.000</b>	<b>87</b>	<b>\$0.000</b>	<b>87</b>	<b>\$0.000</b>	<b>87</b>	<b>\$0.000</b>

**MTA BRIDGES AND TUNNELS**  
**2015 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

**NON-REIMBURSABLE**

	2015									
	Final Proposed Budget	Fare/Toll Incrs.	Policy Actions			MTA Re-estimates			All Other	February Adopted Budget
		2015 Fare/Toll Incrs.	Safety Investments	Service/ Svc. Quality Investments	IT Consolidations	Property Insurance	Excess Loss Program	RWA		
<b>Revenue</b>										
Farebox Revenue	\$0.000									\$0.000
Vehicle Toll Revenue	1,669.941	46.368								1,716.309
Other Operating Revenue	17.454									17.454
Capital and Other Reimbursements	0.000									0.000
Investment Income	0.737									0.737
<b>Total Revenue</b>	<b>\$1,688.132</b>	<b>\$46.368</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,734.500</b>
<b>Expenses</b>										
Labor:										
Payroll	\$144.316		\$0.208		(\$4.834)			\$1.926		\$141.616
Overtime	22.854		0.256		(0.057)			0.436		23.489
Health and Welfare	30.743		0.060		(0.865)					29.938
OPEB Current Payment	16.873				0.000					16.873
Pensions	29.242				(0.869)					28.373
Other Fringe Benefits	18.921		0.047		(0.397)			0.180		18.751
Reimbursable Overhead	(5.145)				0.071					(5.074)
<b>Total Labor Expenses</b>	<b>\$257.803</b>	<b>\$0.000</b>	<b>\$0.571</b>	<b>\$0.000</b>	<b>(\$6.951)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$2.542</b>	<b>\$0.000</b>	<b>\$253.965</b>
Non-Labor:										
Electric Power	\$6.783	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$6.783
Fuel	2.915	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.915
Insurance	16.742					(0.057)	(0.052)			16.633
Claims	0.000									0.000
Paratransit Service Contracts	0.000									0.000
Maintenance and Other Operating Contracts	137.809		1.808		(1.025)					138.592
Professional Service Contracts	44.940		2.117		(4.507)					42.550
Materials & Supplies	4.327									4.327
Other Business Expenses	28.666				(0.030)			0.008	0.785	29.429
<b>Total Non-Labor Expenses</b>	<b>\$242.183</b>	<b>\$0.000</b>	<b>\$3.925</b>	<b>\$0.000</b>	<b>(\$5.563)</b>	<b>(\$0.057)</b>	<b>(\$0.052)</b>	<b>\$0.008</b>	<b>\$0.785</b>	<b>\$241.229</b>
Other Expense Adjustments:										
Other	\$0.000	\$0.000	\$0.000	\$0.000		\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$499.986</b>	<b>\$0.000</b>	<b>\$4.496</b>	<b>\$0.000</b>	<b>(\$12.514)</b>	<b>(\$0.057)</b>	<b>(\$0.052)</b>	<b>\$2.550</b>	<b>\$0.785</b>	<b>\$495.194</b>
Add: Depreciation	\$111.667									\$111.667
Add: OPEB Obligation	70.291								1.409	71.700
Add: Environmental Remediation	0.000									0.000
<b>Total Expenses after Non-Cash Liability Adjustments</b>	<b>\$681.944</b>	<b>\$0.000</b>	<b>\$4.496</b>	<b>\$0.000</b>	<b>(\$12.514)</b>	<b>(\$0.057)</b>	<b>(\$0.052)</b>	<b>\$2.550</b>	<b>\$2.194</b>	<b>\$678.561</b>
Less: Depreciation	\$111.667									\$111.667
Less: OPEB Obligation	70.291								1.409	71.700
<b>Total Expenses</b>	<b>\$499.986</b>	<b>\$0.000</b>	<b>\$4.496</b>	<b>\$0.000</b>	<b>(\$12.514)</b>	<b>(\$0.057)</b>	<b>(\$0.052)</b>	<b>\$2.550</b>	<b>\$0.785</b>	<b>\$495.194</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,188.146</b>	<b>\$46.368</b>	<b>(\$4.496)</b>	<b>\$0.000</b>	<b>\$12.514</b>	<b>\$0.057</b>	<b>\$0.052</b>	<b>(\$2.550)</b>	<b>(\$0.785)</b>	<b>\$1,239.306</b>

-- Differences are due to rounding.

**MTA BRIDGES AND TUNNELS**  
**2015 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

**REIMBURSABLE**

	2015									
	Final Proposed Budget	Policy Actions				MTA Re-estimates				February Adopted Budget
		Fare/Toll Yields	Safety Investments	Svc. Quality Investments	IT Consolidations	Property Insurance	Excess Loss Program	RWA	All Other	
<b>Revenue</b>										
Farebox Revenue	\$0.000									\$0.000
Vehicle Toll Revenue	0.000									0.000
Other Operating Revenue	0.000									0.000
Capital and Other Reimbursements	21.628				(0.177)					21.451
Investment Income	0.000									0.000
<b>Total Revenue</b>	<b>\$21.628</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.177)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$21.451</b>
<b>Expenses</b>										
Labor:										
Payroll	\$9.810				(\$0.069)					\$9.741
Overtime	0.415				0.000					0.415
Health and Welfare	2.287				(0.018)					2.269
OPEB Current Payment	0.000				0.000					0.000
Pensions	2.702				(0.014)					2.688
Other Fringe Benefits	1.269				(0.005)					1.264
Reimbursable Overhead	5.145				(0.071)					5.074
<b>Total Labor Expenses</b>	<b>\$21.628</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.177)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$21.451</b>
Non-Labor:										
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	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	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
Other Expense Adjustments:										
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$21.628</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.177)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$21.451</b>
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Add: OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses after Non-Cash Liability Adjustments</b>	<b>\$21.628</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.177)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$21.451</b>
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Less: OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$21.628</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.177)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$21.451</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

-- Differences are due to rounding.

**MTA BRIDGES AND TUNNELS**  
**2015 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE (Page  
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	2015									February Adopted Budget
	Final Proposed Budget	Policy Actions				MTA Re-estimates				
Fare/Toll Incrs.		Safety Investments	Svc. Quality Investments	IT Consolidations	Property Insurance	Excess Loss Program	RWA	All Other		
<b>Revenue</b>										
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	1,669.941	46.368	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1,716.309
Other Operating Revenue	17.454	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	17.454
Capital and Other Reimbursements	21.628	0.000	0.000	0.000	(0.177)	0.000	0.000	0.000	0.000	21.451
Investment Income	0.737	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.737
<b>Total Revenue</b>	<b>\$1,709.760</b>	<b>\$46.368</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.177)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,755.951</b>
<b>Expenses</b>										
<b>Labor:</b>										
Payroll	\$154.126	\$0.000	\$0.208	\$0.000	(\$4.903)	\$0.000	\$0.000	\$1.926	\$0.000	\$151.357
Overtime	23.268	0.000	0.256	0.000	(0.057)	0.000	0.000	0.436	0.000	23.903
Health and Welfare	33.030	0.000	0.060	0.000	(0.883)	0.000	0.000	0.000	0.000	32.207
OPEB Current Payment	16.873	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	16.873
Pensions	31.944	0.000	0.000	0.000	(0.883)	0.000	0.000	0.000	0.000	31.061
Other Fringe Benefits	20.190	0.000	0.047	0.000	(0.402)	0.000	0.000	0.180	0.000	20.015
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$279.431</b>	<b>\$0.000</b>	<b>\$0.571</b>	<b>\$0.000</b>	<b>(\$7.128)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$2.542</b>	<b>\$0.000</b>	<b>\$275.416</b>
<b>Non-Labor:</b>										
Electric Power	\$6.783	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$6.783
Fuel	2.915	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.915
Insurance	16.742	0.000	0.000	\$0.000	0.000	(0.057)	(0.052)	0.000	0.000	16.633
Claims	0.000	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	0.000
Maintenance and Other Operating Contracts	137.809	0.000	1.808	0.000	(1.025)	0.000	0.000	0.000	0.000	138.592
Professional Service Contracts	44.940	0.000	2.117	0.000	(4.507)	0.000	0.000	0.000	0.000	42.550
Materials & Supplies	4.327	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.327
Other Business Expenses	28.666	0.000	0.000	0.000	(0.030)	0.000	0.000	0.008	0.785	29.429
<b>Total Non-Labor Expenses</b>	<b>\$242.183</b>	<b>\$0.000</b>	<b>\$3.925</b>	<b>\$0.000</b>	<b>(\$5.563)</b>	<b>(\$0.057)</b>	<b>(\$0.052)</b>	<b>\$0.008</b>	<b>\$0.785</b>	<b>\$241.229</b>
<b>Other Expense Adjustments:</b>										
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$521.614</b>	<b>\$0.000</b>	<b>\$4.496</b>	<b>\$0.000</b>	<b>(\$12.691)</b>	<b>(\$0.057)</b>	<b>(\$0.052)</b>	<b>\$2.550</b>	<b>\$0.785</b>	<b>\$516.645</b>
Add: Depreciation	\$111.667	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$111.667
Add: OPEB Obligation	70.291	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.409	71.700
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses after Non-Cash Liability Adjustments</b>	<b>\$703.572</b>	<b>\$0.000</b>	<b>\$4.496</b>	<b>\$0.000</b>	<b>(\$12.691)</b>	<b>(\$0.057)</b>	<b>(\$0.052)</b>	<b>\$2.550</b>	<b>\$2.194</b>	<b>\$700.012</b>
Less: Depreciation	\$111.667	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$111.667
Less: OPEB Obligation	70.291	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.409	71.700
<b>Total Expenses</b>	<b>\$521.614</b>	<b>\$0.000</b>	<b>\$4.496</b>	<b>\$0.000</b>	<b>(\$12.691)</b>	<b>(\$0.057)</b>	<b>(\$0.052)</b>	<b>\$2.550</b>	<b>\$0.785</b>	<b>\$516.645</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,188.146</b>	<b>\$46.368</b>	<b>(\$4.496)</b>	<b>\$0.000</b>	<b>\$12.514</b>	<b>\$0.057</b>	<b>\$0.052</b>	<b>(\$2.550)</b>	<b>(\$0.785)</b>	<b>\$1,239.306</b>

-- Differences are due to rounding.

**MTA BRIDGES AND TUNNELS**  
**2015 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE (Page  
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	2015									
	Fare/Toll Incrs.		Policy Actions			MTA Re-estimates				February Adopted Budget
	Final Proposed Budget	Fare/Toll Incrs.	Safety Investments	Svc. Quality Investments	IT Consolidations	Property Insurance	Excess Loss Program	RWA	All Other	
<b>Net Surplus/(Deficit)</b>	<b>\$1,188.146</b>	<b>\$46.368</b>	<b>(\$4.496)</b>	<b>\$0.000</b>	<b>\$12.514</b>	<b>\$0.057</b>	<b>\$0.052</b>	<b>(\$2.550)</b>	<b>(\$0.785)</b>	<b>\$1,239.306</b>
<u>Deductions from Income:</u>										
Less: Capitalized Assets	\$17.849		\$1.000		(\$2.707)					\$16.142
Reserves and Prepaid Expenses	26.382									26.382
GASB 45 Reserve	0.000									0.000
<b>Total Deductions from Income</b>	<b>\$44.231</b>	<b>\$0.000</b>	<b>\$1.000</b>	<b>\$0.000</b>	<b>(\$2.707)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$42.524</b>
<b>Adjusted Net Surplus/(Deficit)</b>	<b>\$1,143.915</b>	<b>\$46.368</b>	<b>(\$5.496)</b>	<b>\$0.000</b>	<b>\$15.221</b>	<b>\$0.057</b>	<b>\$0.052</b>	<b>(\$2.550)</b>	<b>(\$0.785)</b>	<b>\$1,196.782</b>
Less: Debt Service	\$636.351	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$636.351
<b>Income Available for Distribution</b>	<b>\$507.564</b>	<b>\$46.368</b>	<b>(\$5.496)</b>	<b>\$0.000</b>	<b>\$15.221</b>	<b>\$0.057</b>	<b>\$0.052</b>	<b>(\$2.550)</b>	<b>(\$0.785)</b>	<b>\$560.431</b>
<b>Distributable To:</b>										
MTA - Investment Income	\$0.737									\$0.737
MTA - Distributable Income	311.878	23.184	(2.748)		7.611	0.029	0.026	(1.275)	(0.393)	338.312
NYCT - Distributable Income	194.949	23.184	(2.748)		7.611	0.029	0.026	(1.275)	(0.393)	221.383
<b>Total Distributable Income:</b>	<b>\$507.564</b>	<b>\$46.368</b>	<b>(\$5.496)</b>	<b>\$0.000</b>	<b>\$15.221</b>	<b>\$0.057</b>	<b>\$0.052</b>	<b>(\$2.550)</b>	<b>(\$0.785)</b>	<b>\$560.431</b>
<b>Actual Cash Transfers:</b>										
MTA - Investment Income	\$0.162									\$0.162
MTA - Transfers	315.176	20.866	(2.473)		6.850	0.026	0.023	(1.148)	(0.350)	338.970
NYCT - Transfers	199.669	20.866	(2.473)		6.850	0.026	0.023	(1.148)	(0.350)	223.463
<b>Total Cash Transfers:</b>	<b>\$515.007</b>	<b>\$41.731</b>	<b>(\$4.946)</b>	<b>\$0.000</b>	<b>\$13.699</b>	<b>\$0.051</b>	<b>\$0.047</b>	<b>(\$2.295)</b>	<b>(\$0.700)</b>	<b>\$562.595</b>
<b>SUPPORT TO MASS TRANSIT:</b>										
Total Revenues	\$1,709.760	\$46.368	\$0.000	\$0.000	(\$0.177)	\$0.000	\$0.000	\$0.000	\$0.000	\$1,755.951
Less: Net Operating Expenses	521.614	0.000	4.496	0.000	(12.691)	(0.057)	(0.052)	2.550	0.785	516.645
<b>Net Surplus/(Deficit)</b>	<b>\$1,188.146</b>	<b>\$46.368</b>	<b>(\$4.496)</b>	<b>\$0.000</b>	<b>\$12.514</b>	<b>\$0.057</b>	<b>\$0.052</b>	<b>(\$2.550)</b>	<b>(\$0.785)</b>	<b>\$1,239.306</b>
<b>Deductions from Operating Income:</b>										
B&T Debt Service	\$254.148	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$254.148
Capitalized Assets	17.849	0.000	1.000	0.000	(2.707)	0.000	0.000	0.000	0.000	16.142
Reserves and Prepaid Expenses	26.382	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	26.382
GASB 45 Reserve	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Deductions from Operating Inc.</b>	<b>\$298.379</b>	<b>\$0.000</b>	<b>\$1.000</b>	<b>\$0.000</b>	<b>(\$2.707)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$296.672</b>
<b>Total Support to Mass Transit:</b>	<b>\$889.767</b>	<b>\$46.368</b>	<b>(\$5.496)</b>	<b>\$0.000</b>	<b>\$15.221</b>	<b>\$0.057</b>	<b>\$0.052</b>	<b>(\$2.550)</b>	<b>(\$0.785)</b>	<b>\$942.634</b>

-- Differences are due to rounding.

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2015-2018**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>					
	<b>2014</b>	<b>2015</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<b>Operating Revenue</b>					
Vehicle Toll Revenue	\$1,668.844	\$1,716.309	\$1,737.792	\$1,745.132	\$1,753.919
Other Operating Revenue	23.209	17.454	17.593	17.593	17.593
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Investment Income	0.162	0.737	2.180	2.866	2.961
<b>Total Revenue</b>	<b>\$1,692.214</b>	<b>\$1,734.500</b>	<b>\$1,757.565</b>	<b>\$1,765.591</b>	<b>\$1,774.473</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$139.868	\$141.616	\$143.175	\$147.349	\$150.897
Overtime	22.831	23.489	23.471	23.762	24.237
Health and Welfare	27.028	29.938	30.917	32.459	33.883
OPEB Current Payment	16.070	16.873	17.430	18.319	19.253
Pensions	30.452	28.373	27.875	27.803	28.125
Other Fringe Benefits	19.360	18.751	18.922	19.150	19.505
Reimbursable Overhead	(5.095)	(5.074)	(5.123)	(5.368)	(5.151)
<b>Total Labor Expenses</b>	<b>\$250.515</b>	<b>\$253.965</b>	<b>\$256.666</b>	<b>\$263.475</b>	<b>\$270.749</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$7.302	\$6.783	\$7.388	\$8.386	\$9.081
Fuel	2.959	2.915	2.857	2.791	2.857
Insurance	16.263	16.633	18.501	19.921	21.484
Claims	0.135	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	127.098	138.592	139.460	144.942	151.498
Professional Service Contracts	43.797	42.550	38.013	36.093	36.762
Materials & Supplies	4.592	4.327	4.396	4.521	4.616
Other Business Expenses	29.120	29.429	30.290	31.061	31.816
<b>Total Non-Labor Expenses</b>	<b>\$231.266</b>	<b>\$241.229</b>	<b>\$240.905</b>	<b>\$247.715</b>	<b>\$258.114</b>
<b><u>Other Expense Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$481.781</b>	<b>\$495.194</b>	<b>\$497.571</b>	<b>\$511.190</b>	<b>\$528.863</b>
Add: Depreciation	\$104.389	\$111.667	\$119.521	\$127.853	\$136.766
Add: OPEB Obligation	66.944	71.700	73.806	77.496	81.371
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$653.114</b>	<b>\$678.561</b>	<b>\$690.898</b>	<b>\$716.539</b>	<b>\$747.000</b>
Less: Depreciation	\$104.389	\$111.667	\$119.521	\$127.853	\$136.766
Less: OPEB Obligation	66.944	71.700	73.806	77.496	81.371
Less: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$481.781</b>	<b>\$495.194</b>	<b>\$497.571</b>	<b>\$511.190</b>	<b>\$528.863</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,210.433</b>	<b>\$1,239.306</b>	<b>\$1,259.994</b>	<b>\$1,254.401</b>	<b>\$1,245.610</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2015-2018**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>					
	<b>2014</b>	<b>2015</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<b>Revenue</b>					
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	21.230	21.451	21.926	22.623	22.882
Investment Income	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$21.230</b>	<b>\$21.451</b>	<b>\$21.926</b>	<b>\$22.623</b>	<b>\$22.882</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$9.735	\$9.741	\$9.823	\$9.904	\$9.986
Overtime	0.407	0.415	0.420	0.426	0.432
Health and Welfare	2.177	2.269	2.427	2.587	2.764
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	2.571	2.688	2.847	3.008	3.182
Other Fringe Benefits	1.245	1.264	1.286	1.330	1.367
Reimbursable Overhead	5.095	5.074	5.123	5.368	5.151
<b>Total Labor Expenses</b>	<b>\$21.230</b>	<b>\$21.451</b>	<b>\$21.926</b>	<b>\$22.623</b>	<b>\$22.882</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Other Expense Adjustments:</u></b>					
Other					
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$21.230</b>	<b>\$21.451</b>	<b>\$21.926</b>	<b>\$22.623</b>	<b>\$22.882</b>
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenses After Depreciation</b>	<b>\$21.230</b>	<b>\$21.451</b>	<b>\$21.926</b>	<b>\$22.623</b>	<b>\$22.882</b>
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenses</b>	<b>\$21.230</b>	<b>\$21.451</b>	<b>\$21.926</b>	<b>\$22.623</b>	<b>\$22.882</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2015-2018**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE  
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	2014 Final <u>Estimate</u>	2015 Adopted <u>Budget</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
<b>Revenue</b>					
Vehicle Toll Revenue	\$1,668.844	\$1,716.309	\$1,737.792	\$1,745.132	\$1,753.919
Other Operating Revenue	23.209	17.454	17.593	17.593	17.593
Capital and Other Reimbursements	21.230	21.451	21.926	22.623	22.882
Investment Income	0.162	0.737	2.180	2.866	2.961
<b>Total Revenue</b>	<b>\$1,713.444</b>	<b>\$1,755.951</b>	<b>\$1,779.491</b>	<b>\$1,788.214</b>	<b>\$1,797.355</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$149.603	\$151.357	\$152.998	\$157.253	\$160.883
Overtime	23.238	23.903	23.890	24.188	24.668
Health and Welfare	29.205	32.207	33.344	35.046	36.647
OPEB Current Payment	16.070	16.873	17.430	18.319	19.253
Pensions	33.023	31.061	30.722	30.811	31.307
Other Fringe Benefits	20.605	20.015	20.208	20.480	20.872
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$271.745</b>	<b>\$275.416</b>	<b>\$278.592</b>	<b>\$286.097</b>	<b>\$293.631</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$7.302	\$6.783	\$7.388	\$8.386	\$9.081
Fuel	2.959	2.915	2.857	2.791	2.857
Insurance	16.263	16.633	18.501	19.921	21.484
Claims	0.135	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	127.098	138.592	139.460	144.942	151.498
Professional Service Contracts	43.797	42.550	38.013	36.093	36.762
Materials & Supplies	4.592	4.327	4.396	4.521	4.616
Other Business Expenses	29.120	29.429	30.290	31.061	31.816
<b>Total Non-Labor Expenses</b>	<b>\$231.266</b>	<b>\$241.229</b>	<b>\$240.905</b>	<b>\$247.715</b>	<b>\$258.114</b>
<b><u>Other Expense Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$503.011</b>	<b>\$516.645</b>	<b>\$519.497</b>	<b>\$533.813</b>	<b>\$551.745</b>
Add: Depreciation	\$104.389	\$111.667	\$119.521	\$127.853	\$136.766
Add: OPEB Obligation	66.944	71.700	73.806	77.496	81.371
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$674.344</b>	<b>\$700.012</b>	<b>\$712.824</b>	<b>\$739.162</b>	<b>\$769.882</b>
Less: Depreciation	\$104.389	\$111.667	\$119.521	\$127.853	\$136.766
Less: OPEB Obligation	66.944	71.700	73.806	77.496	81.371
Less: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$503.011</b>	<b>\$516.645</b>	<b>\$519.497</b>	<b>\$533.813</b>	<b>\$551.745</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,210.433</b>	<b>\$1,239.306</b>	<b>\$1,259.994</b>	<b>\$1,254.401</b>	<b>\$1,245.610</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2015-2018**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE Page 2 of 2					
	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
<b>Net Surplus/(Deficit)</b>	<b>\$1,210.433</b>	<b>\$1,239.306</b>	<b>\$1,259.994</b>	<b>\$1,254.401</b>	<b>\$1,245.610</b>
<b><u>Deductions from Income:</u></b>					
Less: Capitalized Assets	\$18.693	\$16.142	\$17.927	\$18.348	\$18.767
Reserves	25.895	26.382	26.881	27.338	27.824
GASB 45 Reserves	1.594	0.000	0.000	0.000	0.187
<b>Adjusted Net Surplus/(Deficit)</b>	<b>\$1,164.251</b>	<b>\$1,196.782</b>	<b>\$1,215.186</b>	<b>\$1,208.715</b>	<b>\$1,198.831</b>
Less: Debt Service	\$577.005	\$636.351	\$649.115	\$671.699	\$691.281
<b>Income Available for Distribution</b>	<b>\$587.246</b>	<b>\$560.431</b>	<b>\$566.071</b>	<b>\$537.017</b>	<b>\$507.550</b>
<b><u>Distributable To:</u></b>					
MTA - Investment Income	\$0.162	\$0.737	\$2.180	\$2.866	\$2.961
MTA - Distributable Income	344.894	338.312	338.725	324.386	308.834
NYCT - Distributable Income	242.190	221.383	225.166	209.764	195.756
<b>Total Distributable Income:</b>	<b>\$587.246</b>	<b>\$560.431</b>	<b>\$566.071</b>	<b>\$537.017</b>	<b>\$507.550</b>
<b><u>Actual Cash Transfers:</u></b>					
MTA - Investment Income	\$0.131	\$0.162	\$0.737	\$2.180	\$2.866
MTA - Transfers	356.654	338.970	338.683	325.820	310.389
NYCT - Transfers	239.658	223.463	224.788	211.305	197.157
<b>Total Cash Transfers:</b>	<b>\$596.443</b>	<b>\$562.595</b>	<b>\$564.208</b>	<b>\$539.305</b>	<b>\$510.411</b>
<b><u>SUPPORT TO MASS TRANSIT:</u></b>					
Total Revenues	\$1,713.444	\$1,755.951	\$1,779.491	\$1,788.214	\$1,797.355
Less: Net Operating Expenses	503.011	516.645	519.497	533.813	551.745
<b>Net Operating Income:</b>	<b>\$1,210.433</b>	<b>\$1,239.306</b>	<b>\$1,259.994</b>	<b>\$1,254.401</b>	<b>\$1,245.610</b>
<b><u>Deductions from Operating Income:</u></b>					
B&T Debt Service	\$232.661	\$254.148	\$276.314	\$296.102	\$319.759
Capitalized Assets	18.693	16.142	17.927	18.348	18.767
Reserves	25.895	26.382	26.881	27.338	27.824
GASB Reserves	1.594	0.000	0.000	0.000	0.187
<b>Total Deductions from Operating Income:</b>	<b>\$278.843</b>	<b>\$296.672</b>	<b>\$321.122</b>	<b>\$341.788</b>	<b>\$366.538</b>
<b>Total Support to Mass Transit:</b>	<b>\$931.590</b>	<b>\$942.634</b>	<b>\$938.872</b>	<b>\$912.613</b>	<b>\$879.072</b>

**MTA BRIDGES AND TUNNELS**  
**2015 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	<b>Total</b>		
	<b>Hours</b>	<b>\$</b>	<b>%</b>
<b><i>NON-REIMBURSABLE OVERTIME</i></b>			
<u>Scheduled Service</u>	54,290	\$3.412	14.5%
<u>Unscheduled Service</u>	12,811	0.798	3.4%
<u>Programmatic/Routine Maintenance</u>	11,316	0.910	3.9%
<u>Unscheduled Maintenance</u>	10,850	0.873	3.7%
<u>Vacancy/Absentee Coverage</u>	158,411	10.131	43.1%
<u>Weather Emergencies</u>	18,955	1.414	6.0%
<u>Safety/Security/Law Enforcement</u>	29,810	1.869	8.0%
<u>Other</u>	16,073	1.150	4.9%
<u>All Other Departments and Accruals<sup>1</sup></u>	0	2.930	12.5%
Subtotal	<b>312,517</b>	<b>\$23.489</b>	100.0%
<b><i>REIMBURSABLE OVERTIME</i></b>	5,487	\$0.415	
<b>TOTAL OVERTIME</b>	<b>318,004</b>	<b>\$23.903</b>	

<sup>1</sup> Includes overtime for all departments other than Operations and Maintenance, and adjustments to reflect the 28-day payroll lag. Does not include hours.

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2015-2018**  
**Traffic Volume/(Utilization)**  
(in millions)

	<b>2014</b>	<b>2015</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>

**TRAFFIC VOLUME**

Total Traffic Volume

	284.686	283.518	284.781	286.374	288.262
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**TOLL REVENUE**

Total Toll Revenue

	\$1,668.844	\$1,716.309	\$1,737.792	\$1,745.132	\$1,753.919
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**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2015-2018**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents**

FUNCTION/DEPARTMENT	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
<b>Administration</b>					
Executive	10	10	10	10	10
Law <sup>(1)</sup>	19	19	19	19	19
CFO <sup>(2)</sup>	29	30	30	30	30
Technology	54	0	0	0	0
Administration <sup>(3)</sup>	33	33	33	33	33
EEO	2	2	2	2	2
<b>Total Administration</b>	<b>147</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>94</b>
<b>Operations</b>					
Revenue Management	41	41	41	41	41
Operations (Non-Security)	716	716	716	716	716
<b>Total Operations</b>	<b>757</b>	<b>757</b>	<b>757</b>	<b>757</b>	<b>757</b>
<b>Maintenance</b>					
Maintenance	180	183	183	183	183
Operations - Maintainers	173	173	173	173	173
Internal Security - Tech Svcs	13	13	13	13	13
<b>Total Maintenance</b>	<b>366</b>	<b>369</b>	<b>369</b>	<b>369</b>	<b>369</b>
<b>Engineering/Capital</b>					
Engineering & Construction	169	181	181	181	181
Safety & Health	9	9	9	9	9
Law <sup>(1)</sup>	15	15	15	15	15
Planning & Budget Capital	23	23	23	23	23
<b>Total Engineering/Capital</b>	<b>216</b>	<b>228</b>	<b>228</b>	<b>228</b>	<b>228</b>
<b>Public Safety</b>					
Operations (Security)	232	232	232	232	232
Internal Security - Operations	35	36	36	36	36
<b>Total Public Safety</b>	<b>267</b>	<b>268</b>	<b>268</b>	<b>268</b>	<b>268</b>
<b>Total Positions</b>	<b>1,753</b>	<b>1,716</b>	<b>1,716</b>	<b>1,716</b>	<b>1,716</b>
<i>Non-Reimbursable</i>	1,665	1,629	1,629	1,629	1,629
<i>Reimbursable</i>	88	87	87	87	87
<i>Total Full-Time</i>	1,753	1,716	1,716	1,716	1,716
<i>Total Full-Time Equivalents</i>	-	-	-	-	-

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

(3) Includes Administration, Central Control Unit, Human Resources and Labor Relations staff.

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2015-2018**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATIONAL GROUP	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
<b>Administration</b>					
Managers/Supervisors	48	29	29	29	29
Professional, Technical, Clerical	99	65	65	65	65
Operational Hourlies	-	-	-	-	-
<b>Total Administration</b>	<b>147</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>94</b>
<b>Operations</b>					
Managers/Supervisors	195	206	206	206	206
Professional, Technical, Clerical	43	43	43	43	43
Operational Hourlies <sup>(1)</sup>	519	508	508	508	508
<b>Total Operations</b>	<b>757</b>	<b>757</b>	<b>757</b>	<b>757</b>	<b>757</b>
<b>Maintenance</b>					
Managers/Supervisors	13	14	14	14	14
Professional, Technical, Clerical	17	19	19	19	19
Operational Hourlies <sup>(2)</sup>	336	336	336	336	336
<b>Total Maintenance</b>	<b>366</b>	<b>369</b>	<b>369</b>	<b>369</b>	<b>369</b>
<b>Engineering/Capital</b>					
Managers/Supervisors	44	45	45	45	45
Professional, Technical, Clerical	172	183	183	183	183
Operational Hourlies	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>216</b>	<b>228</b>	<b>228</b>	<b>228</b>	<b>228</b>
<b>Public Safety</b>					
Managers/Supervisors	39	43	43	43	43
Professional, Technical, Clerical	30	32	32	32	32
Operational Hourlies <sup>(3)</sup>	198	193	193	193	193
<b>Total Public Safety</b>	<b>267</b>	<b>268</b>	<b>268</b>	<b>268</b>	<b>268</b>
<b>Total Positions</b>					
Managers/Supervisors	339	337	337	337	337
Professional, Technical, Clerical	361	342	342	342	342
Operational Hourlies	1,053	1,037	1,037	1,037	1,037
<b>Total Positions</b>	<b>1,753</b>	<b>1,716</b>	<b>1,716</b>	<b>1,716</b>	<b>1,716</b>

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

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

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

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2015 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Vehicle Toll Revenue	\$124.308	\$114.174	\$137.673	\$144.463	\$154.013	\$152.326	\$152.354	\$157.150	\$146.651	\$152.414	\$141.093	\$139.690	\$1,716.309
Other Operating Revenue	1.382	1.311	1.382	1.446	1.472	1.446	1.561	1.561	1.531	1.463	1.437	1.463	17.454
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.062	0.737
<b>Total Revenue</b>	<b>\$125.751</b>	<b>\$115.547</b>	<b>\$139.116</b>	<b>\$145.970</b>	<b>\$155.547</b>	<b>\$153.834</b>	<b>\$153.976</b>	<b>\$158.772</b>	<b>\$148.243</b>	<b>\$153.938</b>	<b>\$142.592</b>	<b>\$141.215</b>	<b>\$1,734.500</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$11.427	\$10.383	\$11.428	\$11.080	\$11.429	\$11.117	\$11.920	\$11.465	\$11.081	\$11.514	\$11.164	\$17.606	\$141.616
Overtime	2.331	2.228	1.948	1.823	1.872	1.799	1.789	1.775	1.805	1.751	1.906	2.462	23.489
Health and Welfare	2.491	2.510	2.491	2.497	2.491	2.497	2.491	2.491	2.497	2.491	2.497	2.491	29.938
OPEB Current Payment	1.406	1.406	1.406	1.406	1.406	1.406	1.406	1.406	1.406	1.406	1.406	1.406	16.873
Pensions	2.448	2.470	2.448	2.455	2.448	2.455	2.420	2.420	2.427	2.420	2.427	1.537	28.373
Other Fringe Benefits	2.178	0.916	2.386	0.936	0.964	2.357	0.994	0.960	2.355	0.962	0.911	2.832	18.751
Reimbursable Overhead	(0.431)	(0.389)	(0.431)	(0.417)	(0.431)	(0.417)	(0.431)	(0.431)	(0.417)	(0.431)	(0.417)	(0.431)	(5.074)
<b>Total Labor Expenses</b>	<b>\$21.850</b>	<b>\$19.524</b>	<b>\$21.676</b>	<b>\$19.780</b>	<b>\$20.178</b>	<b>\$21.214</b>	<b>\$20.589</b>	<b>\$20.087</b>	<b>\$21.155</b>	<b>\$20.114</b>	<b>\$19.894</b>	<b>\$27.904</b>	<b>\$253.965</b>
<b>Non-Labor:</b>													
Electric Power	\$0.576	\$0.520	\$0.576	\$0.557	\$0.576	\$0.557	\$0.576	\$0.576	\$0.557	\$0.576	\$0.557	\$0.576	\$6.783
Fuel	0.347	0.336	0.347	0.305	0.309	0.179	0.183	0.183	0.179	0.183	0.179	0.183	2.915
Insurance	1.239	1.239	1.239	1.239	1.239	1.334	1.334	1.334	1.334	1.334	1.334	2.430	16.633
Claims	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	5.780	6.251	11.360	8.886	8.296	10.936	8.230	8.906	13.195	8.740	8.777	39.236	138.592
Professional Service Contracts	3.019	2.729	3.344	2.922	3.019	3.247	3.019	3.019	3.252	3.019	2.922	9.036	42.550
Materials & Supplies	0.476	0.446	0.345	0.335	0.312	0.302	0.312	0.312	0.302	0.312	0.302	0.575	4.328
Other Business Expenses	2.515	1.961	1.997	2.547	2.553	2.547	2.554	2.556	2.547	2.060	2.126	3.468	29.429
<b>Total Non-Labor Expenses</b>	<b>\$13.954</b>	<b>\$13.482</b>	<b>\$19.208</b>	<b>\$16.791</b>	<b>\$16.304</b>	<b>\$19.103</b>	<b>\$16.208</b>	<b>\$16.886</b>	<b>\$21.367</b>	<b>\$16.224</b>	<b>\$16.198</b>	<b>\$55.504</b>	<b>\$241.229</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>												
<b>Total Expenses before Depreciation &amp; GASB Adjs.</b>	<b>\$35.804</b>	<b>\$33.006</b>	<b>\$40.884</b>	<b>\$36.572</b>	<b>\$36.482</b>	<b>\$40.317</b>	<b>\$36.797</b>	<b>\$36.973</b>	<b>\$42.522</b>	<b>\$36.338</b>	<b>\$36.092</b>	<b>\$83.407</b>	<b>\$495.194</b>
Add: Depreciation	\$9.484	\$8.566	\$9.484	\$9.178	\$9.484	\$9.178	\$9.484	\$9.484	\$9.178	\$9.484	\$9.178	\$9.484	\$111.667
Add: OPEB Obligation	5.975	5.975	5.975	5.975	5.975	5.975	5.975	5.975	5.975	5.975	5.975	5.975	71.700
<b>Total Expenses/Expenditures</b>	<b>\$51.263</b>	<b>\$47.547</b>	<b>\$56.343</b>	<b>\$51.725</b>	<b>\$51.941</b>	<b>\$55.470</b>	<b>\$52.256</b>	<b>\$52.432</b>	<b>\$57.675</b>	<b>\$51.797</b>	<b>\$51.245</b>	<b>\$98.867</b>	<b>\$678.561</b>
Less: Depreciation	\$9.484	\$8.566	\$9.484	\$9.178	\$9.484	\$9.178	\$9.484	\$9.484	\$9.178	\$9.484	\$9.178	\$9.484	\$111.667
Less: OPEB Obligation	5.975	5.975	5.975	5.975	5.975	5.975	5.975	5.975	5.975	5.975	5.975	5.975	71.700
<b>Total Expenses</b>	<b>\$35.804</b>	<b>\$33.006</b>	<b>\$40.884</b>	<b>\$36.572</b>	<b>\$36.482</b>	<b>\$40.317</b>	<b>\$36.797</b>	<b>\$36.973</b>	<b>\$42.522</b>	<b>\$36.338</b>	<b>\$36.092</b>	<b>\$83.407</b>	<b>\$495.194</b>
<b>Net Income/(Deficit)</b>	<b>\$89.947</b>	<b>\$82.540</b>	<b>\$98.232</b>	<b>\$109.398</b>	<b>\$119.065</b>	<b>\$113.517</b>	<b>\$117.179</b>	<b>\$121.799</b>	<b>\$105.721</b>	<b>\$117.600</b>	<b>\$106.500</b>	<b>\$57.807</b>	<b>\$1,239.306</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2015 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
<b>Revenue</b>													
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	2.379	2.379	2.379	2.386	2.386	2.386	2.386	2.386	2.386	21.451
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$2.379</b>	<b>\$2.379</b>	<b>\$2.379</b>	<b>\$2.386</b>	<b>\$2.386</b>	<b>\$2.386</b>	<b>\$2.386</b>	<b>\$2.386</b>	<b>\$2.386</b>	<b>\$21.451</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$0.000	\$0.000	\$0.000	\$1.082	\$1.082	\$1.082	\$1.082	\$1.082	\$1.082	\$1.082	\$1.082	\$1.082	\$9.741
Overtime	0.000	0.000	0.000	0.041	0.041	0.041	0.048	0.048	0.048	0.048	0.048	0.048	0.415
Health and Welfare	0.000	0.000	0.000	0.252	0.252	0.252	0.252	0.252	0.252	0.252	0.252	0.252	2.269
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.299	0.299	0.299	0.299	0.299	0.299	0.299	0.299	0.299	2.688
Other Fringe Benefits	0.000	0.000	0.000	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.140	1.264
Reimbursable Overhead	0.000	0.000	0.000	0.564	0.564	0.564	0.564	0.564	0.564	0.564	0.564	0.564	5.074
<b>Total Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$2.379</b>	<b>\$2.379</b>	<b>\$2.379</b>	<b>\$2.386</b>	<b>\$2.386</b>	<b>\$2.386</b>	<b>\$2.386</b>	<b>\$2.386</b>	<b>\$2.386</b>	<b>\$21.451</b>
<b>Non-Labor:</b>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>												
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>												
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$2.379</b>	<b>\$2.379</b>	<b>\$2.379</b>	<b>\$2.386</b>	<b>\$2.386</b>	<b>\$2.386</b>	<b>\$2.386</b>	<b>\$2.386</b>	<b>\$2.386</b>	<b>\$21.451</b>
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Add: OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$2.379</b>	<b>\$2.379</b>	<b>\$2.379</b>	<b>\$2.386</b>	<b>\$2.386</b>	<b>\$2.386</b>	<b>\$2.386</b>	<b>\$2.386</b>	<b>\$2.386</b>	<b>\$21.451</b>
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Less: OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$2.379</b>	<b>\$2.379</b>	<b>\$2.379</b>	<b>\$2.386</b>	<b>\$2.386</b>	<b>\$2.386</b>	<b>\$2.386</b>	<b>\$2.386</b>	<b>\$2.386</b>	<b>\$21.451</b>
<b>Net Income/(Deficit)</b>	<b>\$0.000</b>												

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2015 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

**NON-REIMBURSABLE/ REIMBURSABLE**  
(Page 1 of 2)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Vehicle Toll Revenue	124.308	114.174	137.673	144.463	154.013	152.326	152.354	157.150	146.651	152.414	141.093	139.690	1,716.309
Other Operating Revenue	1.382	1.311	1.382	1.446	1.472	1.446	1.561	1.561	1.531	1.463	1.437	1.463	17.454
Capital and Other Reimbursements	0.000	0.000	0.000	2.379	2.379	2.379	2.386	2.386	2.386	2.386	2.386	2.386	21.451
Investment Income	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.062	0.737
<b>Total Revenue</b>	<b>\$125.751</b>	<b>\$115.547</b>	<b>\$139.116</b>	<b>\$148.349</b>	<b>\$157.926</b>	<b>\$156.212</b>	<b>\$156.362</b>	<b>\$161.158</b>	<b>\$150.629</b>	<b>\$156.324</b>	<b>\$144.978</b>	<b>\$143.601</b>	<b>\$1,755.951</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$11.427	\$10.383	\$11.428	\$12.162	\$12.511	\$12.200	\$13.002	\$12.548	\$12.164	\$12.597	\$12.246	\$18.689	\$151.357
Overtime	2.331	2.228	1.948	1.864	1.913	1.840	1.837	1.824	1.854	1.800	1.954	2.511	23.903
Health and Welfare	2.491	2.510	2.491	2.750	2.743	2.750	2.743	2.743	2.750	2.743	2.750	2.743	32.207
OPEB Current Payment	1.406	1.406	1.406	1.406	1.406	1.406	1.406	1.406	1.406	1.406	1.406	1.406	16.873
Pensions	2.448	2.470	2.448	2.754	2.746	2.754	2.719	2.719	2.726	2.719	2.726	1.836	31.061
Other Fringe Benefits	2.178	0.916	2.386	1.077	1.104	2.497	1.134	1.101	2.496	1.102	1.052	2.972	20.015
Reimbursable Overhead	(0.431)	(0.389)	(0.431)	0.147	0.133	0.147	0.133	0.133	0.147	0.133	0.147	0.133	0.000
<b>Total Labor Expenses</b>	<b>\$21.850</b>	<b>\$19.524</b>	<b>\$21.676</b>	<b>\$22.159</b>	<b>\$22.557</b>	<b>\$23.593</b>	<b>\$22.975</b>	<b>\$22.473</b>	<b>\$23.541</b>	<b>\$22.499</b>	<b>\$22.280</b>	<b>\$30.289</b>	<b>\$275.416</b>
<b>Non-Labor:</b>													
Electric Power	\$0.576	\$0.520	\$0.576	\$0.557	\$0.576	\$0.557	\$0.576	\$0.576	\$0.557	\$0.576	\$0.557	\$0.576	\$6.783
Fuel	0.347	0.336	0.347	0.305	0.309	0.179	0.183	0.183	0.179	0.183	0.179	0.183	2.915
Insurance	1.239	1.239	1.239	1.239	1.239	1.334	1.334	1.334	1.334	1.334	1.334	2.430	16.633
Claims	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	5.780	6.251	11.360	8.886	8.296	10.936	8.230	8.906	13.195	8.740	8.777	39.236	138.592
Professional Service Contracts	3.019	2.729	3.344	2.922	3.019	3.247	3.019	3.019	3.252	3.019	2.922	9.036	42.550
Materials & Supplies	0.476	0.446	0.345	0.335	0.312	0.302	0.312	0.312	0.302	0.312	0.302	0.575	4.328
Other Business Expenses	2.515	1.961	1.997	2.547	2.553	2.547	2.554	2.556	2.547	2.060	2.126	3.468	29.429
<b>Total Non-Labor Expenses</b>	<b>\$13.954</b>	<b>\$13.482</b>	<b>\$19.208</b>	<b>\$16.791</b>	<b>\$16.304</b>	<b>\$19.103</b>	<b>\$16.208</b>	<b>\$16.886</b>	<b>\$21.367</b>	<b>\$16.224</b>	<b>\$16.198</b>	<b>\$55.504</b>	<b>\$241.229</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>												
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$35.804</b>	<b>\$33.006</b>	<b>\$40.884</b>	<b>\$38.950</b>	<b>\$38.861</b>	<b>\$42.695</b>	<b>\$39.183</b>	<b>\$39.359</b>	<b>\$44.908</b>	<b>\$38.724</b>	<b>\$38.477</b>	<b>\$85.793</b>	<b>\$516.645</b>
Add: Depreciation	\$9.484	\$8.566	\$9.484	\$9.178	\$9.484	\$9.178	\$9.484	\$9.484	\$9.178	\$9.484	\$9.178	\$9.484	\$111.667
Add: OPEB Obligation	5.975	5.975	5.975	5.975	5.975	5.975	5.975	5.975	5.975	5.975	5.975	5.975	71.700
<b>Total Expenses</b>	<b>\$51.263</b>	<b>\$47.547</b>	<b>\$56.343</b>	<b>\$54.103</b>	<b>\$54.320</b>	<b>\$57.849</b>	<b>\$54.642</b>	<b>\$54.818</b>	<b>\$60.061</b>	<b>\$54.183</b>	<b>\$53.631</b>	<b>\$101.252</b>	<b>\$700.012</b>
Less: Depreciation	(\$9.484)	(\$8.566)	(\$9.484)	(\$9.178)	(\$9.484)	(\$9.178)	(\$9.484)	(\$9.484)	(\$9.178)	(\$9.484)	(\$9.178)	(\$9.484)	(\$111.667)
Less: OPEB Obligation	(5.975)	(5.975)	(5.975)	(5.975)	(5.975)	(5.975)	(5.975)	(5.975)	(5.975)	(5.975)	(5.975)	(5.975)	(71.700)
<b>Total Expenses</b>	<b>\$35.804</b>	<b>\$33.006</b>	<b>\$40.884</b>	<b>\$38.950</b>	<b>\$38.861</b>	<b>\$42.695</b>	<b>\$39.183</b>	<b>\$39.359</b>	<b>\$44.908</b>	<b>\$38.724</b>	<b>\$38.477</b>	<b>\$85.793</b>	<b>\$516.645</b>
<b>Net Income/(Deficit)</b>	<b>\$89.947</b>	<b>\$82.540</b>	<b>\$98.232</b>	<b>\$109.398</b>	<b>\$119.065</b>	<b>\$113.517</b>	<b>\$117.179</b>	<b>\$121.799</b>	<b>\$105.721</b>	<b>\$117.600</b>	<b>\$106.500</b>	<b>\$57.807</b>	<b>\$1,239.306</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2015 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE (Page 2 of 2)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Baseline Net Income/(Deficit)</b>	<b>\$89.947</b>	<b>\$82.540</b>	<b>\$98.232</b>	<b>\$109.398</b>	<b>\$119.065</b>	<b>\$113.517</b>	<b>\$117.179</b>	<b>\$121.799</b>	<b>\$105.721</b>	<b>\$117.600</b>	<b>\$106.500</b>	<b>\$57.807</b>	<b>\$1,239.306</b>
<u>Deductions from Income:</u>													
Less: Capitalized Assets	\$1.345	\$1.345	\$1.345	\$1.345	\$1.345	\$1.345	\$1.345	\$1.345	\$1.345	\$1.345	\$1.345	\$1.345	\$16.142
Reserves	2.241	2.024	2.241	2.168	2.241	2.168	2.241	2.241	2.168	2.241	2.168	2.241	26.382
<b>Adjusted Baseline Net Income/(Deficit)</b>	<b>\$86.361</b>	<b>\$79.171</b>	<b>\$94.646</b>	<b>\$105.885</b>	<b>\$115.479</b>	<b>\$110.003</b>	<b>\$113.593</b>	<b>\$118.213</b>	<b>\$102.208</b>	<b>\$114.015</b>	<b>\$102.987</b>	<b>\$54.222</b>	<b>\$1,196.782</b>
Less: Debt Service	\$53.029	\$53.029	\$53.029	\$53.029	\$53.029	\$53.029	\$53.029	\$53.029	\$53.029	\$53.029	\$53.029	\$53.029	\$636.351
<b>Income Available for Distribution</b>	<b>\$33.332</b>	<b>\$26.142</b>	<b>\$41.617</b>	<b>\$52.856</b>	<b>\$62.450</b>	<b>\$56.974</b>	<b>\$60.564</b>	<b>\$65.184</b>	<b>\$49.179</b>	<b>\$60.985</b>	<b>\$49.957</b>	<b>\$1.192</b>	<b>\$560.431</b>
<b>Distributable To:</b>													
MTA - Investment Income	\$0.061	\$0.061	\$0.061	\$0.061	\$0.061	\$0.061	\$0.061	\$0.061	\$0.061	\$0.061	\$0.061	\$0.062	\$0.737
MTA - Distributable Income	21.507	17.912	25.650	31.271	36.069	33.331	35.122	37.432	29.429	35.333	29.819	5.436	338.312
NYCT - Distributable Income	11.763	8.168	15.906	21.527	26.324	23.587	25.378	27.688	19.685	25.589	20.075	(4.308)	221.383
<b>Total Distributable Income:</b>	<b>\$33.332</b>	<b>\$26.142</b>	<b>\$41.617</b>	<b>\$52.860</b>	<b>\$62.454</b>	<b>\$56.979</b>	<b>\$60.561</b>	<b>\$65.181</b>	<b>\$49.176</b>	<b>\$60.983</b>	<b>\$49.955</b>	<b>\$1.190</b>	<b>\$560.431</b>
<b>Cash Transfers:</b>													
MTA - Investment Income	\$0.000	\$0.162	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.162
MTA - Transfers	0.000	54.000	16.121	23.085	28.144	32.462	29.998	31.610	33.689	26.487	31.800	31.576	338.970
NYCT - Transfers	0.000	35.000	7.352	14.315	19.375	23.692	21.228	22.840	24.919	17.717	23.030	13.996	223.463
<b>Total Cash Transfers:</b>	<b>\$0.000</b>	<b>\$89.162</b>	<b>\$23.473</b>	<b>\$37.400</b>	<b>\$47.519</b>	<b>\$56.154</b>	<b>\$51.226</b>	<b>\$54.450</b>	<b>\$58.608</b>	<b>\$44.203</b>	<b>\$54.829</b>	<b>\$45.572</b>	<b>\$562.595</b>
<b>SUPPORT TO MASS TRANSIT:</b>													
Total Revenues	\$125.751	\$115.547	\$139.116	\$148.349	\$157.926	\$156.212	\$156.362	\$161.158	\$150.629	\$156.324	\$144.978	\$143.601	\$1,755.951
Less: Net Operating Expenses	35.804	33.006	40.884	38.950	38.861	42.695	39.183	39.359	44.908	38.724	38.477	85.793	516.645
<b>Net Operating Income:</b>	<b>\$89.947</b>	<b>\$82.540</b>	<b>\$98.232</b>	<b>\$109.398</b>	<b>\$119.065</b>	<b>\$113.517</b>	<b>\$117.179</b>	<b>\$121.799</b>	<b>\$105.721</b>	<b>\$117.600</b>	<b>\$106.500</b>	<b>\$57.807</b>	<b>\$1,239.306</b>
<b>Deductions from Operating Income:</b>													
B&T Debt Service	\$21.179	\$21.179	\$21.179	\$21.179	\$21.179	\$21.179	\$21.179	\$21.179	\$21.179	\$21.179	\$21.179	\$21.179	\$254.148
Capitalized Assets	1.345	1.345	1.345	1.345	1.345	1.345	1.345	1.345	1.345	1.345	1.345	1.345	16.142
Reserves	2.241	2.024	2.241	2.168	2.241	2.168	2.241	2.241	2.168	2.241	2.168	2.241	26.382
<b>Total Deductions from Operating Income</b>	<b>\$24.765</b>	<b>\$24.548</b>	<b>\$24.765</b>	<b>\$24.693</b>	<b>\$24.765</b>	<b>\$24.693</b>	<b>\$24.765</b>	<b>\$24.765</b>	<b>\$24.693</b>	<b>\$24.765</b>	<b>\$24.693</b>	<b>\$24.765</b>	<b>\$296.672</b>
<b>Total Support to Mass Transit:</b>	<b>\$65.182</b>	<b>\$57.992</b>	<b>\$73.467</b>	<b>\$84.706</b>	<b>\$94.300</b>	<b>\$88.824</b>	<b>\$92.414</b>	<b>\$97.034</b>	<b>\$81.029</b>	<b>\$92.836</b>	<b>\$81.808</b>	<b>\$33.043</b>	<b>\$942.634</b>

MTA Bridges and Tunnels  
February Financial Plan - 2015 Adopted Budget  
Overtime - Non-Reimbursable/Reimbursable Basis  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>NON-REIMBURSABLE OVERTIME</b>													
<b>OPERATIONS &amp; MAINTENANCE</b>													
<u>Scheduled Service</u>	\$0.272	\$0.277	\$0.276	\$0.275	\$0.300	\$0.271	\$0.270	\$0.272	\$0.306	\$0.271	\$0.354	\$0.268	\$3.412
<u>Unscheduled Service</u>	0.066	0.064	0.063	0.064	0.067	0.064	0.069	0.065	0.068	0.066	0.075	0.069	0.798
<u>Programmatic/Routine Maintenance</u>	0.075	0.075	0.074	0.075	0.075	0.078	0.080	0.073	0.075	0.077	0.077	0.076	0.910
<u>Unscheduled Maintenance</u>	0.072	0.072	0.068	0.073	0.073	0.073	0.073	0.073	0.073	0.073	0.073	0.073	0.873
<u>Vacancy/Absentee Coverage</u>	0.809	0.802	0.782	0.859	0.887	0.854	0.861	0.858	0.846	0.834	0.863	0.877	10.131
<u>Weather Emergencies</u>	0.517	0.429	0.209	0.020	0.005	0.005	0.005	0.005	0.005	0.005	0.029	0.182	1.414
<u>Safety/Security/Law Enforcement</u>	0.147	0.144	0.145	0.160	0.160	0.160	0.159	0.160	0.159	0.159	0.157	0.159	1.869
<u>Other</u>	0.121	0.120	0.126	0.092	0.094	0.094	0.085	0.084	0.084	0.084	0.084	0.083	1.150
<u>All Other Departments and Accruals<sup>1</sup></u>	0.254	0.246	0.218	0.200	0.207	0.197	0.186	0.185	0.188	0.182	0.194	0.675	2.930
<b>Sub-Total</b>	<b>\$2.331</b>	<b>\$2.228</b>	<b>\$1.961</b>	<b>\$1.819</b>	<b>\$1.867</b>	<b>\$1.795</b>	<b>\$1.789</b>	<b>\$1.775</b>	<b>\$1.805</b>	<b>\$1.751</b>	<b>\$1.906</b>	<b>\$2.462</b>	<b>\$23.489</b>
<b>REIMBURSABLE OVERTIME</b>	\$0.000	\$0.000	\$0.000	\$0.041	\$0.041	\$0.041	\$0.048	\$0.048	\$0.048	\$0.048	\$0.048	\$0.048	\$0.415
<b>TOTAL NR &amp; R OVERTIME</b>	<b>\$2.331</b>	<b>\$2.228</b>	<b>\$1.961</b>	<b>\$1.860</b>	<b>\$1.909</b>	<b>\$1.836</b>	<b>\$1.837</b>	<b>\$1.824</b>	<b>\$1.854</b>	<b>\$1.800</b>	<b>\$1.954</b>	<b>\$2.511</b>	<b>\$23.903</b>

<sup>1</sup> Includes overtime for all departments other than Operations and Maintenance, and adjustments to reflect the 28-day payroll lag. Does not include hours.

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2015 Adopted Budget**  
**Traffic/(Utilization)**  
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><u>Traffic Volume</u></b>													
Total Traffic Volume	21.307	19.614	23.388	23.596	25.147	24.868	24.938	25.690	23.998	24.936	23.125	22.909	283.518
<b><u>Toll Revenue</u></b>													
Total Toll Revenue	\$124.308	\$114.174	\$137.673	\$144.463	\$154.013	\$152.326	\$152.354	\$157.150	\$146.651	\$152.414	\$141.093	\$139.690	\$1,716.309

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2015 Adopted Budget**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents**

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Executive	10	10	10	10	10	10	10	10	10	10	10	10
Law <sup>(1)</sup>	19	19	19	19	19	19	19	19	19	19	19	19
CFO <sup>(2)</sup>	29	29	29	29	29	29	30	30	30	30	30	30
Administration <sup>(3)</sup>	33	33	33	33	33	33	33	33	33	33	33	33
EEO	2	2	2	2	2	2	2	2	2	2	2	2
<b>Total Administration</b>	<b>93</b>	<b>93</b>	<b>93</b>	<b>93</b>	<b>93</b>	<b>93</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>94</b>
<b>Operations</b>												
Revenue Management	41	41	41	41	41	41	41	41	41	41	41	41
Operations (Non-Security)	716	716	716	716	716	716	716	716	716	716	716	716
<b>Total Operations</b>	<b>757</b>											
<b>Maintenance</b>												
Maintenance	181	181	181	181	181	181	183	183	183	183	183	183
Operations - Maintainers	173	173	173	173	173	173	173	173	173	173	173	173
Internal Security - Tech Svcs	13	13	13	13	13	13	13	13	13	13	13	13
<b>Total Maintenance</b>	<b>367</b>	<b>367</b>	<b>367</b>	<b>367</b>	<b>367</b>	<b>367</b>	<b>369</b>	<b>369</b>	<b>369</b>	<b>369</b>	<b>369</b>	<b>369</b>
<b>Engineering/Capital</b>												
Engineering & Construction	178	178	178	178	178	178	181	181	181	181	181	181
Safety & Health	9	9	9	9	9	9	9	9	9	9	9	9
Law <sup>(1)</sup>	15	15	15	15	15	15	15	15	15	15	15	15
Planning & Budget Capital	23	23	23	23	23	23	23	23	23	23	23	23
<b>Total Engineering/Capital</b>	<b>225</b>	<b>225</b>	<b>225</b>	<b>225</b>	<b>225</b>	<b>225</b>	<b>228</b>	<b>228</b>	<b>228</b>	<b>228</b>	<b>228</b>	<b>228</b>
<b>Public Safety</b>												
Operations (Security)	232	232	232	232	232	232	232	232	232	232	232	232
Internal Security - Operations	35	35	35	35	35	35	36	36	36	36	36	36
<b>Total Public Safety</b>	<b>267</b>	<b>267</b>	<b>267</b>	<b>267</b>	<b>267</b>	<b>267</b>	<b>268</b>	<b>268</b>	<b>268</b>	<b>268</b>	<b>268</b>	<b>268</b>
<b>Total Positions</b>	<b>1,709</b>	<b>1,709</b>	<b>1,709</b>	<b>1,709</b>	<b>1,709</b>	<b>1,709</b>	<b>1,716</b>	<b>1,716</b>	<b>1,716</b>	<b>1,716</b>	<b>1,716</b>	<b>1,716</b>
<i>Non-Reimbursable</i>	1,622	1,622	1,622	1,622	1,622	1,622	1,629	1,629	1,629	1,629	1,629	1,629
<i>Reimbursable</i>	87	87	87	87	87	87	87	87	87	87	87	87
<i>Total Full-Time</i>	1,709	1,709	1,709	1,709	1,709	1,709	1,716	1,716	1,716	1,716	1,716	1,716
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-	-	-	-	-	-	-

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

(3) Includes Administration, Central Control Unit, Human Resources and Labor Relations staff.

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2015 Adopted Budget**  
**Total Positions by Function and Occupation**

<b>FUNCTION/OCCUPATION</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Administration</b>												
Managers/Supervisors	29	29	29	29	29	29	29	29	29	29	29	29
Professional, Technical, Clerical	64	64	64	64	64	64	65	65	65	65	65	65
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Administration</b>	<b>93</b>	<b>93</b>	<b>93</b>	<b>93</b>	<b>93</b>	<b>93</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>94</b>
<b>Operations</b>												
Managers/Supervisors	206	206	206	206	206	206	206	206	206	206	206	206
Professional, Technical, Clerical	43	43	43	43	43	43	43	43	43	43	43	43
Operational Hourlies <sup>(1)</sup>	508	508	508	508	508	508	508	508	508	508	508	508
<b>Total Operations</b>	<b>757</b>											
<b>Maintenance</b>												
Managers/Supervisors	13	13	13	13	13	13	14	14	14	14	14	14
Professional, Technical, Clerical	18	18	18	18	18	18	19	19	19	19	19	19
Operational Hourlies <sup>(2)</sup>	336	336	336	336	336	336	336	336	336	336	336	336
<b>Total Maintenance</b>	<b>367</b>	<b>367</b>	<b>367</b>	<b>367</b>	<b>367</b>	<b>367</b>	<b>369</b>	<b>369</b>	<b>369</b>	<b>369</b>	<b>369</b>	<b>369</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	44	44	44	44	44	44	45	45	45	45	45	45
Professional, Technical, Clerical	181	181	181	181	181	181	183	183	183	183	183	183
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>225</b>	<b>225</b>	<b>225</b>	<b>225</b>	<b>225</b>	<b>225</b>	<b>228</b>	<b>228</b>	<b>228</b>	<b>228</b>	<b>228</b>	<b>228</b>
<b>Public Safety</b>												
Managers/Supervisors	43	43	43	43	43	43	43	43	43	43	43	43
Professional, Technical, Clerical	31	31	31	31	31	31	32	32	32	32	32	32
Operational Hourlies <sup>(3)</sup>	193	193	193	193	193	193	193	193	193	193	193	193
<b>Total Public Safety</b>	<b>267</b>	<b>267</b>	<b>267</b>	<b>267</b>	<b>267</b>	<b>267</b>	<b>268</b>	<b>268</b>	<b>268</b>	<b>268</b>	<b>268</b>	<b>268</b>
<b>Total Positions</b>												
Managers/Supervisors	335	335	335	335	335	335	337	337	337	337	337	337
Professional, Technical, Clerical	337	337	337	337	337	337	342	342	342	342	342	342
Operational Hourlies	1,037	1,037	1,037	1,037	1,037	1,037	1,037	1,037	1,037	1,037	1,037	1,037
<b>Total Positions</b>	<b>1,709</b>	<b>1,709</b>	<b>1,709</b>	<b>1,709</b>	<b>1,709</b>	<b>1,709</b>	<b>1,716</b>	<b>1,716</b>	<b>1,716</b>	<b>1,716</b>	<b>1,716</b>	<b>1,716</b>

(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**

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## **Capital Program Project Status Report January 2015**



MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
STATUS REPORT  
JANUARY 31, 2015

Introduction

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

2015 Overview

In 2015, Bridges and Tunnels plans to commit \$412.9 million. There are several significant commitments planned for this year (See *Attachment 2 – 2015 Major Commitments*), the largest of which are:

- At the Queens Midtown Tunnel the following will be committed under a single integrated construction contract
  - ED010240, Restore Queens Midtown Tunnel, Structural for \$100.1 million
  - ED040281, Restore Queens Midtown Tunnel control and communications system, CCTV, traffic signals for \$54.0 million
  - ED050203, Queens Midtown Tunnel Environmental Cleanup – Phase 2 for \$24.1 million
  - D601QM40, Tunnel Wall and Ceiling Repairs and Leak Control – Phase 1 for \$62.0 million

In 2015, Bridges and Tunnels plans to complete ten projects totaling \$208.5 million. The largest project in the completion plan is BW89, Deck Replacement – Elevated and On Grade Queens Approach at Bronx-Whitestone Bridge for \$142.5 million.

Year to Date Progress

Commitments

In January, 3 commitments with a total value of \$9.5 million were awarded (See *Attachment 1, 2015 Commitment Chart; Attachment 7 – 2015 Commitment Plan*).

Completions

There was one project completed in January as planned, BW89 Deck Replacement – Elevated and On Grade Queens Approach at Bronx-Whitestone Bridge for \$142.5 million. (See *Attachment 3 - 2015 Completion Chart; Attachment 4 – 2015 Major Project Completions; Attachment 5 - 2015 Project Completion Plan*).

Close-outs

There was one task level closeout in January for \$3.7 million. (See *Attachment 6 – 2014 Task Level Closeouts*).

Award Date Changes for Remaining Commitments

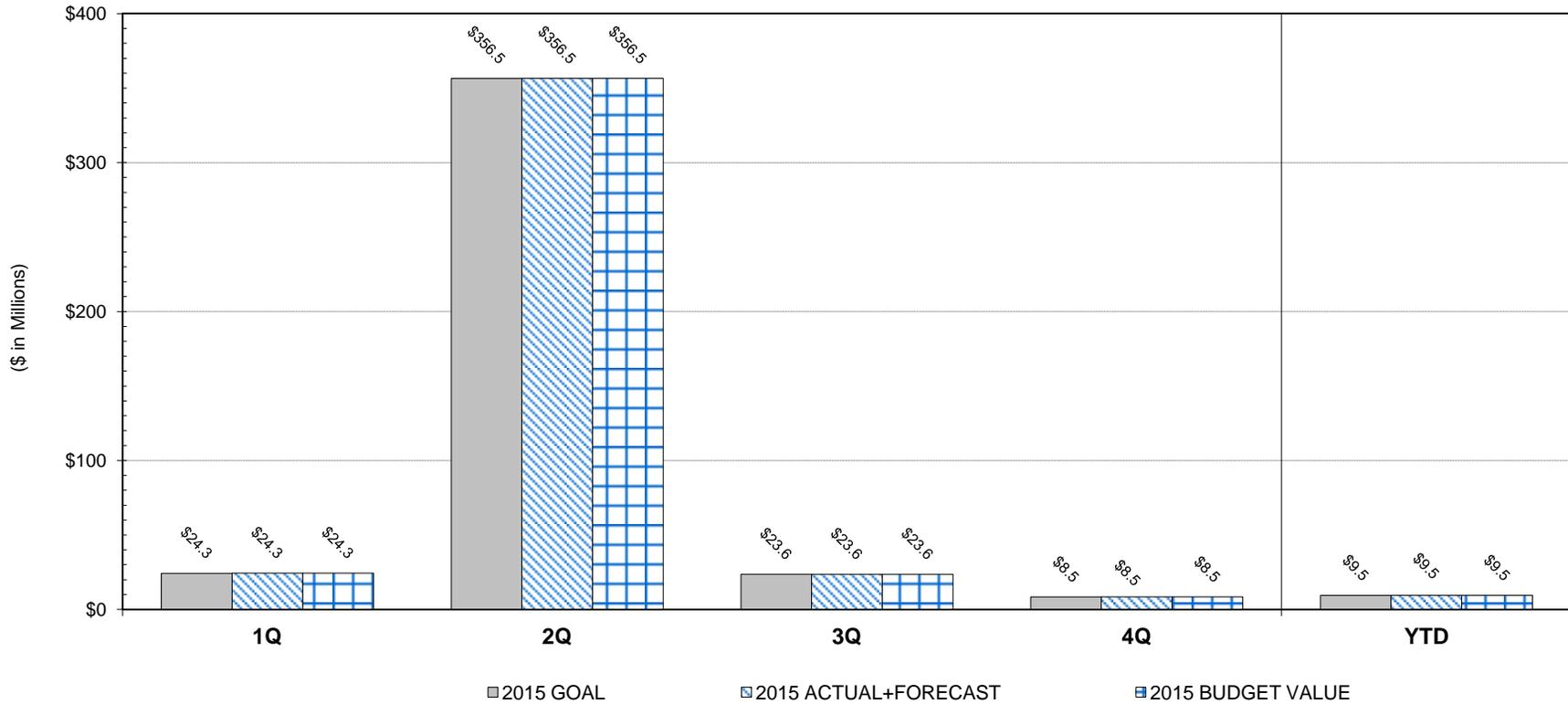
There were no changes for remaining commitments.

Completion Date Changes for Remaining Projects

There were no changes for remaining completions.

**MTA Bridges and Tunnels**  
**Commitments as of January 31, 2015**

2015 Budget Goal:	\$412.9	
2015 Annual Forecast	\$412.9	
YTD Goal:	\$9.5	
YTD Actual:	\$9.5	(100.0% of YTD Goal)
YTD Budgeted Value:	\$9.5	(100.0% of YTD Goal)
Left to Commit:	\$403.5	

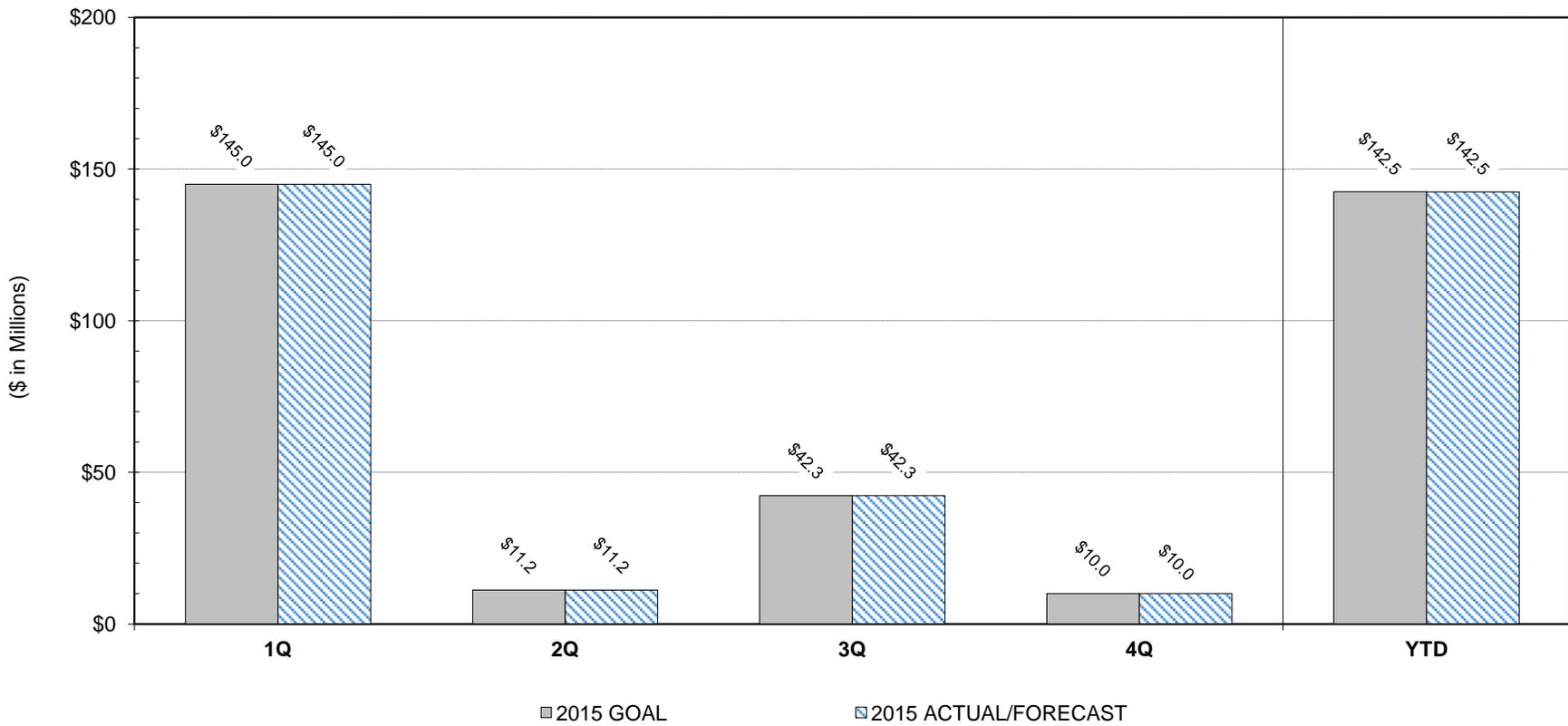


### MTA Bridges and Tunnels: Status of Major Commitments as of January 31, 2015

Project		Budget (\$ in Millions)			Award Date			Notes
		2015 Goal	Actual / Forecast*	Budgeted Value	2015 Goal	Advertisement Date	Actual / Forecast	
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control - Construction Phase I	\$62.0	\$62.0	\$62.0	Apr-15	Nov-14	Apr-15	F
ED010240	Restore Queens Midtown Tunnel - Structural - Construction	\$100.1	\$100.1	\$100.1	Apr-15	Nov-14	Apr-15	F
ED040281	Restore QMT Cntrl/Comm Sys, CCTV,Traffic Signals - Construction	\$54.0	\$54.0	\$54.0	Apr-15	Nov-14	Apr-15	F
ED050203	Queens Midtown Tunnel Environmental Cleanup - Construction Phase II	\$24.1	\$24.1	\$24.1	Apr-15	Nov-14	Jun-15	F
D702RK23	Construction of New Harlem River Drive Ramp - MOU	\$15.0	\$15.0	\$15.0	Jun-15	N/A	Jun-15	F
D701MP16	Miscellaneous Steel Repairs & Structural Rehabilitation - Construction	\$21.8	\$21.8	\$21.8	Jun-15	Feb-15	Jun-15	F
D707MP16	Painting of MPB Roadway Structures - Construction	\$17.0	\$17.0	\$17.0	Jun-15	Feb-15	Jun-15	F
D704MP03	Rehabilitation of Programmable Logic Controller & Mechanical System - Construction	\$24.3	\$24.3	\$24.3	Jun-15	Feb-15	Jun-15	F

### MTA Bridges and Tunnels Completions as of January 31, 2015

2015 Budget Goal:	\$208.5
2015 Annual Forecast:	\$208.5
YTD Goal:	\$142.5
YTD Actual:	\$142.5 (100.0% of YTD Goal)
Left to Complete:	\$66.0



## MTA Bridges and Tunnels: Status of Major Completions as of January 31, 2015

Project	Budget (\$ in Millions)		Completions Status		Completion Date		Notes
	2015 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2015 Goal	Actual / Forecast	
D604BW15 Necklace Lighting	\$12.5	\$12.5	48%	0%	Jul-15	Jul-15	F
D601MP06 Substructure & Underwater Scour Protection	\$26.5	\$26.5	34%	0%	Jul-15	Jul-15	F
D602BW89C Deck Replacement - Elevated and On Grade Approach	\$142.5	\$142.5	95%	0%	Jan-15	Jan-15	A

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

**MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2015 PROJECT COMPLETIONS**

Project ID (ACEP)	Project Description	Type	Goal End Date	Goal Value	Budgeted Value	Actual End Date	Actual Value	Forecast End Date	Forecast Value
D602BW89C	Deck Replacement - Elevated and On Grade Approach	Project	Jan-15	\$142,452,247	\$142,452,247	Jan-15	\$142,452,247		
			<b>Jan-15 Total</b>	\$142,452,247	\$142,452,247				
D601MP16	Miscellaneous Steel Repairs	Design	Mar-15	\$2,512,355	\$2,512,355			Mar-15	\$2,512,355
			<b>Mar-15 Total</b>	\$2,512,355	\$2,512,355				
D601TN60	Anchorage Dehumidification	Design	Apr-15	\$3,297,137	\$3,297,137			Apr-15	\$3,297,137
			<b>Apr-15 Total</b>	\$3,297,137	\$3,297,137				
ED010209	Restore VNB Tower Base Electrical/Lighting System & Pedestrian Access	Project	May-15	\$1,794,604	\$1,794,604			May-15	\$1,794,604
			<b>May-15 Total</b>	\$1,794,604	\$1,794,604				
D601RK19	Seismic and Wind Study	Study	Jun-15	\$6,097,047	\$6,097,047			Jun-15	\$6,097,047
			<b>Jun-15 Total</b>	\$6,097,047	\$6,097,047				
D604BW15	Necklace Lighting	Project	Jul-15	\$12,472,013	\$12,472,013			Jul-15	\$12,472,013
D601MP06	Substructure & Underwater Scour Protection	Project	Jul-15	\$26,499,451	\$26,499,451			Jul-15	\$26,499,451
			<b>Jul-15 Total</b>	\$38,971,463	\$38,971,463				
D601BW07	Tower and Pier Fender Protection	Study	Sep-15	\$3,308,868	\$3,308,868			Sep-15	\$3,308,868
			<b>Sep-15 Total</b>	\$3,308,868	\$3,308,868				
D601HH89	Skewbacks Retrofit	Design	Oct-15	\$5,730,000	\$5,730,000			Oct-15	\$5,730,000
			<b>Oct-15 Total</b>	\$5,730,000	\$5,730,000				
D604QM81	Controls / Communication System	Design	Nov-15	\$4,305,012	\$4,305,012			Nov-15	\$4,305,012
			<b>Nov-15 Total</b>	\$4,305,012	\$4,305,012				
			<b>Grand Total</b>	<b>\$208,468,734</b>	<b>\$208,468,734</b>	<b>Total</b>	<b>\$142,452,247</b>	<b>Remaining</b>	<b>\$66,016,487</b>

**2015 TASK LEVEL CLOSEOUTS**

<b>PROJECT</b>	<b>PROJECT DESCRIPTION</b>	<b>TASK</b>	<b>TASK DESCRIPTION</b>	<b>CLOSEOUT WAR</b>	<b>CERTIFICATE DATE</b>	<b>CERTIFICATE AMOUNT</b>
D503HH85	Upper Level Toll Plaza Deck	D01846	Design (PSC-04-2726)	D00000980F	13-Jan-2015	\$3,737,893.67

<b>Total</b>	<b>1</b>	<b>\$3,737,893.67</b>
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MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2015 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

ACEP	Project Description	Task	IMPACT Task	Task Description	Goal Start	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast	Forecast Value
					Date			Date		Start Date	
D602MP21	Rehabilitate Rockaway Point Blvd	D03210	D03210	Design/Build	Jan-15	\$8,495,550	\$8,495,550	Jan-15	\$8,495,550		
D601QM18	Entrance and Exit Plazas Structural Rehabilitation	D02947	D02947	Design During Cns.(PSC-10-2890)	Jan-15	\$417,965	\$417,965	Jan-15	\$417,965		
D602VN80	Replace Upper Level Suspended Span	D03291	D03291	Operations F/A	Jan-15	\$572,000	\$572,000	Jan-15	\$572,000		
					<b>Jan-15 Total</b>	<b>\$9,485,515</b>	<b>\$9,485,515</b>				
D602VN03	Toll Plaza - East & West Bound Ramps Improvements	D03281	D03281	Incentive for Early Completion	Feb-15	\$1,335,000	\$1,335,000			Feb-15	\$1,335,000
D606AW22	Miscellaneous	D03290	D03290	BCOR Review- HH88B	Feb-15	\$138,600	\$138,600			Feb-15	\$138,600
ED010228	Restore Hugh L. Carey Tunnel - Structural	E02988	E02988	SBMP-BB28X1-Tunnel Vent Doors	Feb-15	\$1,173,910	\$1,173,910			Feb-15	\$1,173,910
D602HH88	Replace Upper & Lower Level Plza & Southbnd. Appr.	D03238	D03238	ORT-Gantry Installation	Feb-15	\$9,365,306	\$9,365,306			Feb-15	\$9,365,306
D602MP21	Rehabilitate Rockaway Point Blvd	D02997	D02997	Dsgn During Cns.	Feb-15	\$158,845	\$158,845			Feb-15	\$158,845
ED010240	Restore Queens Midtown Tunnel - Structural	E02990	E02990	SBMP-QM40X2-Remove Ceiling Tiles	Feb-15	\$2,500,000	\$2,500,000			Feb-15	\$2,500,000
					<b>Feb-15 Total</b>	<b>\$14,671,661</b>	<b>\$14,671,661</b>				
D606AW22	Miscellaneous	D03289	D03289	BCOR Review- HH89	Mar-15	\$165,000	\$165,000			Mar-15	\$165,000
					<b>Mar-15 Total</b>	<b>\$165,000</b>	<b>\$165,000</b>				
D601QM18	Entrance and Exit Plazas Structural Rehabilitation	D02669	D02669	Constr. - Ph.1 Manhattan	Apr-15	\$7,395,819	\$7,395,819			Apr-15	\$7,395,819
D601QM18	Entrance and Exit Plazas Structural Rehabilitation	D03273	D03273	Operations F/A	Apr-15	\$30,850	\$30,850			Apr-15	\$30,850
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control	D03270	D03270	TEA Services	Apr-15	\$853,710	\$853,710			Apr-15	\$853,710
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control	D02680	D02680	Const. - Ph.1	Apr-15	\$62,000,000	\$62,000,000			Apr-15	\$62,000,000
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	D03046	D03046	NYC Traffic Enforcmnt Support (TEA)	Apr-15	\$1,500,000	\$1,500,000			Apr-15	\$1,500,000
ED050203	Queens Midtown Tunnel Environmental Cleanup	E02308	E02308	Construction Ph II	Apr-15	\$24,054,693	\$24,054,693			Apr-15	\$24,054,693
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control	D03271	D03271	Operations F/A	Apr-15	\$280,000	\$280,000			Apr-15	\$280,000
ED040281	Restore QMT Cntrl/Comm Sys, CCTV,Traffic Signals	E02189	E02189	Construction	Apr-15	\$53,957,106	\$53,957,106			Apr-15	\$53,957,106
ED010240	Restore Queens Midtown Tunnel - Structural	E02057	E02057	Construction	Apr-15	\$100,085,134	\$100,085,134			Apr-15	\$100,085,134
ED010240	Restore Queens Midtown Tunnel - Structural	E02399	E02399	TEA Services for Tube Closures	Apr-15	\$3,240,177	\$3,240,177			Apr-15	\$3,240,177
ED010240	Restore Queens Midtown Tunnel - Structural	E02478	E02478	Maintenance F/A Reserve	Apr-15	\$1,010,000	\$1,010,000			Apr-15	\$1,010,000
ED020203	Restore Queens Midtown Tunnel Roadway	E02121	E02121	Construction	Apr-15	\$1,109,780	\$1,109,780			Apr-15	\$1,109,780
					<b>Apr-15 Total</b>	<b>\$255,517,270</b>	<b>\$255,517,270</b>				
ED010304	Queens Midtown Tunnel Mitigation-Flood Gates&Other	E03431	E03431	Construction - Backflow Preventer Installation	May-15	\$500,000	\$500,000			May-15	\$500,000
ED050301	Flood Mitigation-Backup Communication Room	E02787	E02787	Construction	May-15	\$4,743,353	\$4,743,353			May-15	\$4,743,353
ED050301	Flood Mitigation-Backup Communication Room	E03355	E03355	Const. Adm.	May-15	\$750,000	\$750,000			May-15	\$750,000
ED050301	Flood Mitigation-Backup Communication Room	E03356	E03356	PM Const. F/A	May-15	\$250,000	\$250,000			May-15	\$250,000
					<b>May-15 Total</b>	<b>\$6,243,353</b>	<b>\$6,243,353</b>				
D604MP03	Programmable Logic Controller & Mechanical Rehab.	D03203	D03203	Ph1 D/B Const. Admin.	Jun-15	\$400,000	\$400,000			Jun-15	\$400,000
D604MP03	Programmable Logic Controller & Mechanical Rehab.	D03202	D03202	Ph1- PM D/B Cns F/A	Jun-15	\$350,000	\$350,000			Jun-15	\$350,000
D704MP03	Rehabilitation of Programmable Logic Controller & Mechanical	N02642		Ph 2-Construction Adm.	Jun-15	\$2,425,000	\$2,425,000			Jun-15	\$2,425,000
D701MP16	Miscellaneous Steel Repairs & Structural Rehabilitation	C0537		Construction Adm.-C0537	Jun-15	\$2,180,000	\$2,180,000			Jun-15	\$2,180,000
D707MP16	Painting of MPB Roadway Structures	C0542		Construction Adm.-C0542	Jun-15	\$2,300,000	\$2,300,000			Jun-15	\$2,300,000
D702RK23	Construction of New Harlem River Drive Ramp	C3430		Misc - NYC DOT Foundation-C3430	Jun-15	\$14,992,202	\$14,992,202			Jun-15	\$14,992,202
ED040210	Repl CBB Mech&Elect Equip-S. Abutment & Svc Bldg	E02172	E02172	Const. Adm.	Jun-15	\$758,838	\$758,838			Jun-15	\$758,838
ED040210	Repl CBB Mech&Elect Equip-S. Abutment & Svc Bldg	E03427	E03427	Design during construction	Jun-15	\$300,000	\$300,000			Jun-15	\$300,000
ED040210	Repl CBB Mech&Elect Equip-S. Abutment & Svc Bldg	E02171	E02171	PM Design/Build F/A	Jun-15	\$138,000	\$138,000			Jun-15	\$138,000
ED050201	Restore CBB Service Bldg	E03354	E03354	Const. Adm.	Jun-15	\$350,000	\$350,000			Jun-15	\$350,000
ED050201	Restore CBB Service Bldg	E03430	E03430	PM Design/Build F/A	Jun-15	\$200,000	\$200,000			Jun-15	\$200,000
ED050201	Restore CBB Service Bldg	E03428	E03428	Design during construction	Jun-15	\$175,000	\$175,000			Jun-15	\$175,000
ED040303	Flood Mitigation-Generator at GIVB	E03433	E03433	Construction	Jun-15	\$3,072,462	\$3,072,462			Jun-15	\$3,072,462
ED040303	Flood Mitigation-Generator at GIVB	E03435	E03435	PM Const. F/A	Jun-15	\$120,000	\$120,000			Jun-15	\$120,000
ED040303	Flood Mitigation-Generator at GIVB	E03434	E03434	Design during construction	Jun-15	\$75,000	\$75,000			Jun-15	\$75,000
D604MP03	Programmable Logic Controller & Mechanical Rehab.	D03286	D03286	Ph1-Design During Cns.	Jun-15	\$150,000	\$150,000			Jun-15	\$150,000
ED040207	Replace MPB Electrical Equipmt at North Abutment	E03429		Design during construction	Jun-15	\$160,000	\$160,000			Jun-15	\$160,000
ED040207	Replace MPB Electrical Equipmt at North Abutment	E02158	E02158	Const. Adm.	Jun-15	\$263,824	\$263,824			Jun-15	\$263,824

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2015 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

ACEP	Project Description	Task	IMPACT		Goal Start Date	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast	
			Task	Task Description						Start Date	Forecast Value
ED040207	Replace MPB Electrical Equipmt at North Abutment	E02157	E02157	PM Design/Build F/A	Jun-15	\$212,250	\$212,250			Jun-15	\$212,250
D704MP03	Rehabilitation of Programmable Logic Controller & Mechanical	N03007		Ph 2- Design during Construction	Jun-15	\$1,500,000	\$1,500,000			Jun-15	\$1,500,000
D701MP16	Miscellaneous Steel Repairs & Structural Rehabilitation	C3398		CSS	Jun-15	\$1,329,000	\$1,329,000			Jun-15	\$1,329,000
D707MP16	Painting of MPB Roadway Structures	C0540		CSS-C0540	Jun-15	\$250,000	\$250,000			Jun-15	\$250,000
D704MP03	Rehabilitation of Programmable Logic Controller & Mechanical	N02641		Ph 2-Construction	Jun-15	\$24,255,000	\$24,255,000			Jun-15	\$24,255,000
D701MP16	Miscellaneous Steel Repairs & Structural Rehabilitation	C0536		Construction -C0536	Jun-15	\$21,800,000	\$21,800,000			Jun-15	\$21,800,000
D707MP16	Painting of MPB Roadway Structures	C0541		Construction-C0541	Jun-15	\$17,000,000	\$17,000,000			Jun-15	\$17,000,000
<b>Jun-15 Total</b>						<b>\$94,756,576</b>	<b>\$94,756,576</b>				
D604MP03	Programmable Logic Controller & Mechanical Rehab.	D03188	D03188	Ph1-Design/Build-Generator	Sep-15	\$2,500,470	\$2,500,470			Sep-15	\$2,500,470
D604MP03	Programmable Logic Controller & Mechanical Rehab.	D03201	D03201	Ph1-D/B Stipend	Sep-15	\$50,400	\$50,400			Sep-15	\$50,400
ED040210	Repl CBB Mech&Elect Equip-S. Abutment & Svc Bldg	E02173	E02173	Design/Build	Sep-15	\$6,300,000	\$6,300,000			Sep-15	\$6,300,000
ED050201	Restore CBB Service Bldg	E02003	E02003	Ph 2a - Construction	Sep-15	\$1,600,000	\$1,600,000			Sep-15	\$1,600,000
ED050201	Restore CBB Service Bldg	E02004	E02004	Ph 3 - Construction	Sep-15	\$1,000,000	\$1,000,000			Sep-15	\$1,000,000
ED040207	Replace MPB Electrical Equipmt at North Abutment	E02159	E02159	Design/Build	Sep-15	\$3,675,000	\$3,675,000			Sep-15	\$3,675,000
D602TN49	Suspended Span Replacement - Phase A	D03212	D03212	Lab.Prototype Orthotropic Deck Test	Sep-15	\$8,000,000	\$8,000,000			Sep-15	\$8,000,000
D602TN49	Suspended Span Replacement - Phase A	D02727	D02727	Construction Adm./ CSS for fabrica.	Sep-15	\$500,000	\$500,000			Sep-15	\$500,000
<b>Sep-15 Total</b>						<b>\$23,625,870</b>	<b>\$23,625,870</b>				
D602RK75	Interim Repairs - Toll Plaza Deck	D02721	D02721	Construction Ph II	Nov-15	\$8,474,215	\$8,474,215			Nov-15	\$8,474,215
<b>Nov-15 Total</b>						<b>\$8,474,215</b>	<b>\$8,474,215</b>				
<b>Grand Total</b>						<b>\$412,939,459</b>	<b>\$412,939,459</b>				
<b>Unplanned Commitments</b>											
<b>Grand Total</b>						<b>\$412,939,459</b>	<b>\$412,939,459</b>	<b>\$9,485,515</b>	<b>Grand Total</b>	<b>\$403,453,944</b>	



# Bridges and Tunnels

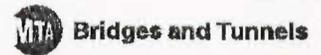
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## Procurements February 2015



# Staff Summary



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

<b>Date:</b> February 6, 2015
<b>Vendor Name:</b>
<b>Contract Number:</b>
<b>Contract Manager Name:</b>
<b>Table of Contents Ref #:</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	President	2/6/15	<i>[Signature]</i>		
2	MTA B&T Committee	2/23/15	<i>[Signature]</i>		
3	MTA Board	2/25/15			

Internal Approvals			
Order	Approval	Order	Approval
	President		VP Operations <i>(B)</i>
	Executive Vice President <i>W. G. J. F.</i>		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 <i>[Signature]</i>		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: None.

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

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule F      Personal Service Contracts	3	\$ 0.526M
SUBTOTAL	3	\$ 0.526M

MTA B&T presents the following procurement actions for Ratification: None.

TOTAL	3	\$ 0.526M
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**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.)

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

**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 COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**  
**FEBRUARY 2015**

**MTA BRIDGES & TUNNELS**

**Procurements Requiring Majority Vote:**

**F: Personal Service Contracts**

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

1. **Beth Israel Medical Center** **\$283,255.00**  
**Contract No. PSC-14-2960**

5 yr. contract - Competitive RFP - 2 Proposals

B&T requires the services of a consultant to provide licensed health care professionals to administer Influenza and Hepatitis B vaccinations and post-exposure evaluations and follow-up services to Authority personnel in accordance with OSHA regulations. This work was outsourced since the Authority does not possess the resources required to perform these services.

The service requirements were publicly advertised and two proposals were received on August 26, 2014 from Gotham Per Diem (Gotham) and from Beth Israel Medical Center (BIMC). The proposals were evaluated against established criteria set forth in the RFP including qualifications of firm for specific personnel proposed, depth of understanding of project and related problems, depth of resources, experience of the firm and cost. Based on the committee's review of all the proposals, the committee unanimously selected BIMC based on its: (i) superior past performance; (ii) highly qualified personnel; and (iii) proposed costs for higher usage line items.

The committee determined that BIMC's technical proposal contained details that are more in line with our medical program compared with Gotham's proposal. BIMC also demonstrated that its personnel have more experience in the discipline of occupational health and safety (OSHA), which is a significant requirement in the scope of work. Although Gotham proposed a lower overall cost (\$236,365), BIMC's rates on items that will be most frequently used under this contract are lower than Gotham's. Further, Gotham's prices on certain specialized line items are unrealistically low and represent a misunderstanding of the required scope of services.

BIMC's proposed price for the required services was \$284,035. Negotiations resulted in a final amount of \$283,255 which is \$9,780.00 or 3% less than the user's estimate of \$293,125.00. The negotiated rates are fixed for a period of five years. The services remain essentially the same as those under the prospective contract. The unit prices for flu shots represent a 15% decrease from the current contract. Furthermore, office visit fees and on-site service fees represent a 37% and 15% decrease from current contract pricing. Based on the foregoing, the pricing is considered fair and reasonable. BIMC is deemed a responsible consultant. No MBE/WBE goals were established by the MTA Department of Diversity and Civil Rights for this Contract. Funding is available in the Operating Budget under GL #712701.

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**  
**FEBRUARY 2015**

2. **Beth Israel Medical Center** **\$133,650.00**  
**Contract No. PSC-14-2958**

5 yr. contract – Competitive RFP – 2 Proposals

In July 2014 the Authority issued a solicitation for a Consultant to perform occupational medical examinations for prospective and/or current Bridge and Tunnel Officers and Bridge maintainers. The services include, but are not limited to: independent medical examinations and fitness for duty examinations under the Worker’s Compensation Law. The Consultant shall evaluate the results of the medical examinations for applicants as well as Authority employees to determine whether: (i) applicants are medically qualified for appointment to the agency and (ii) employees remain qualified to maintain their Commercial Drivers Licenses. In addition, the Consultant shall provide the Authority with litigation support in the form of affidavits and expert testimony attesting to his/her interpretation of examinations or test results and other associated services. This work was outsourced since the Authority does not possess the resources required to perform these services.

The service requirements were publicly advertised. The solicitation notice was sent to 73 firms. Nine firms requested copies of the solicitation. Two proposals were submitted as follows: Beth Israel Medical Center (BIMC) and Occupational Health Decisions (OHD). The proposals were evaluated against established criteria set forth in the RFP including experience, qualifications, understanding of the services, record of performance and cost. The two firms conducted oral presentations. The committee unanimously selected BIMC based on its complete and thorough understanding of the scope of work as well as a lower proposed cost for the services. The lead physician at BIMC has over 20 years of experience performing occupational medical examinations, as well as providing expert testimony when required. BIMC’s ability to accommodate an unanticipated large number of appointments was also an important element in the selection of this firm based on past performance.

The services under this prospective contract are the same as those under the current contract. The proposed fixed rates applied over the five year contract period are approximately 5%-12% lower than those under the current contract. BIMC submitted a cost proposal in the amount of \$133,650 which is 7.7% lower than OHD’s. BIMC’s proposed cost is also \$26,050 or 16.3% below the Authority’s estimate of \$159,700. B&T accepted BIMC’s cost proposal and considers it fair and reasonable. BIMC is deemed a responsible consultant. No M/WBE goals were established by the MTA Department of Diversity and Civil Rights for this contract. Funding is available in the Operating Budget under GL #712701.

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**  
**FEBRUARY 2015**

**3. Executive Safety & Health Consultants, Inc.            \$109,500.00**  
**Contract No. PSC-13-2936**

5yr. contract – Competitive RFP (Discretionary Procurement) – 4 Proposals  
B&T requires the services of a consultant to provide a series of maintenance safety training courses for its Maintenance employees. Safety training courses typically include basic electrical safety, working on elevated surfaces, confined space entry, lockout/tagout, roadway safety and rigging. The Consultant will also be responsible for training employees to be certified in the OSHA 10 hour Construction Industry Safety Course. These courses give instructions in the correct safety procedures employees are to follow to protect themselves, their co-workers and the public during the performance of their duties. This work was outsourced since B&T does not possess the resources required to perform these services.

The service requirements were publicly advertised as a Discretionary Procurement on August 8, 2014. The scope of work compared with B&T's current contract has been revised with the inclusion of an OSHA 10 hour Construction Industry Safety Course. The term of the prospective contract has also increased from three to five years. Four firms, Executive Safety & Health Consultants, Inc. (Executive Safety), Pyramid Safety & Health Services (Pyramid), Deerpark 1 Environmental Services (Deerpark) and TSC Training Academy LLC (TSC) submitted proposals. The proposals were evaluated against established criteria set forth in the RFP including qualifications of firm for specific type of work and proposed personnel, depth of understanding of project, record of performance of firm and cost. Based on the committee's review of the four proposals, it unanimously selected Executive Safety based on its: (i) clear and solid understanding of B&T's requirements; (ii) detailed and comprehensive technical approach to performing the work; (iii) highly skilled and qualified personnel and (iv) cost. Pyramid, Deerpark and TSC did not demonstrate as comprehensive an understanding of the scope of work and presented proposals not tailored to B&T's specific requirements. The committee unanimously waived oral presentations and recommended that negotiations be conducted with Executive Safety, the highest rated firm who proposed the second lowest cost in the amount of \$149,250. (Deerpark's proposal of \$58,710 significantly underestimated the cost of the services and therefore was not considered for negotiations.) Negotiations with Executive Safety resulted in a fixed cost of \$109,500 for a five year term, which compares favorably with B&T's estimate of \$115,650. The new contract's higher negotiated training rate reflects the new safety training requirements incorporated in the scope of services and an extension of the fixed rate over a longer time period, which was accounted for in the estimate. In comparison with the estimate the final negotiated amount of \$109,500 is considered fair and reasonable. Executive Safety is deemed to be a responsible consultant. Executive Safety is a certified MBE. Funding is available in the Operating Budget under GL #712601.



# Bridges and Tunnels

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## Diversity Report Fourth Quarter 2014



# OVERVIEW

MTA Bridges and Tunnels has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing Bridges and Tunnels' December 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.

# **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

## **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

## **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 FOURTH QUARTER EEO REPORT**

**AGENCY NAME: Bridges and Tunnels**

**NEW HIRES  
AS OF DECEMBER 31, 2014**

JOB CATEGORY	TOTAL <sup>1</sup>	FEMALES <sup>2</sup>		Minorities		Non-Minorities		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	9	4	44%	5	56%	4	44%	3	33%	1	11%	1	11%	0	0%	0	0%	0	0%
Professionals	14	6	43%	7	50%	7	50%	2	14%	2	14%	2	14%	0	0%	0	0%	1	7%
Technicians	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Protective Services	2	0	0%	2	100%	0	0%	0	0%	2	100%	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	0%
Administrative Support	2	1	50%	2	100%	0	0%	0	0%	2	100%	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	0%
Service Maintenance	22	2	9%	10	45%	12	55%	7	32%	3	14%	0	0%	0	0%	0	0%	0	0%
<b>Total</b>	<b>49</b>	<b>13</b>	<b>27%</b>	<b>26</b>	<b>53%</b>	<b>23</b>	<b>47%</b>	<b>12</b>	<b>24%</b>	<b>10</b>	<b>20%</b>	<b>3</b>	<b>6%</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>0%</b>	<b>1</b>	<b>2%</b>

<sup>1</sup> Total includes males and females, both minority and non-minority.

<sup>2</sup> Total includes females, both minority and non-minority.

**2014 FOURTH QUARTER EEO REPORT**  
**AGENCY NAME: Bridges and Tunnels**

**WORKFORCE UTILIZATION ANALYSIS**  
**AS OF DECEMBER 31, 2014**

JOB CATEGORY	FEMALES *			BLACKS			HISPANICS			ASIANS			AI/AN **			NHOPI ***			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	29%	22%	No	6%	19%	Yes	8%	5%	No	5%	8%	Yes	2%	0%	No	0%	1%	Yes	1%	6%	Yes
Professionals	31%	38%	Yes	8%	18%	Yes	8%	18%	Yes	9%	18%	Yes	0%	0%	Yes	1%	0%	No	1%	2%	Yes
Technicians	12%	20%	Yes	12%	16%	Yes	11%	18%	Yes	4%	6%	Yes	0%	0%	Yes	3%	0%	No	0%	5%	Yes
Protective Services	19%	20%	Yes	29%	32%	Yes	5%	23%	Yes	3%	4%	Yes	0%	0%	Yes	0%	0%	Yes	0%	2%	Yes
Paraprofessionals	0%	0%	Yes																		
Administrative Support	53%	70%	Yes	18%	55%	Yes	22%	13%	No	2%	11%	Yes	2%	0%	No	4%	0%	No	1%	0%	No
Skilled Craft	0%	0%	Yes																		
Service Maintenance	1%	3%	Yes	11%	18%	Yes	15%	15%	Yes	3%	4%	Yes	3%	0%	No	1%	0%	No	1%	2%	Yes

\*Females are also included in the percentage totals for each of the minority groups.

\*\*American Indian/Alaskan Native

\*\*\*Native Hawaiian Other Pacific Islander

**2014 FOURTH QUARTER EEO REPORT**

**AGENCY NAME: Bridges and Tunnels**

**EEO AND TITLE VI COMPLAINTS**

**AS OF DECEMBER 31, 2014**

Category	Race	Disability	Gender	National Origin	Age	Sexual Harassment	Religion	Other <sup>2</sup>	Total Issues <sup>3</sup>	Total Cases	Status (# Open)
<b>EEO</b>											
External Complaints	3	2	4	1	1	0	2	4	15	6	6
Internal Complaints	1	2	0	1	0	0	1	0	5	5	0

Category	Race	National Origin	Color	Total Issues <sup>3</sup>	Total Cases	Status (# Open)
<b>Title VI</b>	0	0	0	0	0	0

<sup>1</sup> This chart includes all pending matters as of the date of the report; some matters were filed prior to the reporting period.

<sup>2</sup> "Other" contains all EEO claims not otherwise specifically mentioned on the chart.

<sup>3</sup> In some instances a single complaint may involve two or more EEO protected classifications.

**2014 FOURTH QUARTER EEO REPORT**

**AGENCY NAME: [Bridges and Tunnels](#)**

**EEO DISCRIMINATION COMPLAINT RESOLUTIONS  
FROM JANUARY 1, 2014 THROUGH DECEMBER 31, 2014**

	<b>Decided in Favor of Agency</b>	<b>Decided in Favor of Complainant</b>	<b>Administrative Closure</b>	<b>Withdrawn</b>	<b>Dismissed</b>	<b>Resolved/Settled</b>	<b>Total</b>
<b>EEO</b>							
Internal Complaints	5	0	0	0	0	0	5
External Complaints	0	0	0	0	0	0	0

**2014 FOURTH QUARTER EEO REPORT**

**AGENCY NAME: [Bridges and Tunnels](#)**

**TITLE VI DISCRIMINATION COMPLAINT RESOLUTIONS  
FROM JANUARY 1, 2014 THROUGH DECEMBER 31, 2014**

<b>Agency</b>	<b>Decided in Favor of Agency</b>	<b>Decided in Favor of Complainant</b>	<b>Administrative Closure</b>	<b>Withdrawn</b>	<b>Dismissed</b>	<b>Resolved/Settled</b>	<b>Total</b>
MTA B&T	0	0	0	0	0	0	0

# 2014 – 4<sup>TH</sup> QUARTER EEO REPORT MTA BRIDGES AND TUNNELS

## EFFORTS TO IMPROVE UNDERUTILIZATION

MTA Bridges and Tunnels (B&T) is committed and engaged in assertive targeted recruitment and outreach efforts to increase female and minority representation where it exists within the Agency. Between January 1, 2014 and December 31, 2014, there were 49 new hires, of which 13 (27%) were female and 26 (53%) were minority. The highest concentration of female new hires occurred in the Professional Category and the highest number of minorities identified as Black occurred in the Service Maintenance Category. B&T will continue to focus its outreach efforts to address the underutilization of females and minorities as identified in its workforce analysis reports. To achieve this goal, B&T will implement a strategic talent management plan, and increase its presence at professional and community organizations, colleges, and universities career fairs designed to attract minorities, veterans, and female candidates in 2015.

## TALENT MANAGEMENT CHALLENGES

- **Underutilization:** B&T's workforce has underutilization in the Officials and Administrators job category of Females (22%) and Hispanics (5%), and in the Administrative Support job category of Hispanics (13%). B&T's workforce reports also indicate an underutilization for American Indian/Native Alaskan, and Native Hawaii and Other Pacific Islander (NHOPI), which is a challenge for all MTA agencies given the group's greatly increased estimated workforce availability figures.
- **Civil Service:** B&T is faced with an additional workforce composition challenge that impacts approximately 350 Civil Service positions. The New York City Department of Citywide Administrative Services (DCAS) announced to all agencies under its civil service purview that it plans to reduce the number of Civil Service Provisional positions over the next two years as a result of the City of Long Beach vs. Civil Service Employees Association, Inc. decision. In June 2015, DCAS shall administer civil service exams in titles where there are employees serving on a provisional basis. B&T will continue to be in compliance with civil service selection and appointment rules and regulations.

## STRATEGIC RETENTION AND MOBILITY PROGRAMS

- **Central Control Unit:** MTA Bridges and Tunnel implemented Kronos, a new human capital time and attendance system, as part of its organizational restructuring plans. Kronos provided B&T with the mechanism to transition from a decentralized system to a centralized time and attendance system. Specifically, key functions of the CCU Unit provided management with real-time attendance patterns and trends, and a reduction in payroll computation errors. To accomplish this task, the key transactional functions were performed by current B&T personnel. This resulted in the transfer of a diverse work group to the newly formed Central Control Unit (CCU), and the enhancement of their qualitative and quantitative professional skills.

- **Management Associate Program:** B&T successfully launched and completed its first Bridges & Tunnels Management Associate Program in December 2014. The two-year management program provided hands-on project management opportunities throughout B&T, through divisional rotation and by allowing participants to fully immerse themselves in the business process of these departments. B&T will be launching its next program in 2015, and the applicant selection process will commence in March 2015. B&T is expanding the program to include recruitment of candidates with engineering training who will be placed in the B&T Engineering and Construction Department.
- **Maintenance Management Internship Program:** In an effort to attract females and Hispanics, B&T initiated a year-round internship program designed to attract Maintainer candidates from aviation, automotive and technical fields. The internship program combines and enhances the student's academic and technical school-based training, with practical job related skills. B&T is partnering with Vaughn College; however, the program is open to regional colleges for placement of interested candidates.

## TARGETED RECRUITMENT AND OUTREACH EFFORTS

MTA Bridges & Tunnels recruitment goal is to identify and attract qualified talent in an effort to address workforce under-representation. To do so, B&T participates in community-based veteran job fairs, regional and college job fairs; and diversified its marketing sourcing efforts to include community events, affinity and disability organizations, professional associations, and web-based and social media advertisement.

Highlights of outreach efforts during January 1, 2014 to December 31, 2014 include: Long Island Job Seeker Job Fair in Ronkonkoma, March 11, 2014; Vaughn College of Aeronautics and Technology Career Fair, April 10, 2014; Career Expo at the College of Staten Island, April 24, 2014; Veteran Job Readiness Job and Career Development Workshop, May 21, 2014; Marine For Life Military Job Fair, June 20, 2014; Northrop Grumman Job Fair; August 13, 2014; Vaughn College of Aeronautics and Technology Career Fair, September 25, 2104; Suffolk County Veteran Career Fair, October 22, 2014; American Public University Virtual Job Fair, October 22, 2014; Career Expo at Bronx Community College (CUNY), November 20, 2014; and Vaughn College of Aeronautics and Technology Career Fair, December 4, 2014.

## ONGOING MONITORING PROGRAM

MTA Bridges and Tunnels Office of Equal Employment Opportunity (EEO), in partnership with the MTA Bridges and Tunnels Human Resources Department, ensures that utilization targets for women and minorities in particular job categories, in connection with hiring, transfers, and promotional opportunities are based on workforce goals and estimated availability in the relevant market. The Office of EEO shall provide quarterly and on an as need basis utilization targets to address the under-representation identified in B&T's workforce reports. The Office of EEO must approve all discretionary hires and promotions, and for civil service positions B&T must apply the New York City Civil Service rules and regulations to the competitive titles, which impacts our utilization of under-represented groups. To address this barrier, B&T will continue to increase its efforts to address the underutilization of women and minorities through aggressive targeted recruitment.