

# Bridges and Tunnels Committee Meeting

## March 2015

---

### 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, 3/23/2015

12:00 - 12:30 PM ET

## **1. Public Comments Period**

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

*BT Committee Minutes - February 2015 - Page 3*

## **3. Committee Work Plan**

*BT Committee Work Plan - Page 12*

## **4. Report on Operations - January 2015**

*BT Report on Operations - January 2015 - Page 19*

## **5. Safety Report - January 2015**

*BT Safety Report - January 2015 - Page 32*

## **6. E-ZPass Performance Report - January 2015**

*BT E-ZPass Performance Report - January 2015 - Page 35*

## **7. Financial Report - January 2015**

*BT Financial Report - January 2015 - Page 41*

## **8. Capital Program Project Status Report - February 2015**

*BT Capital Program Project Status Report - February 2015 - Page 55*

## **9. Procurements**

*BT Procurements - March 2015 - Page 65*

### **a. BT Competitive - March 2015**

*BT Competitive - March 2015 - Page 68*

## **10. Annual Procurement Contracts Report - Fiscal Year 2014 (Under Separate Cover)**

Next Meeting: Monday, April 27, 2015 at 11:30 a.m.



# Bridges and Tunnels

---

---

## Minutes of Committee Meeting February 2015



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

**February 23, 2015**

**11:30 a.m.**

In attendance were the Honorable:

Allen P. Cappelli, Chairman  
Fernando Ferrer, MTA Vice Chairman  
Andrew Albert  
Mitchell H. Pally  
Polly Trottenberg

Also in Attendance:  
Robert C. Bickford  
Charles G. Moerdler

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  
Shawn Moore, Chief EEO Officer  
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**

**February 23, 2015**

Minutes of TBTA Committee held February 23, 2015 at 11:30 a.m. A list of those in attendance is attached.

**Public Speakers**

There was one public speaker. Murray Bodin of Concerned Grandparents discussed roadway markings at the Henry Hudson Bridge and stated that they do not comply with the Manual of Uniform Traffic Control Devices.

**Minutes**

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on January 20, 2015 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, Mr. Fortunato stated the following:

In December 2014 there were 24.2 million crossings as compared with 23.0 million crossings in December 2013; in 2014 total annual traffic was 286.4 million vehicles or 1.8 million vehicle more than 2013 annual traffic; rainfall amounts totaled 6.1 inches and snowfall amounts totaled 1.3 inches over 16 days in December 2014 versus rainfall amounts of 4.5 inches and snowfall amounts of 7.6 inches of snow over 12 days in December 2013; gas prices averaged \$2.78 per gallon in December 2014, which was \$0.83 lower than December 2013; E-ZPass volume increased in December 2014 by 6.1% as compared to December 2013, while crossings using cash and other payment methods decreased by 1.0%; passenger car travel was up by 4.9% and other vehicle travel increased by 6.5%. Compared to the same periods last year, preliminary traffic figures for January 2015 are 0.1% lower.

**Safety Report**

With regard to the Report on Safety for December 2014, Mr. Foley referred the Committee to the graphs and charts on pages 31 and 32 of the Committee materials 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 increased by 0.2% and the total customer injury collision rate decreased by 1.0%. The number of employee lost time injuries for the year increased 6.6% with last quarter accident trends showing a 15% decrease in the number of accidents reported. For 2014, employee lost time days were reduced by 18.9%, with 1,612 fewer days lost.

**Customer Environment Survey – Fourth Quarter 2014**

During the Fourth Quarter of 2014, Mr. Parisi reported the following:

- TBTA striped 191,476 linear feet of roadway and for 2014 roadway striping totaled over 430,000 linear feet.
- TBTA repaired 843 potholes and for 2014 pothole repair totaled 5,088 as compared to 3,480 repaired in 2013. Nearly 900 potholes have been repaired in the first six weeks of 2015.

- TBTA swept 4,173 miles of roadway and for 2014 roadway sweeping totaled 15,563 miles of roadway.
- TBTA cleaned 331,782 linear feet of roadway at the Hugh L. Carey and Queens Midtown Tunnels and for 2014 tunnel cleaning totaled 1,821,638 linear feet.
- 90.3% of roadway lights were operational and for 2014 90.2% of roadway lights were operational, which represents a 2% increase from 2013.
- 360 storm drains were cleaned and for 2014 storm drain cleaning totaled 2,115.

Commissioner Moerdler asked what TBTA uses to fill potholes, how long do the repairs typically last and whether TBTA follows up on the pothole repairs that are made. Mr. Parisi responded that TBTA has an automated pothole repair truck that blasts the hole, coats it with an emulsion, adds rock and asphalt and seals it with a gravel coating. In wet weather the repairs do not last long; they are watched for erosion and identified for follow-up repairs, as necessary. Potholes that are filled during dry weather can last between five and 10 years.

### **E-ZPass Performance Report**

With regard to the E-ZPass Performance Report for December 2014, Mr Spero stated that the E-ZPass market share was 84.7% or 0.8% higher than the prior December. A total of 16,508 E-ZPass accounts were opened in December and for 2014 total E-ZPass accounts opened totaled 214,874. A total of 7,295 E-ZPass On-the-Go accounts were opened in December, which is 44% of the accounts opened for the month. Since the On-the-Go program began in February 2008, approximately 460,000 tags have been sold in the lanes.

Commissioner Albert asked why the weekday peak usage of E-ZPass was slightly down at the Henry Hudson Bridge, Marine Parkway Bridge and the Queens Midtown Tunnel. Mr. Spero responded that it may have been due to the weather last December versus the most recent December. The weather was worse in 2013, which generally means there are fewer occasional customers; these infrequent travelers are more likely to use cash.

### **Finance Report**

Mr. Spero stated that through December, toll revenue was \$1.676 billion or 0.5% better than the final estimate. Traffic was higher by 0.6% against the final estimate. Preliminarily traffic for January 2015 is lower by approximately 1.5% due to snowfall. Total expenses through December were \$443.752 million or 7.9% lower than the final estimate due primarily to lower non-labor costs from the timing of expenses for maintenance and other operating contracts and professional service contracts and lower labor costs from lower payroll expenses and lower overtime. Non-Labor spending was lower by \$26.042 million or 11.3%. Labor expenses were lower by \$11.987 million or 4.8% due to lower payroll expenses and overtime. For the year, overtime was \$21.421 million or 6.2% better than plan. Total support to mass transit was \$992.761 million, which is \$61.171 million (6.6%) better than the final estimate.

### **2014 TBTA Operating Surplus – Action Item**

Mr. Spero introduced eight resolutions associated with transferring the 2014 TBTA Operating Surplus as follows:

- Resolutions to certify and transfer \$637,553,944 in 2014 operating surplus to the MTA and New York City Transit pursuant to Public Authorities Law §1219-a(2)(b);
- Resolutions to transfer the 2014 Investment Income of \$136,988 to the MTA pursuant to Public Authorities Law §569-c;
- Resolutions to deduct from FY 2015 operating revenues of TBTA the amount of \$26,382,176 to be deposited into a Necessary Reconstruction Reserve, which was adopted by a Board Resolution on March 29, 1968. Money credited to the Reserve will be applied to the payment of

the cost and expense of current and anticipated necessary construction of TBTA facilities; and

- Pursuant to the Public Authorities Law, Resolutions to advance monthly the FY 2015 TBTA surplus to the MTA and New York City Transit in an aggregate amount not to exceed 90% of the estimate of the sum of that month's operations, if available, with the first \$1.8 million going to New York City Transit and the remaining sum split 50% to New York City Transit (less applicable bond service) and 50% to MTA (less applicable bond service).

Upon a motion duly made and seconded, the transfer of TBTA Operating Surplus was approved.

A copy of the documents and details of the above items are filed with the minutes of the meeting of the TBTA Committee held this day.

### **2015 Adopted Budget and Financial Plan 2015-2018**

Mr. Spero discussed the 2015 Adopted Budget and Financial Plan for 2015 through 2018 as well as the inclusion of MTA adjustments that were presented in the November Financial Plan and adopted by the Board in December 2014 as follows:

- Toll increase, implemented on March 22, 2015, that is expected to generate additional revenue of \$46.4 million in 2015, \$59.1 million in 2016, \$59.4 million in 2017 and \$59.7 million in 2018;
- Technical adjustment to fund additional credit card fees from higher E-ZPass tolls associated with the toll increase is expected to raise expenses by \$0.8 million in 2015, \$1.0 million each year in 2016 and 2017, and \$1.1 million in 2018;
- Transfer of funding previously included below-the-line in the MTA Consolidated Financial Plan for TBTA Safety Investments which are expected to increase TBTA'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;
- Transfer of favorable below-the-line re-estimates for Property Insurance and Excess Loss Program from the MTA Consolidated Financial Plan is expected to decrease TBTA'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 MTA Headquarters. This adjustment reflects a shift in expenses and positions from TBTA to MTA Headquarters with no change to MTA's overall bottom line; and

The Committee materials include schedules detailing the monthly allocation of TBTA's financials, including overtime, headcount and utilization data based on the 2015 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

### **Capital Program Status Report**

With regard to the Capital Program Status Report for January 2015, Mr. Keane stated that in 2015 TBTA plans to award \$412.9 million distributed over 60 separate task awards. TBTA plans to complete 10 projects with a cumulative value of \$208.5 million. In January 2015, three commitments were awarded with a total value of \$9.5 million. The most notable commitment was a design build project for approximately \$8.5 million for the reconstruction of the Rockaway Point Boulevard overpass and approaches at the Marine Parkway Bridge. The on-time substantial completion of the Replacement of the Queens Approaches of the Bronx Whitestone Bridge with a total project value of \$142.5 million was achieved and it is a significant major project completion that represents 68% of the planned 2015 completions in terms of cost. Favorable bids have been received for an on-

schedule award of the most significant 2015 project involving the restoration of the Queens Midtown Tunnel with a value of approximately \$240 million. There was one task closeout for \$3.7 million.

### **Procurements**

Mr. Masterson stated that there are three (3) procurements totaling \$526,405.

### **Non-Competitive Procurements**

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

### **Competitive Procurements**

Mr. Masterson stated that there are three (3) competitive procurements for personal service contracts totaling \$526,405 as follows:

- Safety training courses for Maintenance employees, which is a discretionary procurement;
- Administration of Influenza and Hepatitis B vaccinations and associated services;
- Occupational medical examinations for: (a) applicants for Bridge and Tunnel Officer and Maintainer positions; (b) fitness for duty examinations for current employees; (c) medical qualifications for job assignments or to maintain Commercial Drivers Licenses.

### **Personal Service Contracts**

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

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, 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.

Beth Israel Medical Center	Contract No. PSC-14-2958 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 and Tunnel Maintainers. The services include, but are not limited to: independent medical examinations and fitness for duty examinations under the Workers' Compensation Law. The Consultant shall evaluate the results of the medical examinations for applicants as well as Authority employees to determine whether:	\$133,650.00
----------------------------	---	--------------

(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

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 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.

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

#### **Ratifications**

Mr. Masterson stated that there are no ratifications.

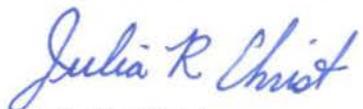
#### **DIVERSITY REPORT – FOURTH QUARTER 2014**

Mr. Ferrara referred the Committee to the Diversity Report – Fourth Quarter 2014 contained in the Committee materials. There were no questions from the Committee members. Mr. Ferrara also introduced Shawn Moore as TBTA's new Chief EEO Officer.

#### **Adjournment**

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

Respectfully submitted,



Julia R. Christ  
Acting Assistant Secretary



# Bridges and Tunnels

---

---

## Committee Work Plan

---

---

# BRIDGES & TUNNELS COMMITTEE WORK PLAN

---

## I. RECURRING AGENDA ITEMS

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

## II. SPECIFIC AGENDA ITEMS

	<u>Responsibility</u>
<u>April 2015</u>	
Final Review of 2014 Year-End Operating Results	Planning & Budget
<u>May 2015</u>	
Customer Environment Survey – 1 <sup>st</sup> Quarter 2015	Operations
Diversity Report – 1 <sup>st</sup> Quarter 2015	EEO
<u>June 2015</u>	
No items scheduled.	
<u>July 2015</u>	
No items scheduled.	
<u>August 2015</u>	
No meeting scheduled.	
<u>September 2015</u>	
Customer Environment Survey – 2nd Quarter 2015	Operations
2016 Preliminary Budget	Planning & Budget
Diversity Report – 2 <sup>nd</sup> Quarter 2015	EEO
<u>October 2015</u>	
2016 Preliminary Budget	Planning & Budget
<u>November 2015</u>	
Customer Environment Survey – 3rd Quarter 2015	Operations
2016 Preliminary Budget	Planning & Budget
B&T Committee Charter – Review	MTA Board

December 2015

2016 Proposed Committee Work Plan  
2016 Proposed Final Budget  
Diversity Report – 3<sup>rd</sup> Quarter 2015

Committee Chair & Members  
Planning & Budget  
EEO

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

March 2016

Annual Procurement Contracts Report

Procurement & Materials/  
Finance

## **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**

### **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.

## **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.

### 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.

## **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.

## **MARCH 2016**

### 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.



# **Bridges and Tunnels**

---

---

## **Report on Operations January 2015**



## **MTA Bridges and Tunnels January 2015 Traffic Trends**

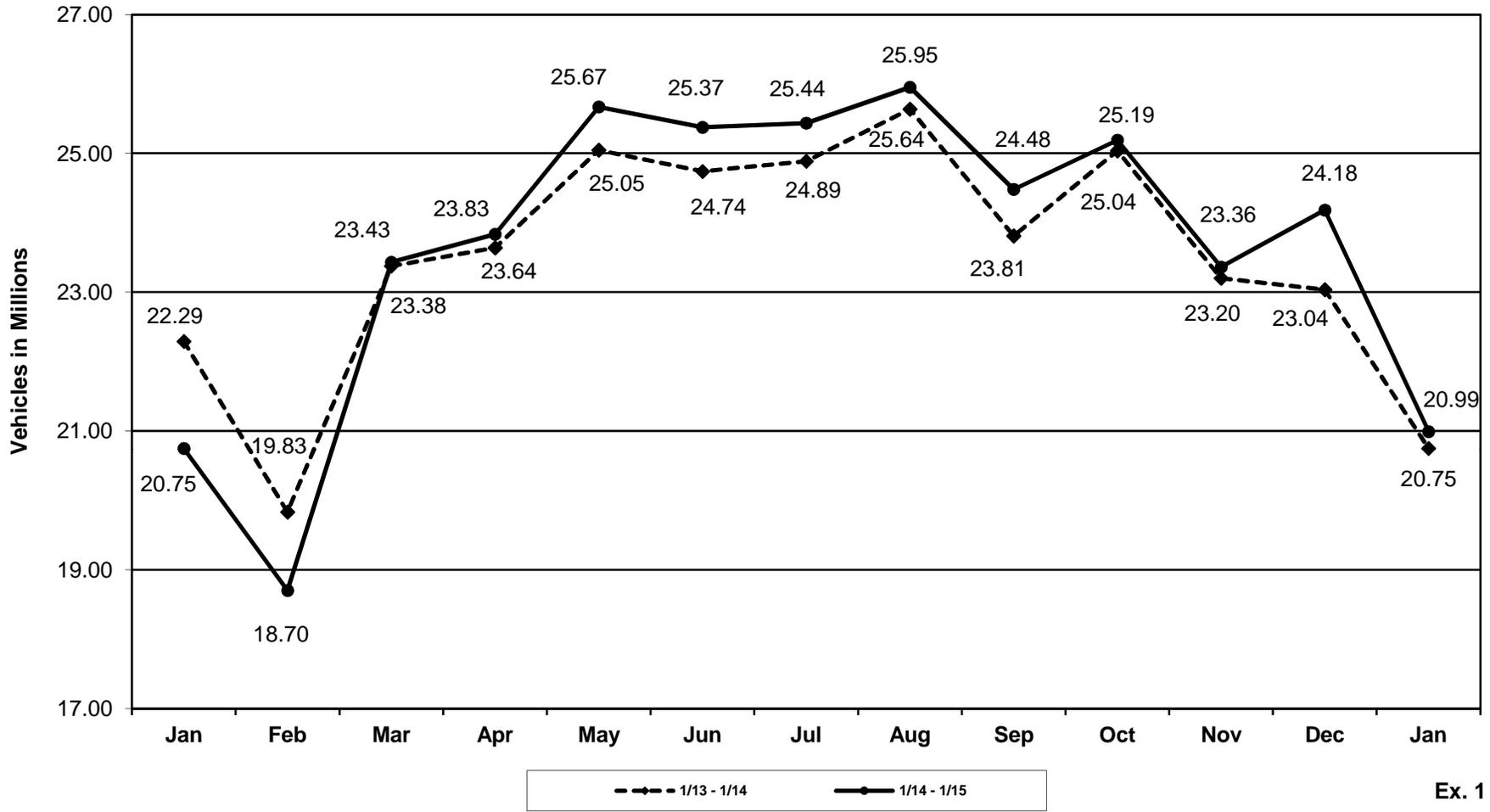
### **Summary**

Traffic was higher on a year-to-year basis, with 21.0 million crossings this month vs. 20.7 million crossings in January 2014 (Exhibit 1).

Snowfall was above normal in both 2015 and 2014, with accumulations reaching 15.1 inches this year and 16.7 inches last year. Rainfall this January was 4.8 inches compared to 2.4 inches in 2014. Gas prices averaged \$2.30 per gallon this January, which was \$1.29 less than last year at this time.

E-ZPass volume increased in January by 1.6% compared to the same month in 2014, while crossings using cash and other payment methods declined 1.1% for the month (Exhibit 7). Passenger car travel was up 1.4% and other vehicle travel was down 2.1% from January of 2014 (Exhibit 8).

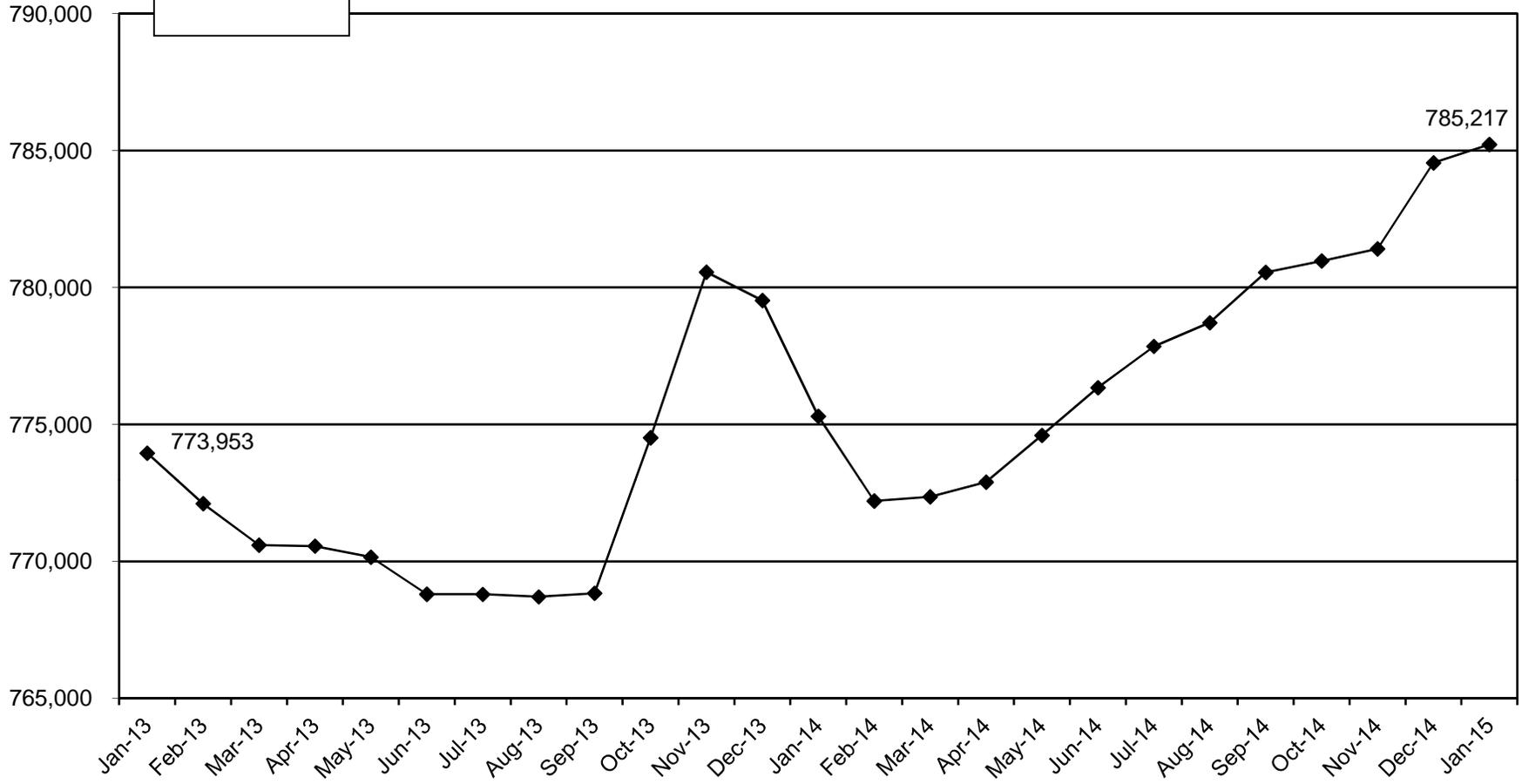
### MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending December 2014



Ex. 1

### MTA Bridges and Tunnels Average Daily Traffic: January 2013 - January 2015 12-Month Rolling Averages

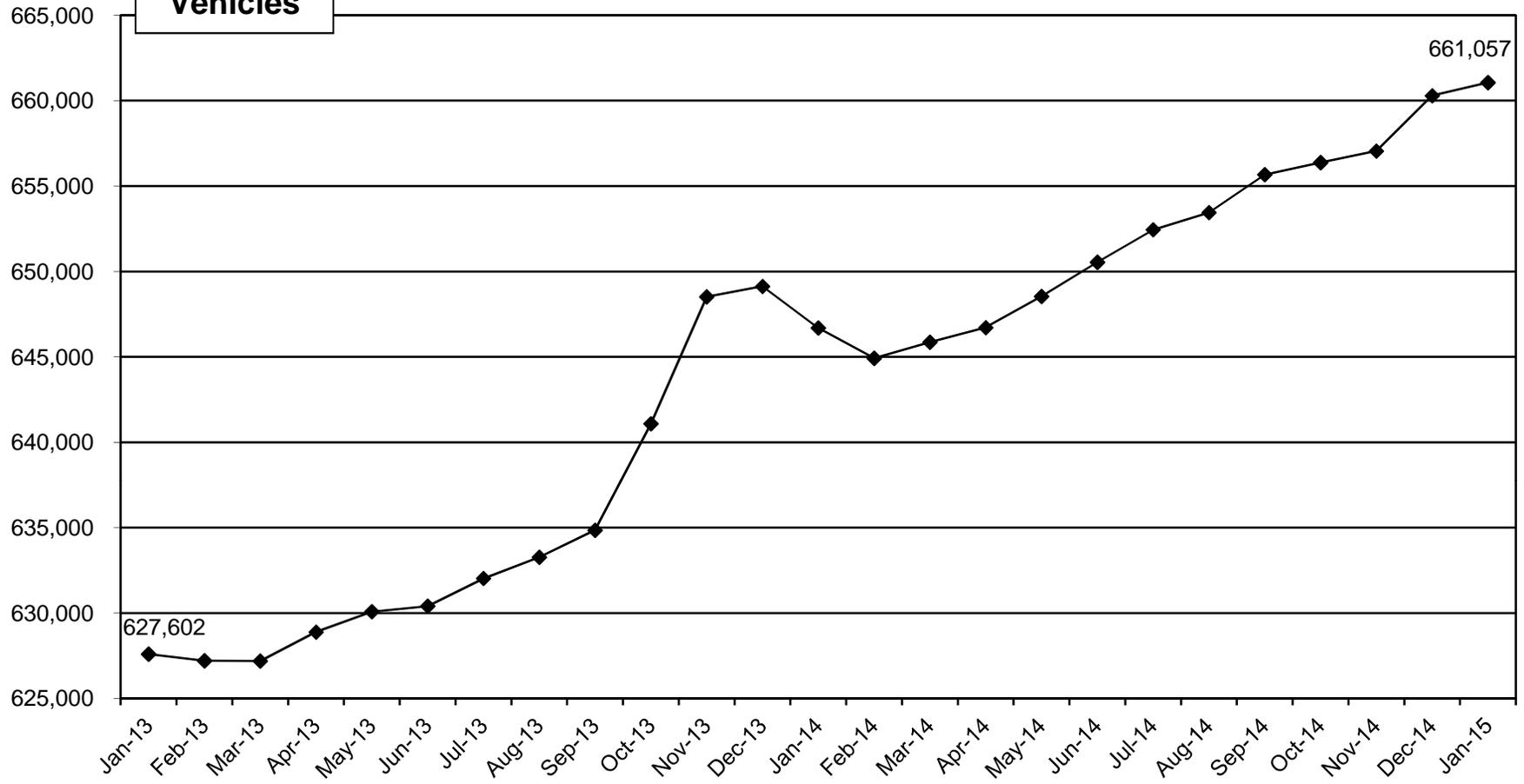
All Vehicles



Ex. 2

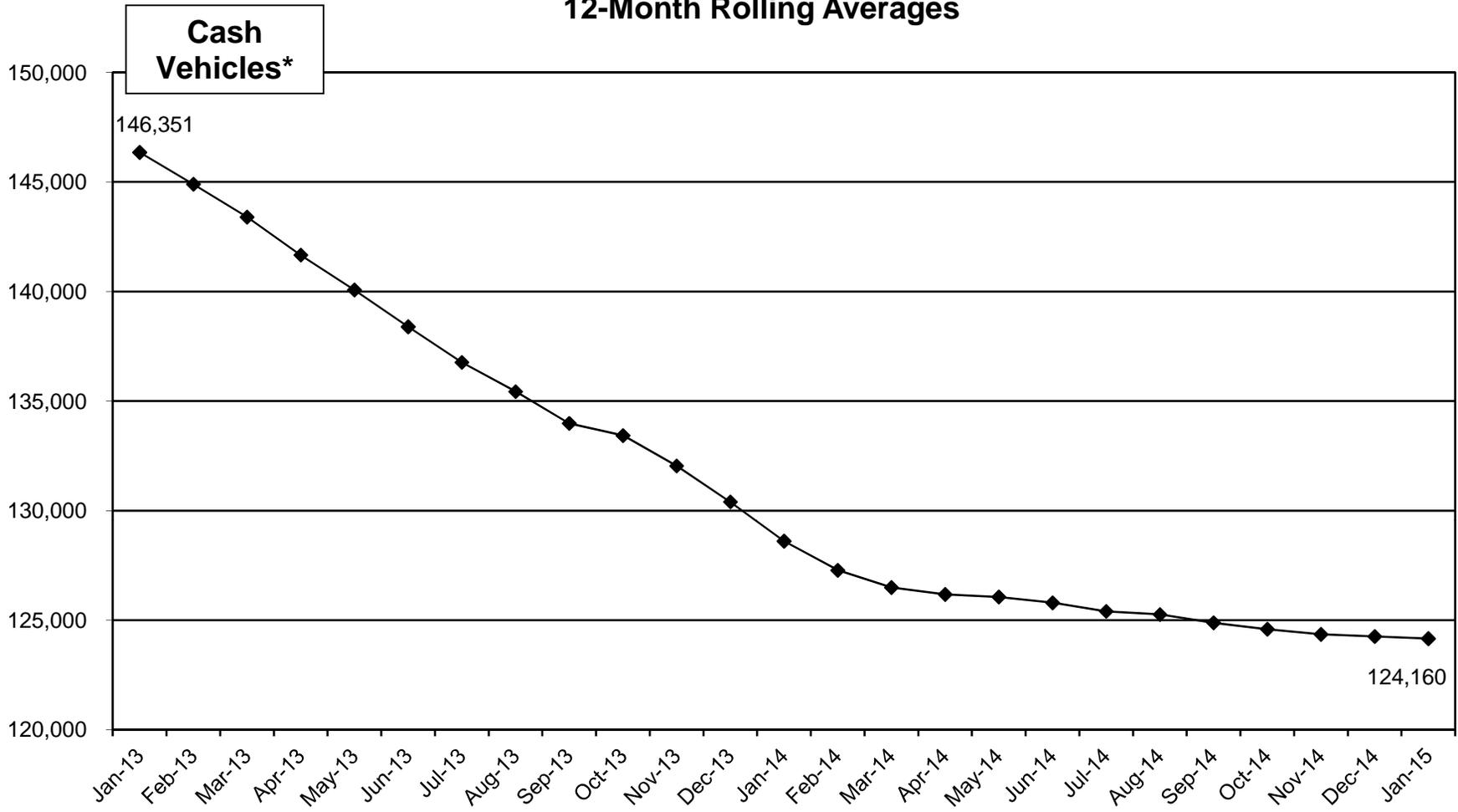
### MTA Bridges and Tunnels Average Daily Traffic: January 2013 - January 2015 12-Month Rolling Averages

**E-ZPass  
Vehicles**



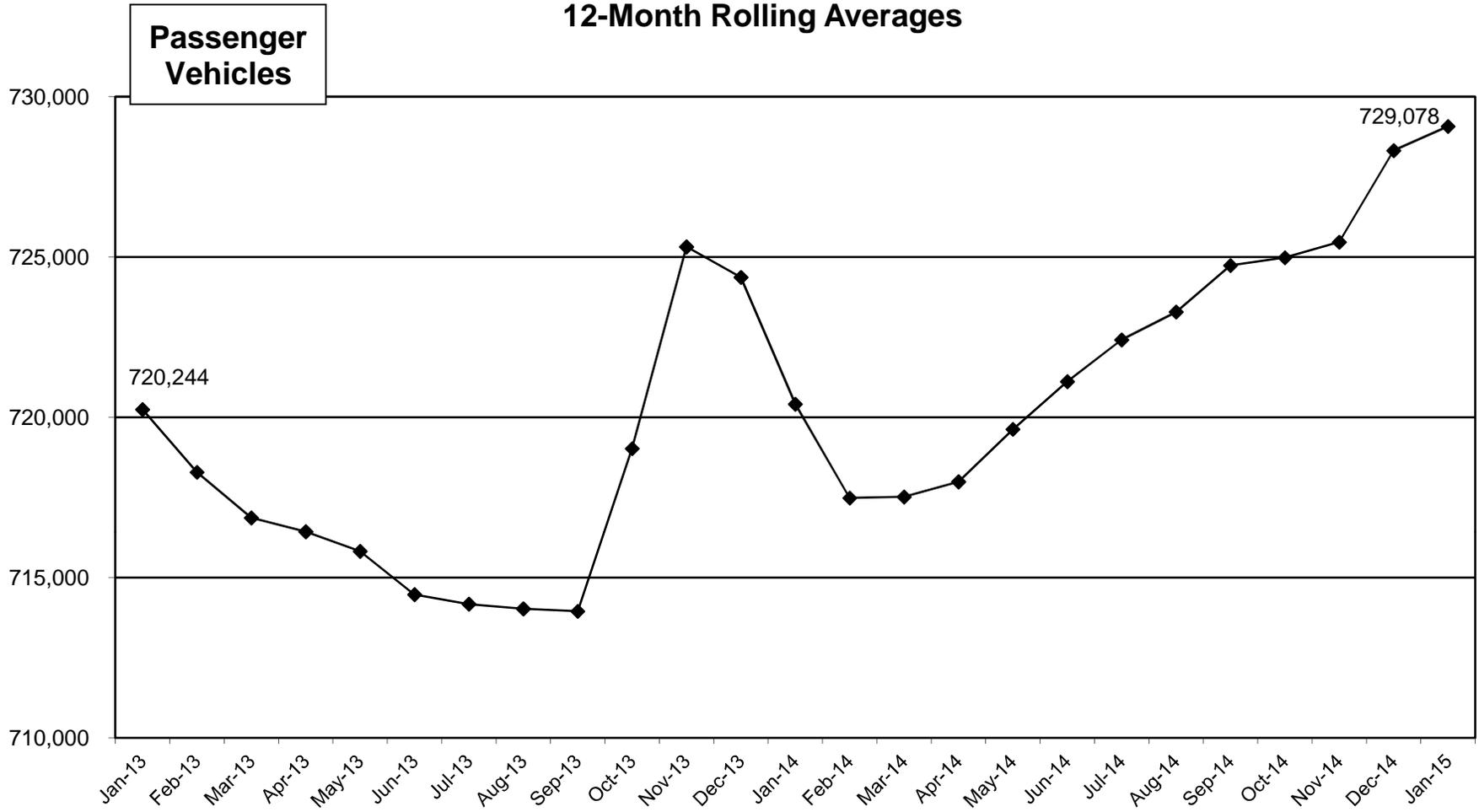
Ex. 3

### MTA Bridges and Tunnels Average Daily Traffic: January 2013 - January 2015 12-Month Rolling Averages



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

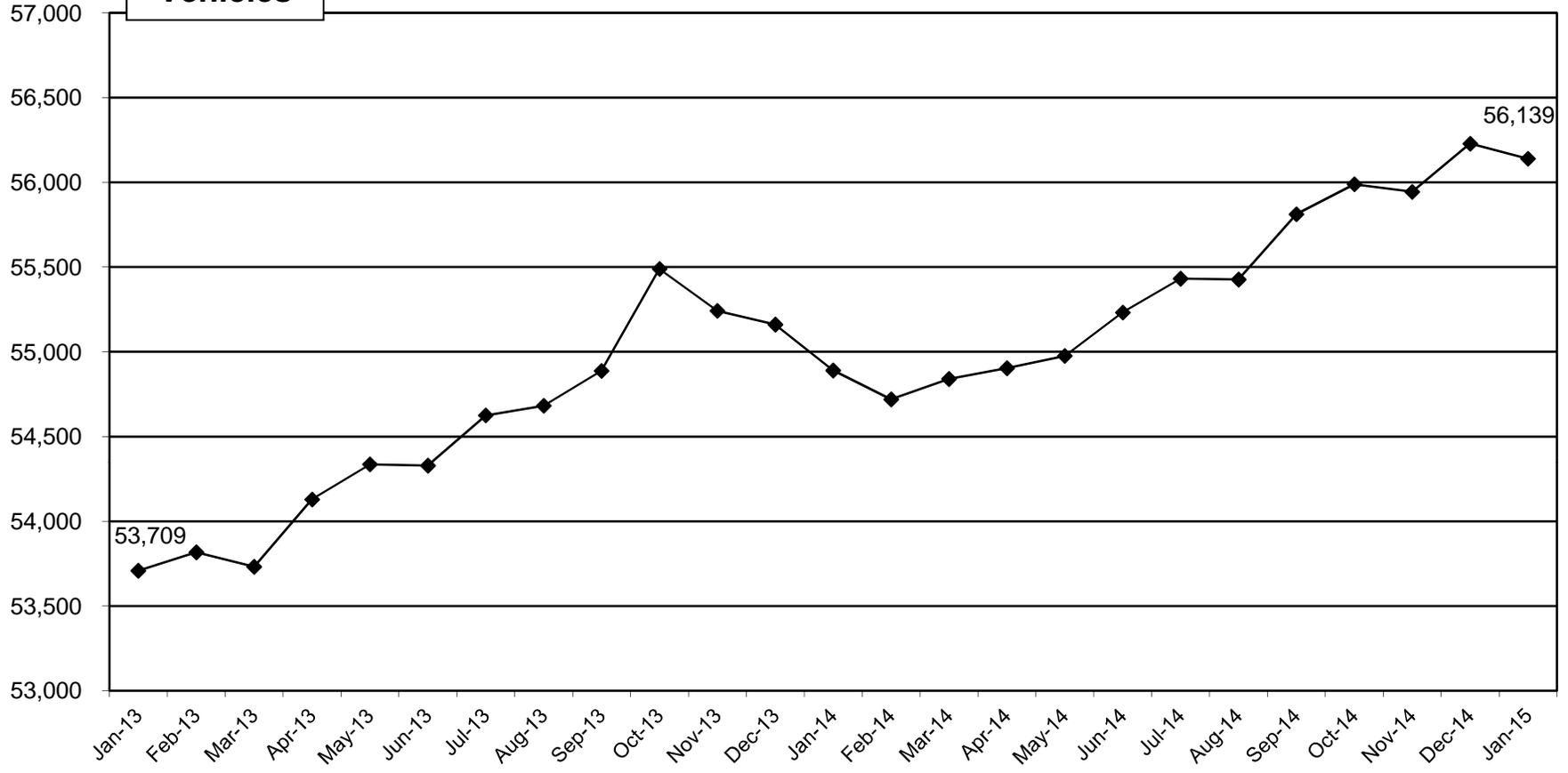
### MTA Bridges and Tunnels Average Daily Traffic: January 2013 - January 2015 12-Month Rolling Averages



Ex. 5

### MTA Bridges and Tunnels Average Daily Traffic: January 2013 - January 2015 12-Month Rolling Averages

Other  
Vehicles



Ex. 6

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

Corridor	Toll Media	January <sup>(1)</sup>	3 Months <sup>(2)</sup> (Nov-Jan)	6 Months <sup>(3)</sup> (Aug-Jan)	9 Months <sup>(4)</sup> (May-Jan)	12 Months <sup>(5)</sup> (Feb-Jan)
All Facilities	Total Vehicles	1.2%	2.3%	1.9%	2.1%	1.3%
	E-ZPass	1.6%	3.0%	2.7%	2.9%	2.2%
	Cash <sup>(6)</sup>	-1.1%	-1.5%	-2.0%	-2.1%	-3.5%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	3.0%	3.5%	2.7%	2.5%	1.7%
	E-ZPass	3.5%	4.4%	3.8%	3.6%	2.9%
	Cash <sup>(6)</sup>	0.9%	0.0%	-1.2%	-1.7%	-3.0%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-0.9%	2.1%	2.1%	3.3%	2.9%
	E-ZPass	-0.4%	2.6%	2.7%	3.9%	3.5%
	Cash <sup>(6)</sup>	-3.7%	-1.6%	-1.7%	-0.2%	-1.1%
Verrazano-Narrows Bridge	Total Vehicles	1.3%	1.3%	0.4%	0.2%	-0.8%
	E-ZPass	1.8%	2.1%	1.2%	1.0%	0.1%
	Cash <sup>(6)</sup>	-1.7%	-3.4%	-4.1%	-4.2%	-5.6%
Henry Hudson Bridge	Total Vehicles	-1.1%	1.0%	1.9%	2.9%	2.2%
	E-ZPass	-0.4%	1.7%	2.2%	3.1%	2.6%
	Tolls By Mail	-11.8%	-10.3%	-2.9%	-0.5%	-3.1%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	1.4%	1.7%	1.4%	-0.1%	-2.1%
	E-ZPass	1.7%	2.2%	1.9%	0.9%	-0.7%
	Cash <sup>(6)</sup>	-1.0%	-1.9%	-1.4%	-5.2%	-9.4%

(1) January 2015 vs. January 2014.

(2) November 2014 to January 2015 vs. November 2013 to January 2014.

(3) August 2014 to January 2015 vs. August 2013 to January 2014.

(4) May 2014 to January 2015 vs. May 2013 to January 2014.

(5) February 2014 to January 2015 vs. February 2013 to January 2014.

(6) Includes tokens and tickets.

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

Corridor	Vehicle Type	January <sup>(1)</sup>	3 Months <sup>(2)</sup> (Nov-Jan)	6 Months <sup>(3)</sup> (Aug-Jan)	9 Months <sup>(4)</sup> (May-Jan)	12 Months <sup>(5)</sup> (Feb-Jan)
All Facilities	Total Vehicles	1.2%	2.3%	1.9%	2.1%	1.3%
	Passenger	1.4%	2.4%	1.8%	2.0%	1.2%
	Other	-2.1%	1.2%	2.6%	3.0%	2.3%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	3.0%	3.5%	2.7%	2.5%	1.7%
	Passenger	3.4%	3.5%	2.6%	2.3%	1.4%
	Other	-0.4%	3.2%	4.2%	4.6%	4.0%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-0.9%	2.1%	2.1%	3.3%	2.9%
	Passenger	-0.6%	2.2%	2.1%	3.3%	2.8%
	Other	-3.7%	0.5%	3.2%	4.1%	3.9%
Verrazano-Narrows Bridge	Total Vehicles	1.3%	1.3%	0.4%	0.2%	-0.8%
	Passenger	1.7%	1.6%	0.5%	0.3%	-0.6%
	Other	-4.0%	-2.9%	-2.4%	-2.0%	-2.7%
Henry Hudson Bridge	Total Vehicles	-1.1%	1.0%	1.9%	2.9%	2.2%
	Passenger	-1.2%	0.9%	1.8%	2.8%	2.1%
	Other	9.6%	14.3%	16.3%	18.0%	19.7%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	1.4%	1.7%	1.4%	-0.1%	-2.1%
	Passenger	1.8%	1.8%	1.4%	0.0%	-1.9%
	Other	-5.7%	-1.5%	2.5%	-0.3%	-5.2%

(1) January 2015 vs. January 2014.

(2) November 2014 to January 2015 vs. November 2013 to January 2014.

(3) August 2014 to January 2015 vs. August 2013 to January 2014.

(4) May 2014 to January 2015 vs. May 2013 to January 2014.

(5) February 2014 to January 2015 vs. February 2013 to January 2014.

**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>
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
Oct-14	25,189,827	\$3.36	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
<b>Jan-15</b>	<b>20,990,434</b>	<b>\$2.30</b>	30	4.8	15.1	11

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>2014 vs. 2013</b>						
January	(1,542,906)	(\$0.10)	(7)	(0.3)	16	4
February	(1,130,267)	(\$0.28)	(2)	1.1	15	(2)
March	55,546	(\$0.18)	(4)	1.3	(6)	(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	152,836	(\$0.19)	0	3.4	-	4
November	160,720	(\$0.47)	5	1.2	0	(3)
December	1,146,547	(\$0.83)	3	1.7	(6)	4
<b>2015 vs. 2014</b>						
January	243,117	(\$1.29)	1	2.4	(2)	(3)

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

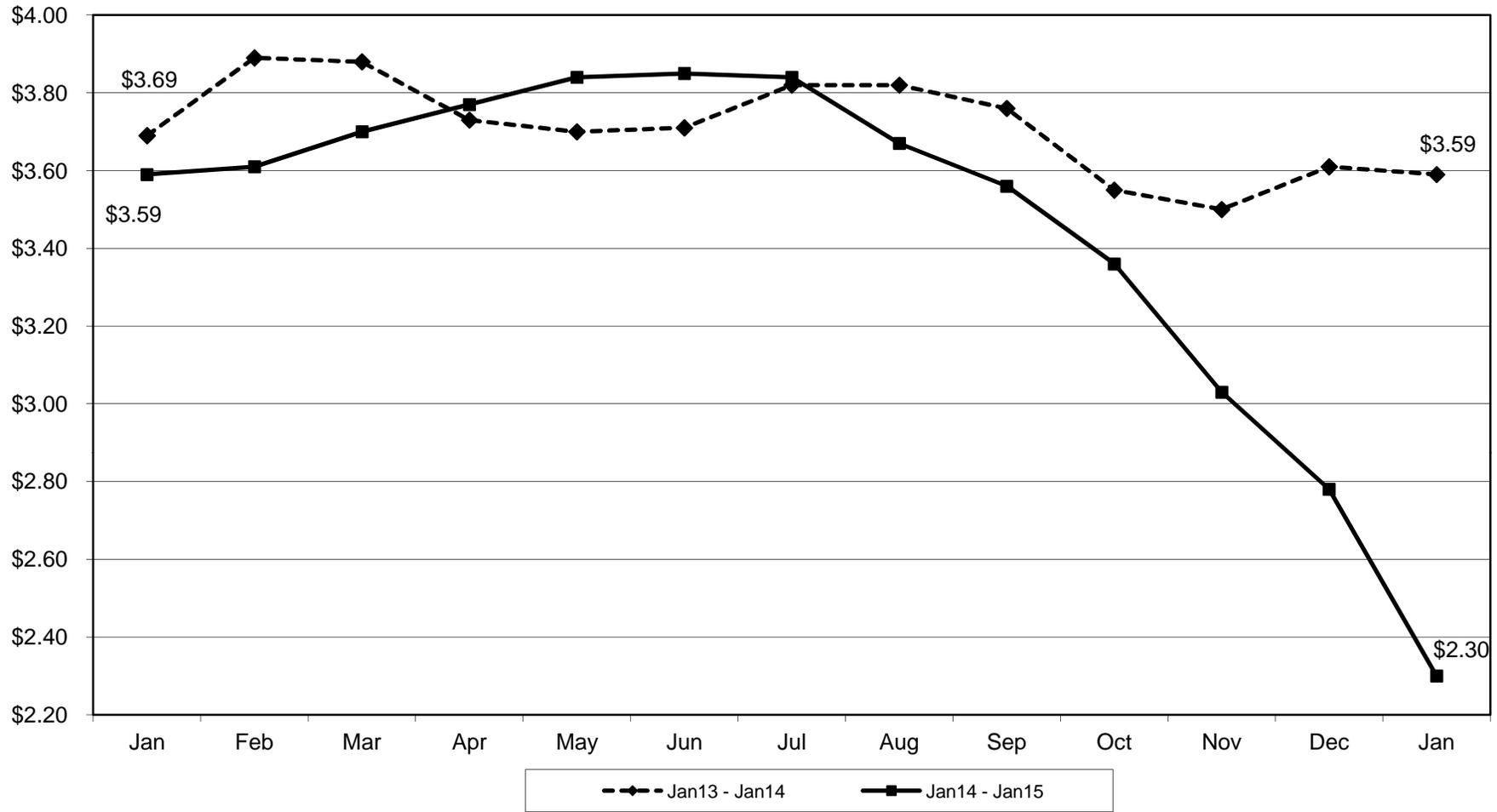
### Average Daily Traffic: 12-Month Rolling Averages

<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>
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
Oct-14	780,969	656,378	124,591	724,981	55,989
<b>Nov-14</b>	<b>781,410</b>	<b>657,053</b>	<b>124,357</b>	<b>725,466</b>	<b>55,944</b>
<b>Dec-14</b>	<b>784,551</b>	<b>660,293</b>	<b>124,258</b>	<b>728,323</b>	<b>56,228</b>
<b>Jan-15</b>	<b>785,217</b>	<b>661,057</b>	<b>124,160</b>	<b>729,078</b>	<b>56,139</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 January 2013 - January 2015





# Bridges and Tunnels

---

---

## Safety Report January 2015

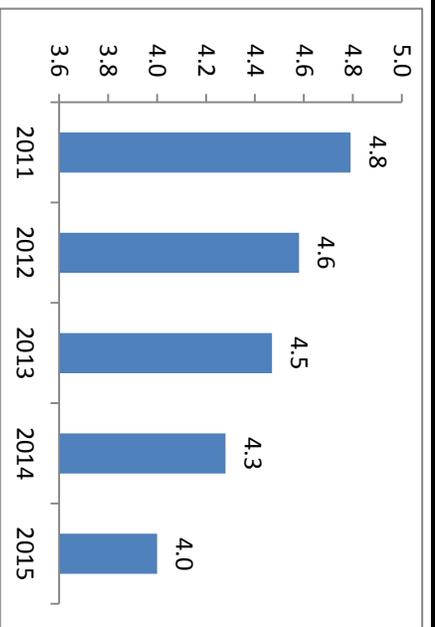
---

---



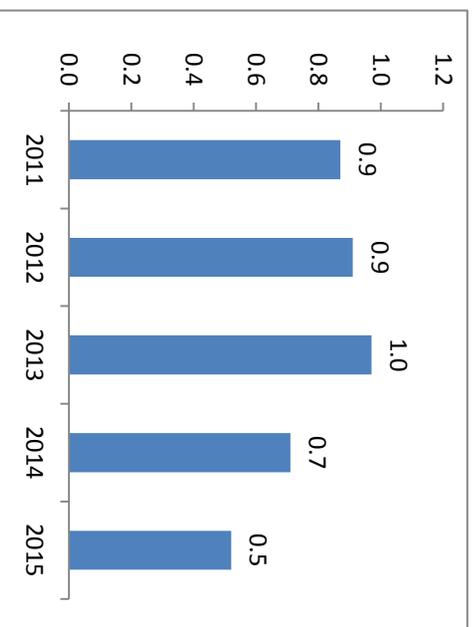
# Bridges and Tunnels

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



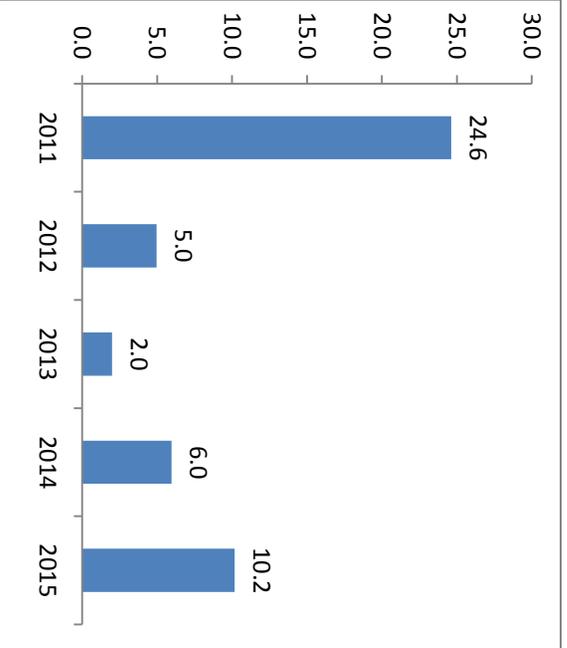
Customer Collisions		
Year	Collisions	Rate/M Vehicles
2011	99	4.8
2012	101	4.6
2013	101	4.5
2014	90	4.3
2015	85	4.0

% change from last year:  
5 year Average -6.5%  
4.4



Customer Injury Collisions		
Year	Injury Collisions	Injury Rate/M Vehicles
2011	18	0.9
2012	20	0.9
2013	22	1.0
2014	15	0.7
2015	11	0.5

% change from last year:  
5 year Average -26.8%  
0.8



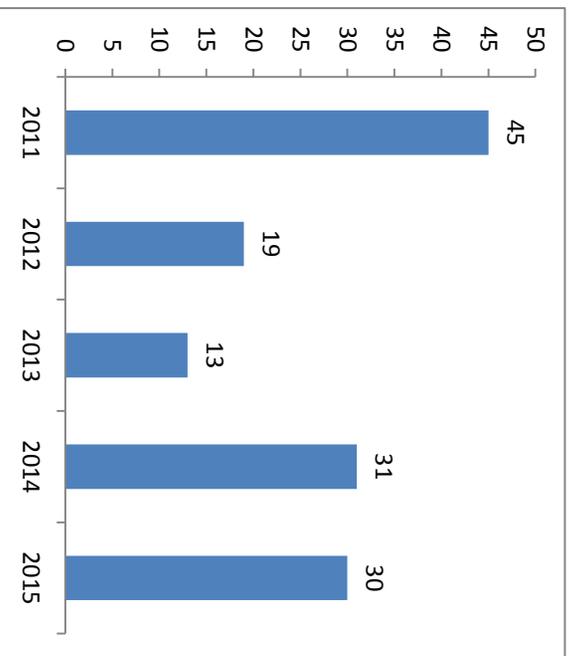
Contractor Injuries		
Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2011	2	24.6
2012	1	5.0
2013	0	2.0
2014	1	6.0
2015	2	10.2

% change from last year:  
5 year Average 70.6%  
9.5



# Bridges and Tunnels

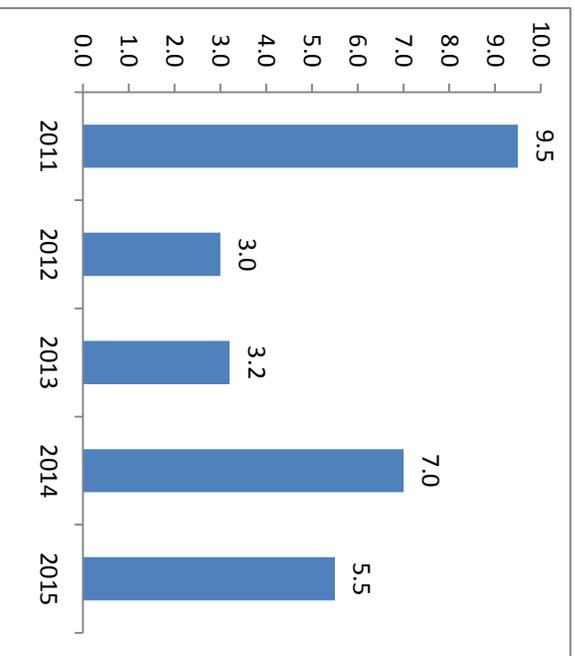
## 5 Yr Summary of Employee Accident Reports & Injuries thru January



Employee Accident Reports (C-2's)

Year	Total
2011	45
2012	19
2013	13
2014	31
2015	30

% change from last year: -3.2%  
5 year Average 28



Employee Lost Time Injuries

Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2011	13	9.5
2012	4	3.0
2013	4	3.2
2014	9	7.0
2015	7	5.5

% change from last year: -21.4%  
5 year Average 5.6



# Bridges and Tunnels

---

---

## E-ZPass Performance Report January 2015

---

---

**MTA Bridges and Tunnels**  
**E-ZPASS Performance Report**  
**January 2015**  
Preliminary data subject to final audit

<b>E-ZPass Performance at All B&amp;T Facilities</b>			
	January 2015	Year to Date	January 2014
Total E-ZPass Traffic <sup>1</sup>	17,849,261	17,849,261	17,570,251
E-ZPass Market Share: Total	85.0%	85.0%	84.7%
Cars	84.4%	84.4%	84.0%
Trucks	93.1%	93.1%	92.9%

<b>Weekday E-ZPass Performance by Facility<sup>2</sup></b>			
Facility	January Average E-Zpass Weekday Traffic and Market Share		
	2015 Average Traffic	2015 Market Share	2014 Market Share
Bronx-Whitestone Bridge	77,219	81.8%	81.1%
Cross Bay Veterans Memorial Bridge	16,998	87.4%	87.2%
Henry Hudson Bridge	52,417	95.5%	94.9%
Hugh L. Carey Tunnel	40,931	91.2%	90.8%
Marine Parkway-Gil Hodges Memorial Bridge	16,271	89.8%	89.1%
Queens Midtown Tunnel	64,644	90.4%	89.5%
Robert F. Kennedy Bridge - Bronx Plaza	56,747	79.0%	77.9%
Robert F. Kennedy Bridge - Manhattan Plaza	65,029	86.3%	86.1%
Throgs Neck Bridge	84,311	85.6%	85.3%
Verrazano-Narrows Bridge <sup>1</sup>	<u>141,810</u>	<u>87.9%</u>	<u>87.2%</u>
All Facilities <sup>1</sup>	616,377	86.8%	86.2%

Notes:

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

**MTA Bridges and Tunnels**  
**E-ZPASS Performance Report**  
**January 2015**  
Preliminary data subject to final audit

<b>Weekday Peak Hour E-ZPass Performance by Facility<sup>3</sup></b>				
Facility	January E-ZPass Market Share			
	2015 AM Peak	2014 AM Peak	2015 PM Peak	2014 PM Peak
Bronx-Whitestone Bridge	86.7%	86.4%	82.8%	82.2%
Cross Bay Veterans Memorial Bridge	90.7%	90.2%	87.9%	88.4%
Henry Hudson Bridge	96.3%	96.5%	95.3%	95.3%
Hugh L. Carey Tunnel	94.1%	93.3%	91.4%	91.0%
Marine Parkway-Gil Hodges Memorial Bridge	92.4%	92.2%	90.0%	89.4%
Queens Midtown Tunnel	91.5%	91.3%	90.4%	90.0%
Robert F. Kennedy Bridge - Bronx Plaza	84.2%	83.9%	79.4%	79.0%
Robert F. Kennedy Bridge - Manhattan Plaza	88.8%	89.0%	86.8%	86.8%
Throgs Neck Bridge	90.2%	90.2%	86.2%	85.9%
Verrazano-Narrows Bridge <sup>4</sup>	N/A	N/A	90.3%	90.1%
All Facilities	89.9%	89.8%	87.7%	87.4%

<b>Weekend E-ZPass Performance by Facility</b>			
Facility	January Average E-ZPass Weekend Traffic and Market Share		
	2015 Avg. Traffic	2015 Market Share	2014 Market Share
Bronx-Whitestone Bridge	67,518	75.2%	74.6%
Cross Bay Veterans Memorial Bridge	12,804	83.5%	83.2%
Henry Hudson Bridge	40,781	93.6%	92.8%
Hugh L. Carey Tunnel	28,020	87.6%	87.5%
Marine Parkway-Gil Hodges Memorial Bridge	11,697	86.6%	86.6%
Queens Midtown Tunnel	52,601	86.5%	85.8%
Robert F. Kennedy Bridge - Bronx Plaza	45,420	71.4%	70.1%
Robert F. Kennedy Bridge - Manhattan Plaza	50,443	81.9%	81.5%
Throgs Neck Bridge	70,337	79.9%	80.1%
Verrazano-Narrows Bridge <sup>1</sup>	<u>119,846</u>	82.3%	81.7%
All Facilities <sup>1</sup>	499,467	81.4%	80.9%

Notes:

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

**MTA Bridges and Tunnels  
E-ZPASS Performance Report  
January 2015**  
Preliminary data subject to final audit

**E-ZPass Interoperability Statistics**

<b>B&amp;T E-ZPass Transactions From Other Agencies <sup>5</sup></b>			
Customer's E-ZPass Agency	January 2015 Total B&T E-ZPass Transactions	January 2015 Percentage of B&T Total Transactions	January 2014 Percentage of B&T Total Transactions
New York State Thruway Authority <sup>6</sup>	1,486,633	8.00%	8.00%
Port Authority of NY and NJ	989,940	5.33%	5.56%
New Jersey Toll Agencies <sup>7</sup>	1,037,444	5.59%	5.41%
Massachusetts Turnpike Authority <sup>8</sup>	109,584	0.59%	0.56%
Pennsylvania Turnpike Commission	73,001	0.39%	0.36%
Maryland Transportation Authority	29,487	0.16%	0.15%
Virginia Department of Transportation <sup>9</sup>	23,190	0.12%	0.10%
New Hampshire Department of Transportation	12,411	0.07%	0.06%
Delaware Department of Transportation	12,451	0.07%	0.05%
Other <sup>10</sup>	<u>36,093</u>	<u>0.19%</u>	<u>0.23%</u>
<b>Total</b>	<b>3,810,234</b>	<b>20.51%</b>	<b>20.50%</b>

<b>Other Agency B&amp;T E-ZPass Transactions</b>			
Agency Used By B&T Customers	January 2015	YTD 2015	January 2014
New York State Thruway Authority <sup>6</sup>	2,235,495	2,235,495	2,138,554
Port Authority of NY and NJ	2,864,370	2,864,370	2,774,039
New Jersey Toll Agencies <sup>7</sup>	4,345,426	4,345,426	4,342,255
New York State Bridge Authority	205,616	205,616	196,378
Massachusetts Turnpike Authority <sup>8</sup>	426,327	426,327	407,238
Pennsylvania Turnpike Commission	206,642	206,642	194,236
Maryland Transportation Authority	313,378	313,378	206,629
Virginia Department of Transportation <sup>9</sup>	150,698	150,698	112,149
New Hampshire Department of Transportation	84,561	84,561	69,632
Delaware Department of Transportation	199,401	199,401	177,226
Other <sup>10</sup>	<u>235,139</u>	<u>235,139</u>	<u>216,673</u>
<b>Total</b>	<b>11,267,053</b>	<b>11,267,053</b>	<b>10,835,009</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**  
**January 2015**  
Preliminary data subject to final audit

**E-ZPass Customer Service Statistics**

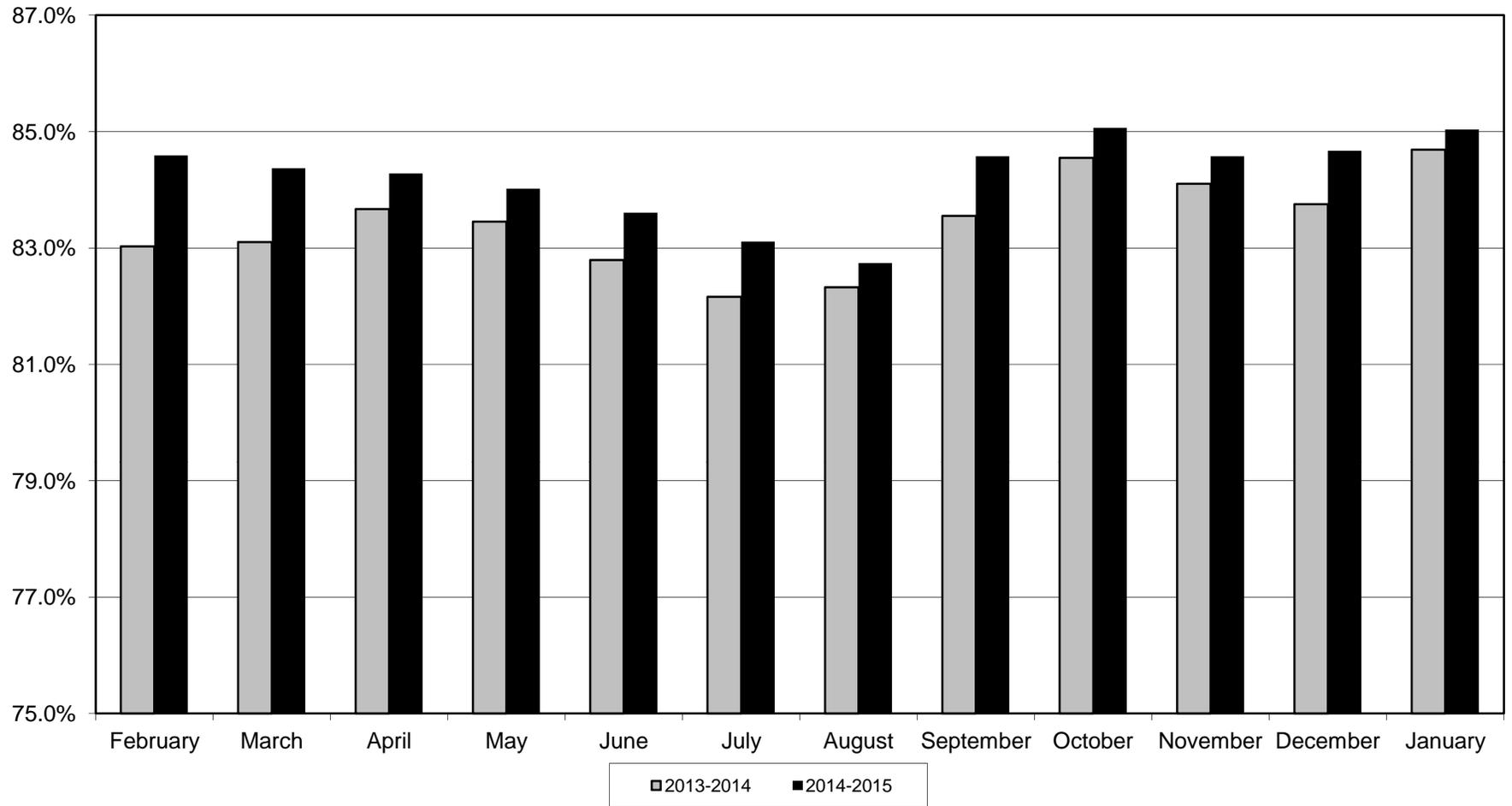
<b>MTA Bridges and Tunnels Customers</b>			
	January 2015	YTD 2015	YTD 2014
Accounts Opened:			
Internet	5,740	5,740	6,188
Walk-In	1,829	1,829	1,512
Mail/Phone <sup>11</sup>	197	197	250
On-The-Go	<u>7,048</u>	<u>7,048</u>	<u>6,487</u>
Total Accounts Opened	14,814	14,814	14,437
Total Active Accounts		2,744,571	2,560,325
Number of E-ZPass Tags Issued <sup>12</sup>	34,826	34,826	34,396
Total Active Tags <sup>13</sup>		4,399,542	4,179,250
Total Reload Cards Distributed	1,987	114,153	80,682
Reload Card % of Cash Replenishments	12.99%	12.99%	14.64%

<b>Customer Service Indicators</b>			
	January 2015	YTD 2015	YTD 2014
Phone Calls Answered by Customer Service Center:			
Customer Service Representatives	217,261	217,261	220,952
Automated System	<u>487,838</u>	<u>487,838</u>	<u>404,014</u>
Total Phone Calls Answered	705,099	705,099	624,966
Average Phone Call Waiting Time (in min.):			
Customer Service Representatives	0.34	0.34	0.82
Commercial Unit	1.02	1.02	0.45
Avg. Monthly B&T E-ZPass Trips Per Account	5.14	5.14	5.33
Average Number of Active Tags Per Account	1.60	1.60	1.63

<b>E-ZPass Tag Replacement Program</b>			
	January 2015	YTD 2015	2011-2015
Number of Replacement Tags Mailed	15,004	15,004	1,692,123
Number of Tags Returned <sup>14</sup>	12,852	12,852	1,634,981
Number of Tags Pending Return	N/A	N/A	57,142

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 reported as lost or stolen by the customer, and deactivated. Also, includes tags mailed in 2014 but returned in 2015.

### MTA Bridges and Tunnels E-ZPass Market Shares February 2013 through January 2015





# Bridges and Tunnels

---

---

## Financial Report January 2015

---

---

# MTA BRIDGES & TUNNELS

## STATEMENT OF NET POSITION

As of January 31, 2015

(in thousands)

### ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

#### CURRENT ASSETS:

Cash-Unrestricted	\$25,858
Investments:	
Unrestricted	166,758
Restricted	601,337
Accrued interest receivable	672
Accounts receivable	19,628
Tolls due from other agencies	25,353
Prepaid expenses	<u>18,688</u>
Total current assets	<u>858,294</u>

#### NONCURRENT ASSETS:

Investments:	
Restricted	105,080
Insurance recovery receivable	124,351
Facilities, less acc.dep of \$1,283,878	4,395,713
Capital lease 2 Broadway net acc. dep.	42,113
Derivative Hedge Assets	3,597
Security Deposits	<u>17,709</u>
Total noncurrent assets	<u>4,688,563</u>

**TOTAL ASSETS:** 5,546,857

#### DEFERRED OUTFLOWS OF RESOURCES:

Accumulated decreases in fair value of derivative instruments	163,094
Defeasance costs	<u>161,916</u>

**TOTAL DEFERRED OUTFLOWS OF RESOURCES:** 325,010

**TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES** \$5,871,867

# MTA BRIDGES & TUNNELS

## STATEMENT OF NET POSITION

As of January 31, 2015

(in thousands)

### LIABILITIES

#### CURRENT LIABILITIES:

Current portion-long term debt	\$287,565
Interest Payable	64,983
Accounts Payable	70,911
Payable to MTA-CAP	35,805
Due to MTA-Operating Expenses	6,590
Due to NYCTA-Operating Expenses	648
Accrued salaries	19,767
Accrued Vac & Sick Benefits	18,834
Current portion of estimated liability arising from injury	21,069
Current portion of capital lease obligation	6,170
Pollution remediation projects	1,829
Due to New York City Transit Authority	47,101
Due to Metropolitan Transportation Authority	74,733
Unredeemed Tolls	160,441
Tolls due to other agencies	44,671
E-ZPass Airport Toll Liability	4,342
	<u>865,459</u>
Total current liabilities	<u>865,459</u>

#### NONCURRENT LIABILITIES:

Long term debt	8,632,072
Other postemployment benefits other than pensions	512,099
Estimated liability arising from injury	14,964
Capital lease obligations	137,356
Derivative Hedge Liabilities	167,527
Security deposits-Contra	17,709
	<u>9,481,727</u>
Total noncurrent liabilities	<u>9,481,727</u>

**TOTAL LIABILITIES** 10,347,186

**NET POSITION** (4,475,319) \*

**TOTAL LIABILITIES & NET POSITION** \$5,871,867

\*The negative Net Position of \$4,475,319 consists of various fund balances such as surplus monies and purchase of assets on behalf of MTA and NYCTA. The negative balance occurs because the assets are transferred to MTA and NYCTA during the year, and taken off the B&T Statement of Net Position; while the debt to purchase these assets remains as a liability on the Statement of Net Position of B&T.

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**

January 2015

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	124.308	123.263	(1.045)	(0.8)	0.000	0.000	0.000	-	124.308	123.263	(1.045)	(0.8)
Other Operating Revenue	1.382	1.531	0.149	10.8	0.000	0.000	0.000	-	1.382	1.531	0.149	10.8
Capital & Other Reimbursements	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Investment Income	0.061	0.014	(0.047)	(77.2)	0.000	0.000	0.000	-	0.061	0.014	(0.047)	(77.2)
<b>Total Revenue</b>	<b>\$125.751</b>	<b>\$124.808</b>	<b>(\$0.943)</b>	<b>(0.7)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$125.751</b>	<b>\$124.808</b>	<b>(\$0.943)</b>	<b>(0.7)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$11.427	\$10.866	\$0.561	4.9	\$0.000	\$0.000	\$0.000	-	\$11.427	\$10.866	\$0.561	4.9
Overtime	2.331	2.022	0.309	13.3	0.000	0.000	0.000	-	2.331	2.022	0.309	13.3
Health and Welfare	2.491	2.296	0.195	7.8	0.000	0.000	0.000	-	2.491	2.296	0.195	7.8
OPEB Current Payment	1.406	1.384	0.022	1.6	0.000	0.000	0.000	-	1.406	1.384	0.022	1.6
Pensions	2.448	2.676	(0.228)	(9.3)	0.000	0.000	0.000	-	2.448	2.676	(0.228)	(9.3)
Other Fringe Benefits	2.178	2.093	0.085	3.9	0.000	0.000	0.000	-	2.178	2.093	0.085	3.9
Reimbursable Overhead	(0.431)	0.000	(0.431)	(100.0)	0.000	0.000	0.000	-	(0.431)	0.000	(0.431)	(100.0)
<b>Total Labor Expenses</b>	<b>\$21.850</b>	<b>\$21.337</b>	<b>\$0.513</b>	<b>2.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$21.850</b>	<b>\$21.337</b>	<b>\$0.513</b>	<b>2.3</b>
<i>Non-Labor:</i>												
Electric Power	\$0.576	\$0.432	\$0.144	25.0	\$0.000	\$0.000	\$0.000	-	\$0.576	\$0.432	\$0.144	25.0
Fuel	0.347	0.000	0.347	100.0	0.000	0.000	0.000	-	0.347	0.000	0.347	100.0
Insurance	1.239	1.265	(0.026)	(2.1)	0.000	0.000	0.000	-	1.239	1.265	(0.026)	(2.1)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	5.780	5.767	0.013	0.2	0.000	0.000	0.000	-	5.780	5.767	0.013	0.2
Professional Service Contracts	3.019	1.480	1.539	51.0	0.000	0.000	0.000	-	3.019	1.480	1.539	51.0
Materials & Supplies	0.476	0.051	0.425	89.3	0.000	0.000	0.000	-	0.476	0.051	0.425	89.3
Other Business Expenses	2.515	2.151	0.364	14.5	0.000	0.000	0.000	-	2.515	2.151	0.364	14.5
<b>Total Non-Labor Expenses</b>	<b>\$13.954</b>	<b>\$11.146</b>	<b>\$2.808</b>	<b>20.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$13.954</b>	<b>\$11.146</b>	<b>\$2.808</b>	<b>20.1</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	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$35.804</b>	<b>\$32.483</b>	<b>\$3.321</b>	<b>9.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$35.804</b>	<b>\$32.483</b>	<b>\$3.321</b>	<b>9.3</b>
Depreciation	\$9.484	\$9.196	\$0.288	3.0	\$0.000	\$0.000	\$0.000	-	\$9.484	\$9.196	\$0.288	3.0
OPEB Obligation	5.975	5.929	0.046	0.8	0.000	0.000	0.000	-	5.975	5.929	0.046	0.8
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$51.263</b>	<b>\$47.608</b>	<b>\$3.655</b>	<b>7.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$51.263</b>	<b>\$47.608</b>	<b>\$3.655</b>	<b>7.1</b>
Less: Depreciation	\$9.484	\$9.196	\$0.288	3.0	\$0.000	\$0.000	\$0.000	-	\$9.484	\$9.196	\$0.288	3.0
Less: OPEB Obligation	5.975	5.929	0.046	0.8	0.000	0.000	0.000	-	5.975	5.929	0.046	0.8
<b>Total Expenses</b>	<b>\$35.804</b>	<b>\$32.483</b>	<b>\$3.321</b>	<b>9.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$35.804</b>	<b>\$32.483</b>	<b>\$3.321</b>	<b>9.3</b>
<b>Net Surplus/(Deficit)</b>	<b>\$89.947</b>	<b>\$92.325</b>	<b>\$2.378</b>	<b>2.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$89.947</b>	<b>\$92.325</b>	<b>\$2.378</b>	<b>2.6</b>

Differences are due to rounding.

\*Variance exceeds 100%

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**January 2015**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Net Income/(Deficit)</b>									<b>\$89.947</b>	<b>\$92.325</b>	<b>\$2.378</b>	<b>2.6</b>
Less: Capitalized Assets									1.345	0.643	0.702	52.2
Reserves									2.241	2.241	0.000	0.0
<b>Adjusted Net Income/(Deficit)</b>									<b>\$86.361</b>	<b>\$89.441</b>	<b>\$3.080</b>	<b>3.6</b>
Less: Debt Service									53.029	50.467	2.562	4.8
<b>Income Available for Distribution</b>									<b>\$33.332</b>	<b>\$38.974</b>	<b>\$5.642</b>	<b>16.9</b>
Distributable To:												
MTA - Investment Income									0.061	0.014	(0.047)	(77.2)
MTA - Distributable Income									21.507	24.306	2.799	13.0
NYCTR - Distributable Income									11.763	14.654	2.891	24.6
<b>Total Distributable Income</b>									<b>\$33.332</b>	<b>\$38.974</b>	<b>\$5.642</b>	<b>16.9</b>
<b>Support to Mass Transit:</b>												
Total Revenues									125.751	124.808	(0.943)	(0.7)
Less: Total Operating Expenses									<u>35.804</u>	<u>32.483</u>	<u>3.321</u>	9.3
<b>Net Operating Income/(Deficit)</b>									<b>\$89.947</b>	<b>\$92.325</b>	<b>\$2.378</b>	<b>2.6</b>
Deductions from Net Operating Income:												
Capitalized Assets									1.345	0.643	0.702	52.2
Reserves									2.241	2.241	0.000	0.0
B&T Debt Service									21.179	18.776	2.403	11.3
GASB Reserves									0.000	0.000	0.000	-
<b>Total Deductions From Operating Income</b>									<b>\$24.765</b>	<b>\$21.660</b>	<b>\$3.105</b>	<b>12.5</b>
<b>Total Support to Mass Transit</b>									<b>\$65.182</b>	<b>\$70.665</b>	<b>\$5.483</b>	<b>8.4</b>

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**January Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	124.308	123.263	(1.045)	(0.8)	0.000	0.000	0.000	-	124.308	123.263	(1.045)	(0.8)
Other Operating Revenue	1.382	1.531	0.149	10.8	0.000	0.000	0.000	-	1.382	1.531	0.149	10.8
Capital & Other Reimbursements	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Investment Income	0.061	0.014	(0.047)	(77.2)	0.000	0.000	0.000	-	0.061	0.014	(0.047)	(77.2)
<b>Total Revenue</b>	<b>\$125.751</b>	<b>\$124.808</b>	<b>(\$0.943)</b>	<b>(0.7)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$125.751</b>	<b>\$124.808</b>	<b>(\$0.943)</b>	<b>(0.7)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$11.427	\$10.866	\$0.561	4.9	\$0.000	\$0.000	\$0.000	-	\$11.427	\$10.866	\$0.561	4.9
Overtime	2.331	2.022	0.309	13.3	0.000	0.000	0.000	-	2.331	2.022	0.309	13.3
Health and Welfare	2.491	2.296	0.195	7.8	0.000	0.000	0.000	-	2.491	2.296	0.195	7.8
OPEB Current Payment	1.406	1.384	0.022	1.6	0.000	0.000	0.000	-	1.406	1.384	0.022	1.6
Pensions	2.448	2.676	(0.228)	(9.3)	0.000	0.000	0.000	-	2.448	2.676	(0.228)	(9.3)
Other Fringe Benefits	2.178	2.093	0.085	3.9	0.000	0.000	0.000	-	2.178	2.093	0.085	3.9
Reimbursable Overhead	(0.431)	0.000	(0.431)	(100.0)	0.000	0.000	0.000	-	(0.431)	0.000	(0.431)	(100.0)
<b>Total Labor Expenses</b>	<b>\$21.850</b>	<b>\$21.337</b>	<b>\$0.513</b>	<b>2.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$21.850</b>	<b>\$21.337</b>	<b>\$0.513</b>	<b>2.3</b>
<i>Non-Labor:</i>												
Electric Power	\$0.576	\$0.432	\$0.144	25.0	\$0.000	\$0.000	\$0.000	-	\$0.576	\$0.432	\$0.144	25.0
Fuel	0.347	0.000	0.347	100.0	0.000	0.000	0.000	-	0.347	0.000	0.347	100.0
Insurance	1.239	1.265	(0.026)	(2.1)	0.000	0.000	0.000	-	1.239	1.265	(0.026)	(2.1)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	5.780	5.767	0.013	0.2	0.000	0.000	0.000	-	5.780	5.767	0.013	0.2
Professional Service Contracts	3.019	1.480	1.539	51.0	0.000	0.000	0.000	-	3.019	1.480	1.539	51.0
Materials & Supplies	0.476	0.051	0.425	89.3	0.000	0.000	0.000	-	0.476	0.051	0.425	89.3
Other Business Expenses	2.515	2.151	0.364	14.5	0.000	0.000	0.000	-	2.515	2.151	0.364	14.5
<b>Total Non-Labor Expenses</b>	<b>\$13.954</b>	<b>\$11.146</b>	<b>\$2.808</b>	<b>20.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$13.954</b>	<b>\$11.146</b>	<b>\$2.808</b>	<b>20.1</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	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$35.804</b>	<b>\$32.483</b>	<b>\$3.321</b>	<b>9.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$35.804</b>	<b>\$32.483</b>	<b>\$3.321</b>	<b>9.3</b>
Depreciation	\$9.484	\$9.196	\$0.288	3.0	\$0.000	\$0.000	\$0.000	-	\$9.484	\$9.196	\$0.288	3.0
OPEB Obligation	5.975	5.929	0.046	0.8	0.000	0.000	0.000	-	5.975	5.929	0.046	0.8
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$51.263</b>	<b>\$47.608</b>	<b>\$3.655</b>	<b>7.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$51.263</b>	<b>\$47.608</b>	<b>\$3.655</b>	<b>7.1</b>
Less: Depreciation	\$9.484	\$9.196	\$0.288	3.0	\$0.000	\$0.000	\$0.000	-	\$9.484	\$9.196	\$0.288	3.0
Less: OPEB Obligation	5.975	5.929	0.046	0.8	0.000	0.000	0.000	-	5.975	5.929	0.046	0.8
<b>Total Expenses</b>	<b>\$35.804</b>	<b>\$32.483</b>	<b>\$3.321</b>	<b>9.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$35.804</b>	<b>\$32.483</b>	<b>\$3.321</b>	<b>9.3</b>
<b>Net Surplus/(Deficit)</b>	<b>\$89.947</b>	<b>\$92.325</b>	<b>\$2.378</b>	<b>2.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$89.947</b>	<b>\$92.325</b>	<b>\$2.378</b>	<b>2.6</b>

Differences are due to rounding.

\*Variance exceeds 100%

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**January Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Net Income/(Deficit)</b>									<b>\$89.947</b>	<b>\$92.325</b>	<b>\$2.378</b>	<b>2.6</b>
Less: Capitalized Assets									1.345	0.643	\$0.702	52.2
Reserves									2.241	2.241	0.000	0.0
<b>Adjusted Net Income/(Deficit)</b>									<b>\$86.361</b>	<b>\$89.441</b>	<b>\$3.080</b>	<b>3.6</b>
Less: Debt Service									53.029	50.467	2.562	4.8
<b>Income Available for Distribution</b>									<b>\$33.332</b>	<b>\$38.974</b>	<b>\$5.642</b>	<b>16.9</b>
Distributable To:												
MTA - Investment Income									0.061	0.014	(0.047)	(77.2)
MTA - Distributable Income									21.507	24.306	2.799	13.0
NYCTR - Distributable Income									11.763	14.654	2.891	24.6
<b>Total Distributable Income</b>									<b>\$33.332</b>	<b>\$38.974</b>	<b>\$5.642</b>	<b>16.9</b>
<b>Support to Mass Transit:</b>												
Total Revenues									125.751	124.808	(0.943)	(0.7)
Less: Total Operating Expenses									<u>35.804</u>	<u>32.483</u>	<u>3.321</u>	9.3
<b>Net Operating Income/(Deficit)</b>									<b>\$89.947</b>	<b>\$92.325</b>	<b>\$2.378</b>	<b>2.6</b>
Deductions from Net Operating Income:												
Capitalized Assets									1.345	0.643	0.702	52.2
Reserves									2.241	2.241	0.000	0.0
B&T Debt Service									21.179	18.776	2.403	11.3
GASB Reserves									0.000	0.000	0.000	-
<b>Total Deductions From Operating Income</b>									<b>\$24.765</b>	<b>\$21.660</b>	<b>\$3.105</b>	<b>12.5</b>
<b>Total Support to Mass Transit</b>									<b>\$65.182</b>	<b>\$70.665</b>	<b>\$5.483</b>	<b>8.4</b>

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	January 2015			Year-to-Date		
	\$	%		\$	%	
<b>Nonreimbursable</b>						
Vehicle Toll Revenue	(1.045)	-0.8%	Traffic was lower than budget by 1.5% due to above normal snowfall, which was partially offset by a 0.7% favorable variance in the average toll	(1.045)	-0.8%	Same as month
Other Operating Revenue	0.149	10.8%	Higher Other Operating Revenue primarily due to higher revenue generated through E-ZPass administrative fees (\$0.081M)	0.149	10.8%	Same as month
Investment Income	(0.047)	-77.2%	Minor variance	(0.047)	-77.2%	Same as month
Payroll	0.561	4.9%	Lower payroll expenses against the monthly adopted budget allocation due to vacancies.	0.561	4.9%	Same as month
Overtime	0.309	13.3%	See overtime tables	0.309	13.3%	Same as month
Health and Welfare	0.195	7.8%	Minor variance.	0.195	7.8%	Same as month
OPEB Current Payment	0.022	1.6%	Minor variance	0.022	1.6%	Same as month
Pensions	(0.228)	-9.3%	Minor variance	(0.228)	-9.3%	Same as month
Other Fringe Benefits	0.085	3.9%	Minor variance	0.085	3.9%	Same as month
Electric Power	0.144	25.0%	Minor variance	0.144	25.0%	Same as month
Fuel	0.347	100.0%	Lower fuel expenses against the monthly forecast allocation	0.347	100.0%	Same as month
Insurance	(0.026)	-2.1%	Minor variance	(0.026)	-2.1%	Same as month
Maintenance and Other Operating Contracts	0.013	0.2%	Minor variance	0.013	0.2%	Same as month
Professional Service Contracts	1.539	51.0%	Lower expenses primarily for Bond Issuance Costs (\$0.810M), Engineering Services (\$0.300M), Planning Studies (\$0.140M), and other expenses due to timing.	1.539	51.0%	Same as month
Materials & Supplies	0.425	89.3%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly adopted budget allocation	0.425	89.3%	Same as month
Other Business Expense	0.364	14.5%	Lower expenses primarily for Credit/Debit Card Fees (\$0.185M), and various miscellaneous expenses due to timing against the monthly adopted budget allocation	0.364	14.5%	Same as month
Depreciation	0.288	3.0%	Minor variance	0.288	3.0%	Same as month
Other Post Employment Benefits	0.046	0.8%	Minor variance	0.046	0.8%	Same as month

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

	January						January Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<b>OPERATIONS &amp; MAINTENANCE</b>												
<u>Scheduled Service</u>	4,361	\$0.272	4,419	\$0.275	(58)	(\$0.003)	4,361	\$0.272	4,419	\$0.275	(58)	(\$0.003)
					-1.3%	-1.1%					-1.3%	-1.1%
<u>Unscheduled Service</u>	1,056	\$0.066	967	\$0.060	90	\$0.006	1,056	\$0.066	967	\$0.060	90	\$0.006
					8.5%	8.8%					8.5%	8.8%
<u>Programmatic/Routine Maintenance</u>	930	\$0.075	324	\$0.026	606	\$0.049	930	\$0.075	324	\$0.026	606	\$0.049
					65.2%	65.2%					65.2%	65.2%
<u>Unscheduled Maintenance</u>	896	\$0.072	675	\$0.054	221	\$0.018	896	\$0.072	675	\$0.054	221	\$0.018
					24.7%	25.1%					24.7%	25.1%
<u>Vacancy/Absentee Coverage</u>	12,711	\$0.809	16,275	\$1.036	(3,564)	(\$0.227)	12,711	\$0.809	16,275	\$1.036	(3,564)	(\$0.227)
					-28.0%	-28.1%					-28.0%	-28.1%
<u>Weather Emergencies</u>	7,108	\$0.517	7,203	\$0.524	(95)	(\$0.007)	7,108	\$0.517	7,203	\$0.524	(95)	(\$0.007)
					-1.3%	-1.4%					-1.3%	-1.4%
<u>Safety/Security/Law Enforcement</u>	2,348	\$0.147	6,208	\$0.388	(3,860)	(\$0.241)	2,348	\$0.147	6,208	\$0.388	(3,860)	(\$0.241)
					**	**					**	**
<u>Other</u>	1,659	\$0.121	728	\$0.053	932	\$0.068	1,659	\$0.121	728	\$0.053	932	\$0.068
					56.1%	56.1%					56.1%	56.1%
<u>*All Other Departments and Accruals</u>		\$0.254		(\$0.394)		\$0.648		\$0.254		(\$0.394)		\$0.648
						**						*
Subtotal	31,069	\$2.331	36,797	\$2.022	(5,728)	\$0.309	31,069	\$2.331	36,797	\$2.022	(5,728)	\$0.309
					-18.4%	13.3%					-18.4%	13.3%
<b>REIMBURSABLE OVERTIME</b>	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>TOTAL OVERTIME</b>	<b>31,069</b>	<b>\$2.331</b>	<b>36,797</b>	<b>\$2.022</b>	<b>(5,728)</b>	<b>\$0.309</b>	<b>31,069</b>	<b>\$2.331</b>	<b>36,797</b>	<b>\$2.022</b>	<b>(5,728)</b>	<b>\$0.309</b>
					-18.4%	13.3%					-18.4%	13.3%

Figures are preliminary.

Totals may not add due to rounding

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

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

\*\*Variance exceeds 100%

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

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<b>OPERATIONS &amp; MAINTENANCE</b>						
<u>Scheduled Service</u>	(58)	(\$0.003)	Minor variance	(58)	(\$0.003)	Minor variance
	-1.3%	-1.1%		-1.3%	-1.1%	
<u>Unscheduled Service</u>	90	\$0.006	Minor variance	90	\$0.006	Minor variance
	8.5%	8.8%		8.5%	8.8%	
<u>Programmatic/Routine Maintenance</u>	606	\$0.049	Lower than planned expenses	606	\$0.049	Lower than planned expenses
	65.2%	65.2%		65.2%	65.2%	
<u>Unscheduled Maintenance</u>	221	\$0.018	Minor variance	221	\$0.018	Minor variance
	24.7%	25.1%		24.7%	25.1%	
<u>Vacancy/Absentee Coverage</u>	(3,564)	(\$0.227)	Higher than planned expenses	(3,564)	(\$0.227)	Higher than planned expenses
	-28.0%	-28.1%		-28.0%	-28.1%	
<u>Weather Emergencies</u>	(95)	(\$0.007)	Minor variance	(95)	(\$0.007)	Minor variance
	-1.3%	-1.4%		-1.3%	-1.4%	
<u>Safety/Security/Law Enforcement</u>	(3,860)	(\$0.241)	Higher than planned expenses due to increased security alert coverage	(3,860)	(\$0.241)	Higher than planned expenses due to increased security alert coverage
	**	**		**	**	
<u>Other</u>	932	\$0.068	Lower than planned expenses	932	\$0.068	Lower than planned expenses
	56.1%	56.1%		56.1%	56.1%	
<u>*All Other Departments and Accruals</u>		\$0.648	Primarily due to adjustments for the 28-day OT payroll lag		\$0.648	Primarily due to adjustments for the 28-day OT payroll lag
		**			**	
<b>Subtotal</b>	(5,728)	\$0.309		(5,728)	\$0.309	
	-18.4%	13.3%		-18.4%	13.3%	
<b>REIMBURSABLE OVERTIME</b>						
	-	\$0.000	No overtime due to the timing of capital project hours billed to the capital program	-	\$0.000	No overtime due to the timing of capital project hours billed to the capital program
	0.0%	0.0%		0.0%	0.0%	
<b>TOTAL OVERTIME</b>	<b>(5,728)</b>	<b>\$0.309</b>		<b>(5,728)</b>	<b>\$0.309</b>	

Figures are preliminary.

Totals may not add due to rounding

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

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

\*\*Variance exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2015 Overtime Reporting**  
**Overtime Legend**

**OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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

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

Month of January

Year to date ending January 2015

**Comparison Current Year vs. Prior Year:**

Prior Year		Current Year		Percentage Change			Prior Year		Current Year		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
2.8	\$19.3	2.9	\$19.5	1.4%	0.9%	Bronx-Whitestone	2.8	\$19.3	2.9	\$19.5	1.4%	0.9%
0.5	1.1	0.6	1.2	3.5%	2.2%	Cross Bay	0.5	1.1	0.6	1.2	3.5%	2.2%
1.6	4.7	1.6	4.7	-1.1%	1.2%	Henry Hudson	1.6	4.7	1.6	4.7	-1.1%	1.2%
1.2	7.2	1.2	7.3	1.1%	1.3%	Hugh L. Carey	1.2	7.2	1.2	7.3	1.1%	1.3%
0.5	1.1	0.5	1.0	-0.8%	-2.5%	Marine Parkway	0.5	1.1	0.5	1.0	-0.8%	-2.5%
2.1	13.1	2.1	12.9	-1.7%	-1.4%	Queens Midtown	2.1	13.1	2.1	12.9	-1.7%	-1.4%
2.0	14.7	2.1	15.2	4.6%	3.6%	RFK - Bronx	2.0	14.7	2.1	15.2	4.6%	3.6%
2.2	13.5	2.2	13.4	-1.1%	-0.9%	RFK - Manhattan	2.2	13.5	2.2	13.4	-1.1%	-0.9%
2.9	21.2	3.0	22.1	3.4%	4.1%	Throgs Neck	2.9	21.2	3.0	22.1	3.4%	4.1%
4.8	26.0	4.8	26.0	1.3%	0.1%	Verrazano-Narrows	4.8	26.0	4.8	26.0	1.3%	0.1%
<b>20.7</b>	<b>\$121.8</b>	<b>21.0</b>	<b>\$123.3</b>	<b>1.2%</b>	<b>1.2%</b>	<b>Total</b>	<b>20.7</b>	<b>\$121.8</b>	<b>21.0</b>	<b>\$123.3</b>	<b>1.2%</b>	<b>1.2%</b>
	<u><b>\$5.872</b></u>		<u><b>\$5.872</b></u>		<u><b>0.0%</b></u>	<b>Revenue Per Vehicle</b>		<u><b>\$5.872</b></u>		<u><b>\$5.872</b></u>		<u><b>0.0%</b></u>

Note: Numbers may not add due to rounding.

**Comparison Actual vs. Adopted Budget:**

Jan Budget		Jan Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
<b>21.3</b>	<b>124.3</b>	<b>21.0</b>	<b>123.3</b>	<b>-1.5%</b>	<b>-0.8%</b>	<b>Total All</b>	<b>21.3</b>	<b>\$124.3</b>	<b>21.0</b>	<b>\$123.3</b>	<b>-1.5%</b>	<b>-0.8%</b>
	<u><b>\$5.834</b></u>		<u><b>\$5.872</b></u>		<u><b>0.7%</b></u>	<b>Revenue Per Vehicle</b>		<u><b>\$5.834</b></u>		<u><b>\$5.872</b></u>		<u><b>0.7%</b></u>

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
**January 2015**

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	10	2	8	3 Managerial and 5 Professional vacancies
Law <sup>(1)</sup>	19	20	(1)	1 Professional overage
CFO <sup>(2)</sup>	29	24	5	2 Managerial and 3 Professional vacancies
Administration <sup>(3)</sup>	33	34	(1)	1 Managerial overage
EEO	2	1	1	1 Professional vacancy
<b>Total Administration</b>	<b>93</b>	<b>81</b>	<b>12</b>	
<b>Operations</b>				
Revenue Management	41	37	4	4 Professional vacancies
Operations (Non-Security)	716	555	161	112 BTO, 45 Managerial and 4 Professional vacancies
<b>Total Operations</b>	<b>757</b>	<b>592</b>	<b>165</b>	
<b>Maintenance</b>				
Maintenance	181	169	12	7 Maintainer, 3 Professional, and 2 Managerial vacancies
Operations - Maintainers	173	159	14	14 Maintainer vacancies
Internal Security - Tech Svcs	13	12	1	1 Maintaner vacancy
<b>Total Maintenance</b>	<b>367</b>	<b>340</b>	<b>27</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	178	156	22	1 Managerial and 21 Professional vacancies
Safety & Health	9	8	1	1 Professional vacancy
Law <sup>(1)</sup>	15	14	1	1 Managerial vacancy
CFO-Planning & Budget Capital	23	15	8	4 Managerial and 4 Professional vacancies
<b>Total Engineering/Capital</b>	<b>225</b>	<b>193</b>	<b>32</b>	
<b>Public Safety</b>				
Operations (Security)	232	232	-	
Internal Security - Operations	35	35	-	
<b>Total Public Safety</b>	<b>267</b>	<b>267</b>	<b>-</b>	
<b>Total Positions</b>	<b>1,709</b>	<b>1,473</b>	<b>236</b>	
Non-Reimbursable	1,622	1,386	236	
Reimbursable	87	87	-	
<b>Total Full-Time</b>	<b>1,709</b>	<b>1,473</b>	<b>236</b>	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET**  
**TOTAL POSITIONS BY FUNCTION AND OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
January 2015

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	29	25	4	3 vacancies in Executive and 2 in CFO, and 1 overage in Administration
Professional, Technical, Clerical	64	56	8	5 vacancies in Executive, 3 in CFO, and 1 vacancy in EEO and 1 overage in Law
Operational Hourlies	-	-	-	
<b>Total Administration</b>	<b>93</b>	<b>81</b>	<b>12</b>	
<b>Operations</b>				
Managers/Supervisors	206	161	45	45 Managerial vacancies in Operations
Professional, Technical, Clerical	43	35	8	4 vacancies in Revenue Management and 4 in Operations
Operational Hourlies <sup>(1)</sup>	508	396	112	112 BTO vacancies in Operations
<b>Total Operations</b>	<b>757</b>	<b>592</b>	<b>165</b>	
<b>Maintenance</b>				
Managers/Supervisors	13	11	2	2 vacancies in Maintenance
Professional, Technical, Clerical	18	15	3	3 vacancies in Maintenance
Operational Hourlies <sup>(2)</sup>	336	314	22	14 Maintainer vacancies in Operations, 7 in Maintenance, and 1 in Internal Security
<b>Total Maintenance</b>	<b>367</b>	<b>340</b>	<b>27</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	44	38	6	1 vacancy in Engineering, 1 in Law, and 4 vacancies in CFO
Professional, Technical, Clerical	181	155	26	21 vacancies in Engineering, 4 in CFO, and 1 vacancy in Safety and Health
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>225</b>	<b>193</b>	<b>32</b>	
<b>Public Safety</b>				
Managers/Supervisors	43	43	-	
Professional, Technical, Clerical	31	31	-	
Operational Hourlies <sup>(3)</sup>	193	193	-	
<b>Total Public Safety</b>	<b>267</b>	<b>267</b>	<b>-</b>	
<b>Total Positions</b>				
Managers/Supervisors	335	278	57	
Professional, Technical, Clerical	337	292	45	
Operational Hourlies	1,037	903	134	
<b>Total Positions</b>	<b>1,709</b>	<b>1,473</b>	<b>236</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

---

---

## Capital Program Project Status Report February 2015

---

---

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
STATUS REPORT  
FEBRUARY 28, 2015

Introduction

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

Commitments

In February, there were 6 commitments made with a total value of \$12.3 million (*See Attachment 1, 2015 Commitment Chart; Attachment 7 – 2015 Commitment Plan*). Year-to-date, 9 commitments have been made with a total value \$21.8 million against a plan calling for 9 commitments with a total value of \$24.2 million. The most notable commitment made in February is:

- **HH88**, Replace Upper & Lower Level Plaza & Southbound Approach, ORT Gantry Installation for \$9.4M

Completions

There were no project completions planned or made in February. Year-to-date, one completion has been made with a total value of \$142.5 million. (*See Attachment 3 - 2015 Completion Chart; Attachment 4 – 2015 Major Project Completions; Attachment 5 - 2015 Project Completion Plan*).

Close-outs

There were no task level closeouts in February. (*See Attachment 6 – 2015 Task Level Closeouts*).

Award Date Changes for Remaining Commitments

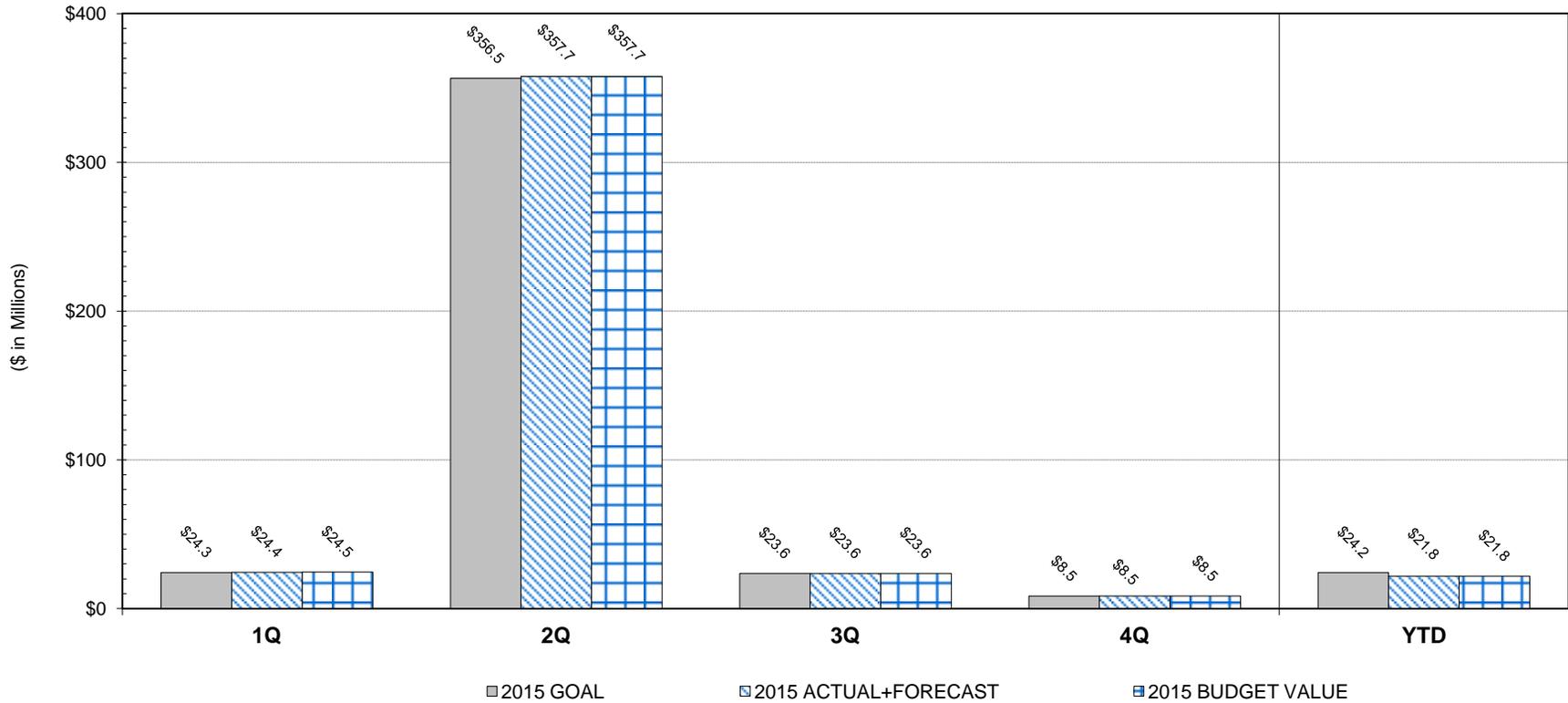
There were no changes for remaining commitments.

Completion Date Changes for Remaining Projects

There were no changes for remaining completions.

**MTA Bridges and Tunnels**  
**Commitments as of February 28, 2015**

2015 Budget Goal:	\$412.9	
2015 Annual Forecast	\$414.2	
YTD Goal:	\$24.2	
YTD Actual:	\$21.8	(90.2% of YTD Goal)
YTD Budgeted Value:	\$21.8	(90.3% of YTD Goal)
Left to Commit:	\$392.5	

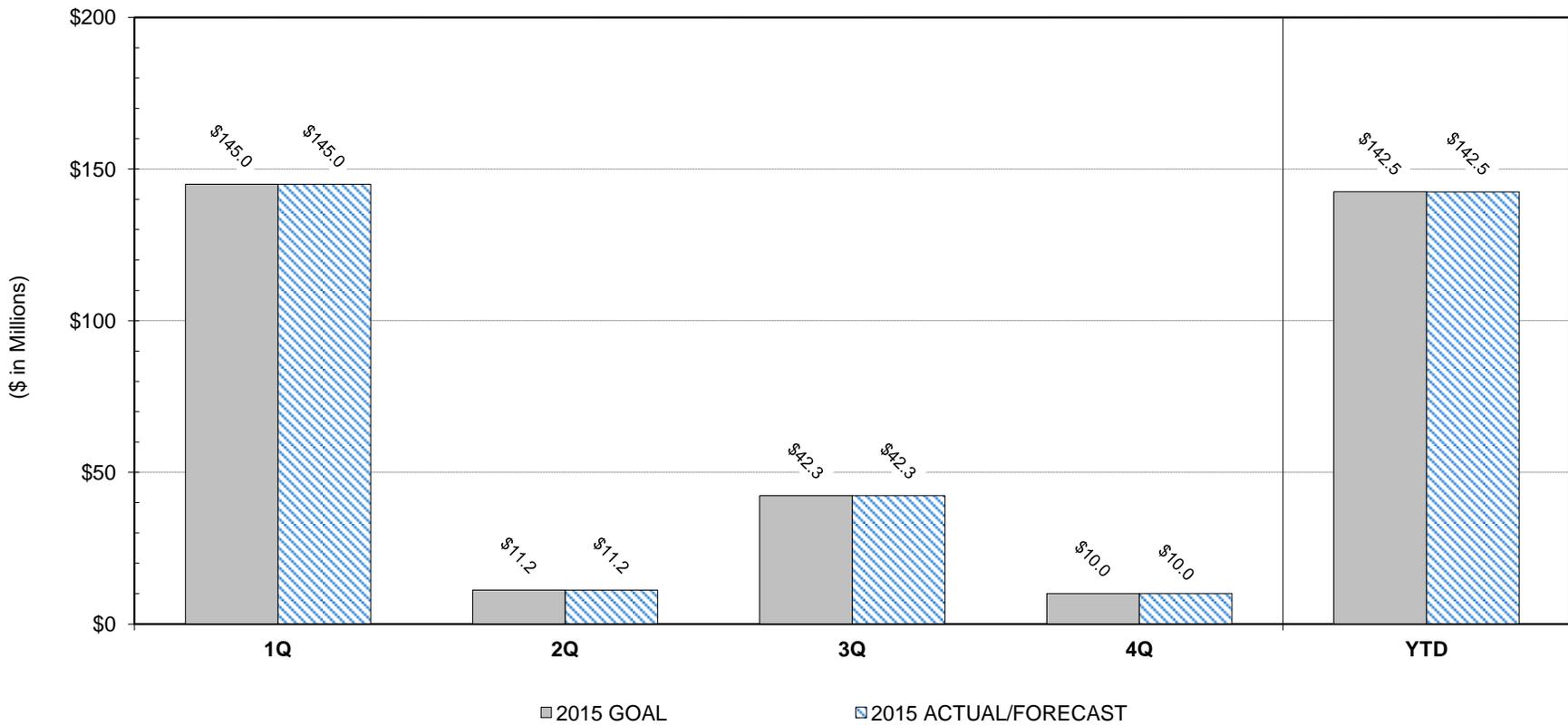


### MTA Bridges and Tunnels: Status of Major Commitments as of Feb 28, 2015

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	Apr-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 February 28, 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 February 28, 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	49%	0%	Jul-15	Jul-15	F
D601MP06 Substructure & Underwater Scour Protection	\$26.5	\$26.5	40%	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>

Attachment 6  
 2015 Task Level Closeouts

**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>
--------------	----------	-----------------------

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	\$111,488		
ED010228	Restore Hugh L. Carey Tunnel - Structural	E02988	E02988	SBMP-BB28X1-Tunnel Vent Doors	Feb-15	\$1,173,910	\$1,173,910			Apr-15	\$1,173,910
D602HH88	Replace Upper & Lower Level Plza & Southbnd. Apr.	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			Mar-15	\$158,845
ED010240	Restore Queens Midtown Tunnel - Structural	E02990	E02990	SBMP-QM40X2-Remove Ceiling Tiles	Feb-15	\$2,500,000	\$2,500,000			Mar-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	Feb-15	\$160,665		
					<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	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>											
D606AW15	MTA Independent Engineering Consultant	D03324	D03324	2015 IEC McK.Group Opt Yr4	Feb-15		\$1,262,071	Feb-15	\$1,262,071		
D602VN80	Replace Upper Level Suspended Span	D02784	D02784	VN80C-TEA Support	Feb-15		\$57,675	Feb-15	\$57,675		
<b>Grand Total</b>						<b>\$412,939,459</b>	<b>\$414,259,205</b>	<b>\$21,777,720</b>	<b>Grand Total</b>	<b>\$392,450,038</b>	



# Bridges and Tunnels

---

---

## Procurements March 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>	March 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	3/6/15	<i>[Signature]</i>		
2	MTA B&T Committee	3/23/15			
3	MTA Board	3/25/15			

Internal Approvals			
Order	Approval	Order	Approval
	President	<i>[Signature]</i>	VP Operations
<i>[Signature]</i>	Executive Vice President		VP & Chief Engineer
	SVP & General Counsel		Chief Procurement Officer
	VP Administration		

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
	Chief Financial Officer <i>NS</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 C	Competitive Requests for Proposals	1	\$236.500M
Schedule E	Miscellaneous Procurement Contracts	1	\$ 50.300M
Schedule F	Personal Service Contracts	2	\$ 8.565M
TOTAL		4	\$295.365M

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

**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**  
**MARCH 2015**

**MTA BRIDGES & TUNNELS**

**Procurements Requiring Majority Vote:**

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

(Staff Summaries required for items requiring Board approval)

- |    |   |                         |                                      |
|----|---|-------------------------|--------------------------------------|
| 1. | <b>Judlau Contracting, Inc.</b><br><b>Contract No. QM-40S</b>   | <b>\$236,500,000.00</b> | <b><u>Staff Summary Attached</u></b> |
|    | 4 yr. contract – Competitive RFP – 5 Proposals<br>Perform Sandy Restoration, Mitigation and Rehabilitation of the Tunnel and Manhattan Exit Plaza at the Queens Midtown Tunnel (QMT). |                         |                                      |

**E: Miscellaneous Procurement Contracts**

- |    |  |                        |                                      |
|----|--|------------------------|--------------------------------------|
| 2. | <b>Telvent USA, LLC</b><br><b>Contract No. 14-OPS-2924X</b>  | <b>\$50,300,121.00</b> | <b><u>Staff Summary Attached</u></b> |
|    | 6 yr. contract – Competitive RFP – 4 Proposals<br>Maintenance and Repair of the Electronic Toll Registry System. |                        |                                      |

**F: Personal Service Contracts**

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

- |    |  |                       |                                      |
|----|--|-----------------------|--------------------------------------|
| 3. | <b>HAKS Engineers, Architects &amp; Land Surveyors, P.C.</b>   | <b>\$2,221,592.00</b> | <b><u>Staff Summary Attached</u></b> |
|    | <b>Ammann &amp; Whitney Consulting Engineers, P.C.</b>   | <b>\$1,610,918.00</b> |                                      |
|    | <b>WSP USA Corporation</b>   | <b>\$1,738,832.26</b> |                                      |
|    | <b>Hardesty &amp; Hanover, LLC</b>   | <b>\$2,072,545.00</b> |                                      |
|    | <b>Contract No. PSC-14-2963A - D</b>   | <b>\$7,643,887.26</b> |                                      |
|    | 2 yr. 9 mo. contract - Competitive RFP - 7 Proposals<br>Provide biennial bridge inspection and miscellaneous design services at the Throgs Neck, Bronx Whitestone, Marine Parkway/Cross Bay, Henry Hudson, and Queens Midtown Tunnel Approach Bridges. |                       |                                      |

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

4. **Beth Israel Medical Center** **\$921,175.00**  
**Contract No. PSC-14-2951X**

5 yr. contract - Competitive RFP - 3 Proposals

In 2014 the Authority issued a solicitation for a Consultant to provide 24-hour/7-day medical consultation services consisting of: (i) determining the fitness for duty of Authority employees who may be absent due to illness or injury; (ii) ensuring that absences are related to the medical condition claimed by the employee; (iii) determining whether employees are obtaining proper treatment; and (iv) advising the Authority concerning medical issues raised. The duration of this contract is five years. The service requirements were publicly advertised. The solicitation notice was sent to 88 firms. Five firms requested copies of the solicitation. Three proposals were submitted as follows: JuriSolutions, Inc.; Beth Israel Medical Center (BIMC) and Occupational Health Decisions (OHD).

After evaluation of the proposals against established criteria set forth in the RFP including experience, qualifications, understanding of the services, record of performance and cost, the committee unanimously waived oral presentations and recommended that Best and Final Offers (BAFOs) be requested from the two highest ranked firms: BIMC and OHD. After discussions with both vendors regarding pricing, both firms were then requested to submit BAFOs.

Based on the evaluation of BAFOs, the committee selected BIMC based on its superior record of service, availability of resources and its lower cost proposal. BIMC's BAFO of \$921,175 offered reductions in both examination costs and after-hours examination costs, and the final proposal is 26% less than the user's estimate of \$1,242,956. The rates are fixed for the five year term and are approximately 7% less than those under the current contract. As such, the rates are deemed to be fair and reasonable. BIMC has performed satisfactorily under current and previous Authority contracts. After review BIMC was determined to be 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.

# Staff Summary

Item Number 1 (Final)					
Dept & Dept Head Name: Joe Keane, P.E. <i>Joe Keane</i>					
Division & Division Head Name: Romolo DeSantis, P.E. <i>R.D.</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	3/6/15	<i>[Signature]</i>		
2	MTA B&T Committee	3/23/15			
3	MTA Board	3/25/15			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Procurement Officer <i>[Signature]</i>	4	Chief Financial Officer <i>[Signature]</i>		
2	SVP & General Counsel <i>[Signature]</i>	5	Executive Vice President <i>[Signature]</i>		
3	Director, Strategic Initiatives <i>[Signature]</i>	6	President <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name Judlau Contracting, Inc.	Contract Number QM-40S
Description: Sandy Restoration and Mitigation and QM-40/QM-18 Rehabilitation of the Tunnel and Manhattan Exit Plaza at the Queens Midtown Tunnel	
Total Amount \$236,500,000	
Contract Term (including Options, if any) Four (4) Years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

**Narrative**

**I. PURPOSE/RECOMMENDATION**

B&T is seeking Board approval in accordance with the All Agency Procurement Guidelines to award the competitively procured public work contract, Contract QM-40S, Sandy Restoration and Mitigation and QM-40/QM-18 Rehabilitation of the Tunnel and Manhattan Exit Plaza at the Queens Midtown Tunnel to Judlau Contracting, Inc., located at 26-15 Ulmer Street, College Point, NY 11354 in the low bid amount of \$236,500,000 and the duration of four (4) years.

**II. DISCUSSION**

In September 2013, the MTA Board adopted a resolution authorizing B&T to enter into a two-step competitive Request For Proposal (RFP) for the award of Contract QM-40S, Sandy Restoration and Mitigation and QM-40/QM-18 Rehabilitation of the Tunnel and Manhattan Exit Plaza at the Queens Midtown Tunnel (QMT). The initial step enabled B&T to pre-qualify prospective proposers based on their prior tunnel experience, responsibility, safety, as well as their technical and financial capabilities due to the magnitude and complexities of the project, thereby maximizing competition and advancing the procurement phase while the designs were being finalized. The Project requirements were publicly advertised and twenty-one (21) firms or teams submitted qualification information. Sixteen (16) firms/teams were deemed eligible to receive the RFP.

B&T issued the RFP to the sixteen (16) eligible firms/teams to commence the second step of the process and held two (2) site tours to provide the contractors access to the site. B&T intends to award the Contract to the lowest responsive responsible bidder in accordance with standard procurement practice.

The Scope of Work to restore the QMT to a pre-storm state of good repair includes systems replacements as follows: tunnel electrical; lighting; communications; monitoring and control systems; mid-river pump room; tunnel structural and civil repairs; tunnel wall tile; ceiling panels; polymer panels; catwalk, curbs and gutters; and tunnel ventilation building rehabilitation as well as asbestos and incidental lead abatement and maintenance and protection of traffic. The Manhattan Exit Plaza work includes full depth plaza reconstruction in areas subject to frequent pavement condition and roadway joint problems, as well as complete repaving of the entire Exit Plaza. The scope of work was adjusted from the initially authorized scope and reflects a cost effective and efficient design solution resulting from a more in-depth investigation of plaza conditions and lessons learned from several prototypes associated with hydro-demolition, coring

(rev. 1/22/14)

## Staff Summary

and grouting. In addition, by coordinating the Manhattan Exit Plaza work with the tunnel restoration work, customer impacts will be minimized. The Contract also includes incentives for early completion of various stages in an amount not to exceed \$6,460,000.

On January 21, 2015 five (5) bids were received and verified as follows:

Judlau Contracting, Inc.	\$236,500,000.00
Tully Construction Company, Inc.	\$251,336,213.00
Silverite Construction Co., Inc	\$256,000,000.00
Yonkers Contracting Company, Inc.	\$257,811,425.00
Picone/Schiavone III	\$257,833,288.00

On February 5, 2015 a qualification hearing was conducted with Judlau to determine whether they were technically, professionally and financially qualified to perform the Work required under the Contract. Judlau satisfactorily responded to the Authority's questions regarding their technical approach, previous work experience, on-going projects, management team and ability to perform the Work for the bid price. Judlau also noted their prior experience at the Montague Tunnel Rehabilitation which was a Sandy restoration for New York City Transit in excess of \$110M, and also at the 72<sup>nd</sup> Street Station Rehabilitation which is a \$257M project for MTA Capital Construction. Judlau has provided a letter from their surety expressing the surety's willingness to provide performance and payment bonds and Judlau is deemed financially capable to perform the Work. Judlau's bid compares favorably to the Engineer's estimate. The Engineering and Construction Department has determined that Judlau is technically qualified to perform the Work and recommends award. Judlau has pre-existing Significant Adverse Information ("SAI") as defined in the All-Agency Responsibility Guidelines. By memorandum approved December 16, 2013 the Chairman and CEO addressed the previous SAI and granted approval to make future awards to Judlau unless new SAI is uncovered. No new SAI has been uncovered with regard to Judlau since that time. Judlau is deemed the low responsive, responsible bidder for the award of the Contract. Based on competition the bid is fair and reasonable.

### III. D/M/WBE INFORMATION

The MTA Department of Diversity and Civil Rights has established goals of 10% MBE and 10% WBE for the Contract. Judlau has achieved its previous MWDBE goals on previous contracts.

### IV. IMPACT ON FUNDING

Funding for the Project totals \$236,500,000 with allocations for: QM-40S Sandy Restoration - \$179,726,922.44; QM-40 - \$40,591,940.56; QM-18 - \$7,943,637.00 and Major Maintenance - \$8,237,500.00. Funding reallocation totaling \$7,000,000 is required from Sandy Restoration ACEP ED010240 to Sandy Restoration ACEP ED040281.

<u>ACEP</u>	<u>Task</u>	<u>Funding</u>
ED010240-Structures	E02057	\$85,426,727.47
ED020203-Roadway	E02121	\$755,683.92
ED040281-Utilities	E02189	\$86,432,551.71
<u>ED050203-Environmental Cleanup</u>	E02308	<u>\$7,111,959.34</u>
QM-40S Sandy Subtotal		\$179,726,922.44
D601QM40	D02680	\$35,031,940.56
D601QM40-Incentive	D03296	\$5,560,000.00
D601QM18	D02669	\$7,043,637.00
<u>D601QM18-Incentive</u>	D03295	<u>\$900,000.00</u>
Subtotal		\$48,535,577.56
QM-40 Major Maintenance		\$6,737,500.00
<u>QM-18 Major Maintenance</u>		<u>\$1,500,000.00</u>
Major Maintenance Subtotal		\$8,237,500.00

### V. ALTERNATIVES

None are recommended. B&T does not possess the in-house forces to perform this work.

## Schedule E: Miscellaneous Procurement Contracts

**Item Number: 2 (Final)**

<b>Vendor Name (&amp; Location)</b> Telvent USA, LLC
<b>Description</b> Maintenance and Repair of the Electronic Toll Registry
<b>Contract Term (including Options, if any)</b> Six years
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:

<b>Contract Number</b> 14-OPS-2924X	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b>	\$50,300,121
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Toll Operations, Joe Gugliero	
<b>Contract Manager</b> Lynn Gore	

### Discussion:

B&T is seeking Board approval under the All Agency Procurement Guidelines to award a miscellaneous procurement contract, Contract 14-OPS-2924X, for Maintenance and Repair of the Electronic Toll Registry System to Telvent USA, LLC in the negotiated amount of \$50,300,121 over a period of six years.

The services of a contractor are required to maintain and repair the hardware and software components of the Electronic Toll Registry System. Such services include: (i) day to day monitoring of the system, (ii) performing maintenance required due to normal wear, tear and damage to the equipment; (iii) establishing and managing an inventory of spare parts; (iv) performing preventive and scheduled maintenance; (v) supplying 24/7/365 service at each B&T facility. B&T does not possess the resources required to perform these services.

In March 2014, B&T issued a competitive Request for Proposal (RFP), Contract 14-OPS-2924 for a new Electronic Toll Registry System maintenance and repair contract. In response to this RFP, only one proposal was received. Based on the lack of competition resulting from this procurement, B&T rejected the proposal and resolicited the services. These service requirements were again publicly advertised in October 2014 and the solicitation notice was sent to one hundred thirty-nine (139) firms. Four (4) firms requested a copy of the solicitation and proposals were received from all four: i) Schneider Electric operating as its subsidiary – Telvent USA LLC (Telvent); ii) Kapsch TrafficCom IVHS, Inc. (Kapsch); iii) Transcore LLP (Transcore), and iv) Computer Aid, Inc. (CAI).

The proposals were evaluated against the criteria established in the RFP including the proposer's understanding of the project, the firm's record of performance, qualifications of the firm, proposed personnel, proposed schedule and cost. After the initial evaluations, the committee recommended that oral presentations be held with Telvent and Transcore. After oral presentations were concluded, the committee recommended that negotiations be held with Telvent. Telvent's proposal included (i) an advanced diagnostic and management system that will enable system-related problems to be detected and resolved promptly; (ii) a team comprised of key individuals who were responsible for the original system's design; (iii) an approach that allows hardware and software support services to be performed at the maximum level of effectiveness and efficiency, and iv) lowest cost. Transcore's overall proposal was considered by the Committee to be satisfactory, however its proposed software maintenance program included a greater level of risk and higher cost compared with that offered by Telvent.

Telvent's proposed cost was 1.1% lower or \$589,962 than Transcore's cost, and was also the lowest of all the proposals submitted. Telvent's cost of \$50,754,179 includes contingencies for software development, spare parts and an incentive for lane availability. The user's estimate is \$49,132,353. Based on negotiations the parties agreed to an amount of \$50,300,121 which is 2% higher than the estimate. The variance with the estimate is primarily attributed to an underestimated increase in the labor rates used and a higher quantity of communications devices and leased vehicles proposed by the contractor and agreed upon by the Authority. The labor rates and hours proposed were determined to be acceptable. Based on the above, the negotiated price is considered fair and reasonable. Telvent is deemed to be a responsible contractor.

MTA DDCR has established goals of 10% MBE and 10% WBE for the referenced contract. Telvent has achieved its previous M/WBE goals on its previous MTA contract. Funding is available in the Operating Budget under GL #711420.

# Staff Summary

<b>Item Number 3 (Final)</b>					
<b>Dept &amp; Dept Head Name:</b> Engineering and Construction, Joe Keane, P.E. <i>Joe Keane</i>					
<b>Division &amp; Division Head Name:</b> Engineering and Construction, Philip Swanton, P.E. <i>Philip Swanton</i>					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	President	3/6/14	<i>[Signature]</i>		
2	MTA B&T Committee	3/23/14			
3	MTA Board	3/25/14			
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>[Signature]</i>	4	Executive Vice President <i>[Signature]</i>		
2	General Counsel <i>[Signature]</i>	5	President <i>[Signature]</i>		
3	Chief Procurement Officer <i>[Signature]</i>				

SUMMARY INFORMATION	
<b>Vendor Name</b>	<b>Contract No.</b>
A) HAKS Engineers, Architects & Land Surveyors, P.C.	PSC-14-2963A
B) Ammann & Whitney Consulting Engineers, P.C.	PSC-14-2963B
C) WSP USA Corporation	PSC-14-2963C
D) Hardesty & Hanover, LLC	PSC-14-2963D
<b>Description</b>	
2015 Biennial Bridge Inspection & Design of Miscellaneous Structural Repairs at the Throgs Neck, Bronx Whitestone, Marine Parkway, Cross Bay, Henry Hudson & Queens-Midtown-Tunnel Approach Bridges	
<b>Total Amount</b>	
PSC-14-2963A, \$2,221,592.00; PSC-14-2963B, \$1,610,918.00; PSC-14-2963C, \$1,738,832.26; PSC-14-2963D, \$2,072,545.00	
<b>Contract Term (including Options, if any)</b>	
Two years, nine months (through 12/31/17)	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Procurement Type</b>	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b>	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b>	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

**Narrative**

**I. PURPOSE/RECOMMENDATION**

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to award four personal service contracts for the 2015 Biennial Bridge Inspections at the: (i) Throgs Neck Bridge (Contract PSC-14-2963A) to HAKS Engineers, Architects & Land Surveyors, P.C. (HAKS), (ii) Bronx-Whitestone Bridge (Contract PSC-14-2963B) to Ammann & Whitney Consulting Engineers, P.C. (A&W), (iii) Marine Parkway/Cross Bay Bridge (Contract PSC-14-2963C) to WSP USA Corporation (WSP), and (iv) Henry Hudson & Queens-Midtown-Tunnel Approach Bridges (Contract PSC-14-2963D) to Hardesty & Hanover, LLC (H&H). The negotiated contract amounts are: (A) \$2,221,592.00 (B) \$1,610,918.00 (C) \$1,738,832.26 and (D) \$2,072,545.00. Each contract will be for a duration of approximately two years, nine months through December 31, 2017.

**II DISCUSSION**

B&T requires the services of four consultant firms to provide biennial bridge inspection and miscellaneous design services at the: Throgs Neck, Bronx Whitestone, Marine Parkway, Cross Bay, Henry Hudson & Queens-Midtown-Tunnel Approach Bridges. These inspections assist in our mission to keep B&T's assets in a state of good repair, and are required by the New York State Department of Transportation.

The requirements were publicly advertised. Nine firms submitted qualification information for review and evaluation by the selection committee. Seven firms: Ammann & Whitney Consulting Engineers, P.C. (A&W); B & H Engineering, P.C. (B&H); HAKS Engineers, Architects and Land Surveyors, P.C. (HAKS); Hardesty & Hanover, LLC (H&H); HNTB New York Engineering & Architecture, P.C.; TranSystems Architect & Engineer, P.C. (TS); and WSP USA Corporation (WSP)

# Staff Summary

were chosen to receive the RFP based on a review of those qualifications and all seven firms submitted proposals. The proposals were evaluated against established criteria set forth in the RFP including technical work proposed, depth of understanding of the project, qualifications of the firm for specific personnel proposed and cost. Based on the committee's review of all submittals and its consideration of proposed costs, the committee selected HAKS for Group A (Throgs Neck Bridge), A&W for Group B (Bronx-Whitestone Bridge), WSP for Group C (Cross Bay/Marine Parkway Bridges) and H&H for Group D (Henry Hudson and QMT Approach Bridges).

The Committee's selections were based on the following:

- HAKS submitted a superior comprehensive technical proposal for this group and provided additional supporting details during its oral presentation. HAKS' inspection teams and their Project Manager have demonstrated significant relevant experience.
- Ammann & Whitney has very strong major suspension bridge experience.
- WSP has a strong mechanical/electrical team for inspecting the elevator, lift span and mechanical drive system at the facility.
- Hardesty & Hanover has an in-house geotechnical group to perform a thorough assessment of the rock slopes at the Henry Hudson Bridge. It also has demonstrated recent experience with arch bridges and recent experience with Bridge Data Information System (BDIS) software.
- While the other three firms were technically qualified, B&H was limited in its staff of support personnel, HNTB's cost proposal was significantly higher than the Engineer's estimate and TranSystems' cost proposal contained multiple discrepancies.

The overall cost of the four recommended 2015 Biennial Contracts is an increase of 15% compared with the preceding 2013 Biennial Contracts (PSC-12-2916). This is generally due to the increased level of effort required to calculate the Special Hauling Vehicle Load Ratings and to revise databases to comply with new National Bridge Element Inspection System requirements. The following represents a summary of costs for the 2013 Biennial Contracts, and the costs proposed, estimated and negotiated for the recommended 2015 Biennial Contracts (all excluding allowances).

Group	2013 Contracts	2015 Contracts			Comparisons	
	Amount	B&T Estimate	Proposed	Negotiated	2015 Negotiated vs. 2013	2015 Negotiated vs. Estimate
A	\$1,591,624.08	\$1,631,000.00	\$1,731,866.00	\$1,546,592.00	-2.8%	-5.2%
B	\$1,184,397.18	\$1,355,000.00	\$1,299,302.00	\$1,135,918.00	-4.1%	-16.2%
C	\$1,193,753.73	\$1,400,000.00	\$1,621,157.00	\$1,438,832.26	20.5%	2.3%
D	\$ 999,998.00	\$1,890,000.00	\$1,780,743.00	\$1,722,545.00	72.3%	-8.9%

\* All costs above exclude allowances.

Excluding new task requirements, HAKS' negotiated cost for Group A (TNB) is 4.06% lower than the previous contract cycle; A&W's negotiated cost for Group B (BWB) is 5.54% lower than the previous cycle excluding new tasks. WSP's negotiated cost for Group C (CBB & MPB) is 7.95% higher than the same tasks under the previous cycle. The variance is greater at these facilities because the Cross Bay and Marine Parkway Bridge structures include many short spans requiring additional effort to meet new load rating requirements. The total negotiated cost for Group C is 20.5% higher than the 2013 Contract due to the addition of new tasks to inspect miscellaneous walls, to conduct a girder camber survey, to perform in-depth crack monitoring for the Cross Bay Bridge, and to perform a Tower Plumbness Survey at the Marine Parkway Bridge. Excluding new task requirements, H&H's negotiated cost for Group D (HHB & QMT Approaches) is 1.17% higher than what was negotiated in the previous cycle. The total negotiated cost for Group D is 72.3% higher than the 2013 Contract primarily due to the significant new task for development of a facility specific Bridge Data Information System (BDIS). Migrating to the new BDIS software is an initiative being pursued among various bridge authorities which will initially be implemented at the HHB and subsequently instituted at the other Authority facilities in coming years.

# Staff Summary

Based on the above, the negotiated amounts are considered fair and reasonable. HAKS, A&W, WSP and H&H are each considered to be responsible consultants.

<b>Summary of 2015 Proposed Contracts</b>			
<b>Group</b>	<b><u>Negotiated Amount</u></b>	<b><u>Allowance</u></b>	<b><u>Contract Amount with Allowance</u></b>
A	\$1,546,592.00	\$675,000.00	\$2,221,592.00
B	\$1,135,918.00	\$475,000.00	\$1,610,918.00
C	\$1,438,832.26	\$300,000.00	\$1,738,832.26
D	\$1,722,545.00	\$350,000.00	\$2,072,545.00

The total amount for each contract will include the assigned allowances as shown in the table above. Services under these allowances are to provide support based on the results of the inspection and include: (i) interim or special inspections; (ii) spalling concrete removal supervision; (iii) sign gantries and light pole inspections; (iv) auxiliary design services for the repair of defective structural conditions; (v) preliminary design investigations toward alternative solutions; and (vi) auxiliary testing services for elements such as concrete cores, steel coupons, and cable wires. These services will be provided via work orders on an as-needed basis. The allowances are based on historical costs and will permit B&T to quickly respond to the needs of each facility. The services being performed under the allowances will typically be performed at the rates negotiated for overhead and profit.

### **III. D/M/WBE INFORMATION**

The MTA Department of Diversity and Civil Rights has established goals of 10% MBE and 10% WBE for each of these contracts. HAKS, A&W, WSP and H&H have each achieved their MWDBE goals on previous MTA contracts.

### **IV. IMPACT ON FUNDING**

Funding in the amount of \$7,643,887.26 is available in the Operating Budget under GFM-511, General Ledger #711101.

### **V. ALTERNATIVES**

There are no recommended alternatives. B&T does not have the resources required to perform these New York State inspection requirements.