

# Bridges and Tunnels Committee Meeting

## April 2015

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### Committee Members

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

# **Bridges & Tunnels Committee Meeting**

2 Broadway - 20th Floor Board Room

New York, NY 10004

Monday, 4/27/2015

11:30 AM - 12:00 PM ET

## **1. Public Comments Period**

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

*BT Committee Minutes - March 2015 - Page 3*

## **3. Committee Work Plan**

*BT Committee Work Plan - Page 9*

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

*BT Report on Operations - February 2015 - Page 16*

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

*BT Safety Report - February 2015 - Page 29*

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

*BT E-ZPass Performance Report - February 2015 - Page 32*

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

*BT Financial Report - February 2015 - Page 38*

## **8. Final Review of 2014 Year-End Operating Results**

*BT Final Review of 2014 Year-End Operating Results - Page 52*

## **9. Capital Program Project Status Report - March 2015**

*BT Capital Program Project Status Report - March 2015 - Page 78*

## **10. Procurements - None for April 2015**

*BT Procurements - April 2015 - Page 88*

Next Meeting: Monday, May 18, 2015 at 12:00 p.m.



# Bridges and Tunnels

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## Minutes of Committee Meeting March 2015



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

**March 23, 2015**

**12:00 p.m.**

In attendance were the Honorable:

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

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  
Donald Spero, Chief Financial Officer  
M. Margaret Terry, Senior Vice President and General Counsel

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

**March 23, 2015**

Minutes of TBTA Committee held March 23, 2015 at 12:00 p.m. A list of those in attendance is attached.

**Public Speakers**

There was one public speaker. Murray Bodin of Concerned Grandparents discussed roadway markings and signage 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 Committee members who were present at the Committee Meeting considered and voted in favor of the minutes of the Committee Meeting held on February 23, 2015, although a Committee Quorum was not present.

**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 January 2015 there were 21.0 million crossings as compared with 20.7 million crossings in January 2014; rainfall amounts totaled 4.8 inches and snowfall amounts totaled 15.1 inches in January 2015 versus rainfall amounts of 2.4 inches and snowfall amounts of 16.7 inches in January 2014; gas prices averaged \$2.30 per gallon in January 2015, which was \$1.29 lower than January 2014; E-ZPass volume increased in January 2015 by 1.6% as compared to January 2014, while crossings using cash and other payment methods decreased by 1.1%; passenger car travel was up by 1.4% and other vehicle travel decreased by 2.1%. Compared to the same periods last year, preliminary traffic figures for February 2015 are 6.5% higher. There was more than 27 inches of snow in February 2014 as compared to 15 inches of snow in February 2015.

**Safety Report**

With regard to the Report on Safety for January 2015, Mr. Foley referred the Committee to the graphs and charts on pages 33 and 34 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 decreased by 6.5% and the total customer injury collision rate decreased by 26.8%. The number of employee lost time injuries for the year decreased 21.4%.

**E-ZPass Performance Report**

With regard to the E-ZPass Performance Report for January 2015, Mr Spero stated that the E-ZPass market share was 85.0% or 0.3% higher than the prior January. A total of 14,814 E-ZPass accounts were opened in January 2015, including 7,048 E-ZPass On-the-Go, which is 47% of the accounts opened for the month. Since the On-the-Go program began in February 2008, approximately 474,000 tags have been sold in the lanes.

**Financial Report**

Mr. Spero stated that through January 2015, toll revenue was \$123.263 million, which is \$1.045 million or 0.8% lower than plan due to a 1.5% decline in traffic against the budget due to bad weather. Preliminary figures for February indicate an increase in traffic and revenue. Total expenses through January were \$32.483 million, which is \$3.321 million or 9.3% lower than plan. Non-Labor spending of \$11.146 million was lower

than plan by \$2.808 million or 20.1% due to timing. Labor expenses of \$21.337 million were lower than plan by \$0.513 million or 2.3% as a result of lower payroll expenses due to vacancies. Total support to mass transit was \$70.665 million, which is \$5.483 million or 8.4% better than plan.

### **Capital Program Status Report**

With regard to the Capital Program Status Report for February 2015, Mr. Keane stated that there were six commitments made with a total value of \$12.3 million. The most significant commitment was a gantry installation project at the Henry Hudson Bridge for \$9.4 million. Year-to-date, nine commitments were made with a total value of \$21.8 million against a plan calling for nine commitments with a total value of \$24.2 million. There were no project completions planned or made in February. Year-to-date, one completion was made which was the replacement of the Queens Approach at the Bronx-Whitestone Bridge with a total value of \$142.5 million, which represents 68% of TBTA's total planned completions for 2015. There were no task level closeouts in February and one year-to-date with a value of \$3.7 million. To date, all commitments and completions remain on schedule as planned.

### **Procurements**

Mr. Masterson stated that there are four procurements totaling \$295.365 million.

### **Non-Competitive Procurements**

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

### **Competitive Procurements**

Mr. Masterson stated that there are four competitive procurements totaling \$295,365,000 as follows:

- Public work proposal for Superstorm Sandy-related restoration, mitigation and other rehabilitation work, as well as work at the Manhattan exit plaza for the Queens Midtown Tunnel in the amount of \$236,500,000;
- Miscellaneous procurement proposal for maintenance and repair of the electronic toll registry system at all TBTA facilities in the amount of \$50,300,121;
- Personal Service Contracts: (1) 24/7 medical consultation services for TBTA employees and (2) award of four separate contracts for biennial bridge inspection and miscellaneous design services at the Throgs Neck, Bronx-Whitestone, Marine Parkway and Cross Bay Bridges and the Henry Hudson and Queens Midtown Tunnel Approach Bridges. The five personal Service Contracts total approximately \$8,565,000.

Commissioner Albert asked about the traffic rerouting plan during the Queens Midtown Tunnel work. Mr. Keane responded that while the work is being performed, on weekends and at night between 10:30 p.m. and 5:30 a.m., one tube will be closed to traffic and the other tube will run a two-way traffic inbound/outbound operation.

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

Judlau Contracting, Inc.	Contract No. QM-40S Perform Sandy Restoration, Mitigation and Rehabilitation of the Tunnel and Manhattan Exit Plaza at the Queens Midtown Tunnel (QMT).	\$236,500,000.00
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**Miscellaneous Procurement Contracts**

Telvent USA, LLC	Contract No. 14-OPS-2924X Maintenance and Repair of the Electronic Toll Registry System.	\$50,300,121.00
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**Personal Service Contracts**

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

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

Upon a motion duly made and seconded, the Committee members who were present at the Committee Meeting considered and voted in favor of the competitive procurements, by a vote of three (3) in favor and none against, although a Committee Quorum was not present.

#### **Ratifications**

Mr. Masterson stated that there are no ratifications.

#### **Adjournment**

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

Respectfully submitted,



Julia R. Christ  
Acting Assistant Secretary



# Bridges and Tunnels

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## Committee Work Plan

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# BRIDGES & TUNNELS COMMITTEE WORK PLAN

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## I. RECURRING AGENDA ITEMS

TOPIC

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

Responsibility

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

## II. SPECIFIC AGENDA ITEMS

May 2015

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

Operations  
 EEO

June 2015

No items scheduled.

July 2015

No items scheduled.

August 2015

No meeting scheduled.

September 2015

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

Operations  
 Planning & Budget  
 EEO

October 2015

2016 Preliminary Budget

Planning & Budget

November 2015

Customer Environment Survey – 3rd Quarter 2015  
 2016 Preliminary Budget  
 B&T Committee Charter – Review

Operations  
 Planning & Budget  
 MTA Board

December 2015

2016 Proposed Committee Work Plan  
 2016 Proposed Final Budget

Committee Chair & Members  
 Planning & Budget

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

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

April 2016

Final Review of 2015 Year-End Operating Results

Planning & Budget

## **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**

### **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.

## **FEBRUARY 2016 (cont'd)**

### 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.

## **APRIL 2016**

### Final Review of 2015 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.



# Bridges and Tunnels

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## Report on Operations February 2015

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

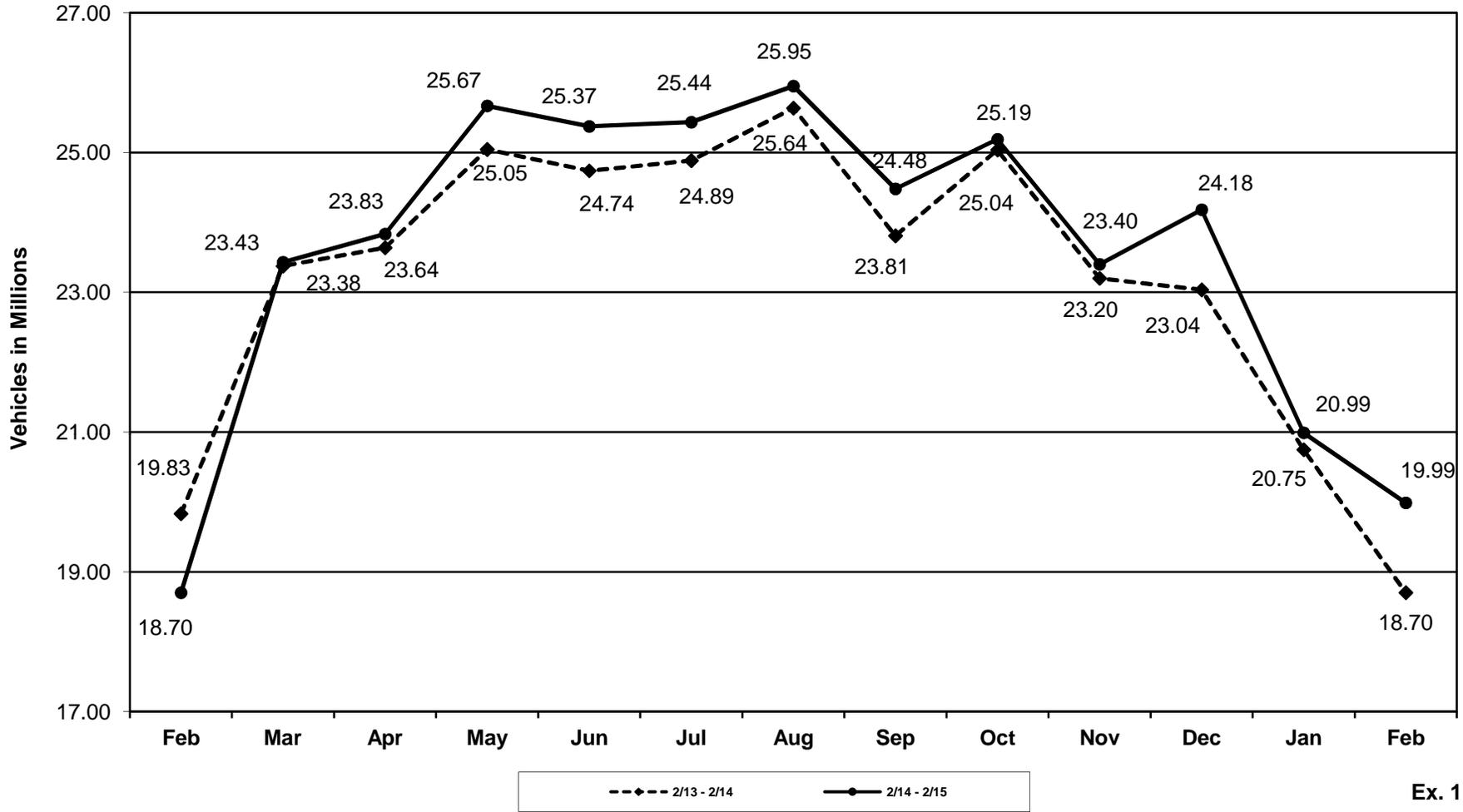
### **Summary**

Traffic was higher on a year-to-year basis, with 20.0 million crossings this month vs. 18.7 million crossings in February 2014 (Exhibit 1).

Snowfall was 15.2 inches this year compared to 27.8 inches last year. Rainfall this February was 2.0 inches vs. 4.9 inches in 2014. Gas prices averaged \$2.33 per gallon this February, which was \$1.28 less than last year at this time.

E-ZPass volume increased in February by 7.7% compared to the same month in 2014, and crossings using cash and other payment methods increased 2.3% (Exhibit 7). Passenger car travel was up 7.1% and other vehicle travel was up 4.7% from February of 2014 (Exhibit 8).

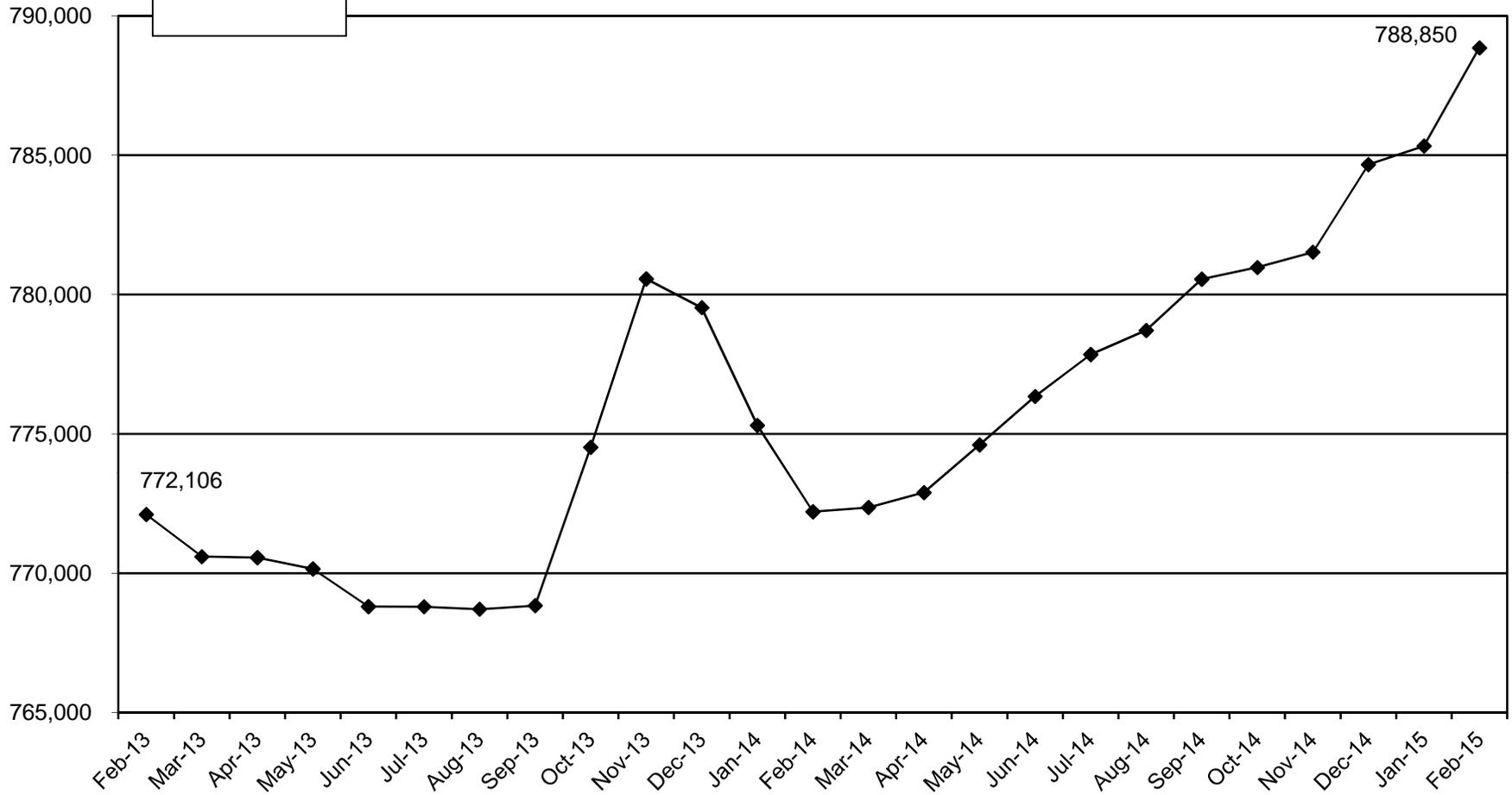
### MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending February 2015



Ex. 1

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

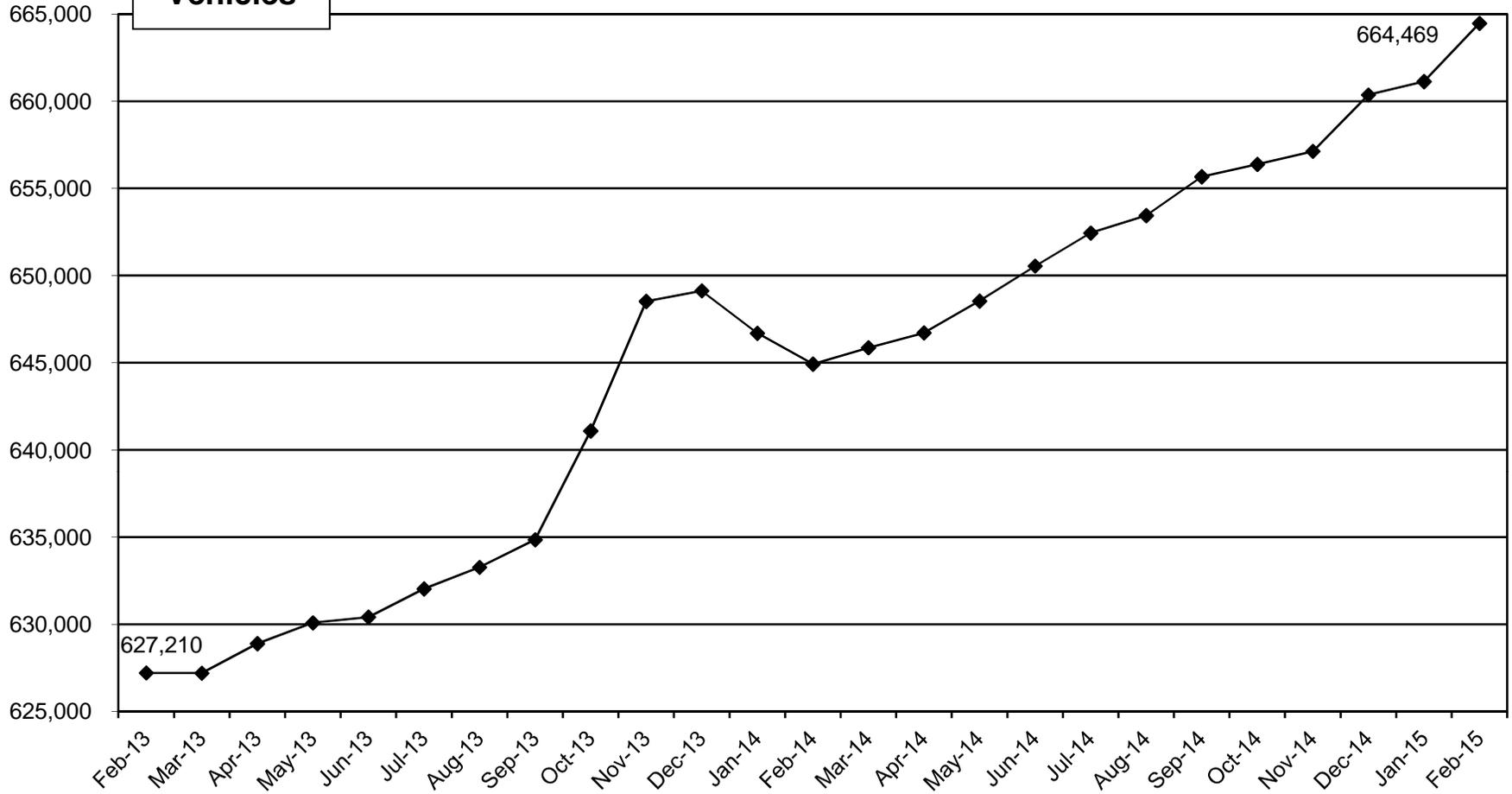
All Vehicles



Ex. 2

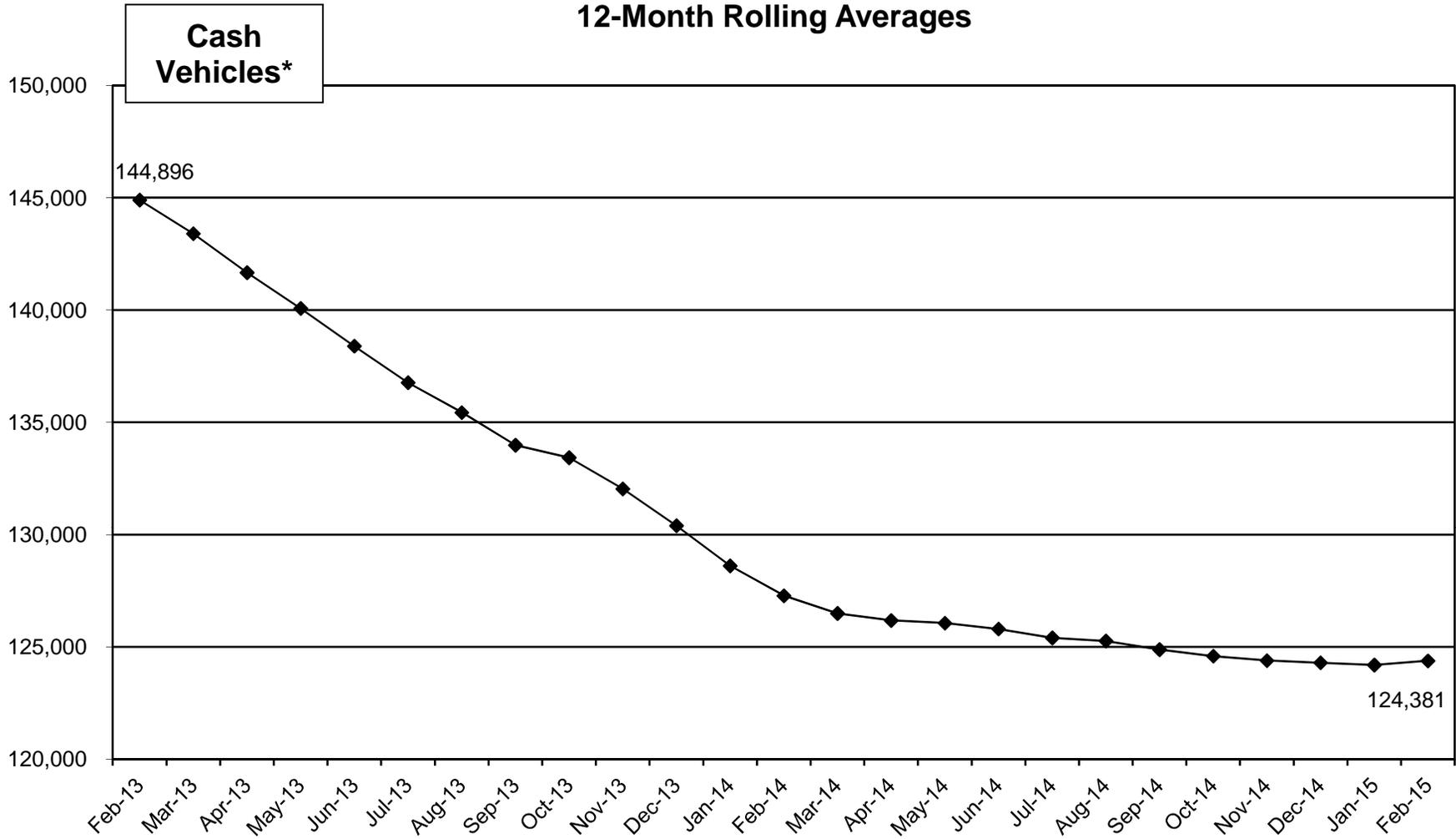
### MTA Bridges and Tunnels Average Daily Traffic: February 2013 - February 2015 12-Month Rolling Averages

**E-ZPass  
Vehicles**



Ex. 3

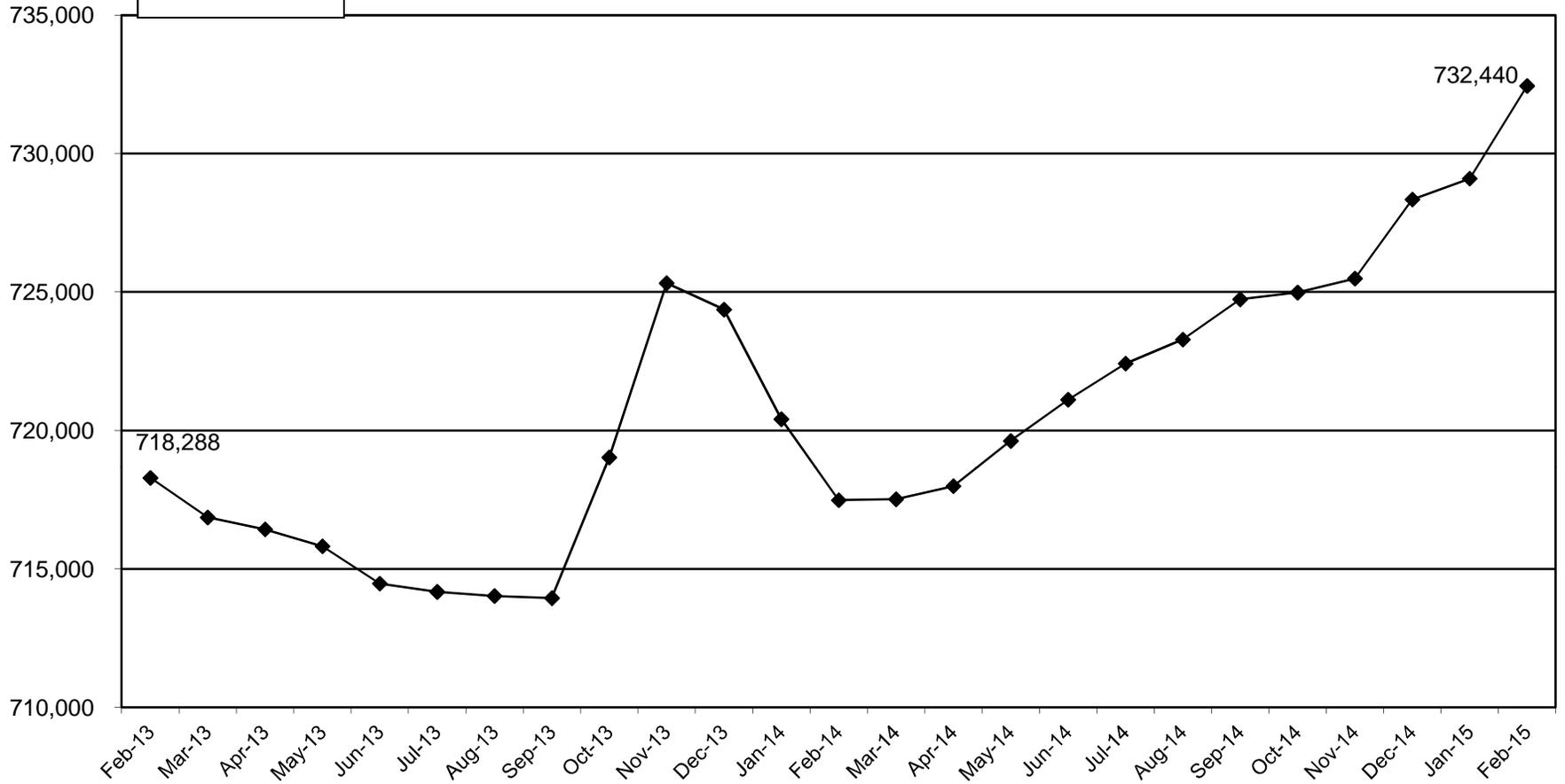
### MTA Bridges and Tunnels Average Daily Traffic: February 2013 - February 2015 12-Month Rolling Averages



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

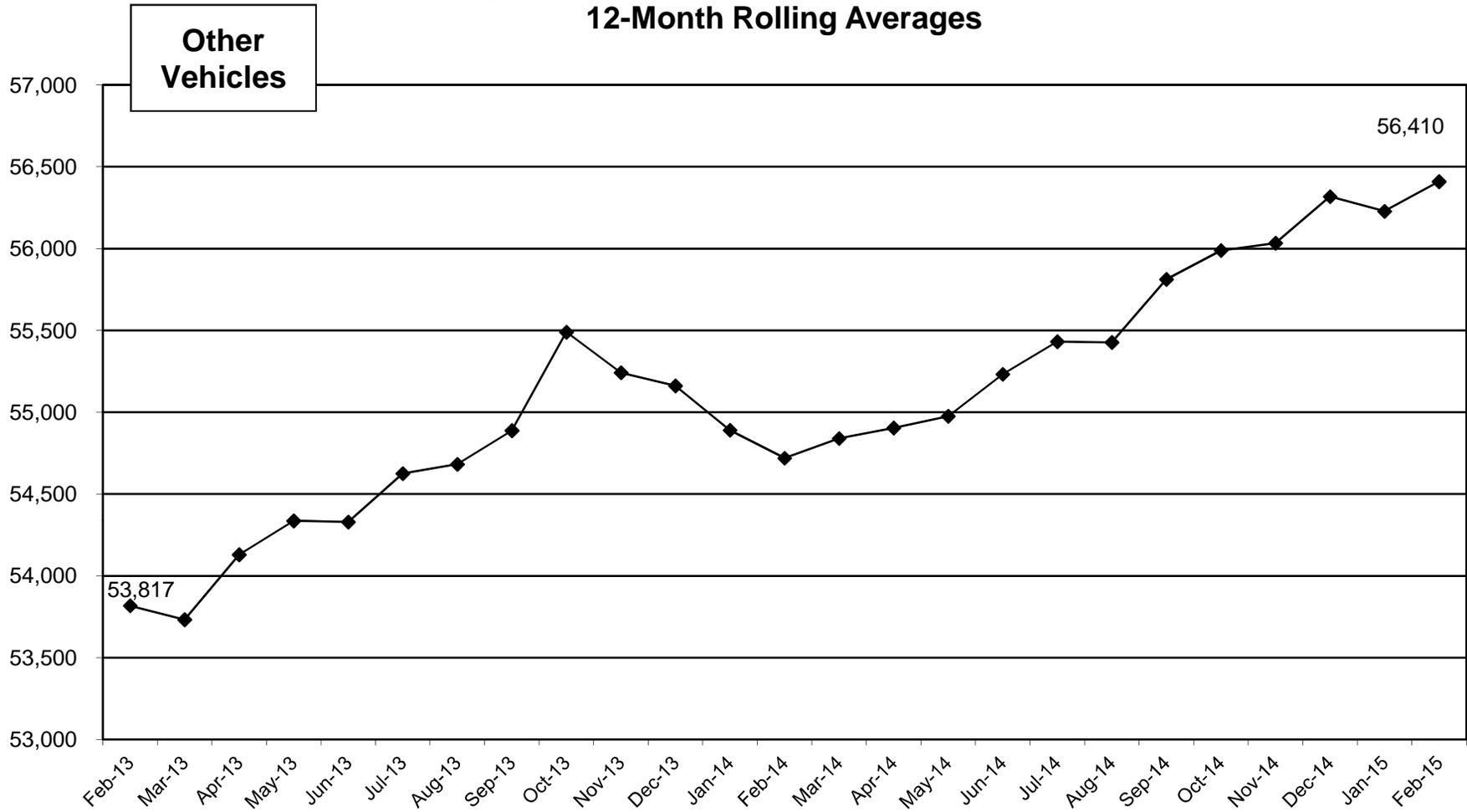
### MTA Bridges and Tunnels Average Daily Traffic: February 2013 - February 2015 12-Month Rolling Averages

Passenger  
Vehicles



Ex. 5

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



Ex. 6

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

Corridor	Toll Media	February <sup>(1)</sup>	3 Months <sup>(2)</sup> (Dec-Feb)	6 Months <sup>(3)</sup> (Sep-Feb)	9 Months <sup>(4)</sup> (Jun-Feb)	12 Months <sup>(5)</sup> (Mar-Feb)
All Facilities	Total Vehicles	6.9%	4.3%	2.8%	2.5%	2.2%
	E-ZPass	7.7%	5.1%	3.6%	3.3%	3.0%
	Cash <sup>(6)</sup>	2.3%	0.0%	-1.5%	-1.8%	-2.3%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	6.3%	5.0%	3.5%	2.9%	2.4%
	E-ZPass	7.4%	6.1%	4.6%	4.0%	3.6%
	Cash <sup>(6)</sup>	1.9%	1.1%	-0.7%	-1.4%	-1.9%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	8.8%	4.3%	3.1%	3.5%	3.7%
	E-ZPass	9.5%	5.0%	3.7%	4.1%	4.3%
	Cash <sup>(6)</sup>	3.8%	0.2%	-1.0%	-0.2%	0.0%
Verrazano-Narrows Bridge	Total Vehicles	6.7%	3.6%	1.5%	0.8%	0.3%
	E-ZPass	7.4%	4.4%	2.3%	1.6%	1.1%
	Cash <sup>(6)</sup>	2.3%	-1.3%	-3.4%	-3.8%	-4.4%
Henry Hudson Bridge	Total Vehicles	5.7%	3.3%	2.4%	3.2%	3.2%
	E-ZPass	6.0%	4.2%	2.9%	3.5%	3.5%
	Tolls By Mail	0.9%	-11.2%	-5.1%	-0.5%	-1.6%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	3.7%	3.3%	1.7%	0.7%	-0.9%
	E-ZPass	4.1%	3.7%	2.3%	1.5%	0.2%
	Cash <sup>(6)</sup>	0.9%	0.2%	-2.3%	-4.1%	-7.2%

(1) February 2015 vs. February 2014.

(2) December 2014 to February 2015 vs. December 2013 to February 2014.

(3) September 2014 to February 2015 vs. September 2013 to February 2014.

(4) June 2014 to February 2015 vs. June 2013 to February 2014.

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

(6) Includes tokens and tickets.

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

Corridor	Vehicle Type	February <sup>(1)</sup>	3 Months <sup>(2)</sup> (Dec-Feb)	6 Months <sup>(3)</sup> (Sep-Feb)	9 Months <sup>(4)</sup> (Jun-Feb)	12 Months <sup>(5)</sup> (Mar-Feb)
All Facilities	Total Vehicles	6.9%	4.3%	2.8%	2.5%	2.2%
	Passenger	7.1%	4.4%	2.7%	2.4%	2.1%
	Other	4.7%	3.0%	3.7%	3.5%	3.1%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	6.3%	5.0%	3.5%	2.9%	2.4%
	Passenger	6.4%	5.1%	3.3%	2.7%	2.2%
	Other	5.0%	4.7%	5.3%	5.0%	4.7%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	8.8%	4.3%	3.1%	3.5%	3.7%
	Passenger	9.0%	4.5%	3.0%	3.5%	3.7%
	Other	4.9%	2.4%	3.7%	4.4%	4.3%
Verrazano-Narrows Bridge	Total Vehicles	6.7%	3.6%	1.5%	0.8%	0.3%
	Passenger	6.9%	3.8%	1.6%	0.9%	0.4%
	Other	4.2%	-0.1%	-0.5%	-1.1%	-1.5%
Henry Hudson Bridge	Total Vehicles	5.7%	3.3%	2.4%	3.2%	3.2%
	Passenger	5.7%	3.2%	2.3%	3.1%	3.0%
	Other	14.7%	15.0%	16.6%	16.7%	19.5%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	3.7%	3.3%	1.7%	0.7%	-0.9%
	Passenger	3.9%	3.5%	1.5%	0.6%	-0.8%
	Other	-0.5%	-0.7%	3.5%	1.8%	-2.8%

(1) February 2015 vs. February 2014.

(2) December 2014 to February 2015 vs. December 2013 to February 2014.

(3) September 2014 to February 2015 vs. September 2013 to February 2014.

(4) June 2014 to February 2015 vs. June 2013 to February 2014.

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

**Ex. 8**

## Supplemental Data Page for the Report on Operations

<u>Month</u>	<b>Traffic &amp; Average Gas Price<sup>1</sup></b>		<b>Weather<sup>2</sup></b>			
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
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
Nov-14	23,400,720	\$3.03	51	3.9	0.4	8
<b>Dec-14</b>	<b>24,182,522</b>	<b>\$2.78</b>	<b>41</b>	<b>6.1</b>	<b>1.3</b>	<b>16</b>
<b>Jan-15</b>	<b>20,990,434</b>	<b>\$2.30</b>	<b>30</b>	<b>4.8</b>	<b>15.1</b>	<b>11</b>
<b>Feb-15</b>	<b>19,987,945</b>	<b>\$2.33</b>	<b>24</b>	<b>2.0</b>	<b>15.2</b>	<b>8</b>

Note: Bold numbers are preliminary.

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

<u>Month</u>	<b>Traffic &amp; Gas Monthly Inc/(Dec)</b>		<b>Weather Monthly Inc/(Dec)</b>			
	<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>						
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	200,423	(\$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)
February	1,286,242	(\$1.28)	(8)	(2.9)	(13)	(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

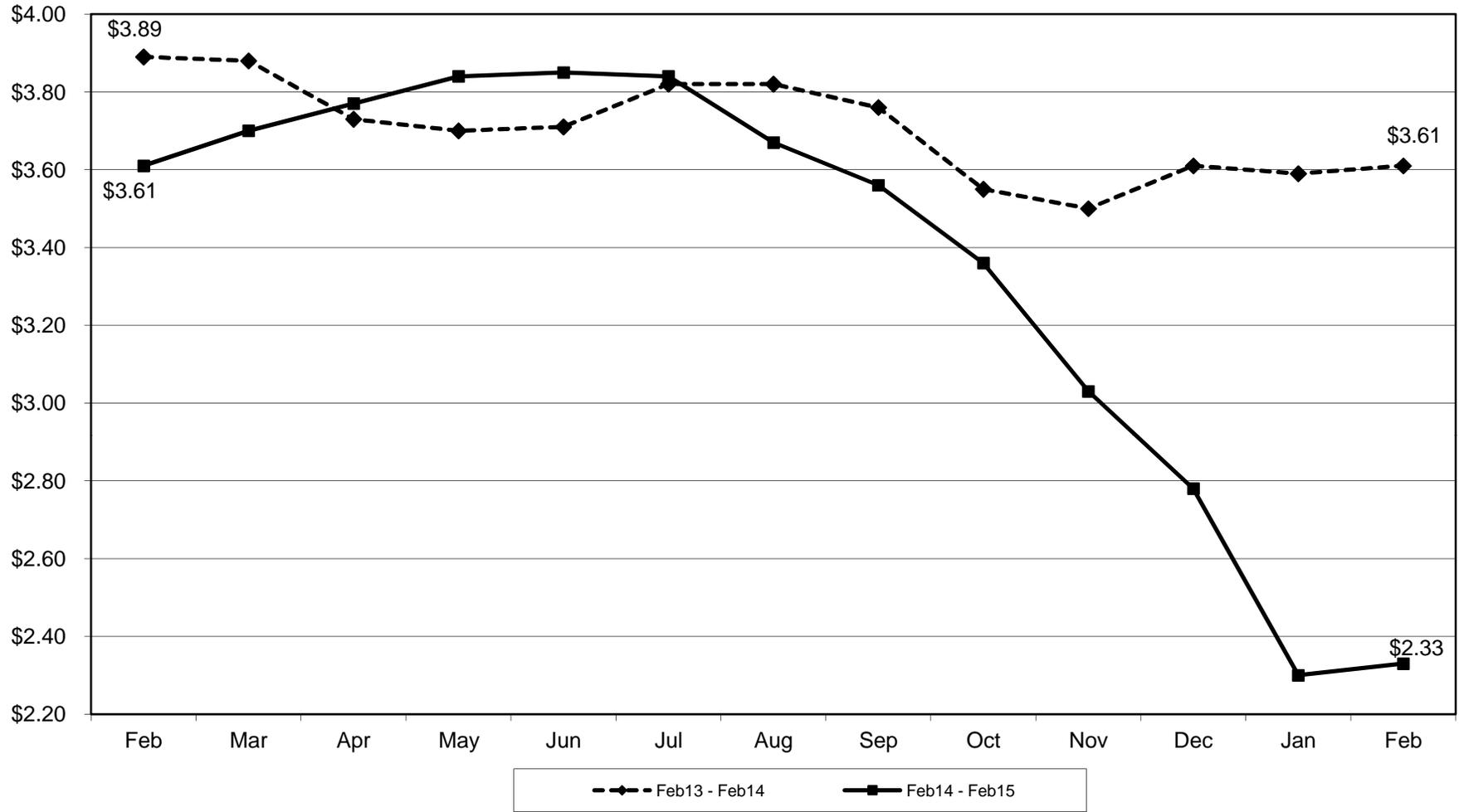
### Average Daily Traffic: 12-Month Rolling Averages

<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>
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
Nov-14	781,519	657,125	124,394	725,485	56,033
<b>Dec-14</b>	<b>784,660</b>	<b>660,364</b>	<b>124,295</b>	<b>728,342</b>	<b>56,318</b>
<b>Jan-15</b>	<b>785,326</b>	<b>661,129</b>	<b>124,197</b>	<b>729,097</b>	<b>56,228</b>
<b>Feb-15</b>	<b>788,850</b>	<b>664,469</b>	<b>124,381</b>	<b>732,440</b>	<b>56,410</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 February 2013 - February 2015





# Bridges and Tunnels

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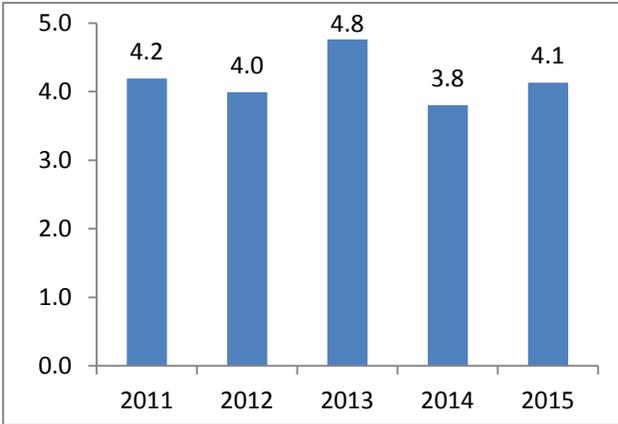
## Safety Report February 2015





# Bridges and Tunnels

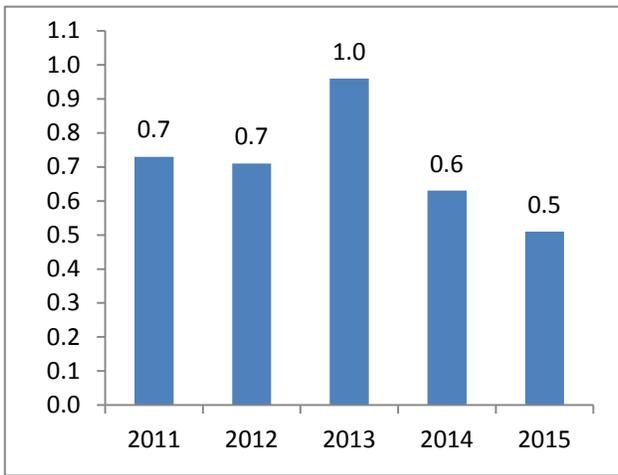
## 5 Yr Summary of Customer Collisions & Customer/Contractor Injuries thru February



### Customer Collisions

Year	Total Collisions	Rate/M Vehicles
2011	172	4.2
2012	174	4.0
2013	203	4.8
2014	152	3.8
2015	171	4.1

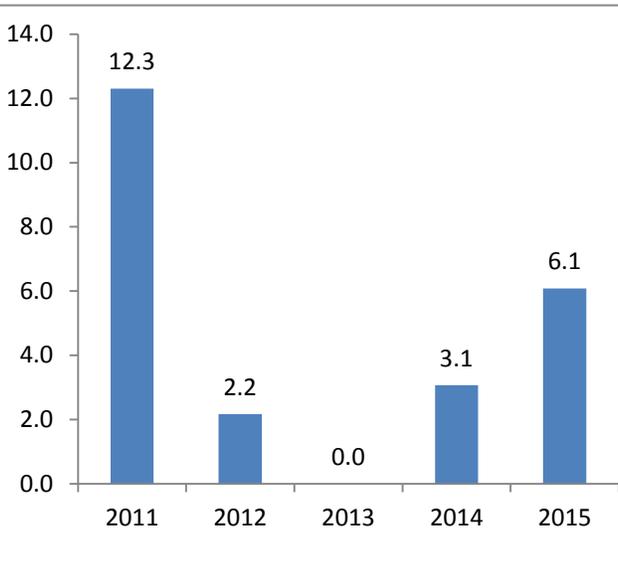
% change from last year: 8.7%  
5 year Average 4.17



### Injury Collisions

Year	Injury Collisions	Injury Rate/M Vehicles
2011	30	0.7
2012	31	0.7
2013	41	1.0
2014	25	0.6
2015	21	0.5

% change from last year: -19.0%  
5 year Average 0.71



### Contractor Injuries

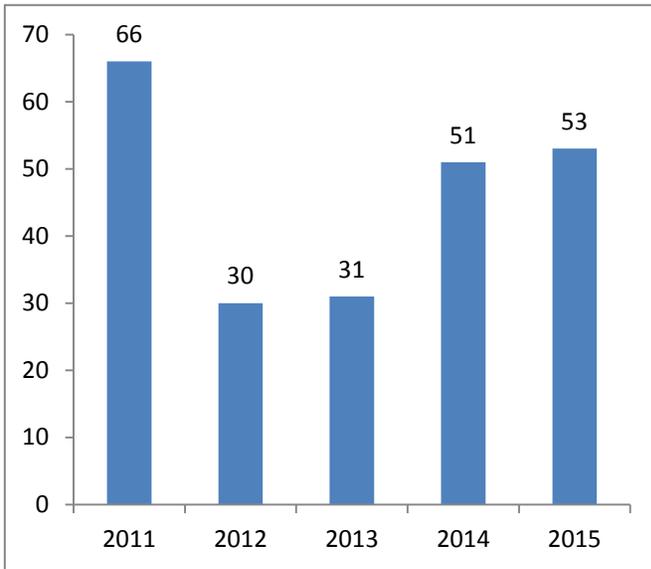
Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2011	2	12.3
2012	1	2.2
2013	0	0.0
2014	1	3.1
2015	2	6.1

% change from last year: 98.0%  
5 year Average 4.73



# Bridges and Tunnels

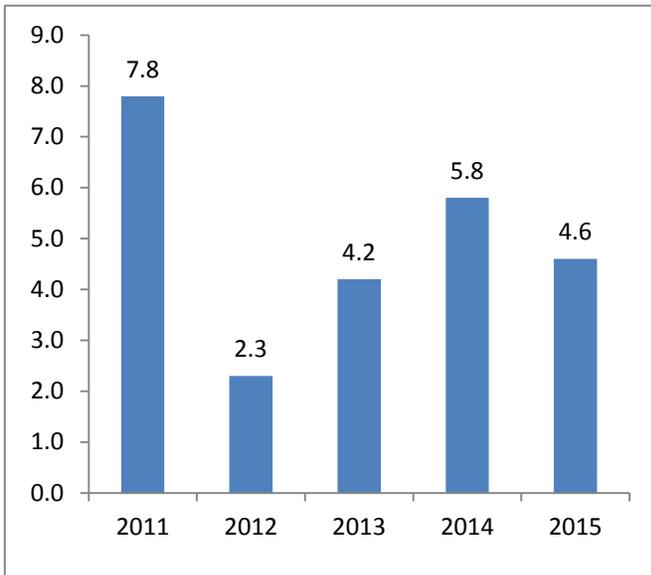
## 5 Yr Summary of Employee Accident Reports & Injuries thru February



Total Employee Accident Reports (C-2's)

Year	Total
2011	66
2012	30
2013	31
2014	51
2015	53

% change from last year: 3.9%  
5 year Average 46



Employee Lost Time Injuries

Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2011	20	7.8
2012	6	2.3
2013	10	4.2
2014	14	5.8
2015	11	4.6

% change from last year: -20.7%  
5 year Average 4.94



# Bridges and Tunnels

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## E-ZPass Performance Report February 2015



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

<b>E-ZPass Performance at All B&amp;T Facilities</b>			
	February 2015	Year to Date	February 2014
Total E-ZPass Traffic <sup>1</sup>	17,039,076	34,888,337	15,819,842
E-ZPass Market Share: Total	85.2%	85.1%	84.6%
Cars	84.6%	84.5%	83.9%
Trucks	93.0%	93.0%	92.6%

<b>Weekday E-ZPass Performance by Facility<sup>2</sup></b>			
Facility	February Average E-Zpass Weekday Traffic and Market Share		
	2015 Average Traffic	2015 Market Share	2014 Market Share
Bronx-Whitestone Bridge	81,084	82.0%	81.2%
Cross Bay Veterans Memorial Bridge	17,124	86.8%	86.7%
Henry Hudson Bridge	54,677	95.0%	94.8%
Hugh L. Carey Tunnel	45,847	91.0%	90.7%
Marine Parkway-Gil Hodges Memorial Bridge	16,460	89.5%	88.9%
Queens Midtown Tunnel	72,536	90.3%	89.8%
Robert F. Kennedy Bridge - Bronx Plaza	59,293	78.8%	77.4%
Robert F. Kennedy Bridge - Manhattan Plaza	70,760	86.4%	85.8%
Throgs Neck Bridge	87,336	85.6%	85.0%
Verrazano-Narrows Bridge <sup>1</sup>	<u>148,729</u>	<u>88.1%</u>	<u>87.5%</u>
All Facilities <sup>1</sup>	653,846	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**  
**February 2015**  
Preliminary data subject to final audit

<b>Weekday Peak Hour E-ZPass Performance by Facility<sup>3</sup></b>				
Facility	February E-ZPass Market Share			
	2015 AM Peak	2014 AM Peak	2015 PM Peak	2014 PM Peak
Bronx-Whitestone Bridge	87.0%	86.6%	83.8%	82.4%
Cross Bay Veterans Memorial Bridge	90.2%	89.6%	87.9%	87.5%
Henry Hudson Bridge	96.6%	95.8%	95.3%	94.9%
Hugh L. Carey Tunnel	93.7%	93.1%	91.2%	90.9%
Marine Parkway-Gil Hodges Memorial Bridge	92.2%	92.0%	88.9%	88.8%
Queens Midtown Tunnel	91.7%	91.3%	90.7%	89.9%
Robert F. Kennedy Bridge - Bronx Plaza	83.6%	83.3%	79.6%	79.0%
Robert F. Kennedy Bridge - Manhattan Plaza	89.0%	88.7%	87.7%	87.2%
Throgs Neck Bridge	90.2%	89.9%	86.2%	86.0%
Verrazano-Narrows Bridge <sup>4</sup>	N/A	N/A	90.4%	90.2%
All Facilities	89.9%	89.5%	88.0%	87.5%

<b>Weekend E-ZPass Performance by Facility</b>			
Facility	February Average E-ZPass Weekend Traffic and Market Share		
	2015 Avg. Traffic	2015 Market Share	2014 Market Share
Bronx-Whitestone Bridge	67,649	75.2%	74.8%
Cross Bay Veterans Memorial Bridge	12,741	82.5%	82.7%
Henry Hudson Bridge	41,437	93.0%	92.7%
Hugh L. Carey Tunnel	30,021	87.4%	86.6%
Marine Parkway-Gil Hodges Memorial Bridge	11,599	86.6%	86.1%
Queens Midtown Tunnel	55,273	85.8%	85.4%
Robert F. Kennedy Bridge - Bronx Plaza	46,030	70.9%	69.6%
Robert F. Kennedy Bridge - Manhattan Plaza	50,211	81.0%	80.7%
Throgs Neck Bridge	70,250	79.7%	79.4%
Verrazano-Narrows Bridge <sup>1</sup>	<u>122,548</u>	82.0%	81.5%
All Facilities <sup>1</sup>	507,759	81.0%	80.5%

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  
February 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	February 2015 Total B&T E-ZPass Transactions	February 2015 Percentage of B&T Total Transactions	February 2014 Percentage of B&T Total Transactions
New York State Thruway Authority <sup>6</sup>	1,408,204	7.95%	7.86%
Port Authority of NY and NJ	939,564	5.31%	5.40%
New Jersey Toll Agencies <sup>7</sup>	918,068	5.18%	5.21%
Massachusetts Turnpike Authority <sup>8</sup>	90,017	0.51%	0.55%
Pennsylvania Turnpike Commission	64,250	0.36%	0.33%
Maryland Transportation Authority	23,385	0.13%	0.13%
Virginia Department of Transportation <sup>9</sup>	17,245	0.10%	0.09%
New Hampshire Department of Transportation	10,381	0.06%	0.06%
Delaware Department of Transportation	10,561	0.06%	0.05%
Other <sup>10</sup>	<u>32,142</u>	<u>0.18%</u>	<u>0.22%</u>
<b>Total</b>	<b>3,513,817</b>	<b>19.84%</b>	<b>19.90%</b>

<b>Other Agency B&amp;T E-ZPass Transactions</b>			
Agency Used By B&T Customers	February 2015	YTD 2015	February 2014
New York State Thruway Authority <sup>6</sup>	2,011,101	4,246,596	1,971,377
Port Authority of NY and NJ	2,711,370	5,575,740	2,522,645
New Jersey Toll Agencies <sup>7</sup>	4,268,645	8,801,513	3,344,704
New York State Bridge Authority	178,678	384,294	179,370
Massachusetts Turnpike Authority <sup>8</sup>	367,322	793,649	348,993
Pennsylvania Turnpike Commission	193,887	400,529	178,387
Maryland Transportation Authority	259,722	573,100	185,998
Virginia Department of Transportation <sup>9</sup>	138,992	289,690	117,190
New Hampshire Department of Transportation	69,424	153,985	65,450
Delaware Department of Transportation	159,033	358,434	144,424
Other <sup>10</sup>	<u>222,786</u>	<u>464,825</u>	<u>204,432</u>
<b>Total</b>	<b>10,580,960</b>	<b>22,042,355</b>	<b>9,262,970</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**  
**February 2015**  
Preliminary data subject to final audit

**E-ZPass Customer Service Statistics**

<b>MTA Bridges and Tunnels Customers</b>			
	February 2015	YTD 2015	YTD 2014
Accounts Opened:			
Internet	4,915	10,655	11,496
Walk-In	1,860	3,689	3,003
Mail	205	402	456
On-The-Go	<u>7,313</u>	<u>14,361</u>	<u>12,456</u>
Total Accounts Opened	14,293	29,107	27,411
Total Active Accounts		2,746,301	2,565,477
Number of E-ZPass Tags Issued <sup>11</sup>	34,280	69,106	64,542
Total Active Tags <sup>12</sup>		4,398,105	4,173,939
Total Reload Cards Distributed	1,751	115,974	82,887
Reload Card % of Cash Replenishments	17.38%	14.90%	15.10%

<b>Customer Service Indicators</b>			
	February 2015	YTD 2015	YTD 2014
Phone Calls Answered by Customer Service Center:			
Customer Service Representatives	205,755	423,016	418,236
Automated System	<u>431,910</u>	<u>919,748</u>	<u>772,496</u>
Total Phone Calls Answered	637,665	1,342,764	1,190,732
Average Phone Call Waiting Time (in min.):			
Customer Service Representatives	0.29	0.32	0.52
Commercial Unit	0.46	1.43	0.40
Avg. Monthly B&T E-ZPass Trips Per Account	4.93	5.03	5.11
Average Number of Active Tags Per Account	1.60	1.60	1.63

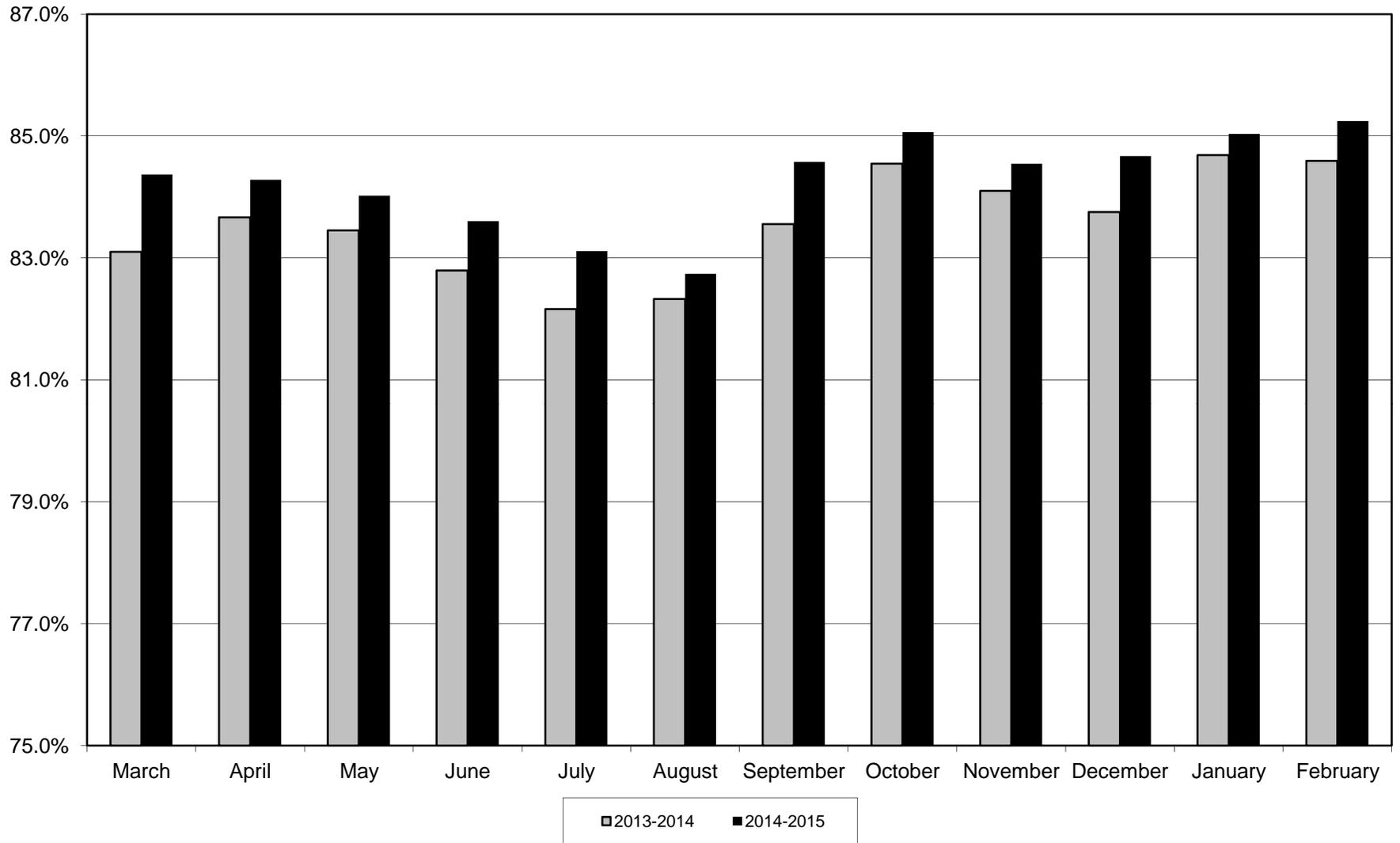
<b>E-ZPass Tag Replacement Program</b>			
	February 2015	YTD 2015	2011-2015
Number of Replacement Tags Mailed	14,991	30,005	1,707,124
Number of Tags Returned <sup>13</sup>	12,719	30,352	1,652,481
Number of Tags Pending Return	N/A	N/A	54,643

11. 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.

12. 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.

13. 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 March 2013 through February 2015





# Bridges and Tunnels

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## Financial Report February 2015

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# MTA BRIDGES & TUNNELS

## STATEMENT OF NET POSITION

As of February 28, 2015

(in thousands)

### ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

#### CURRENT ASSETS:

Cash-Unrestricted	\$24,430
Investments:	
Unrestricted	101,031
Restricted	634,871
Accrued interest receivable	681
Accounts receivable	28,255
Tolls due from other agencies	30,434
Prepaid expenses	<u>15,756</u>
Total current assets	<u>835,458</u>

#### NONCURRENT ASSETS:

Investments:	
Restricted	102,421
Insurance recovery receivable	124,351
Facilities, less acc.dep of \$1,292,984	4,405,180
Capital lease 2 Broadway net acc. dep.	42,016
Derivative Hedge Assets	3,597
Security Deposits	<u>21,013</u>
Total noncurrent assets	<u>4,698,578</u>

**TOTAL ASSETS:** 5,534,036

#### 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** \$5,859,046

**MTA BRIDGES & TUNNELS**  
**STATEMENT OF NET POSITION**

**As of February 28, 2015**

(in thousands)

**LIABILITIES**

**CURRENT LIABILITIES:**

Current portion-long term debt	\$287,565
Interest Payable	92,221
Accounts Payable	59,698
Payable to MTA-CAP	43,379
Due to MTA-Operating Expenses	7,080
Due to NYCTA-Operating Expenses	693
Accrued salaries	20,834
Accrued Vac & Sick Benefits	18,834
Current portion of estimated liability arising from injury	19,830
Current portion of capital lease obligation	6,170
Pollution remediation projects	1,829
Due to New York City Transit Authority	27,725
Due to Metropolitan Transportation Authority	47,048
Unredeemed Tolls	156,369
Tolls due to other agencies	40,054
E-ZPass Airport Toll Liability	<u>6,933</u>
Total current liabilities	<u>836,262</u>

**NONCURRENT LIABILITIES:**

Long term debt	8,632,072
Post Employment Benefits Other than Pensions	518,028
Estimated liability arising from injury	15,959
Capital lease obligations	134,697
Derivative Hedge Liabilities	167,527
Security deposits-Contra	<u>21,013</u>
Total noncurrent liabilities	<u>9,489,296</u>

**TOTAL LIABILITIES** 10,325,558

**NET POSITION** (4,466,512) \*

**TOTAL LIABILITIES & NET POSITION** \$5,859,046

\*The negative Net Position of \$4,466,512 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**  
**February 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	114.174	116.402	2.228	2.0	0.000	0.000	0.000	-	114.174	116.402	2.228	2.0
Other Operating Revenue	1.311	1.865	0.554	42.3	0.000	0.000	0.000	-	1.311	1.865	0.554	42.3
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	0.012	(0.049)	(80.5)	0.000	0.000	0.000	-	0.061	0.012	(0.049)	(80.5)
<b>Total Revenue</b>	<b>\$115.547</b>	<b>\$118.279</b>	<b>\$2.732</b>	<b>2.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$115.547</b>	<b>\$118.279</b>	<b>\$2.732</b>	<b>2.4</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$10.383	\$9.855	\$0.528	5.1	\$0.000	\$0.000	\$0.000	-	\$10.383	\$9.855	\$0.528	5.1
Overtime	2.228	2.137	0.091	4.1	0.000	0.000	0.000	-	2.228	2.137	0.091	4.1
Health and Welfare	2.510	2.100	0.410	16.3	0.000	0.000	0.000	-	2.510	2.100	0.410	16.3
OPEB Current Payment	1.406	1.366	0.040	2.9	0.000	0.000	0.000	-	1.406	1.366	0.040	2.9
Pensions	2.470	2.676	(0.206)	(8.4)	0.000	0.000	0.000	-	2.470	2.676	(0.206)	(8.4)
Other Fringe Benefits	0.916	0.862	0.054	5.9	0.000	0.000	0.000	-	0.916	0.862	0.054	5.9
Reimbursable Overhead	(0.389)	0.000	(0.389)	(100.0)	0.000	0.000	0.000	-	(0.389)	0.000	(0.389)	(100.0)
<b>Total Labor Expenses</b>	<b>\$19.524</b>	<b>\$18.996</b>	<b>\$0.528</b>	<b>2.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$19.524</b>	<b>\$18.996</b>	<b>\$0.528</b>	<b>2.7</b>
<i>Non-Labor:</i>												
Electric Power	\$0.520	\$0.435	\$0.085	16.4	\$0.000	\$0.000	\$0.000	-	\$0.520	\$0.435	\$0.085	16.4
Fuel	0.336	0.326	0.010	3.0	0.000	0.000	0.000	-	0.336	0.326	0.010	3.0
Insurance	1.239	1.260	(0.021)	(1.7)	0.000	0.000	0.000	-	1.239	1.260	(0.021)	(1.7)
Maintenance and Other Operating Contracts	6.251	4.710	1.541	24.7	0.000	0.000	0.000	-	6.251	4.710	1.541	24.7
Professional Service Contracts	2.729	2.040	0.689	25.2	0.000	0.000	0.000	-	2.729	2.040	0.689	25.2
Materials & Supplies	0.446	0.179	0.267	59.9	0.000	0.000	0.000	-	0.446	0.179	0.267	59.9
Other Business Expenses	1.961	1.874	0.087	4.4	0.000	0.000	0.000	-	1.961	1.874	0.087	4.4
<b>Total Non-Labor Expenses</b>	<b>\$13.482</b>	<b>\$10.824</b>	<b>\$2.658</b>	<b>19.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$13.482</b>	<b>\$10.824</b>	<b>\$2.658</b>	<b>19.7</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>\$33.006</b>	<b>\$29.820</b>	<b>\$3.186</b>	<b>9.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$33.006</b>	<b>\$29.820</b>	<b>\$3.186</b>	<b>9.7</b>
Depreciation	\$8.566	\$9.204	(\$0.638)	(7.4)	\$0.000	\$0.000	\$0.000	-	\$8.566	\$9.204	(\$0.638)	(7.4)
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>\$47.547</b>	<b>\$44.953</b>	<b>\$2.594</b>	<b>5.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$47.547</b>	<b>\$44.953</b>	<b>\$2.594</b>	<b>5.5</b>
Less: Depreciation	\$8.566	\$9.204	(\$0.638)	(7.4)	\$0.000	\$0.000	\$0.000	-	\$8.566	\$9.204	(\$0.638)	(7.4)
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>\$33.006</b>	<b>\$29.820</b>	<b>\$3.186</b>	<b>9.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$33.006</b>	<b>\$29.820</b>	<b>\$3.186</b>	<b>9.7</b>
<b>Net Surplus/(Deficit)</b>	<b>\$82.540</b>	<b>\$88.459</b>	<b>\$5.919</b>	<b>7.2</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$82.540</b>	<b>\$88.459</b>	<b>\$5.919</b>	<b>7.2</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**  
**February 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>\$82.540</b>	<b>\$88.459</b>	<b>\$5.919</b>	<b>7.2</b>
Less: Capitalized Assets									1.345	0.178	1.167	86.8
Reserves									2.024	2.024	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
<b>Adjusted Net Income/(Deficit)</b>									<b>\$79.171</b>	<b>\$86.257</b>	<b>\$7.086</b>	<b>8.9</b>
Less: Debt Service									53.029	50.458	2.571	4.8
<b>Income Available for Distribution</b>									<b>\$26.142</b>	<b>\$35.799</b>	<b>\$9.657</b>	<b>36.9</b>
Distributable To:												
MTA - Investment Income									0.061	0.012	(0.049)	(80.5)
MTA - Distributable Income									17.912	22.716	4.804	26.8
NYCTR - Distributable Income									8.168	13.071	4.903	60.0
<b>Total Distributable Income</b>									<b>\$26.142</b>	<b>\$35.799</b>	<b>\$9.657</b>	<b>36.9</b>
<b>Support to Mass Transit:</b>												
Total Revenues									115.547	118.279	2.732	2.4
Less: Total Operating Expenses									<u>33.006</u>	<u>29.820</u>	<u>3.186</u>	9.7
<b>Net Operating Income/(Deficit)</b>									<b>\$82.540</b>	<b>\$88.459</b>	<b>\$5.919</b>	<b>7.2</b>
Deductions from Net Operating Income:												
Capitalized Assets									1.345	0.178	1.167	86.8
Reserves									2.024	2.024	0.000	0.0
B&T Debt Service									21.179	18.786	2.393	11.3
GASB Reserves									0.000	0.000	0.000	-
<b>Total Deductions From Operating Income</b>									<b>\$24.548</b>	<b>\$20.988</b>	<b>\$3.560</b>	<b>14.5</b>
<b>Total Support to Mass Transit</b>									<b>\$57.992</b>	<b>\$67.471</b>	<b>\$9.479</b>	<b>16.3</b>

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**February 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	238.482	239.665	1.183	0.5	0.000	0.000	0.000	-	238.482	239.665	1.183	0.5
Other Operating Revenue	2.692	3.396	0.704	26.1	0.000	0.000	0.000	-	2.692	3.396	0.704	26.1
Capital & Other Reimbursements	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Investment Income	0.123	0.026	(0.097)	(78.8)	0.000	0.000	0.000	-	0.123	0.026	(0.097)	(78.8)
<b>Total Revenue</b>	<b>\$241.297</b>	<b>\$243.087</b>	<b>\$1.790</b>	<b>0.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$241.297</b>	<b>\$243.087</b>	<b>\$1.790</b>	<b>0.7</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$21.810	\$20.721	\$1.089	5.0	\$0.000	\$0.000	\$0.000	-	\$21.810	\$20.721	\$1.089	5.0
Overtime	4.559	4.158	0.401	8.8	0.000	0.000	0.000	-	4.559	4.158	0.401	8.8
Health and Welfare	5.001	4.397	0.604	12.1	0.000	0.000	0.000	-	5.001	4.397	0.604	12.1
OPEB Current Payment	2.812	2.751	0.061	2.2	0.000	0.000	0.000	-	2.812	2.751	0.061	2.2
Pensions	4.917	5.352	(0.435)	(8.8)	0.000	0.000	0.000	-	4.917	5.352	(0.435)	(8.8)
Other Fringe Benefits	3.094	2.954	0.140	4.5	0.000	0.000	0.000	-	3.094	2.954	0.140	4.5
Reimbursable Overhead	(0.820)	0.000	(0.820)	(100.0)	0.000	0.000	0.000	-	(0.820)	0.000	(0.820)	(100.0)
<b>Total Labor Expenses</b>	<b>\$41.374</b>	<b>\$40.333</b>	<b>\$1.041</b>	<b>2.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$41.374</b>	<b>\$40.333</b>	<b>\$1.041</b>	<b>2.5</b>
<i>Non-Labor:</i>												
Electric Power	\$1.096	\$0.867	\$0.229	20.9	\$0.000	\$0.000	\$0.000	-	\$1.096	\$0.867	\$0.229	20.9
Fuel	0.683	0.326	0.357	52.3	0.000	0.000	0.000	-	0.683	0.326	0.357	52.3
Insurance	2.479	2.525	(0.046)	(1.9)	0.000	0.000	0.000	-	2.479	2.525	(0.046)	(1.9)
Maintenance and Other Operating Contracts	12.032	10.477	1.555	12.9	0.000	0.000	0.000	-	12.032	10.477	1.555	12.9
Professional Service Contracts	5.748	3.520	2.228	38.8	0.000	0.000	0.000	-	5.748	3.520	2.228	38.8
Materials & Supplies	0.922	0.230	0.692	75.1	0.000	0.000	0.000	-	0.922	0.230	0.692	75.1
Other Business Expenses	4.476	4.026	0.450	10.1	0.000	0.000	0.000	-	4.476	4.026	0.450	10.1
<b>Total Non-Labor Expenses</b>	<b>\$27.436</b>	<b>\$21.971</b>	<b>\$5.465</b>	<b>19.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$27.436</b>	<b>\$21.971</b>	<b>\$5.465</b>	<b>19.9</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>\$68.810</b>	<b>\$62.304</b>	<b>\$6.506</b>	<b>9.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$68.810</b>	<b>\$62.304</b>	<b>\$6.506</b>	<b>9.5</b>
Depreciation	\$18.050	\$18.400	(\$0.350)	(1.9)	\$0.000	\$0.000	\$0.000	-	\$18.050	\$18.400	(\$0.350)	(1.9)
OPEB Obligation	11.950	11.858	0.092	0.8	0.000	0.000	0.000	-	11.950	11.858	0.092	0.8
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$98.810</b>	<b>\$92.562</b>	<b>\$6.248</b>	<b>6.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$98.810</b>	<b>\$92.562</b>	<b>\$6.248</b>	<b>6.3</b>
Less: Depreciation	\$18.050	\$18.400	(\$0.350)	(1.9)	\$0.000	\$0.000	\$0.000	-	\$18.050	\$18.400	(\$0.350)	(1.9)
Less: OPEB Obligation	11.950	11.858	0.092	0.8	0.000	0.000	0.000	-	11.950	11.858	0.092	0.8
<b>Total Expenses</b>	<b>\$68.810</b>	<b>\$62.304</b>	<b>\$6.506</b>	<b>9.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$68.810</b>	<b>\$62.304</b>	<b>\$6.506</b>	<b>9.5</b>
<b>Net Surplus/(Deficit)</b>	<b>\$172.487</b>	<b>\$180.783</b>	<b>\$8.296</b>	<b>4.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$172.487</b>	<b>\$180.783</b>	<b>\$8.296</b>	<b>4.8</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**  
**February 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>\$172.487</b>	<b>\$180.783</b>	<b>\$8.296</b>	<b>4.8</b>
Less: Capitalized Assets									2.690	0.821	\$1.869	69.5
Reserves									4.265	4.265	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
<b>Adjusted Net Income/(Deficit)</b>									<b>\$165.533</b>	<b>\$175.697</b>	<b>\$10.165</b>	<b>6.1</b>
Less: Debt Service									106.059	100.925	5.134	4.8
<b>Income Available for Distribution</b>									<b>\$59.474</b>	<b>\$74.772</b>	<b>\$15.298</b>	<b>25.7</b>
Distributable To:												
MTA - Investment Income									0.123	0.026	(0.097)	(78.8)
MTA - Distributable Income									39.420	47.022	7.602	19.3
NYCTR - Distributable Income									19.932	27.724	7.792	39.1
<b>Total Distributable Income</b>									<b>\$59.474</b>	<b>\$74.772</b>	<b>\$15.298</b>	<b>25.7</b>
<b>Support to Mass Transit:</b>												
Total Revenues									241.297	243.087	1.790	0.7
Less: Total Operating Expenses									<u>68.810</u>	<u>62.304</u>	<u>6.506</u>	9.5
<b>Net Operating Income/(Deficit)</b>									<b>\$172.487</b>	<b>\$180.783</b>	<b>\$8.296</b>	<b>4.8</b>
Deductions from Net Operating Income:												
Capitalized Assets									2.690	0.821	1.869	69.5
Reserves									4.265	4.265	0.000	0.0
B&T Debt Service									42.358	37.562	4.796	11.3
GASB Reserves									0.000	0.000	0.000	-
<b>Total Deductions From Operating Income</b>									<b>\$49.313</b>	<b>\$42.648</b>	<b>\$6.665</b>	<b>13.5</b>
<b>Total Support to Mass Transit</b>									<b>\$123.175</b>	<b>\$138.135</b>	<b>\$14.961</b>	<b>12.1</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		February 2015  Reason for Variance	Favorable/ (Unfavorable) Variance		Year-to-Date  Reason for Variance
	\$	%		\$	%	
<b>Nonreimbursable</b>						
Vehicle Toll Revenue	2.228	2.0%	Higher toll revenue primarily due to 1.9% increase in traffic	1.183	0.5%	Higher toll revenue primarily due to 0.1% increase in traffic and a 0.4% increase in the average toll
Other Operating Revenue	0.554	42.3%	Higher Other Operating Revenue primarily due to higher E-ZPass administrative fees (\$0.257M)	0.704	26.1%	Higher Other Operating Revenue primarily due to higher E-ZPass administrative fees (\$0.419M) and higher parking receipts from the Battery Parking Garage (\$0.169)
Investment Income	(0.049)	-80.5%	Minor variance	(0.097)	-78.8%	Minor variance
Payroll	0.528	5.1%	Lower payroll expenses against the monthly adopted budget allocation due to vacancies	1.089	5.0%	Lower payroll expenses against the YTD adopted budget allocation due to vacancies
Overtime	0.091	4.1%	See overtime tables	0.401	8.8%	See overtime tables
Health and Welfare	0.410	16.3%	Lower Welfare Plan expenses primarily due to vacancies and the timing of expenses against the monthly adopted budget allocation	0.604	12.1%	Lower Welfare Plan expenses primarily due to vacancies and the timing of expenses against the YTD adopted budget allocation
OPEB Current Payment	0.040	2.9%	Minor variance	0.061	2.2%	Minor variance
Pensions	(0.206)	-8.4%	Minor variance	(0.435)	-8.8%	Minor variance
Other Fringe Benefits	0.054	5.9%	Minor variance	0.140	4.5%	Minor variance
Electric Power	0.085	16.4%	Lower electricity expenses against the monthly adopted budget allocation	0.229	20.9%	Lower electricity expenses against the YTD adopted budget allocation
Fuel	0.010	3.0%	Minor variance	0.357	52.3%	Lower fuel expenses against the YTD adopted budget allocation
Insurance	(0.021)	-1.7%	Minor variance	(0.046)	-1.9%	Minor variance
Maintenance and Other Operating Contracts	1.541	24.7%	Lower expenses primarily for Major Maintenance & Painting (\$1.126M), HVAC Maintenance (\$0.169M), E-ZPass Customer Service Center costs (\$0.124M), and other expenses due to timing, offset by higher expense for Security & Surveillance Equipment (-\$0.140M)	1.555	12.9%	Lower expenses primarily for E-ZPass Customer Service Center costs (\$0.472M), HVAC Maintenance (\$0.366M), Security Services (\$0.150M), Facility Maintenance & Repair Services (\$0.119M), Major Maintenance & Painting (\$0.105M), Maintenance of Security Systems (\$0.103M), and other expenses due to timing, offset by higher Sandy-related expenses (-\$0.211M)
Professional Service Contracts	0.689	25.2%	Lower expenses primarily due to the timing of Bond Issuance Costs (\$0.640M), and Engineer Services (\$0.340M), offset by higher expenses for IT Consulting (-\$0.131M), and Planning Studies Consultants fees (-\$0.128M)	2.228	38.8%	Lower expenses primarily for Bond Issuance Costs (\$1.450M), Engineer Services (\$0.639M), Other Outside Services (\$0.147M), and other expenses, due to timing, offset by higher expense for Procurement Card Purchases (-\$0.205M), and IT Consulting (-\$0.131M)
Materials & Supplies	0.267	59.9%	Lower expenses due to timing across a variety of small equipment and supply categories against the monthly adopted budget allocation	0.692	75.1%	Lower expenses due to timing across a variety of small equipment and supply categories against the YTD adopted budget allocation
Other Business Expense	0.087	4.4%	Minor variance	0.450	10.1%	Lower expenses primarily for Credit Card Fees (\$0.217) and various miscellaneous expenses, due to timing, against the YTD adopted budget allocation
Depreciation	(0.638)	-7.4%	Minor variance	(0.350)	-1.9%	Minor variance
Other Post Employment Benefits	0.046	0.8%	Minor variance	0.092	0.8%	Minor variance

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

	February						February 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>	4,412	\$0.277	3,457	\$0.217	955	\$0.060	8,773	\$0.549	7,873	\$0.492	901	\$0.057
					21.6%	21.6%					10.3%	10.3%
<u>Unscheduled Service</u>	1,032	\$0.064	725	\$0.045	308	\$0.019	2,088	\$0.130	1,691	\$0.105	397	\$0.025
					29.8%	29.7%					19.0%	19.1%
<u>Programmatic/Routine Maintenance</u>	930	\$0.075	504	\$0.041	426	\$0.034	1,860	\$0.150	828	\$0.067	1,032	\$0.083
					45.8%	45.2%					55.5%	55.2%
<u>Unscheduled Maintenance</u>	895	\$0.072	933	\$0.075	(38)	(\$0.003)	1,791	\$0.144	1,615	\$0.130	176	\$0.014
					-4.2%	-4.2%					9.8%	9.8%
<u>Vacancy/Absentee Coverage</u>	12,612	\$0.802	16,441	\$1.045	(3,829)	(\$0.243)	25,323	\$1.610	32,689	\$2.079	(7,366)	(\$0.469)
					-30.4%	-30.4%					-29.1%	-29.1%
<u>Weather Emergencies</u>	5,707	\$0.429	6,296	\$0.473	(589)	(\$0.044)	12,815	\$0.945	13,519	\$0.997	(704)	(\$0.052)
					-10.3%	-10.3%					-5.5%	-5.5%
<u>Safety/Security/Law Enforcement</u>	2,315	\$0.144	2,417	\$0.151	(102)	(\$0.007)	4,663	\$0.291	8,637	\$0.539	(3,974)	(\$0.248)
					-4.4%	-4.6%					-85.2%	-85.2%
<u>Other</u>	1,646	\$0.120	683	\$0.050	963	\$0.070	3,305	\$0.241	1,535	\$0.112	1,771	\$0.129
					58.5%	58.3%					53.6%	53.5%
*All Other Departments and Accruals		\$0.246		\$0.040		\$0.206		\$0.500		(\$0.363)		\$0.863
						83.8%						172.6%
Subtotal	29,549	\$2.228	31,455	\$2.137	(1,906)	\$0.091	60,618	\$4.559	68,385	\$4.158	(7,767)	\$0.401
					-6.5%	4.1%					-12.8%	8.8%
<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>29,549</b>	<b>\$2.228</b>	<b>31,455</b>	<b>\$2.137</b>	<b>(1,906)</b>	<b>\$0.091</b>	<b>60,618</b>	<b>\$4.559</b>	<b>68,385</b>	<b>\$4.158</b>	<b>(7,767)</b>	<b>\$0.401</b>
					-6.5%	4.1%					-12.8%	8.8%

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.

**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>	955	\$0.060	Lower than planned expenses	901	\$0.057	Higher than planned expenses
	21.6%	21.6%		10.3%	10.3%	
<u>Unscheduled Service</u>	308	\$0.019	Lower than planned expenses	397	\$0.025	Higher than planned expenses
	29.8%	29.7%		19.0%	19.1%	
<u>Programmatic/Routine Maintenance</u>	426	\$0.034	Lower than planned expenses	1,032	\$0.083	Minor variance
	45.8%	45.2%		55.5%	55.2%	
<u>Unscheduled Maintenance</u>	(38)	(\$0.003)	Minor variance	176	\$0.014	Minor variance
	-4.2%	-4.2%		9.8%	9.8%	
<u>Vacancy/Absentee Coverage</u>	(3,829)	(\$0.243)	Higher than planned expenses	(7,366)	(\$0.469)	Higher than planned expenses
	-30.4%	-30.4%		-29.1%	-29.1%	
<u>Weather Emergencies</u>	(589)	(\$0.044)	Higher than planned expenses	(704)	(\$0.052)	Higher than planned expenses
	-10.3%	-10.3%		-5.5%	-5.5%	
<u>Safety/Security/Law Enforcement</u>	(102)	(\$0.007)	Minor variance	(3,974)	(\$0.248)	Higher than planned expenses due to increased security alert coverage.
	-4.4%	-4.6%		-85.2%	-85.2%	
<u>Other</u>	963	\$0.070	Lower than planned expenses	1,771	\$0.129	Lower than planned expenses
	58.5%	58.3%		53.6%	53.5%	
<u>*All Other Departments and Accruals</u>		\$0.206	Primarily due to adjustments for the 28-day OT payroll lag		\$0.863	Primarily due to adjustments for the 28-day OT payroll lag
		83.8%			172.6%	
<b>Subtotal</b>	(1,906)	\$0.091		(7,767)	\$0.401	
	-6.5%	4.1%		-12.8%	8.8%	
<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>(1,906)</b>	<b>\$0.091</b>		<b>(7,767)</b>	<b>\$0.401</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.

**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 February**

**Year to date ending February 2015**

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

<u>Prior Year</u>		<u>Current Year</u>		<u>Percentage Change</u>			<u>Prior Year</u>		<u>Current Year</u>		<u>Percentage Change</u>	
<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>		<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>
2.6	\$17.5	2.7	\$18.3	4.8%	4.5%	Bronx-Whitestone	5.4	\$36.8	5.6	\$37.8	3.0%	2.6%
0.5	1.0	0.5	1.1	4.4%	3.4%	Cross Bay	1.0	2.2	1.1	2.2	3.9%	2.8%
1.4	4.1	1.5	4.3	5.7%	6.2%	Henry Hudson	3.0	8.8	3.1	9.1	2.1%	3.5%
1.1	6.5	1.3	7.3	13.7%	12.5%	Hugh L. Carey	2.3	13.7	2.5	14.6	7.0%	6.6%
0.5	0.9	0.5	1.0	2.8%	1.2%	Marine Parkway	1.0	2.0	1.0	2.0	0.9%	-0.8%
1.9	11.8	2.1	12.8	9.3%	8.2%	Queens Midtown	4.1	24.9	4.2	25.7	3.5%	3.2%
1.9	13.3	2.0	14.3	9.0%	7.9%	RFK - Bronx	3.9	27.9	4.2	29.5	6.7%	5.7%
2.0	12.1	2.1	12.8	5.5%	5.0%	RFK - Manhattan	4.2	25.6	4.3	26.1	2.1%	1.9%
2.6	19.2	2.7	20.3	5.9%	5.8%	Throgs Neck	5.5	40.4	5.7	42.4	4.6%	4.9%
4.3	23.0	4.6	24.3	6.7%	5.6%	Verrazano-Narrows	9.0	49.0	9.4	50.3	3.8%	2.7%
<b>18.7</b>	<b>\$109.5</b>	<b>20.0</b>	<b>\$116.4</b>	<b>6.9%</b>	<b>6.3%</b>	<b>Total</b>	<b>39.4</b>	<b>\$231.3</b>	<b>41.0</b>	<b>\$239.7</b>	<b>3.9%</b>	<b>3.6%</b>
	<u><b>\$5.853</b></u>		<u><b>\$5.824</b></u>		<u><b>-0.5%</b></u>	<b>Revenue Per Vehicle</b>		<u><b>\$5.863</b></u>		<u><b>\$5.849</b></u>		<u><b>-0.2%</b></u>

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

**Comparison Actual vs. Adopted Budget:**

<u>Feb Budget</u>		<u>Feb Actual</u>		<u>Percentage Change</u>			<u>YTD Budget</u>		<u>YTD Actual</u>		<u>Percentage Change</u>	
<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>		<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>
19.6	114.2	20.0	116.4	1.9%	2.0%	<b>Total All</b>	<b>40.9</b>	<b>\$238.5</b>	<b>41.0</b>	<b>\$239.7</b>	<b>0.1%</b>	<b>0.5%</b>
	<u><b>\$5.821</b></u>		<u><b>\$5.824</b></u>		<u><b>0.0%</b></u>	<b>Revenue Per Vehicle</b>		<u><b>\$5.828</b></u>		<u><b>\$5.849</b></u>		<u><b>0.4%</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**  
**February 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	38	3	3 Professional vacancies
Operations (Non-Security)	716	552	164	116 BTO, 45 Managerial and 3 Professional vacancies
<b>Total Operations</b>	<b>757</b>	<b>590</b>	<b>167</b>	
<b>Maintenance</b>				
Maintenance	181	170	11	1 Managerial vacancy, and 3 Professional and 7 Maintainer vacancies
Operations - Maintainers	173	158	15	15 Maintainer vacancies
Internal Security - Tech Svcs	13	12	1	1 Maintainer vacancy
<b>Total Maintenance</b>	<b>367</b>	<b>340</b>	<b>27</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	178	157	21	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	14	9	5 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	34	1	1 Professional vacancy
<b>Total Public Safety</b>	<b>267</b>	<b>266</b>	<b>1</b>	
<b>Total Positions</b>				
	<b>1,709</b>	<b>1,470</b>	<b>239</b>	
Non-Reimbursable	1,622	1,383	239	
Reimbursable	87	87	-	
<b>Total Full-Time</b>				
	<b>1,709</b>	<b>1,470</b>	<b>239</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**  
February 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, 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	37	6	3 vacancies in Revenue Management and 3 in Operations
Operational Hourlies <sup>(1)</sup>	508	392	116	116 BTO vacancies in Operations
<b>Total Operations</b>	<b>757</b>	<b>590</b>	<b>167</b>	
<b>Maintenance</b>				
Managers/Supervisors	13	12	1	1 vacancy in Maintenance
Professional, Technical, Clerical	18	15	3	3 vacancies in Maintenance
Operational Hourlies <sup>(2)</sup>	336	313	23	15 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 Law and 5 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	30	1	1 Professional vacancy in Internal Security
Operational Hourlies <sup>(3)</sup>	193	193	-	
<b>Total Public Safety</b>	<b>267</b>	<b>266</b>	<b>1</b>	
<b>Total Positions</b>				
Managers/Supervisors	335	279	56	
Professional, Technical, Clerical	337	293	44	
Operational Hourlies	1,037	898	139	
<b>Total Positions</b>	<b>1,709</b>	<b>1,470</b>	<b>239</b>	

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

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

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



# Bridges and Tunnels

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## Final Review of 2014 Year-End Operating Results



## **MTA BRIDGES AND TUNNELS 2014 YEAR-END REPORT SUMMARY**

In 2014, MTA Bridges and Tunnels (B&T) generated \$992.8 million in Support to Mass Transit, which was \$61.2 million above the Final Estimate of \$931.6 million. This additional support was achieved through favorable results in both revenue and expenses.

Total non-reimbursable revenue in 2014 was \$1,703.1 million, which was \$10.9 million above the 2014 Final Estimate. Toll revenue reached \$1,676.4 million, which was \$7.6 million above forecast due to generally favorable traffic trends. Paid traffic for the year totaled 286.4 million crossings, which exceeded the Final Estimate by 1.7 million crossings, or 0.6%. While below-normal snowfall in December explains part of the additional volume, an improving economy and relatively low gas prices also contributed toward the overall positive trend. Other Operating Revenue totaled \$26.5 million, which was \$3.3 million above the estimate primarily due to higher than expected revenue from E-ZPass administrative fees.

Total non-reimbursable operating expenses were \$443.8 million, which was \$38.0 million below the Final Estimate of \$481.8 million. Under-spending occurred in both non-labor (\$26.0 million) and labor expenses (\$12.0 million). Over 59%, or \$15.5 million of the favorable non-labor variance was in Maintenance and Other Operating Contracts, \$11.8 million of which was due to the timing of Sandy-related projects. Other non-labor under-spending occurred across a wide range of areas including major maintenance and bridge painting projects (\$2.3 million), various routine maintenance contracts (\$1.3 million), bond issuance (\$3.9 million), engineering services (\$2.5 million), electricity (\$1.6 million), planning studies (\$1.1 million) and others. The favorable labor variance of \$12.0 million was primarily due to vacant positions (\$15.9 million including fringe benefits) and lower overtime (\$1.4 million), partially offset by a higher actuarial adjustment to Workers' Compensation (\$5.3 million).

Total reimbursable revenues and operating expenses before depreciation were each \$21.0 million. In both cases, this was \$0.3 million below the 2014 Final Estimate.

Deductions from Income, which include Capitalized Assets, Capital Reserves, Prepaid Expenses and GASB Reserves, totaled \$45.0 million. This was \$1.2 million below the Final Estimate due to lower expenditures on capitalized assets (\$1.5 million), partially offset by higher prepaid expenses associated with the New York City Employees Retirement System (\$0.3 million).

Debt Service totaled \$576.7 million and was \$0.3 million below the Final Estimate. B&T's portion was \$221.6 million, which was \$11.0 million below the estimate.

**MTA BRIDGES AND TUNNELS**  
**2014 YEAR-END REPORT**  
**EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES**  
**ACCRUAL BASIS**

**2014 Final Estimate vs. Actual**

The following section summarizes actual 2014 results and discusses variances to the 2014 Final Estimate by generic category.

**Non-Reimbursable**

**Revenue**

Total non-reimbursable revenue was \$1,703.1 million in 2014, which was \$10.9 million or 0.6% above the 2014 Final Estimate.

Toll revenue comprised 98% of total non-reimbursable revenue and reached \$1,676.4 million, which was \$7.6 million greater than the Final Estimate. Generally favorable traffic trends account for the additional revenue. Paid traffic for the year totaled 286.4 million crossings, which exceeded the Final Estimate by 1.7 million crossings, or 0.6%. While below-normal snowfall in December explains part of the additional volume, an improving economy and relatively low gas prices also contributed toward the overall positive trend.

Other Operating Revenue totaled \$26.5 million, which was \$3.3 million above the estimate. Revenue from E-ZPass administrative fees came in \$2.8 million higher than expected. The remaining \$0.5 million surplus was the result of small positive variances that occurred across several other non-toll revenue sources.

**Operating Expenses**

Total operating expenses were \$443.8 million in 2014, which was \$38.0 million or 7.9% below the 2014 Final Estimate due to lower non-labor (\$26.0 million) and labor (\$12.0 million) expenses.

**Labor**

Labor expenses were \$238.5 million in 2014, which was \$12.0 million below the Final Estimate. Continued efforts to lower overtime costs, including maintaining tight managerial controls and realigning schedules for more efficient workforce utilization, yielded savings of \$1.4 million, or 6.2%. Payroll expenses were \$12.1 million lower than the estimate primarily due to vacancies for uniformed (\$9.0 million) and administrative (\$3.1 million) personnel. Favorable results for Health and Welfare, OPEB, Pension, Reimbursable Overhead and most Other Fringe Benefits netted additional savings of \$3.8 million, but were offset by a \$5.3 million upward actuarial adjustment to Worker's Compensation.

## **Non-Labor**

Non-Labor expenses were \$205.2 million, which was \$26.0 million below the Final Estimate. The major variances were as follows:

Electric Power was \$1.6 million below the Final Estimate primarily due to lower than anticipated usage charges.

Insurance costs were \$0.7 million above the Final Estimate primarily due to year-end actuarial adjustments to liability reserves.

Maintenance and Other Operating Contracts were below the Final Estimate by \$15.5 million. Favorable variances resulted from the timing of Sandy-related expenses (\$11.8 million) and lower than expected expenditures for some major maintenance and bridge painting projects (\$2.3 million). In addition, relatively small under-runs totaling \$1.4 million occurred across a wide variety of routine maintenance and repair services

Professional Service Contracts were \$10.5 million below the Final Estimate. Bond issuance costs were \$3.9 million lower due to less financing activity than expected. Project scheduling was the primary driver behind a \$2.5 million favorable variance in engineering studies. Planning studies were \$1.1 million lower than the Final Estimate. Legal fees and outside training costs were both under the estimate by \$0.5 million. Numerous smaller under-runs across a variety of areas made up the \$2.0 million balance of the favorable results.

Materials & Supplies were below the Final Estimate by \$1.2 million due to small under-runs of \$0.2 million or less across many areas including roadway equipment, de-icing materials, lighting materials, tools, and others.

Other Business Expenses were over the Final Estimate by \$1.8 million due to an additional write-off of E-ZPass debt.

## **Non-Cash Categories**

**Depreciation** expenses for 2014 were \$104.0 million, \$0.4 million lower than the Final Estimate. The transfer of assets from construction in progress to depreciable asset categories was lower than projected.

**Other Post-Employment Benefits (OPEB) Obligations** are derived by reducing the actuarial valuation of post-employment benefit (excluding pension) expenses by the claims paid during the year. Obligations totaled \$71.1 million in 2014, which was \$4.2 million above the Final Estimate.

## **Net Surplus**

The net surplus for 2014 was \$1,259.4 million, which was \$48.9 million higher than the Final Estimate (\$10.9 million due to favorable revenue and \$38.0 million due to lower expenses).

## **Reimbursable**

Total reimbursable revenues and operating expenses were each \$21.0 million. In both cases, this was \$0.3 million below the 2014 Final Estimate. The variance was a result of lower than estimated time spent on projects eligible for reimbursement from the capital program.

## **Non-Reimbursable and Reimbursable**

### **Deductions from Income**

Deductions from Income, which include Capitalized Assets, Capital Reserves, Prepaid Expenses and GASB Reserves, totaled \$45.0 million and were \$1.2 million below the Final Estimate. Capitalized Assets were under by \$1.5 million, which was partially offset by \$0.3 million in higher prepaid expenses primarily for pensions.

### **Debt Service**

Total Debt Service expenses were \$576.7 million in 2014, which was \$0.3 million below the Final Estimate. B&T's portion of total debt service was \$221.6 million, which was over \$11.0 million below the Final Estimate. B&T debt service for NYC Transit projects was below the Final Estimate by \$4.0 million, while B&T debt service for MTA projects was above the estimate by \$14.8 million.

### **Total Support to Mass Transit**

Total Support to Mass Transit was \$992.8 million in 2014. The level was \$61.2 million above the Final Estimate of \$931.6 million, with the positive variance resulting from favorable revenues (\$10.6 million) and lower net operating expenses (\$38.3 million), capitalized assets (\$1.5 million), and B&T debt service (\$11.0 million), slightly offset by under \$0.3 million in additional prepaid expenses primarily for pensions.

Since 1968, when B&T became part of the MTA, over \$21.6 billion has been provided to the MTA for support to mass transit.

## **2014 Adopted Budget vs. Actual**

The following summarizes actual 2014 results and discusses variances to the estimates in the 2014 Adopted Budget by generic category.

### **Non-Reimbursable**

#### **Revenue**

Total non-reimbursable revenue was \$1,703.1 million in 2014, which was \$37.4 million above the 2014 Adopted Budget of \$1,665.7 million. Toll revenue comprised 98% of total non-reimbursable revenue and totaled \$1,676.4 million, which was \$27.0 million greater than the Adopted Budget. The positive results were primarily due to generally favorable traffic trends throughout the year stemming from an improving economy and declining gas prices. Paid traffic in 2014 totaled 286.4 million crossings, which was 4.8 million vehicles, or 1.7% greater than the Final Estimate.

Revenue from other operating sources was up \$10.4 million against the Adopted Budget, with nearly half of that gain, \$5.1 million, attributable to a higher total collection level of E-ZPass administrative fees. In addition, B&T received \$4.5 million from FEMA for Sandy-related costs, while the Adopted Budget had conservatively assumed no such reimbursements. Other relatively small favorable variances occurred across a variety of non-toll revenue sources which generated an additional \$0.8 million in total.

#### **Operating Expenses**

Total operating expenses were \$443.8 million in 2014, which was \$26.7 million below the 2014 Adopted Budget of \$470.5 million. Labor expenses were nearly \$5.5 million under budget and non-labor expenses were nearly \$21.3 million under.

##### **Labor**

Labor expenses were \$238.5 million, which was \$5.5 million lower than the Adopted Budget. Most of the favorable variance, \$5.1 million, occurred in Payroll expenses and was primarily due to administrative and uniformed personnel vacancies. Overtime was \$0.2 million over budget due to additional retroactive contract settlement obligations and assumptions totaling \$0.5 million. Had it not been for these contractual adjustments, Overtime would have been \$0.3 million, or 1.4% below budget. Favorable results across most expenses included within Health and Welfare, OPEB, Pension, Other Fringe Benefits and Reimbursable Overhead netted additional savings of \$7.5 million, but were offset by a \$6.9 million upward actuarial adjustment to Worker's Compensation.

##### **Non-Labor**

Non-Labor expenses were \$205.2 million, which was \$21.3 million below the 2014 Adopted Budget. The variance was the result of lower than planned spending in the following categories:

Electric Power was \$1.9 million below the Adopted Budget primarily due to lower than anticipated usage charges.

Maintenance and Other Operating Contracts were below the Adopted Budget by \$18.2 million. Major favorable variances resulted from the timing of Sandy-related expenses (\$6.9 million), lower than expected expenditures for some major maintenance and bridge painting projects (\$6.7 million) and lower E-ZPass tag inventory needs than originally projected (\$3.9 million).

Professional Service Contracts were \$3.2 million below the Adopted Budget. Bond issuance costs were \$1.9 million lower due to less financing activity than expected. In addition, planning studies were \$1.3 million lower than originally projected.

Materials & Supplies were below the Adopted budget by \$0.9 million primarily due to small under-runs of \$0.2 million or less across many areas including roadway equipment, lighting materials, tools, and others.

Partially offsetting these favorable variances were over-runs in other categories, including:

Insurance costs were \$0.5 million above the Adopted Budget primarily due to year-end actuarial adjustments to liability reserves.

Other Business Expenses were over the Adopted Budget by \$2.1 million due to an additional write-off of E-ZPass debt.

### **Non-Cash Categories**

**Depreciation** expenses for 2014 were \$104.0 million, which was \$0.4 million lower than the Adopted Budget. The transfer of assets from construction in progress to depreciable asset categories was lower than projected.

**Other Post-Employment Benefits (OPEB) Obligations** are derived by reducing the actuarial valuation of post-employment benefit (excluding pension) expenses by the claims paid during the year. Obligations totaled \$71.1 million in 2014, which was \$9.3 million below the Adopted Budget.

### **Net Surplus**

The net surplus for 2014 was \$1,259.4 million, which was \$64.1 million greater than the Adopted Budget (\$37.4 million from higher revenue and \$26.7 million due to lower expenses).

## **Reimbursable**

Total reimbursable revenues and operating expenses were each \$21.0 million. In both cases, this was \$0.3 million below the 2014 Adopted Budget. The variance was a result of lower than estimated time spent on projects eligible for reimbursement from the capital program.

## **Non-Reimbursable and Reimbursable**

### **Deductions from Income**

Deductions from Income, which include Capitalized Assets, Capital Reserves, Prepaid Expenses and GASB Reserves, totaled \$45.0 million and were \$2.0 million below the Adopted Budget. Capitalized Assets were below budget by over \$0.6 million and GASB Reserves were reduced by over \$1.6 million. Partially offsetting these favorable results was an additional \$0.3 million in prepaid expenses primarily for pensions.

### **Debt Service**

Debt Service totaled \$576.7 million in 2014, which was \$19.3 million below the Adopted Budget. B&T's portion of total debt service was \$221.6 million, which was \$19.1 million below the Adopted Budget. B&T debt service for NYC Transit projects was below the Adopted Budget by \$11.6 million and B&T debt service for MTA projects was above by \$11.4 million.

### **Total Support to Mass Transit**

Total Support to Mass Transit was \$992.8 million in 2014, which was \$85.2 million above the Adopted Budget of \$907.6 million. The positive variance resulted from favorable revenues (\$37.1 million), lower net operating expenses (nearly \$27.0 million), reduced B&T debt service (\$19.1 million), lower capitalized assets (\$0.6 million), and reduced GASB reserves (\$1.6 million), slightly offset by nearly \$0.3 million in higher prepaid expenses primarily for pensions.

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<b>NON-REIMBURSABLE</b>
-------------------------

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

Totals may not add due to rounding

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<b>REIMBURSABLE</b>
---------------------

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

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

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	2014			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2014 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Net Surplus/(Deficit)</b>	<b>\$1,195.263</b>	<b>\$1,210.433</b>	<b>\$1,259.351</b>	<b>\$64.088</b>	<b>5.4</b>	<b>\$48.918</b>	<b>4.0</b>
<u>Deductions from Income:</u>							
Less: Capitalized Assets	\$17.843	\$18.693	\$17.218	\$0.625	3.5	\$1.475	7.9
Reserves and Prepaid Expenses	25.895	25.895	26.161	(0.266)	(1.0)	(0.266)	(1.0)
GASB Reserve	3.234	1.594	1.594	1.640	50.7	0.000	0.0
<b>Adjusted Net Surplus/(Deficit)</b>	<b>\$1,148.291</b>	<b>\$1,164.251</b>	<b>\$1,214.378</b>	<b>\$66.087</b>	<b>5.8</b>	<b>\$50.127</b>	<b>4.3</b>
Less: Debt Service	595.972	577.005	576.687	19.285	3.2	0.318	0.1
<b>Income Available for Distribution</b>	<b>\$552.319</b>	<b>\$587.246</b>	<b>\$637.691</b>	<b>\$85.372</b>	<b>15.5</b>	<b>\$50.445</b>	<b>8.6</b>
<b>Distributable To:</b>							
MTA - Investment Income	0.162	0.162	0.137	(0.025)	(15.2)	(0.025)	(15.2)
MTA - Distributable Income	329.494	344.894	371.984	42.490	12.9	27.090	7.9
NYCT - Distributable Income	222.663	242.190	265.570	42.907	19.3	23.380	9.7
<b>Total Distributable Income:</b>	<b>\$552.319</b>	<b>\$587.246</b>	<b>\$637.691</b>	<b>\$85.372</b>	<b>15.5</b>	<b>\$50.445</b>	<b>8.6</b>
<b>Actual Cash Transfers:</b>							
MTA - Investment Income	0.110	0.131	0.131	0.021	19.3	0.000	0.2
MTA - Transfers	331.519	356.622	367.957	36.438	11.0	11.335	3.2
NYCT - Transfers	222.797	239.627	254.811	32.014	14.4	15.184	6.3
<b>Total Cash Transfers:</b>	<b>\$554.426</b>	<b>\$596.380</b>	<b>\$622.900</b>	<b>\$68.473</b>	<b>12.4</b>	<b>\$26.520</b>	<b>4.4</b>
<b>SUPPORT TO MASS TRANSIT:</b>							
Total Revenues	\$1,686.978	\$1,713.444	\$1,724.083	37.105	2.2	10.639	0.6
Less: Net Operating Expenses	491.715	503.011	464.732	26.983	5.5	38.279	7.6
<b>Net Surplus/(Deficit)</b>	<b>\$1,195.263</b>	<b>\$1,210.433</b>	<b>\$1,259.351</b>	<b>\$64.088</b>	<b>5.4</b>	<b>\$48.918</b>	<b>4.0</b>
<b>Deductions from Operating Income:</b>							
B&T Debt Service	\$240.716	\$232.661	\$221.617	19.099	7.9	11.044	4.7
Capitalized Assets	17.843	18.693	17.218	0.625	3.5	1.475	7.9
Reserves and Prepaid Expenses	25.895	25.895	26.161	(0.266)	(1.0)	(0.266)	(1.0)
GASB Reserve	3.234	1.594	1.594	1.640	50.7	0.000	0.0
<b>Total Deductions from Operating Inc.</b>	<b>\$287.688</b>	<b>\$278.843</b>	<b>\$266.590</b>	<b>\$21.098</b>	<b>7.3</b>	<b>\$12.253</b>	<b>4.4</b>
<b>Total Support to Mass Transit:</b>	<b>\$907.575</b>	<b>\$931.590</b>	<b>\$992.761</b>	<b>\$85.186</b>	<b>9.4</b>	<b>\$61.171</b>	<b>6.6</b>

Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**2014 YEAR-END REPORT**  
**2014 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE**  
(\$ in millions)

NON-REIMBURSABLE	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
<b>Revenue</b>					
Vehicle Toll Revenue	1,668.844	1,676.445	7.601	7.601	0.000
Other Operating Revenue	23.209	26.521	3.312	3.312	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Investment Income	0.162	0.137	(0.025)	(0.025)	0.000
<b>Total Revenue</b>	<b>\$1,692.214</b>	<b>\$1,703.103</b>	<b>\$10.889</b>	<b>\$10.889</b>	<b>\$0.000</b>
<b>Expenses</b>					
<i>Labor:</i>					
Payroll	\$139.868	\$127.814	\$12.054	\$10.128	\$1.926
Overtime	22.831	21.421	1.410	0.974	0.436
Health and Welfare	27.028	26.378	0.650	0.650	0.000
OPEB Current Payment	16.070	15.978	0.092	0.092	0.000
Pensions	30.452	31.232	(0.780)	(0.780)	0.000
Other Fringe Benefits	19.360	23.235	(3.875)	(4.055)	0.180
Reimbursable Overhead	(5.095)	(7.530)	2.435	2.435	0.000
<b>Total Labor Expenses</b>	<b>\$250.515</b>	<b>\$238.528</b>	<b>\$11.987</b>	<b>\$9.445</b>	<b>\$2.542</b>
<i>Non-Labor:</i>					
Electric Power	\$7.302	\$5.699	\$1.603	\$1.603	\$0.000
Fuel	2.959	3.152	(0.193)	(0.193)	0.000
Insurance	16.263	16.978	(0.715)	(0.715)	0.000
Claims	0.135	0.135	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	127.098	111.635	15.463	2.736	12.727
Professional Service Contracts	43.797	33.303	10.494	8.994	1.500
Materials & Supplies	4.592	3.396	1.196	1.196	0.000
Other Business Expenses	29.120	30.926	(1.806)	(1.814)	0.008
<b>Total Non-Labor Expenses</b>	<b>\$231.266</b>	<b>\$205.224</b>	<b>\$26.042</b>	<b>\$11.807</b>	<b>\$14.235</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$481.781</b>	<b>\$443.752</b>	<b>\$38.029</b>	<b>\$21.252</b>	<b>\$16.777</b>
Add: Depreciation	\$104.389	\$104.039	\$0.350	\$0.350	\$0.000
Add: OPEB Obligation	66.944	71.148	(4.204)	(4.204)	0.000
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$653.114</b>	<b>\$618.939</b>	<b>\$34.175</b>	<b>\$17.398</b>	<b>\$16.777</b>
Less: Depreciation	\$104.389	\$104.039	\$0.350	\$0.350	\$0.000
Less: OPEB Obligation	66.944	71.148	(4.204)	(4.204)	0.000
<b>Total Expenses</b>	<b>\$481.781</b>	<b>\$443.752</b>	<b>\$38.029</b>	<b>\$21.252</b>	<b>\$16.777</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,210.433</b>	<b>\$1,259.351</b>	<b>\$48.918</b>	<b>\$32.141</b>	<b>\$16.777</b>

*Totals may not add due to rounding*

**MTA BRIDGES AND TUNNELS**  
**2014 YEAR-END REPORT**  
**2014 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE**  
(\$ in millions)

REIMBURSABLE	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
<b>Revenue</b>					
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	21.230	20.980	(0.250)	(0.250)	0.000
Investment Income	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$21.230</b>	<b>\$20.980</b>	<b>(\$0.250)</b>	<b>(\$0.250)</b>	<b>\$0.000</b>
<b>Expenses</b>					
<i>Labor:</i>					
Payroll	\$9.735	\$8.378	\$1.357	\$1.357	\$0.000
Overtime	0.407	0.141	0.266	0.266	0.000
Health and Welfare	2.177	2.115	0.062	0.062	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	2.571	1.791	0.780	0.780	0.000
Other Fringe Benefits	1.245	1.025	0.220	0.220	0.000
Reimbursable Overhead	5.095	7.530	(2.435)	(2.435)	0.000
<b>Total Labor Expenses</b>	<b>\$21.230</b>	<b>\$20.980</b>	<b>\$0.250</b>	<b>\$0.250</b>	<b>\$0.000</b>
<i>Non-Labor:</i>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$21.230</b>	<b>\$20.980</b>	<b>\$0.250</b>	<b>\$0.250</b>	<b>\$0.000</b>
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Add: OPEB Obligation	0.000	0.000	0.000	0.000	0.000
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$21.230</b>	<b>\$20.980</b>	<b>\$0.250</b>	<b>\$0.250</b>	<b>\$0.000</b>
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Less: OPEB Obligation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$21.230</b>	<b>\$20.980</b>	<b>\$0.250</b>	<b>\$0.250</b>	<b>\$0.000</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>\$0.000</b>

*Totals may not add due to rounding*

**MTA BRIDGES AND TUNNELS**  
**2014 YEAR-END REPORT**  
**2014 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE**  
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE (Page 1 of 2)	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
<b>Revenue</b>					
Vehicle Toll Revenue	1,668.844	1,676.445	7.601	7.601	0.000
Other Operating Revenue	23.209	26.521	3.312	3.312	0.000
Capital and Other Reimbursements	21.230	20.980	(0.250)	(0.250)	0.000
Investment Income	0.162	0.137	(0.025)	(0.025)	0.000
<b>Total Revenue</b>	<b>\$1,713.444</b>	<b>\$1,724.083</b>	<b>\$10.639</b>	<b>\$10.639</b>	<b>\$0.000</b>
<b>Expenses</b>					
Labor:					
Payroll	\$149.603	\$136.192	\$13.411	\$11.485	\$1.926
Overtime	23.238	21.562	1.676	1.240	0.436
Health and Welfare	29.205	28.493	0.712	0.712	0.000
OPEB Current Payment	16.070	15.978	0.092	0.092	0.000
Pensions	33.023	33.023	0.000	0.000	0.000
Other Fringe Benefits	20.605	24.260	(3.655)	(3.835)	0.180
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$271.745</b>	<b>\$259.508</b>	<b>\$12.237</b>	<b>\$9.695</b>	<b>\$2.542</b>
Non-Labor:					
Electric Power	\$7.302	\$5.699	\$1.603	\$1.603	\$0.000
Fuel	2.959	3.152	(0.193)	(0.193)	0.000
Insurance	16.263	16.978	(0.715)	(0.715)	0.000
Claims	0.135	0.135	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	127.098	111.635	15.463	2.736	12.727
Professional Service Contracts	43.797	33.303	10.494	8.994	1.500
Materials & Supplies	4.592	3.396	1.196	1.196	0.000
Other Business Expenses	29.120	30.926	(1.806)	(1.814)	0.008
<b>Total Non-Labor Expenses</b>	<b>\$231.266</b>	<b>\$205.224</b>	<b>\$26.042</b>	<b>\$11.807</b>	<b>\$14.235</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$503.011</b>	<b>\$464.732</b>	<b>\$38.279</b>	<b>\$21.502</b>	<b>\$16.777</b>
Add: Depreciation	\$104.389	\$104.039	\$0.350	\$0.350	\$0.000
Add: OPEB Obligation	66.944	71.148	(4.204)	(4.204)	0.000
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$674.344</b>	<b>\$639.919</b>	<b>\$34.425</b>	<b>\$17.648</b>	<b>\$16.777</b>
Less: Depreciation	\$104.389	\$104.039	\$0.350	\$0.350	\$0.000
Less: OPEB Obligation	66.944	71.148	(4.204)	(4.204)	0.000
<b>Total Expenses</b>	<b>\$503.011</b>	<b>\$464.732</b>	<b>\$38.279</b>	<b>\$21.502</b>	<b>\$16.777</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,210.433</b>	<b>\$1,259.351</b>	<b>\$48.918</b>	<b>\$32.141</b>	<b>\$16.777</b>

Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS  
2014 YEAR-END REPORT  
2014 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE  
(\$ in millions)**

<b>NON-REIMBURSABLE/ REIMBURSABLE (Page 2 of 2)</b>	<b>Final Estimate</b>	<b>Actual</b>	<b>Favorable/(Unfavorable) Variance</b>		
			<b>Total</b>	<b>Real</b>	<b>Timing</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,210.433</b>	<b>\$1,259.351</b>	<b>\$48.918</b>	<b>\$32.141</b>	<b>\$16.777</b>
<u>Deductions from Income:</u>					
Less: Capitalized Assets	\$18.693	\$17.218	1.475	1.475	0.000
Reserves and Prepaid Expenses	25.895	26.161	(0.266)	(0.266)	0.000
GASB 45 Reserve	1.594	1.594	0.000	0.000	0.000
<b>Adjusted Net Surplus/(Deficit)</b>	<b>\$1,164.251</b>	<b>\$1,214.378</b>	<b>\$50.127</b>	<b>\$33.350</b>	<b>\$16.777</b>
Less: Debt Service	577.005	576.687	0.318	0.318	0.000
<b>Income Available for Distribution</b>	<b>\$587.246</b>	<b>\$637.691</b>	<b>\$50.445</b>	<b>\$33.668</b>	<b>\$16.777</b>
<b>Distributable To:</b>					
MTA - Investment Income	\$0.162	\$0.137	(\$0.025)	(\$0.025)	\$0.000
MTA - Distributable Income	344.894	371.984	27.090	18.701	8.389
NYCT - Distributable Income	242.190	265.570	23.380	14.991	8.389
<b>Total Distributable Income:</b>	<b>\$587.246</b>	<b>\$637.691</b>	<b>\$50.445</b>	<b>\$33.668</b>	<b>\$16.777</b>
<b>SUPPORT TO MASS TRANSIT:</b>					
Total Revenues	\$1,713.444	\$1,724.083	\$10.639	\$10.639	\$0.000
Less: Net Operating Expenses	503.011	464.732	38.279	21.502	16.777
<b>Net Operating Income:</b>	<b>\$1,210.433</b>	<b>\$1,259.351</b>	<b>\$48.918</b>	<b>\$32.141</b>	<b>\$16.777</b>
<b>Deductions from Operating Income:</b>					
B&T Debt Service	\$232.661	\$221.617	\$11.044	\$11.044	\$0.000
Capitalized Assets	18.693	17.218	1.475	1.475	0.000
Reserves and Prepaid Expenses	25.895	26.161	(0.266)	(0.266)	0.000
GASB 45 Reserve	1.594	1.594	0.000	0.000	0.000
<b>Total Deductions from Operating Inc.</b>	<b>\$278.843</b>	<b>\$266.590</b>	<b>\$12.253</b>	<b>\$12.253</b>	<b>\$0.000</b>
<b>Total Support to Mass Transit:</b>	<b>\$931.590</b>	<b>\$992.761</b>	<b>\$61.171</b>	<b>\$44.394</b>	<b>\$16.777</b>

*Totals may not add due to rounding*

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

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

Totals may not add due to rounding

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

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

**MTA BRIDGES AND TUNNELS**  
**2014 YEAR-END REPORT**  
**EXPLANATIONS OF VARIANCES ON TRAFFIC VOLUME (UTILIZATION)**

**2014 Final Estimate vs. Actuals**

Paid traffic totaled 286.4 million crossings, which was 1.7 million, or 0.6% above the Final Estimate of 284.7 million. The positive variance is attributable to favorable weather in December, an improving economy and relatively low gas prices.

**2014 Adopted Budget vs. Actuals**

Total actual paid traffic of 286.4 million crossings was 4.8 million, or 1.7% above the Adopted Budget of 281.6 million. The positive variance is primarily due to an improving economy and declining gas prices throughout the year.

**MTA BRIDGES AND TUNNELS**  
**2014 Adopted Budget and Final Estimate vs. Actual**  
**Traffic Volume and Toll Revenue**  
(in millions)

	December 2014 Year-to-Date			Favorable/(Unfavorable)			
	2014 Adopted Budget	Final Estimate	Actual	2014 Adopted Budget Variance	%	2014 Final Estimate Variance	%
<b>Total Traffic Volume*</b>	281.570	284.686	286.361	4.792	1.7%	1.675	0.6%
<b>Total Toll Revenue</b>	\$1,649.488	\$1,668.844	\$1,676.445	\$26.957	1.6%	\$7.601	0.5%

*\*Subject to final audit.*

**MTA BRIDGES AND TUNNELS**  
**2014 YEAR-END REPORT**  
**EXPLANATIONS OF VARIANCES ON POSITIONS**  
**BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS**

**2014 Final Estimate vs. Actuals**

Year-end headcount was 1,522 against the Final Estimate of 1,753 positions, for a net variance of 231 positions. Net vacancies by function totaled 165 within Operations, 27 in Maintenance, 19 in Engineering/Capital, 19 in Administration and 1 in Public Safety.

**2014 Adopted Budget vs. Actuals**

Year-end headcount was 1,522 against the Adopted Budget of 1,746 positions, for a net variance of 224 positions. Net vacancies by function totaled 177 within Operations, 24 in Engineering/Capital, 12 in Maintenance, 8 in Administration and 3 in Public Safety.

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

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

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

**MTA BRIDGES AND TUNNELS**  
**2014 YEAR-END REPORT**  
**EXPLANATIONS OF VARIANCES ON POSITIONS**  
**BY FUNCTION AND OCCUPATION**

**2014 Final Estimate vs. Actuals**

Year-end headcount was 1,522 against the Final Estimate of 1,753 positions, for a net variance of 231 positions. Managerial vacancies totaled 48, the majority of which were in the functions of Operations (32) and Administration (10). Professional vacancies totaled 35, with 14 in Engineering/Capital, 9 in Administration, 9 in Operations and smaller variances occurring in the other functions. Operational Hourlies were favorable by 148, which included 124 Bridge and Tunnel Officer (BTO) vacancies in Operations and 24 Maintainer vacancies in Maintenance.

**2014 Adopted Budget vs. Actuals**

Year-end headcount was 1,522 against the Adopted Budget of 1,746 positions, for a net variance of 224 positions. Managerial vacancies totaled 58, the majority of which were in the functions of Operations (38) and Engineering/Capital (10). Net Professional vacancies totaled 21, with 14 in Engineering/Capital, 5 in Administration, and smaller variances occurring in the other functions. Operational Hourlies were favorable by 145, which included 138 BTO vacancies in Operations and 7 Maintainer vacancies in Maintenance.

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

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

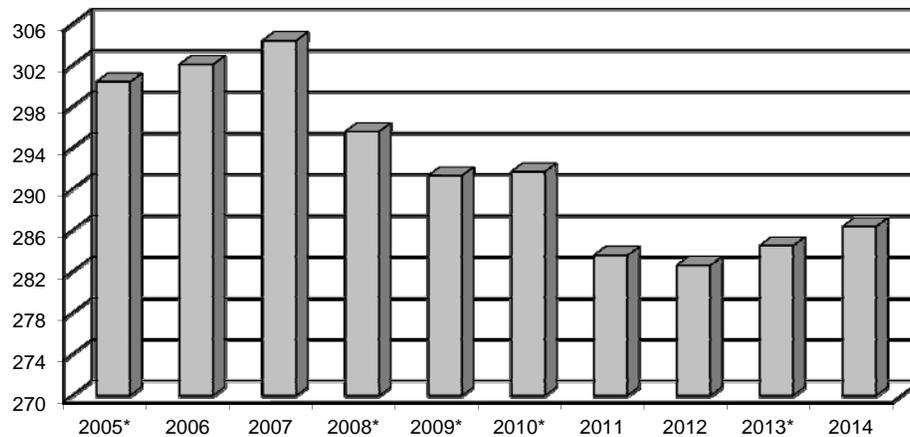
(1) Represents Bridge and Tunnel Officers. These positions are paid annually, not hourly.

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

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

## MTA BRIDGES AND TUNNELS 2014 YEAR-END REPORT RESULTS OF OPERATIONS

MTA Bridges and Tunnels (B&T) was successful in carrying out its mission and meeting its key goals in 2014. B&T's paid traffic for the year was 286.4 million crossings (see graph), which registered the second straight year of growth after a prolonged period of general decline from 2008 through 2012.



\*Toll Increase

B&T serves its customers by facilitating movement through its tolling facilities. By steadily increasing the market share of E-ZPass users through a variety of programs, B&T reduces congestion at toll plazas and improves overall traffic flow. Major 2014 achievements include:

- Increased E-ZPass market share in 2014 by 0.8 percentage points to a record 84.7 percent of crossings.
- Maintained the highly popular sale of E-ZPass “On-the-Go” tags at all B&T cash lanes to help customers save time and money. Cash lane sales exceeded 171,000 tags in 2014.
- Increased the number of the MTA E-ZPass Reload Cards in circulation to more than 112,000. The Reload Card makes it easier for customers to manage their E-ZPass balances by enabling them to add cash to their accounts through the Visa ReadyLink system at thousands of retail locations across the country.
- Increased the number of accounts using the E-ZPass “Pay Per Trip” payment plan to more than 40,000 accounts, enabling customers to pay their tolls with an automatic checking account transaction without having to maintain a prepaid E-ZPass balance.
- Exchanged over 245,000 E-ZPass customer tags that had reached the end of their useful life through a prepaid mail program that ensures a continuous high level of E-ZPass tag performance.

Since the November 2012 implementation of cashless tolling at the Henry Hudson Bridge (HHB), motorists have been able to drive through any of the bridge's toll lanes without stopping. Cashless tolling enables E-ZPass drivers to use higher speed gateless toll lanes. For drivers without an E-ZPass tag, an image is taken of their vehicle's license plate and a "Tolls by Mail" invoice is mailed to the vehicle's registered owner. In 2014, 93.8 percent of crossings at the Henry Hudson Bridge were processed through E-ZPass and 6.2 percent were "Tolls by Mail" transactions.

In December 2014, B&T awarded a construction contract to implement gantry-based Open Road Tolling (ORT) at the HHB. The ORT system will collect tolls in the same way as cashless tolling but in an open roadway environment. ORT will enable customers to cross the bridge and pay the toll without having to slow down for a toll plaza and then merge onto a roadway after it. Phase 1 of this contract will eliminate separated toll plaza lanes at the bridge. Phase 2 will follow in 2016, and will reconstruct the bridge's upper and lower roadways that support the existing toll plazas, eliminating the existing separated toll plaza lanes and enabling a free flow of traffic across the entire structure.

There is no more important priority for B&T than safety. Safe work practices are continually emphasized and safety training is regularly provided to employees. Ongoing efforts in shaping a safety culture at every level of the agency include:

- Hired a new vice president of "Safety Programs and Initiatives" to focus on employee safety and accident reduction and to institute a safety program management process for all facilities and operations.
- Realigned safety staff to provide 24/7 facility coverage to address safety and health concerns. This provided facility personnel with a ready source for safety support, accident investigation, technical support, inspection, and accident prevention activities.
- Achieved a 19-percent reduction in "lost work days" in 2014 through accident program management and prevention.
- Initiated OSHA 10/30 training programs that were successfully completed by more than 300 employees. The training, which presented safety protocols and accident prevention measures, was a B&T initiative directed at workers throughout the organization.
- Initiated and completed electrical-safety specialty training for facility maintenance staff. Due to the extensive electrical systems and equipment throughout the agency, B&T initiated an electric-shock and arc-flash prevention program for maintainers and engineers. The program improves employee awareness and has helped to make B&T a safety leader in the prevention of serious electrical injuries.

B&T continually upgrades its operational procedures and technology infrastructure to achieve cost savings in the workplace, improve communication with motorists, and enhance safety, traffic flow, and toll collections at the agency's structures. Major 2014 operations/technology initiatives include:

- Utilized time and attendance information from the upgraded automated workforce timekeeping system to enable facility and senior management to reduce overtime and improve employee availability.
- Using a central notification unit, efficiently managed unscheduled employee absences on a real-time basis at all facilities to contain personnel and overtime costs.
- Enhanced communication to customers by replacing existing Variable Message Signs with new signs that display travel time as well as direct traffic at several facilities. All signs are integrated into the Advanced Traffic Management System, which enables facility operations to provide customers with real-time information on safety, traffic incidents, weather, and travel-times.
- Continued construction of a fiber-optic network at the Robert F. Kennedy Bridge that is scheduled to be completed in 2015. This network serves as the backbone of the agency's communications infrastructure for critical operations, safety, security, and IT systems. It also provides links to regional transportation, law enforcement, and government partners.

Finally, B&T is committed to maintaining its facilities in a state of good repair. Major projects begun in 2014 include Superstorm Sandy related repairs to the Hugh L. Carey Tunnel and upgrades to the Robert F. Kennedy Bridge, which includes the Bronx Toll Plaza reconstruction. B&T also completed \$287.5 million in projects in 2014. Major projects were completed at five facilities in 2014, and several of these were completed months ahead of schedule resulting in significant cost savings and improved customer convenience:



# **Bridges and Tunnels**

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



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

Introduction

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

Commitments

In March, there were 2 commitments made with a total value of \$2.3 million (See *Attachment 1, 2015 Commitment Chart; Attachment 7 – 2015 Commitment Plan*). Year-to-date, 11 commitments have been made with a total value \$24.1 million against a plan calling for 10 commitments with a total value of \$24.3 million. The most notable commitment made in March is:

- ED010240, QM40X2-SBMP, Removal of Queens Midtown Tunnel Ceiling Tiles for \$1.9 million.

Completions

MP16, Design for the Miscellaneous Steel Repairs at Marine Parkway Bridge was completed in March as planned for \$2.5 million. Year-to-date, two completions have been made with a total value of \$145 million. (See *Attachment 3 - 2015 Completion Chart; Attachment 4 – 2015 Major Project Completions; Attachment 5 - 2015 Project Completion Plan*).

Close-outs

There were 4 task level closeouts in March. (See *Attachment 6 – 2015 Task Level Closeouts*). Year-to date there are 5 task level closeouts for \$7.7 million.

Award Date Changes for Remaining Commitments

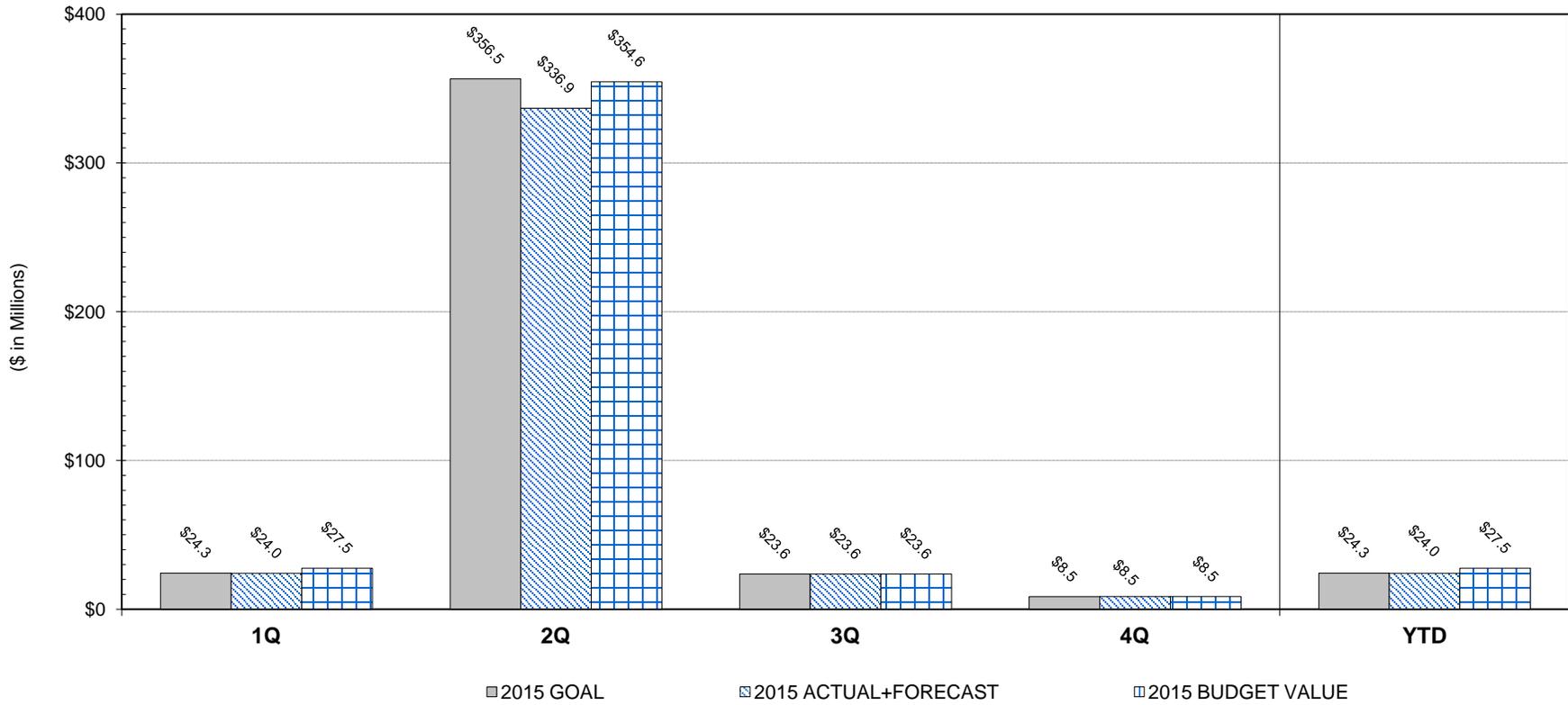
There were no changes for remaining commitments.

Completion Date Changes for Remaining Projects

There were no changes for remaining completions.

MTA Bridges and Tunnels  
Commitments as of March 31, 2015

2015 Budget Goal:	\$412.9	
2015 Annual Forecast:	\$393.0	
YTD Goal:	\$24.3	
YTD Actual:	\$24.0	(98.9% of YTD Goal)
YTD Budgeted Value:	\$27.5	(113.3% of YTD Goal)
Left to Commit:	\$369.0	

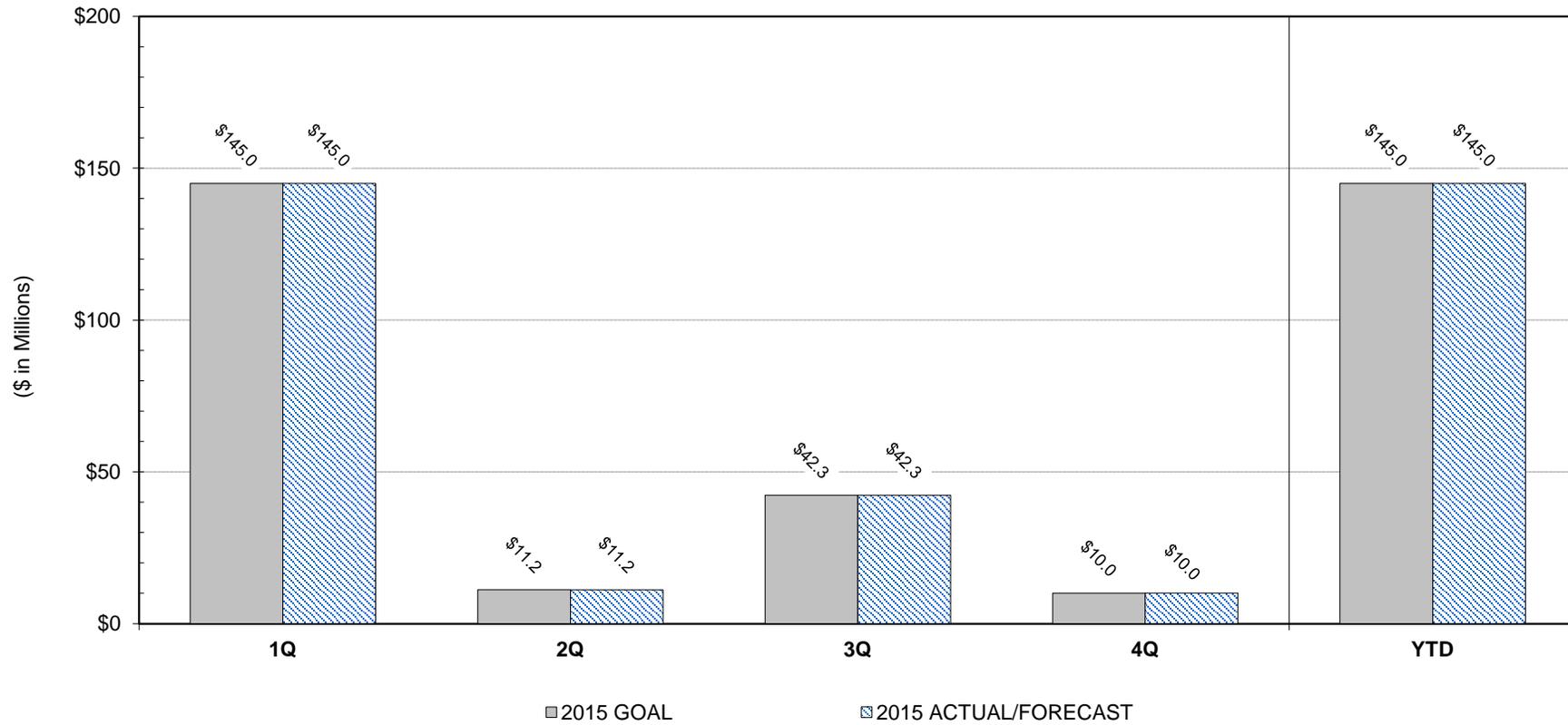


### MTA Bridges and Tunnels: Status of Major Commitments as of Mar 31, 2015

Project		Budget (\$ in Millions)			Award Date			Notes
		2015 Goal	Actual / Forecast*	Budgeted Value	2015 Goal	Advertisement Date	Actual / Forecast	
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control - Construction Phase I	\$62.0	\$36.8	\$62.0	Apr-15	Nov-14	Apr-15	F
ED010240	Restore Queens Midtown Tunnel - Structural - Construction	\$100.1	\$87.6	\$100.1	Apr-15	Nov-14	Apr-15	F
ED040281	Restore QMT Cntrl/Comm Sys, CCTV,Traffic Signals - Construction	\$54.0	\$90.8	\$54.0	Apr-15	Nov-14	Apr-15	F
ED050203	Queens Midtown Tunnel Environmental Cleanup - Construction Phase II	\$24.1	\$7.5	\$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 March 31, 2015

2015 Budget Goal:	\$208.5	
2015 Annual Forecast:	\$208.5	
YTD Goal:	\$145.0	
YTD Actual:	\$145.0	(100.0% of YTD Goal)
Left to Complete:	\$63.5	



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

Project	Budget (\$ in Millions)		Completions Status		Completion Date		Notes
	2015 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2015 Goal	Actual / Forecast	
D604BW15 Necklace Lighting	\$12.5	\$12.5	50%	87%	Jul-15	Jul-15	F
D601MP06 Substructure & Underwater Scour Protection	\$26.5	\$26.5	43%	63%	Jul-15	Jul-15	F
D602BW89C Deck Replacement - Elevated and On Grade Approach	\$142.5	\$142.5	96%	67%	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>\$144,964,602</b>	<b>Remaining</b>	<b>\$63,504,132</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
D607VN88	Tower Painting-Below Roadway Level	D02808	Paint CM(PSC-09-2861)	D00001282	4-Mar-2015	\$2,456,146.00
D306AW22	Miscellaneous	D00809	Endispue Contract	D00000337	17-Mar-2015	\$0.00
D403AW41	Toll Registry System Replacment	D02114	AW41G-Partial Lane Control ( PSC-05-2756)	D00001021	20-Mar-2015	\$1,534,990.00
D602RK73	Deck Replacement -RFK MQ Ramp	D03174	Operations F/A (TBTA-D1555)	D00001555	20-Mar-2015	\$0.00
				<b>Total</b>	<b>5</b>	<b>\$7,729,029.67</b>

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

ACEP	Project Description	Task	IMPACT		Goal			Actual		Forecast	
			Task	Task Description	Start Date	Goal Value	Budget Value	Start Date	Actual Value	Start Date	Forecast Value
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. Appr.	D03238	D03238	ORT-Gantry Installation	Feb-15	\$9,365,306	\$9,365,306	Feb-15	\$9,365,306		
D602MP21	Rehabilitate Rockaway Point Blvd	D02997	D02997	Dsgn During Cns.	Feb-15	\$158,845	\$158,845			Apr-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	\$1,889,609		
					<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	\$36,783,538
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	\$7,467,557
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	\$90,754,179
ED010240	Restore Queens Midtown Tunnel - Structural	E02057	E02057	Construction	Apr-15	\$100,085,134	\$100,085,134			Apr-15	\$87,598,064
ED010240	Restore Queens Midtown Tunnel - Structural	E02399	E02399	TEA Services for Tube Closures	Apr-15	\$3,240,177	\$3,240,177	Mar-15	\$379,368		
ED010240	Restore Queens Midtown Tunnel - Structural	E02478	E02478	Maintenance F/A Reserve	Apr-15	\$1,010,000	\$1,010,000			Apr-15	\$1,080,000
ED020203	Restore Queens Midtown Tunnel Roadway	E02121	E02121	Construction	Apr-15	\$1,109,780	\$1,109,780			Apr-15	\$793,468
					<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

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
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
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>\$24,046,697</b>	<b>Grand Total</b>	<b>\$368,969,954</b>



# Bridges and Tunnels

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## Procurements April 2015



There are no procurements for April 2015.