

# Bridges and Tunnels Committee Meeting

## May 2015

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### Committee Members

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

# **Bridges & Tunnels Committee Meeting**

2 Broadway - 20th Floor Board Room

New York, NY 10004

Monday, 5/18/2015

12:00 - 12:30 PM ET

## **1. Public Comments Period**

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

*BT Committee Minutes - April 2015 - Page 3*

## **3. Committee Work Plan**

*BT Committee Work Plan - Page 8*

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

*BT Report on Operations - March 2015 - Page 15*

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

*BT Safety Report - March 2015 - Page 28*

## **6. Customer Environment Survey - First Quarter 2015**

*BT Customer Environment Survey - First Quarter 2015 - Page 31*

## **7. E-ZPass Performance Report - March 2015**

*BT E-ZPass Performance Report - March 2015 - Page 41*

## **8. Financial Report - March 2015**

*BT Financial Report - March 2015 - Page 47*

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

*BT Capital Program Project Status Report - April 2015 - Page 61*

## **10. Procurements**

*BT Procurement Report - May 2015 - Page 71*

### **BT Competitive - May 2015**

*BT Competitive - May 2015 - Page 74*

## **11. Diversity Report - First Quarter 2015**

*BT Diversity Report - 1st Quarter 2015 - Page 79*

Next Meeting: Monday, June 22, 2015 at 11:30 a.m.



# Bridges and Tunnels

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## Minutes of Committee Meeting April 2015



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

**April 27, 2015**

**11:30 a.m.**

In attendance were the Honorable:

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

Also in Attendance:  
Robert C. Bickford

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

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

**April 27, 2015**

Minutes of TBTA Committee held April 27, 2015 at 11:30 a.m. A list of those in attendance is attached.

## **Public Speakers**

There was one public speaker. Murray Bodin of Concerned Grandparents stated that he was reading the *Power Broker* again and that, because of Robert Moses and his focus on automobile transportation as opposed to mass transit, TBTA has not changed the way it does business and is not planning on how to transition into the future. He also discussed TBTA's improper traffic signs.

## **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 March 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. Parisi stated the following:

In February 2015 there were 20.0 million crossings as compared with 18.7 million crossings in February 2014; rainfall amounts totaled 2.0 inches and snowfall amounts totaled 15.2 inches in February 2015 versus rainfall amounts of 4.9 inches and snowfall amounts of 27.8 inches in February 2014; gas prices averaged \$2.33 per gallon in February 2015, which was \$1.28 lower than February 2014; E-ZPass volume increased in February 2015 by 7.7% as compared to February 2014, while crossings using cash and other payment methods increased by 2.3%; passenger car travel was up by 7.1% and other vehicle travel increased by 4.7%. Compared to the same periods last year, preliminary traffic figures for March 2015 are 1.48% higher.

## **Safety Report**

With regard to the Report on Safety for February 2015, Mr. Foley referred the Committee to the graphs and charts on pages 30 and 31 of the Committee materials that represent a five year summary of customer collisions, customer injuries, employee accident reports, lost time injuries and contractor injuries. Compared to the same period last year, the total customer collision rate increased by 8.7% and the total customer injury collision rate decreased by 19.0%. The number of employee lost time injuries for the year decreased 20.7%.

## **E-ZPass Performance Report**

With regard to the E-ZPass Performance Report for February 2015, Mr. Spero stated that the E-ZPass market share was 85.2% or 0.6% higher than the prior February. A total of 14,293 E-ZPass accounts were opened in February 2015, including 7,313 E-ZPass On-the-Go, which is 51% of the accounts opened for the month. Since the On-the-Go program began in February 2008, approximately 500,000 tags have been sold in the lanes. Compared to the same five week period last year and since the recent toll increase, E-ZPass On-the-Go tag sales have surged to 58%, with the largest increase reaching 138% at the Robert F. Kennedy Bridge – Bronx. Commissioner Pally commented that the new signs indicating the actual E-ZPass toll may have also had an impact on the surge in E-ZPass tag sales.

## **Financial Report**

Mr. Spero stated that through February 2015, toll revenue was \$239.665 million, which is \$1.183 million or 0.5% better than plan. Total expenses through February were \$62.304 million, which is \$6.506

million or 9.5% lower than plan. Non-Labor spending of \$21.971 million was lower than plan by \$5.465 million or 19.9% due to timing. Labor expenses of \$40.333 million were lower than plan by \$1.041 million or 2.5% as a result of lower payroll expenses due to vacancies. Overtime was \$4.158 million, which was lower than plan by \$0.401 million or 8.8%. Total support to mass transit was \$138.135 million, which is \$14.961 million or 12.1% better than plan.

### **2014 Year-End Report**

Mr. Spero stated that 2014 year-end toll revenue was \$1,646,445 , which is \$7.601 million or 0.5% above the final estimate. Traffic was up 0.6% against the final estimate. Total non-reimbursable expenses were \$443.752 million, which is \$38.029 million or 7.9% below the final estimate due primarily to lower non-labor costs from the timing of expenses and lower labor costs primarily due to lower payroll expenses from vacancies. Overtime was \$21.421 million, which is \$1.410 million or 6.2% better than plan. Total support to mass transit was \$992.761 million, which is \$61.171 million or 6.6% above the final estimate.

### **Capital Program Status Report**

With regard to the Capital Program Status Report for March 2015, Mr. Keane stated that two commitments were made with a total value of \$2.3 million. The most significant commitment was a Small Business Mentoring Program contract for removal of ceiling tiles at the Queens Midtown Tunnel as part of the Superstorm Sandy restoration work for \$1.9 million. Year-to-date, 11 commitments were made with a total value of \$24.1 million against a plan calling for 10 commitments with a total value of \$24.3 million. There was one project completion made in March at the Marine Parkway Bridge for the design for miscellaneous steel repairs for \$2.5 million. Year-to-date, two completions were made with a total value of \$145.0 million, which represents approximately 70% of TBTA's total planned completions for 2015 of \$208.5 million. There were four task level closeouts in March with a value of \$4.0 million and five year-to-date with a value of \$7.7 million. Finally, Mr. Keane stated that the major restoration project at the Queens Midtown Tunnel was awarded for \$236.5 million. Commissioner Pally asked whether part of the project was attributable to Superstorm Sandy. Mr. Keane responded that most of the project is Sandy-related with some capital work as well.

### **Procurements**

Mr. Masterson stated that there are no procurements.

### **Action Item: Verrazano-Narrows Bridge Rebate Programs**

Ms. Terry introduced an action item asking the Committee to recommend that the Board adopt the proposed revisions to the Staten Island Resident Rebate and Verrazano-Narrows Bridge Commercial Rebate Programs at the Verrazano-Narrows Bridge ("VNB") that were adopted by the Board in February 2014 and implemented by the TBTA retroactive to April 1, 2014. Ms. Terry stated that the Staten Island Resident ("SIR") Rebate Program is available to residents of Staten Island participating in the SIR E-ZPass toll discount plan, and the VNB Commercial Rebate Program is available for commercial vehicles making more than ten trips per month using the same New York Customer Service Center ("NYCSC") E-ZPass account.

Ms. Terry stated that under the proposed revisions to the 2015-2016 VNB Rebate Programs, \$7 million of the cost for the SIR Rebate Program and \$7 million of the cost of the VNB Commercial Rebate Program are to be funded equally by the State and the MTA, with the State's contribution provided by appropriations to the MTA. An additional \$3.3 million in appropriations is being provided by the State to the MTA to keep an effective toll rate of \$5.50 for Staten Island Residents under the SIR Rebate Program (i.e., the effective toll prior to the March 22, 2015 toll increase).

With regard to the proposed revisions to the SIR Rebate Program, Ms. Terry explained that the MTA would rebate \$0.74 of the \$6.24 SIR E-ZPass toll paid by Staten Island residents with three or more trips per month across the Verrazano-Narrows Bridge, and \$1.10 of the \$6.60 SIR E-ZPass toll paid by Staten Island

residents with one or two trips across the bridge, which keeps the effective toll rate at \$5.50 per trip.

With regard to the proposed revisions to the VNB Commercial Rebate Program, Ms. Terry explained that the initial rebate would be 18 percent of the E-ZPass toll for eligible commercial vehicles. While the rebate would be applied to the total amount of eligible tolls in a given month, the effective toll rates for the various classes of vehicles receiving the initial 18 percent are listed in the staff summary. Implementing an 18 percent rebate for eligible commercial vehicles, rather than the 20 percent rebate used in last year's Program, is expected to ensure that the \$7 million allocated for the VNB Commercial Rebate Program is sufficient to provide funding from April 1, 2015 through March 31, 2016. If, however, TBTA estimates that unexpected toll transaction activity would deplete the MTA and State funds allocated for the Program before the end of the State Fiscal Year, TBTA may reduce the rebate to a percentage sufficient to provide a rebate through March 31, 2016.

Ms. Terry stated that it is anticipated that the revised VNB Rebate Programs would require a period of time to implement the required changes but that the rebates would be applied retroactively to April 1, 2015 and continue through March 31, 2016. She also stated that the VNB Rebate Programs shall continue into future years without specific Board approval of such continuation provided that (a) MTA's annual period contribution does not exceed \$7 million, (b) the MTA Board approves a budget that includes MTA's contribution to such program, and (c) the State provides to MTA funds sufficient for at least half the expenses of each continuing annual period.

Commissioner Albert asked when the Programs would be implemented. Mr. Spero responded mid-May 2015 retroactive to April 1, 2015.

Commissioner Pally asked if a determination is made that there are insufficient funds to provide the 18 percent rebate before the end of the Program on March 31, 2016, is the increase in the toll and decrease in the rebate percentage recalculated and applied to Program participants on the same day or at a later date. Ms. Terry stated that with regard to the VNB Commercial Rebate Program, tolls incurred in a month do not have the rebate posted to the account until the middle of the following month. Mr. Spero stated that as the Program progresses we will be tracking it and by mid-January 2016 we will likely decide whether to reduce the rebate percentage in February or March 2016. Mr. Ferrara also commented that there is a potential for the rate to fluctuate throughout the year based on the assumption of traffic going forward to the end of the Program as the billing and application of the rebate follows the usage. Commissioner Pally asked whether there were any legal restrictions that would require us to give rebate participants advance notice before the percentages are changed similar to what occurs when there is an across the board toll increase. Ms. Terry explained that the rebates are adopted solely as a matter of MTA Board policy with the TBTA Board's approval because TBTA has to implement them. Ms. Terry also confirmed that the rebates are not implemented under the State Administrative Procedure Act (SAPA) and are not part of the toll schedule.

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

#### 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

### Responsibility

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

Committee Chair & Members  
Planning & Budget  
EEO

### January 2016

Approval of 2016 Work Plan

Committee Chair & Members

### February 2016

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

Planning & Budget  
Planning & Budget  
Controller  
Operations  
EEO

### March 2016

Annual Procurement Contracts Report

Procurement & Materials/  
Finance

### April 2016

Final Review of 2015 Year-End Operating Results

Planning & Budget

### May 2016

Customer Environment Survey – 1<sup>st</sup> Quarter 2016  
Diversity Report – 1<sup>st</sup> Quarter 2016

Operations  
EEO

## **BRIDGES & TUNNELS COMMITTEE WORK PLAN**

### **Detailed Summary**

#### **I. RECURRING**

##### **Approval of Minutes**

Approval of the official proceedings of the Committee Meeting.

##### **Report on Operations/Safety**

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

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

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

##### **Financial Report**

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

##### **Capital Program Project Status Report**

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

##### **Procurements**

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

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

## **II. SPECIFIC AGENDA ITEMS**

### **JUNE 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 2016 Adopted Budget and Financial Plan which will incorporate any changes made by the Board at the December 2015 meeting and any Agency technical adjustments.

### 2015 B&T Operating Surplus

The Committee will recommend action to the Board.

### Customer Environment Survey – 4<sup>th</sup> 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.

## **MAY 2016**

### Customer Environment Survey – 1st Quarter 2016

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 2016

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



# Bridges and Tunnels

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## Report on Operations March 2015

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

### **Summary**

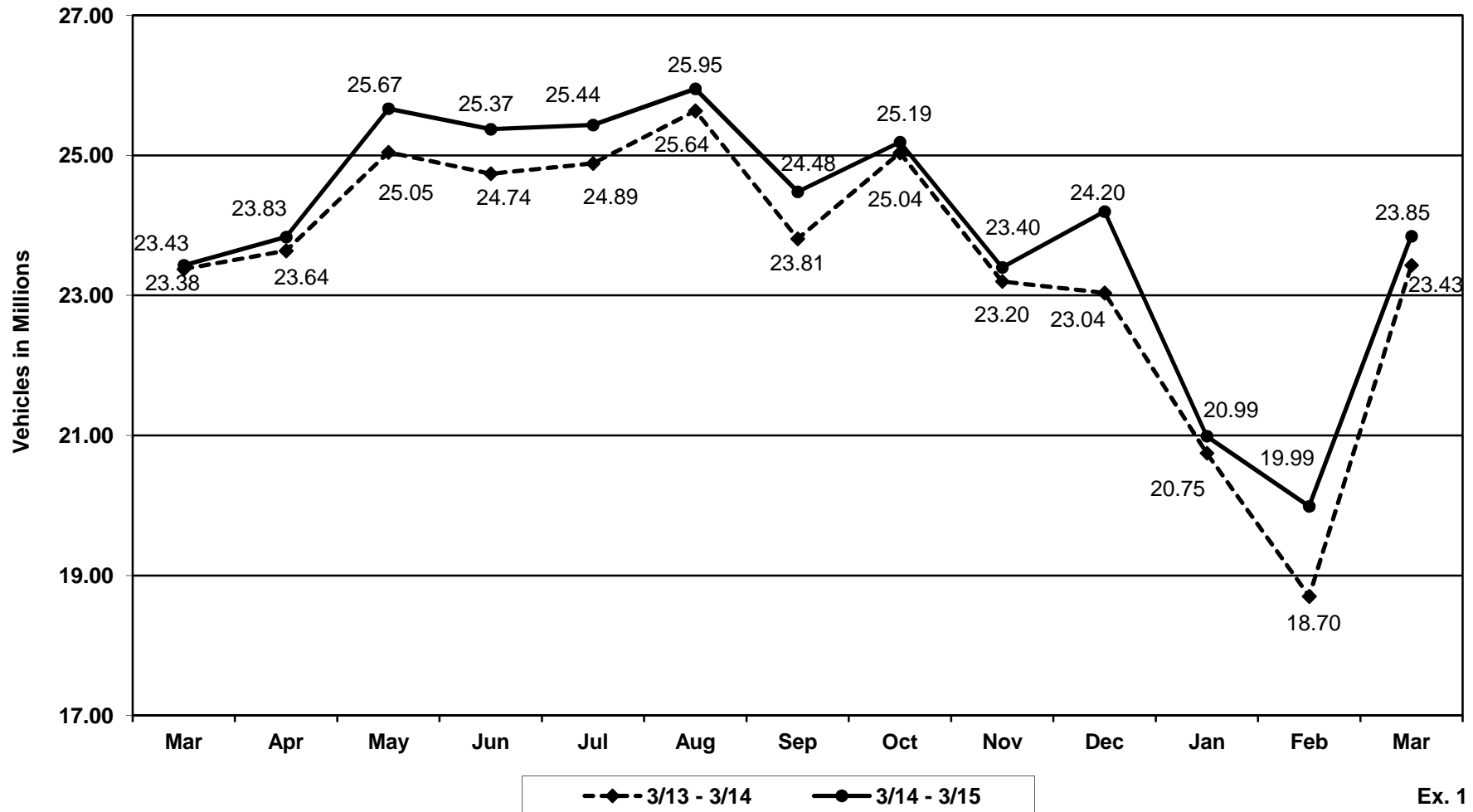
Traffic was higher on a year-to-year basis, with 23.8 million crossings this month vs. 23.4 million crossings in March 2014 (Exhibit 1).

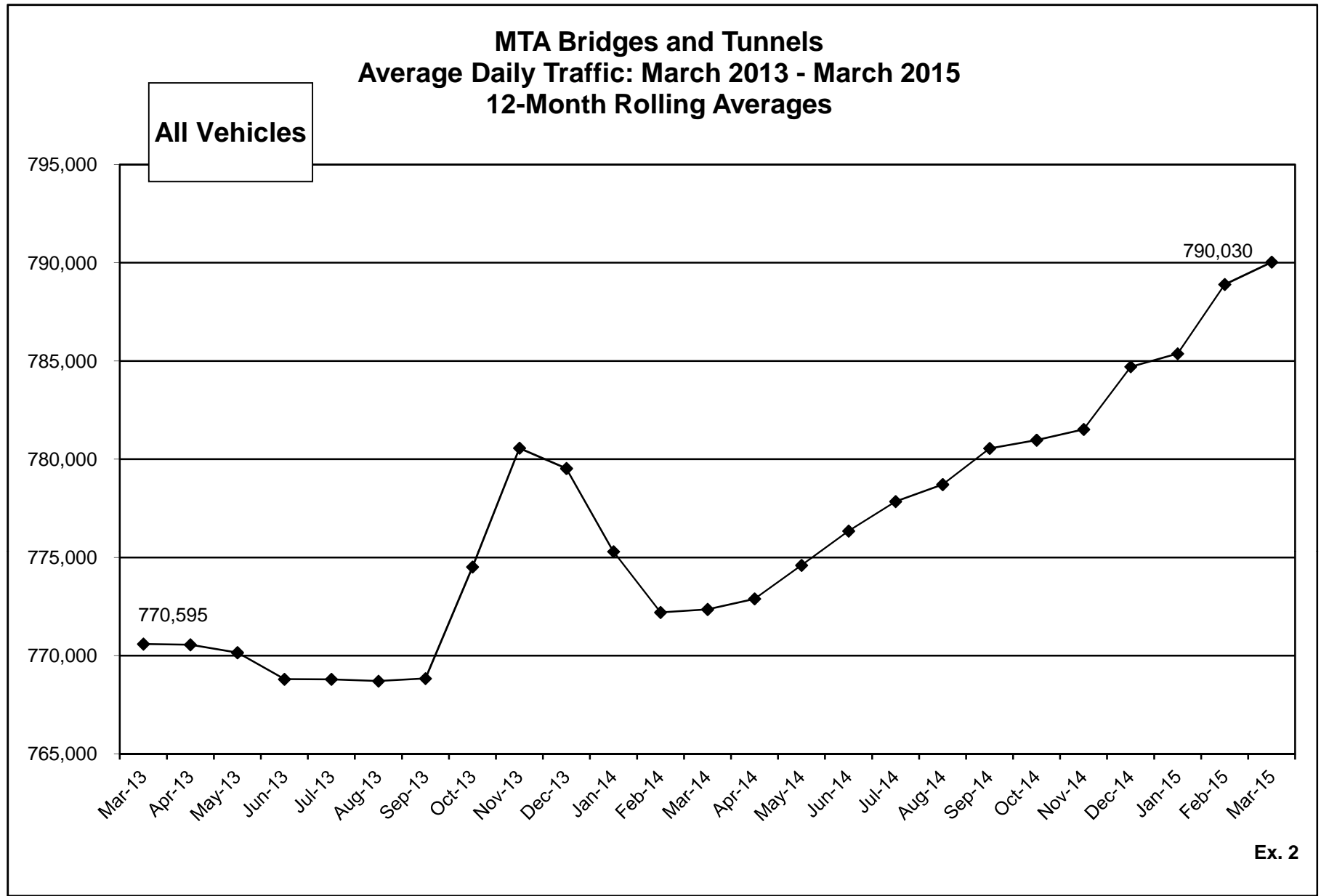
The traffic growth is attributable to continued modest improvement in the local economy and stable gas prices. Preliminary data on regional employment indicate average growth of 2.2% in the first quarter of 2015 compared to the same period in 2014. Gas prices averaged \$2.48 per gallon this March, which was \$1.22 less than last year at this time. These favorable trends more than offset any negative impacts from harsher weather this year and the toll increase implemented on March 22nd. Snowfall totaled 17.3 inches this year compared to less than one inch last year, and rainfall this March was 4.5 inches vs. 3.7 inches in 2014.

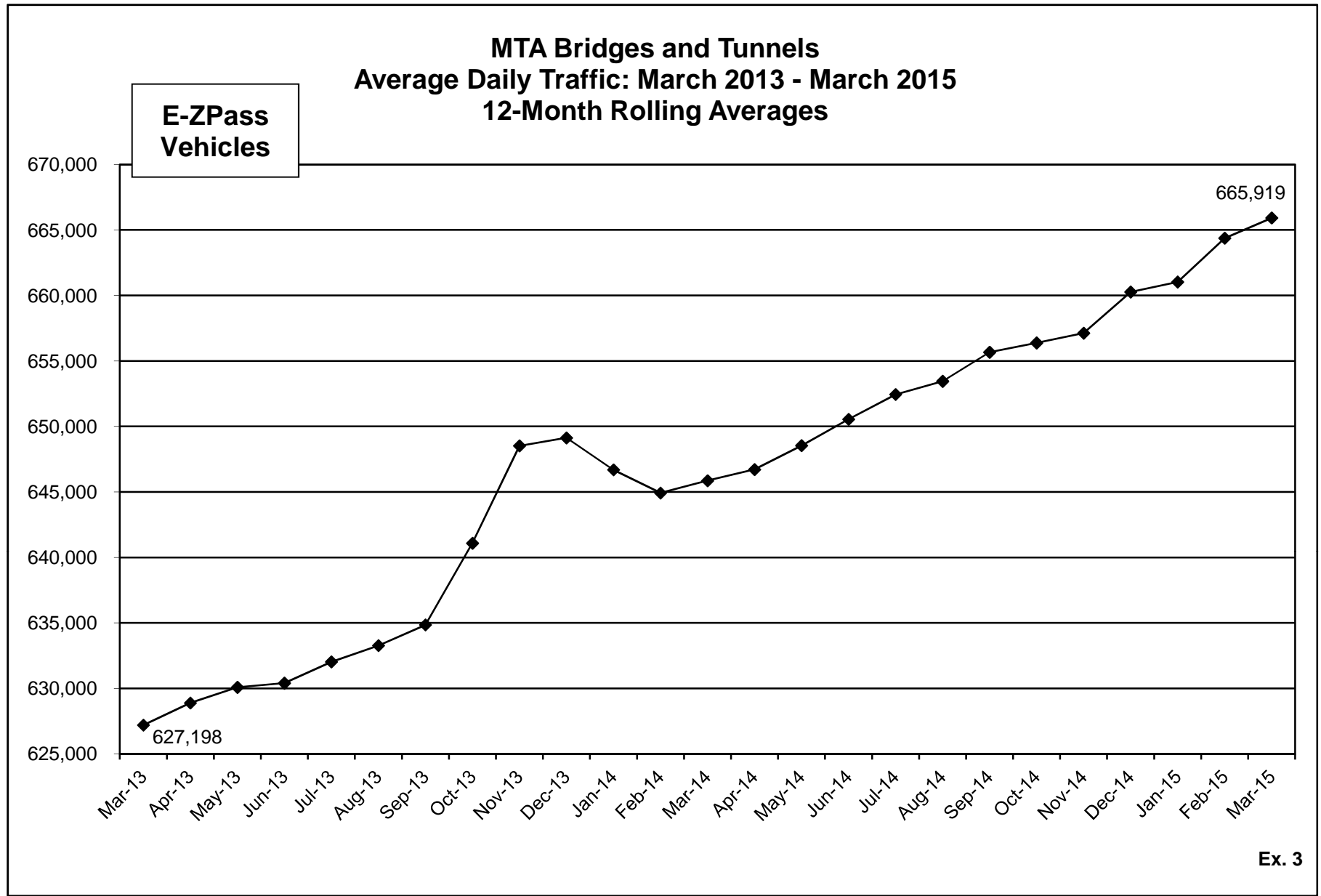
E-ZPass volume increased in March by 1.8% compared to the same month in 2014, while crossings using cash and other payment methods declined by 4.1% (Exhibit 7). Passenger car travel was up 1.7% and other vehicle travel was up 3.3% from March of 2014 (Exhibit 8).



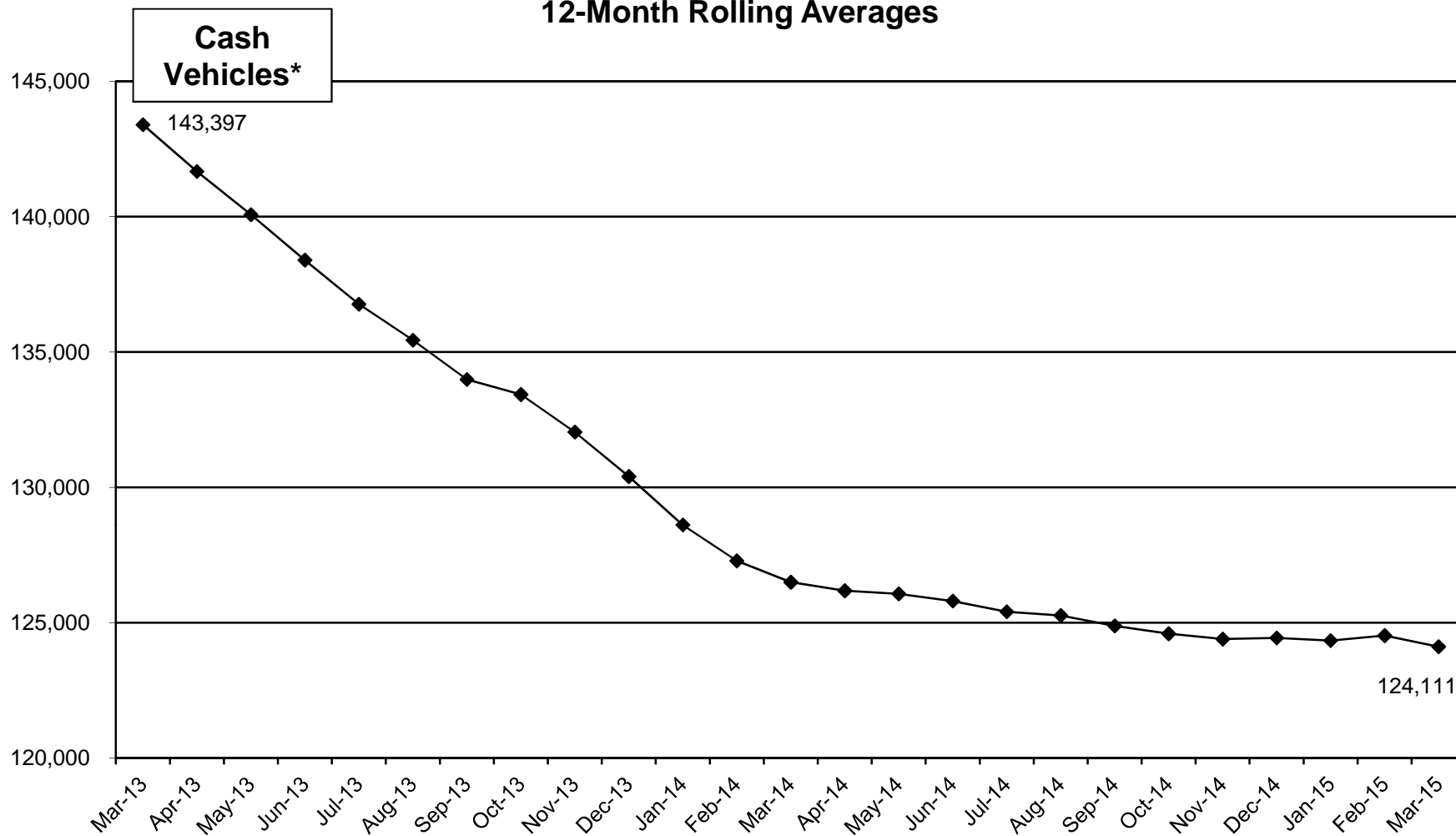
# **MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending March 2015**







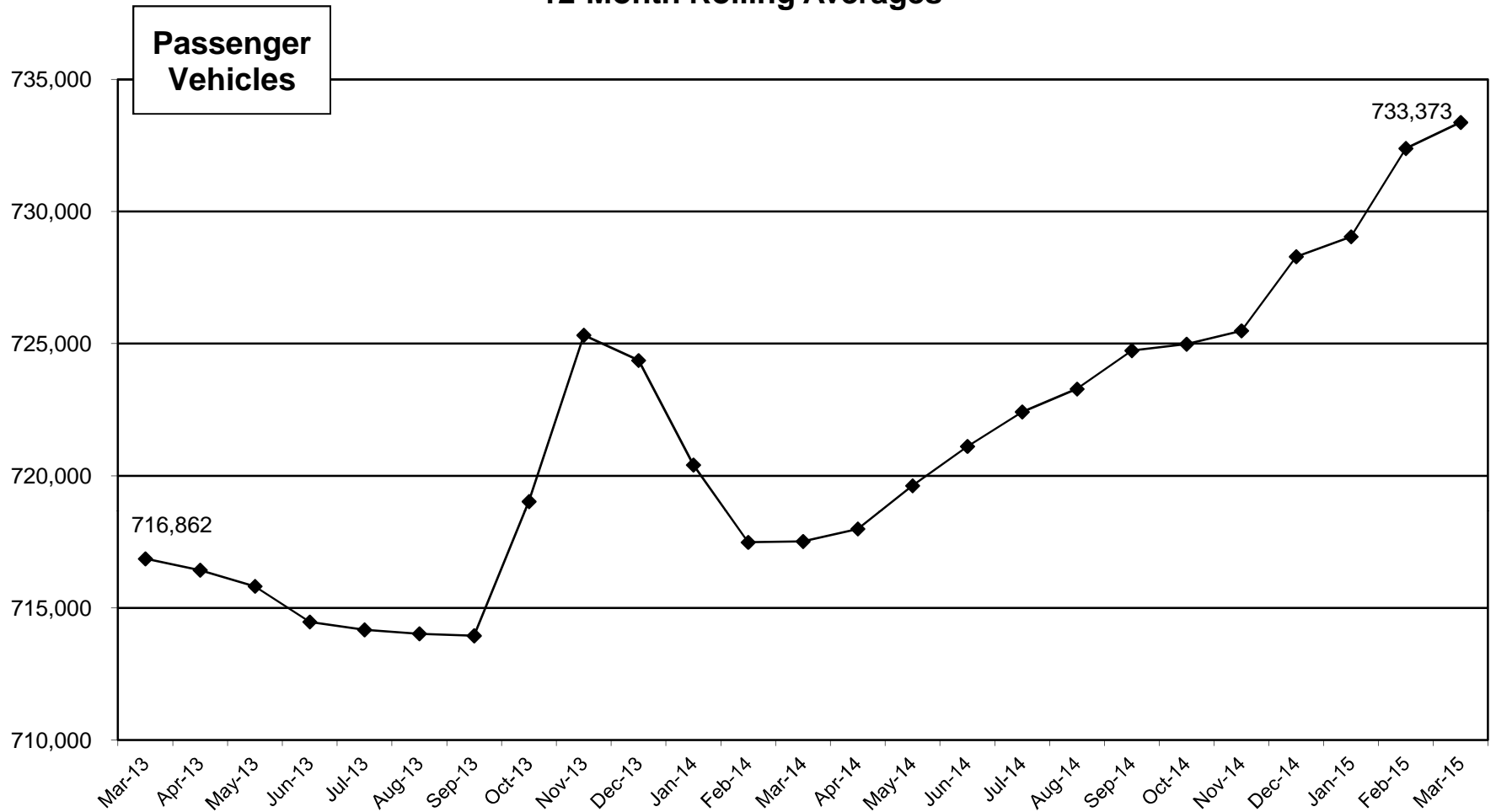
# **MTA Bridges and Tunnels** **Average Daily Traffic: March 2013 - March 2015** **12-Month Rolling Averages**



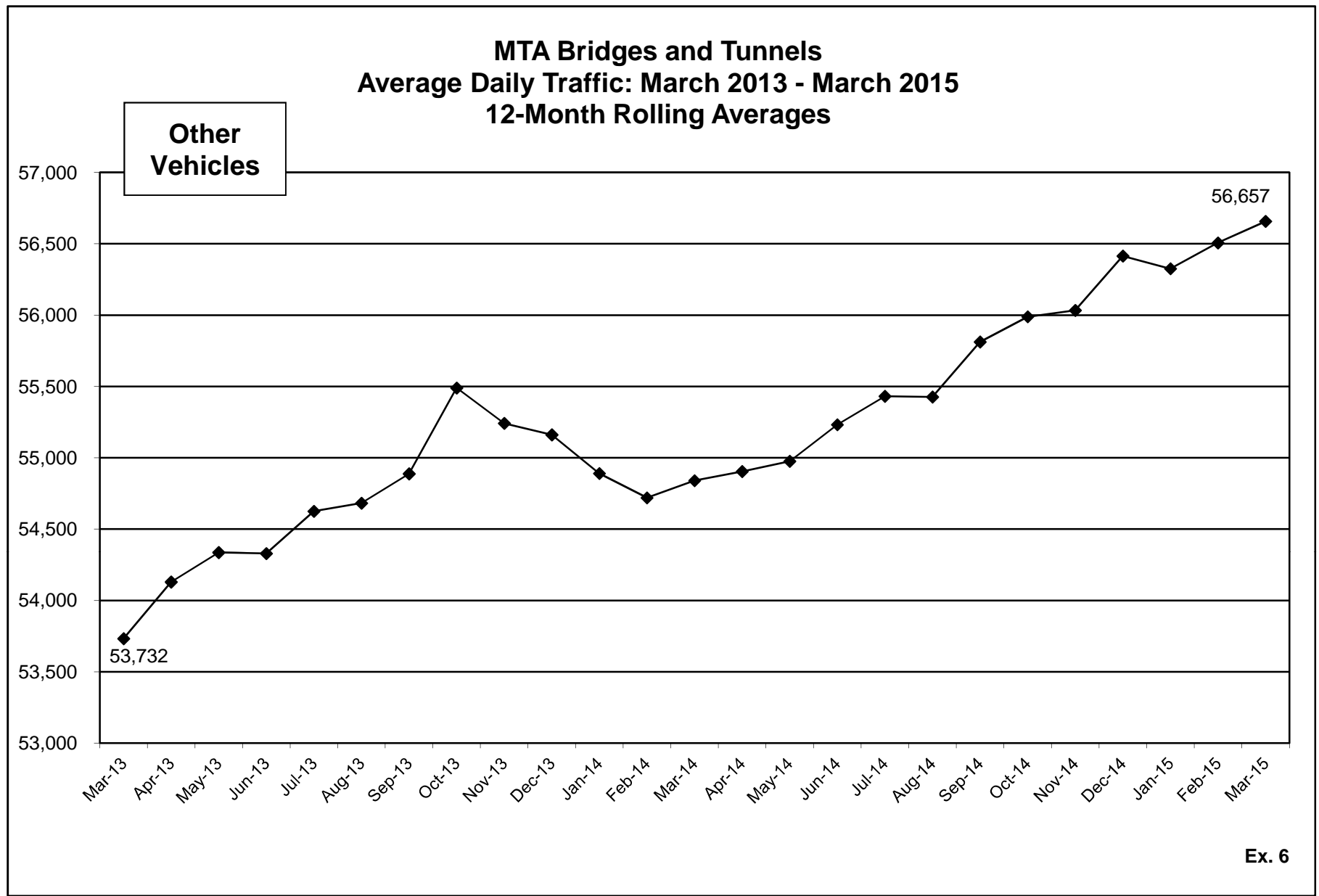
\*Includes token, ticket and Tolls by Mail transactions.

**Ex. 4**

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



**Ex. 5**



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

Corridor	Toll Media	March <sup>(1)</sup>	3 Months <sup>(2)</sup> (Jan-Mar)	6 Months <sup>(3)</sup> (Oct-Mar)	9 Months <sup>(4)</sup> (Jul-Mar)	12 Months <sup>(5)</sup> (Apr-Mar)
All Facilities	Total Vehicles	1.8%	3.1%	2.6%	2.4%	2.3%
	E-ZPass	2.9%	3.9%	3.3%	3.2%	3.1%
	Cash <sup>(6)</sup>	-4.1%	-1.2%	-1.3%	-1.8%	-1.9%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.7%	3.9%	3.5%	2.9%	2.7%
	E-ZPass	4.2%	5.0%	4.6%	4.1%	3.8%
	Cash <sup>(6)</sup>	-3.4%	-0.4%	-0.4%	-1.4%	-1.6%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	2.4%	3.2%	2.7%	3.2%	3.6%
	E-ZPass	3.3%	3.9%	3.3%	3.8%	4.2%
	Cash <sup>(6)</sup>	-3.4%	-1.3%	-1.1%	-0.8%	0.0%
Verrazano-Narrows Bridge	Total Vehicles	0.6%	2.6%	1.5%	0.9%	0.6%
	E-ZPass	1.8%	3.5%	2.3%	1.8%	1.4%
	Cash <sup>(6)</sup>	-6.2%	-2.2%	-3.3%	-3.8%	-3.9%
Henry Hudson Bridge	Total Vehicles	-1.2%	0.9%	1.4%	2.4%	2.8%
	E-ZPass	-0.9%	1.3%	1.7%	2.5%	3.0%
	Tolls By Mail	-6.0%	-5.9%	-2.2%	1.4%	0.8%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	1.2%	2.0%	1.4%	0.8%	-0.5%
	E-ZPass	2.1%	2.6%	2.0%	1.6%	0.5%
	Cash <sup>(6)</sup>	-4.5%	-1.8%	-2.8%	-3.8%	-5.9%

(1) March 2015 vs. March 2014.

(2) January 2015 to March 2015 vs. January 2014 to March 2014.

(3) October 2014 to March 2015 vs. October 2013 to March 2014.

(4) July 2014 to March 2015 vs. July 2013 to March 2014.

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

(6) Includes tokens and tickets.

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

Corridor	Vehicle Type	March <sup>(1)</sup>	3 Months <sup>(2)</sup> (Jan-Mar)	6 Months <sup>(3)</sup> (Oct-Mar)	9 Months <sup>(4)</sup> (Jul-Mar)	12 Months <sup>(5)</sup> (Apr-Mar)
All Facilities	Total Vehicles	1.8%	3.1%	2.6%	2.4%	2.3%
	Passenger	1.7%	3.2%	2.5%	2.3%	2.2%
	Other	3.3%	1.9%	3.2%	3.5%	3.3%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.7%	3.9%	3.5%	2.9%	2.7%
	Passenger	2.5%	4.0%	3.4%	2.7%	2.5%
	Other	4.2%	2.9%	4.7%	4.9%	4.8%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	2.4%	3.2%	2.7%	3.2%	3.6%
	Passenger	2.3%	3.3%	2.7%	3.1%	3.5%
	Other	4.1%	1.7%	3.1%	4.2%	4.4%
Verrazano-Narrows Bridge	Total Vehicles	0.6%	2.6%	1.5%	0.9%	0.6%
	Passenger	0.6%	2.8%	1.6%	1.1%	0.7%
	Other	0.6%	0.1%	-0.5%	-0.7%	-1.1%
Henry Hudson Bridge	Total Vehicles	-1.2%	0.9%	1.4%	2.4%	2.8%
	Passenger	-1.3%	0.8%	1.3%	2.3%	2.7%
	Other	8.6%	10.8%	14.1%	14.4%	16.8%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	1.2%	2.0%	1.4%	0.8%	-0.5%
	Passenger	1.4%	2.3%	1.3%	0.7%	-0.4%
	Other	-1.0%	-2.4%	2.0%	2.6%	-1.1%

(1) March 2015 vs. March 2014.

(2) January 2015 to March 2015 vs. January 2014 to March 2014.

(3) October 2014 to March 2015 vs. October 2013 to March 2014.

(4) July 2014 to March 2015 vs. July 2013 to March 2014.

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

**Ex. 8**



## Supplemental Data Page for the Report on Operations

Traffic & Average Gas Price <sup>1</sup>			Weather <sup>2</sup>			
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
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
Dec-14	24,198,616	\$2.78	41	6.1	1.3	16
<b>Jan-15</b>	<b>20,990,434</b>	<b>\$2.30</b>	30	4.8	15.1	11
<b>Feb-15</b>	<b>19,987,945</b>	<b>\$2.33</b>	24	2.0	15.2	8
<b>Mar-13<sup>4</sup></b>	<b>23,846,209</b>	<b>\$2.48</b>	38	4.5	17.3	14

Note: Bold numbers are preliminary.

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

Traffic & Gas Monthly Inc/(Dec)			Weather Monthly Inc/(Dec)			
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
<b>2014 vs. 2013</b>						
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	1,162,641	(\$0.83)	3	1.7	(6)	4
January	243,117	(\$1.29)	1	2.4	(2)	(3)
February	1,286,242	(\$1.28)	(8)	(2.9)	(13)	(3)
March	414,642	(\$1.22)	1	0.8	17	7
<b>2015 vs. 2014</b>						
March	414,642	(\$1.22)	1	0.8	17	7

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

4. Toll Increase, March 22, 2015

## **Supplemental Data Page for Exhibits 2 through 6**

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

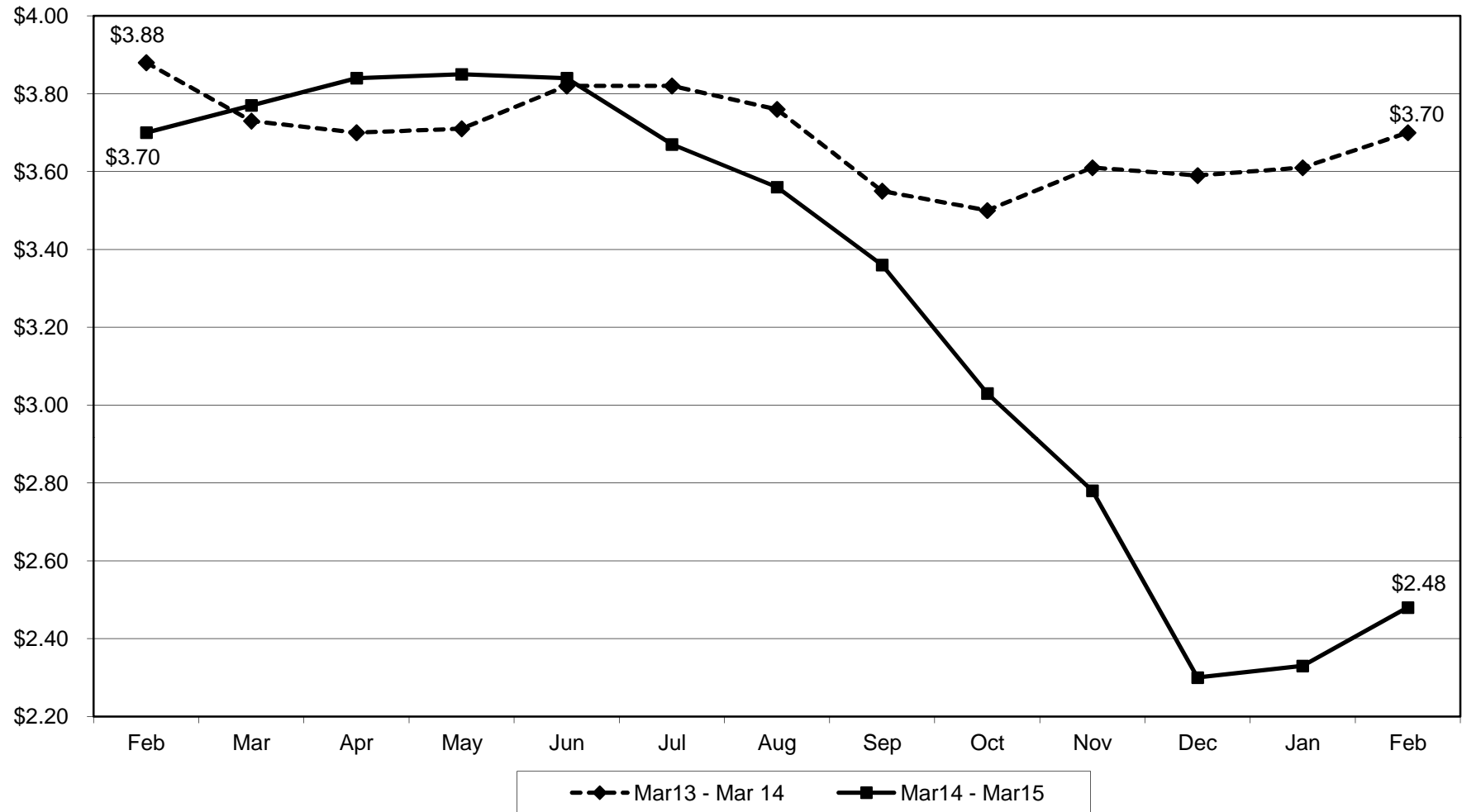
<u>Month</u>	<u>All Vehicles<sup>1</sup></u>	<u>E-ZPass</u>	<u>Cash<sup>2</sup></u>	<u>Passenger</u>	<u>Other</u>
Mar-13	770,595	627,198	143,397	716,862	53,732
Apr-13	770,559	628,893	141,667	716,430	54,130
May-13	770,155	630,084	140,071	715,819	54,336
Jun-13	768,801	630,409	138,391	714,472	54,329
Jul-13	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
Dec-14	784,704	660,268	124,436	728,289	56,415
<b>Jan-15</b>	<b>785,370</b>	<b>661,032</b>	<b>124,338</b>	<b>729,044</b>	<b>56,325</b>
<b>Feb-15</b>	<b>788,894</b>	<b>664,373</b>	<b>124,521</b>	<b>732,387</b>	<b>56,507</b>
<b>Mar-15</b>	<b>790,030</b>	<b>665,919</b>	<b>124,111</b>	<b>733,373</b>	<b>56,657</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 March 2013 - March 2015





# Bridges and Tunnels

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## **Safety Report**

### **March 2015**

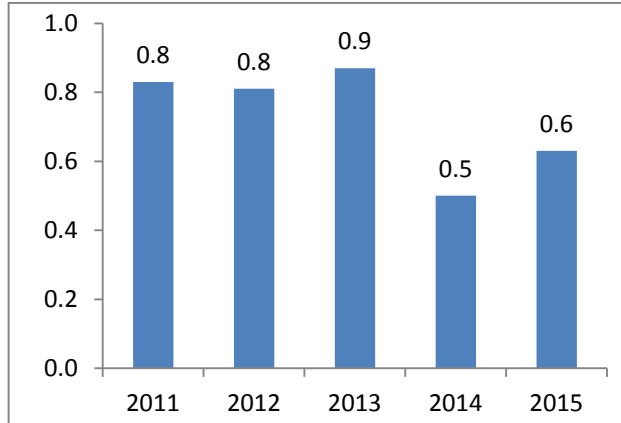
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## Bridges and Tunnels

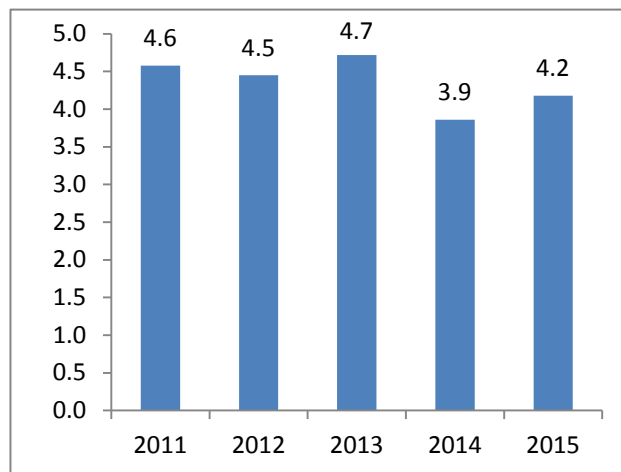
### 5 Yr Summary of Customer Collisions & Customer/Contractor Injuries thru March



#### Customer Collisions

Year	Total Collisions	Rate/M Vehicles
2011	54	0.8
2012	55	0.8
2013	58	0.9
2014	35	0.5
2015	41	0.6

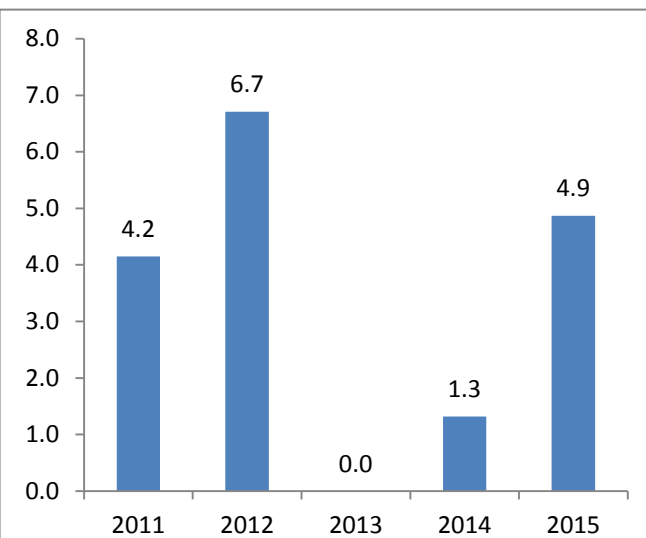
% change from last year: 26.0%  
5 year Average 0.73



#### Injury Collisions

Year	Injury Collisions	Injury Rate/M Vehicles
2011	299	4.6
2012	302	4.5
2013	313	4.7
2014	246	3.9
2015	274	4.2

% change from last year: 8.3%  
5 year Average 4.36



#### Contractor Injuries

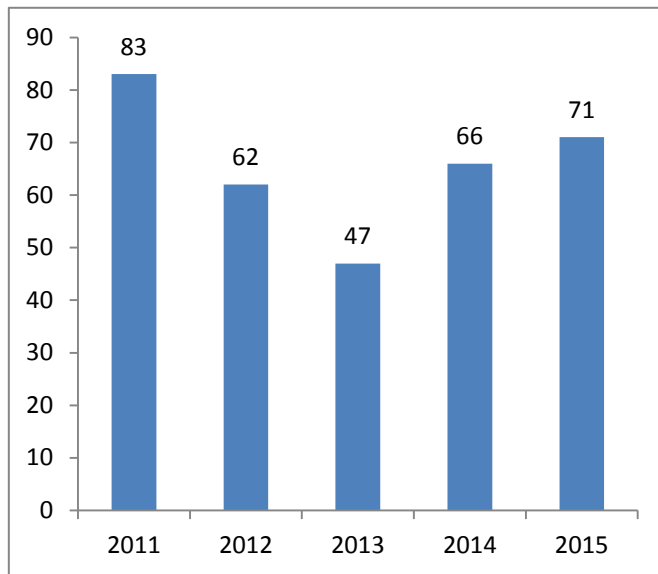
Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2011	2	4.2
2012	5	6.7
2013	0	0.0
2014	1	1.3
2015	3	4.9

% change from last year: 268.9%  
5 year Average 3.41



## Bridges and Tunnels

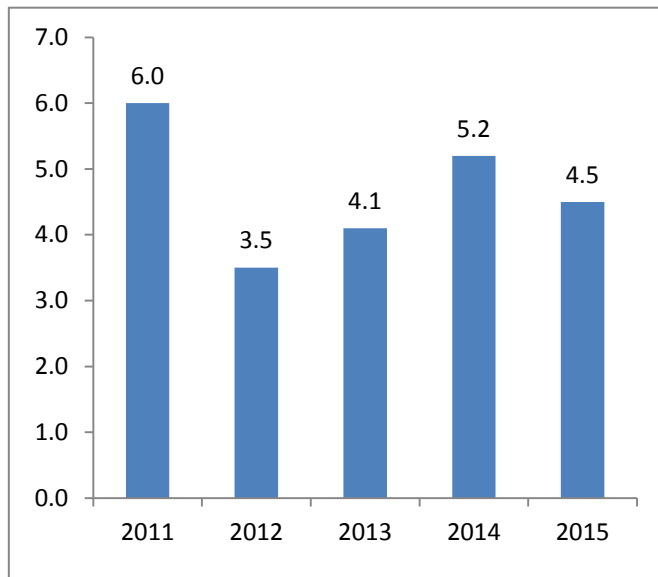
### 5 Yr Summary of Employee Accident Reports & Injuries thru March



Total Employee Accident Reports (C-2's)

Year	Total
2011	83
2012	62
2013	47
2014	66
2015	71

% change from last year: 7.6%  
5 year Average 66



Employee Lost Time Injuries

Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2011	24	6.0
2012	14	3.5
2013	15	4.1
2014	19	5.2
2015	17	4.5

% change from last year: -13.5%  
5 year Average 4.66



# Bridges and Tunnels

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## Customer Environment Survey 1<sup>st</sup> Quarter 2015

**KEY CUSTOMER SERVICE AREAS**

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

**SCOPE OF THE  
OPERATIONS  
DEPARTMENT**


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

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

- 137 toll booths
- 183 collection points on 11 toll plazas
- 180 E-ZPass toll lanes
- 138 cash capable collection points
- 5.4 miles of pedestrian walkways
- 145 lane miles of bridge and tunnel roadways, approaches and ramps
- 2,550 fixed roadway signs
- 39 electronic variable message signs
- 7,579 roadway, aviation and navigation lights
- 772 necklace lights
- 227 linear miles of pavement markings
- 99 tunnel ventilation fans that can move 3 million cubic feet of air per minute
- 56 tunnel pumps
- 11 administration buildings

- 431 vehicles including trucks, specialized equipment, and cars in a Central Fleet Garage

**CRITICAL OBJECTIVES**

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

**EXECUTIVE SUMMARY**


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The following is a summary of first quarter 2015 results:

**Customer Environment**

In the first quarter 2015, B&T striped 124,153 linear feet of roadway at the Bronx-Whitestone and the Verrazano-Narrows Bridges. To enhance the customer environment, B&T repaired 2,289 potholes and swept 1,958 miles of roadway in the first quarter 2015.

**Customer Safety**

The overall collisions per million vehicles rate was 4.18 in the first quarter 2015, 8.2% higher than the first quarter 2014. The collision with injury rate per million vehicles in the first quarter 2015 was 0.63, 13.8% higher than the same period in 2014.

**Customer Service**

Bridges and Tunnels exceeded its E-ZPass toll lane availability goal of 99.5% in the first quarter 2015. In the first quarter 2015, 85.2% of customers traveling through B&T facilities paid their tolls using E-ZPass.



## PERFORMANCE REPORT

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

### Maintenance Work Orders

A completed maintenance work order indicates the completion of a maintenance task that was either scheduled or requested. An emergency work order relates to high priority conditions that directly impact customers. During the first quarter 2015, B&T completed 3,399 work orders, 5 of which were for emergencies. During this period, the average time to complete emergency work orders was 0.1 days, a 66.7% improvement from the first quarter 2014.

### Potholes Repaired

B&T repaired 2,289 potholes in the first quarter 2015. This is a 13% decrease from the 2,631 potholes repaired in the first quarter 2014.

### Roadway Lights in Service (%)

Roadway lights in service were 90.0% in the first quarter 2015.

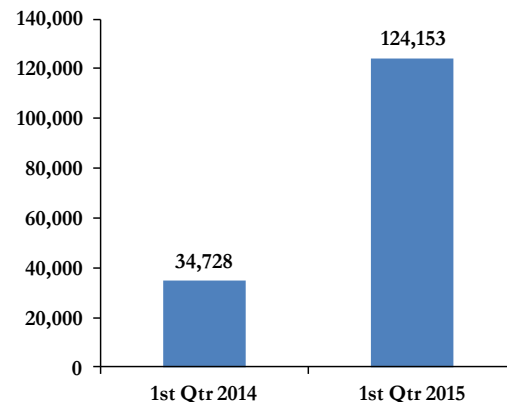
### Roadway Sweeping

B&T swept 1,958 miles of roadway in the first quarter 2015, 12.3% lower than the first quarter 2014.

### Roadway Striping

Roadway striping enhances the ability of customers to safely and efficiently cross B&T facilities. In the first quarter 2015, B&T striped 124,153 linear feet of roadway at the Bronx-Whitestone Bridge and Verrazano-Narrows Bridge, which is 257.5% more than the same period in 2014.

#### Roadway Striping Replaced 1<sup>st</sup> Quarter 2014 vs. 1<sup>st</sup> Quarter 2015



Performance Statistics	ACTUAL							GOAL
	Year End				1st Qtr	1st Qtr	% Chg	YE
	2011	2012	2013	2014	2014	2015	B/(W)	2015
Completed Maintenance Work Orders (All)	15,476	13,247	13,511	13,961	3,484	3,399	(2.4%)	N/A
Maintenance Work Orders (Emergency)	36	30	25	20	4	5	25.0%	N/A
Avg. days to completion for emergency work order	0.4	0.4	0.5	0.2	0.3	0.1	66.7%	1
Potholes repaired	8,323	3,254	3,480	5,088	2,631	2,289	(13.0%)	N/A
Roadway sweeping (miles)	11,795	15,104	13,767	15,563	2,233	1,958	(12.3%)	12,500
Roadway lights in service (%)	97.2%	89.7%	88.1%	90.2%	90.3%	90.0%	(0.3%)	95.0%
Storm drains deaned*	N/A	N/A	N/A	2,115	26	0	(100.0%)	N/A
Tunnel cleaning -walls and ceilings (linear ft.)**	3,577,420	2,493,042	1,211,564	1,821,638	0	0	-	308,480

Roadway Striping Performance	ACTUAL							GOAL
	Year End				1st Qtr	1st Qtr	% Chg	YE
	2011	2012	2013	2014	2014	2015	B/(W)	2015
Roadway striping replaced (linear ft.)	314,369	303,098	239,830	430,803	34,728	124,153	257.5%	N/A
Roadway striping replacement plan (linear ft.)	100,000	250,000	106,000	150,000	37,500	37,500	0.0%	150,000
% Completed versus plan	314.4%	121.2%	226.3%	287.2%	92.6%	331.1%	257.5%	N/A

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

\*\*Tunnel Capital Construction projects (BB-28 and QM-40) at the Hugh L. Carey and Queens Midtown Tunnels include wall tile replacement. During this construction, contractors will assume partial tunnel washing responsibility.

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

### Travel Time

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

Percentage of Vehicles Traveling Above 30 Miles per Hour During Weekday Peak Periods			
	1st Qtr 2014	1st Qtr 2015	YE 2014
<b><u>Bridges</u></b>			
Henry Hudson Bridge	96.7%	95.2%	97.9%
Throgs Neck Bridge	95.7%	93.6%	94.3%
Bronx-Whitestone Bridge	86.4%	94.5%	78.8%
Robert F. Kennedy Bridge	84.3%	72.1%	70.6%
Verrazano-Narrows Bridge	86.6%	79.0%	85.8%
Marine Parkway Bridge	98.7%	99.5%	99.2%
Cross Bay Bridge	97.8%	97.8%	99.2%
<b>All Bridges Combined</b>	<b>89.0%</b>	<b>84.8%</b>	<b>84.1%</b>
Percentage of Vehicles Traveling Above 25 Miles per Hour During Weekday Peak Periods			
	1st Qtr 2014	1st Qtr 2015	YE 2014
<b><u>Tunnels</u></b>			
Queens Midtown Tunnel	57.5%	47.0%	45.6%
Hugh L. Carey Tunnel	91.4%	93.9%	93.9%
<b>All Tunnels Combined</b>	<b>70.0%</b>	<b>64.7%</b>	<b>63.7%</b>

### First Quarter 2015 Highlights

During the first quarter 2015, 84.8% of vehicle crossings at bridges during weekday peak periods traveled above 30 miles per hour Authority-wide, versus 89.0% in the first quarter 2014. At the tunnels, 64.7% of vehicles during weekday peak periods traveled above 25 miles per hour compared to 70.0% in the first quarter 2014.

Heavy traffic volume in Manhattan continues to negatively affect peak travel time at the Queens Midtown Tunnel.

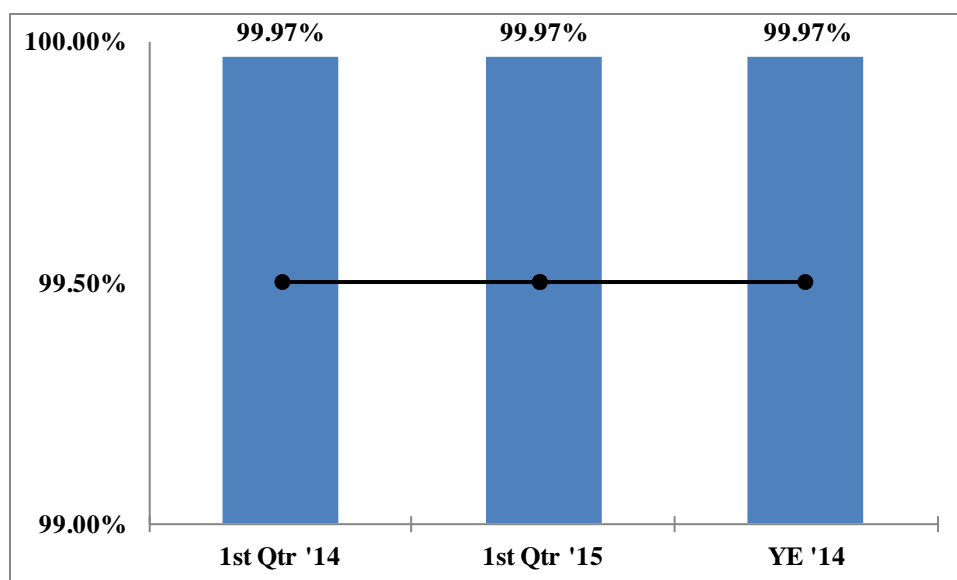
Travel time at the Robert F. Kennedy Bridge was adversely impacted by heavy volume on the FDR Drive South in the AM.

## E-ZPass Toll Lane Availability

E-ZPass toll lane availability measures the percent of E-ZPass toll lanes available for customer use. There are currently 180 E-ZPass toll lanes at B&T facilities.

The following chart shows first quarter 2015 performance against first quarter 2014 and year-end 2014 performance. Performance in this area has been consistently strong and goals were met in each of the periods.

## E-ZPass Toll Lane Availability Performance



Performance Statistics	ACTUAL							GOAL
	Year End				1st Qtr	1st Qtr	% Chg	YE
	2011	2012	2013	2014	2014	2015	B/(W)	2015
E-ZPass toll lane availability	99.94%	99.97%	99.97%	99.97%	99.97%	99.97%	0.00%	99.50%

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

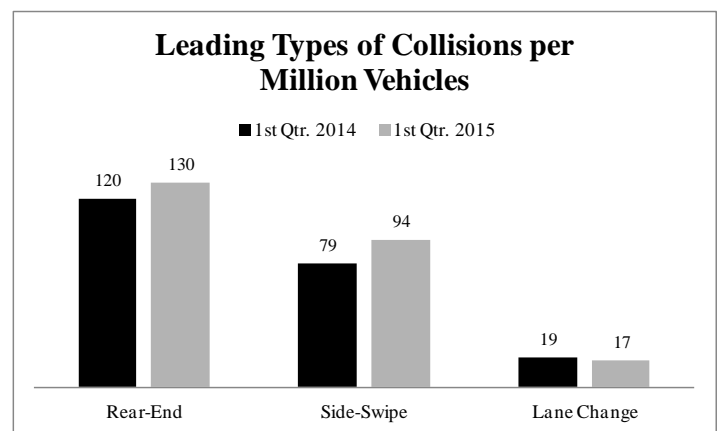
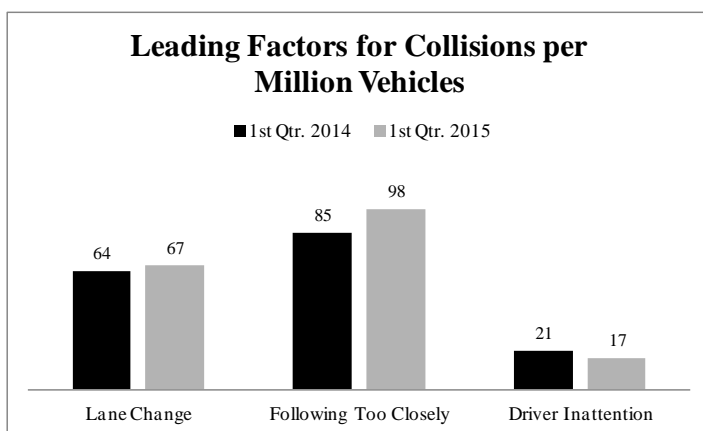
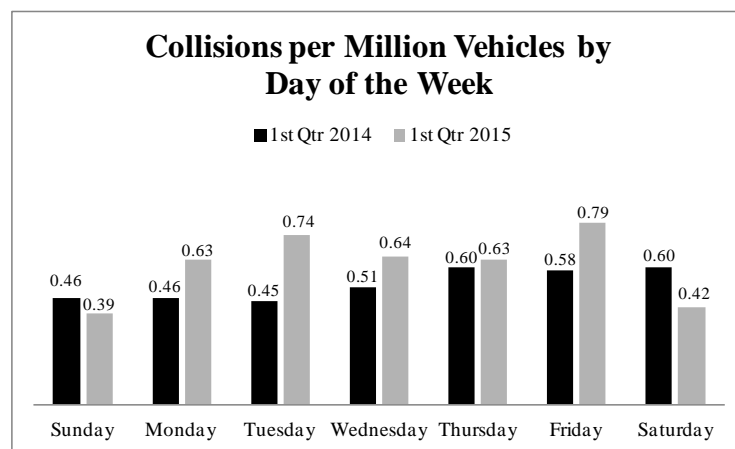
- ✓ Ensure the safety of customers traveling over bridges and tunnels.

### Customer Safety

In the first quarter 2015, the collision rate per million vehicles was 4.18 and the collision with injury rate per million vehicles was 0.63.

Almost half of the collisions on B&T facilities during the first quarter 2015 were rear-end. There were 1,957 speeding summonses issued during the first quarter 2015, a 102.8% increase from the first quarter 2014. Increased speed enforcement is being used to address the aggressive driving behaviors that contribute to the leading causes of traffic accidents on B&T facilities: rear end collisions and collisions caused by following too closely.

The following charts below compare first quarter 2014 and 2015 by leading collision type, leading collision factor, and day of week.



*Customer Safety continued*

Performance Statistics	ACTUAL							GOAL
	Year End				1st Qtr	1st Qtr	% Chg	YE
	2011	2012	2013	2014	2014	2015	B/(W)	2015
Collision rate per million vehides	5.49	5.22	5.49	5.56	3.86	4.18	(8.2%)	5.41
Collision with injury rate per million vehides	0.88	0.90	0.99	0.99	0.55	0.63	(13.8%)	0.96
Speeding summonses	5,811	5,933	4,354	7,452	965	1,957	102.8%	N/A
Truck summonses	2,213	2,575	2,881	2,173	574	577	0.5%	N/A
Emergency wrecker response time (min:sec)	7:02	6:34	6:35	7:05	7:08	7:01	1.6%	N/A

B&T promotes customer safety by improving lane delineation, line striping, and signage. In the first quarter 2015, B&T implemented the following safety improvement measures:

- The Special Operations Division conducted a Joint Commercial Vehicle Safety initiative with New York State Department of Transportation at the Robert F. Kennedy Bridge and Throgs Neck Bridge.
- The Training Department delivered BTO Block Training in: Firearms, Right to Know, Baton/OC Training, Deadly Physical Force (DPF), FDNY Training, Traffic Incident Management (TIM) Training and Tactical Emergency Casualty Care (TECC)
- At the Verrazano-Narrows Bridge, work began on the upper level deck replacement, which includes a new seventh roadway bus/HOV lane.

## INDICATOR DEFINITIONS

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### CUSTOMER ENVIRONMENT

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

**INDICATOR DEFINITIONS - (CONTINUED)**


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**CUSTOMER SERVICE**

Indicator Name:	Travel time
Description:	<p>Using anonymous data from customer E-ZPass tags, this indicator measures the percentage of vehicles traveling above 30 miles per hour during weekday peak travel periods (6am-9am and 4pm-7pm) at B&amp;T bridges, and above 25 miles per hour at the tunnels. Facilities with less than 90% data availability are noted below the table.</p> <p>Bronx-Whitestone Bridge (point to point distance-6,978 feet)</p> <p>Queens: Plaza to Queens anchorage</p> <p>Bronx: Queens anchorage to plaza</p> <p>Throgs Neck Bridge (point to point distance-10,300 feet)</p> <p>Queens: Plaza to sign gantry 7S</p> <p>Bronx: Sign gantry 7S to plaza</p> <p>Henry Hudson Bridge (point to point distance-2,340 feet)</p> <p>Manhattan: Kappock Street to Plaza</p> <p>Bronx: Plaza to Kappock Street</p> <p>Hugh L. Carey Tunnel (point to point distance-9,722 feet)</p> <p>Brooklyn: Manhattan Portal to Plaza</p> <p>Manhattan: Plaza to Manhattan Portal</p> <p>Queens Midtown Tunnel (point to point distance-6,714 feet)</p> <p>Queens: Manhattan Gantry to Plaza</p> <p>Manhattan: Plaza to Manhattan Gantry</p> <p>Verrazano-Narrows Bridge (point to point distance-13,464 feet)</p> <p>Brooklyn: Fingerboard to 92<sup>nd</sup> Street or Fingerboard to Belt Parkway</p> <p>Staten Island: 92<sup>nd</sup> Street to Fingerboard or Belt Parkway to Fingerboard</p> <p>Marine Parkway Bridge (point to point distance - 4,850 feet)</p> <p>Brooklyn: Signal Gantry 1 to Plaza</p> <p>Queens: Plaza to Signal Gantry 1</p> <p>Robert F. Kennedy Bridge</p> <p>Queens: Manhattan Lift Span to Queens Anchorage (point to point distance - 11,078 feet)</p> <p>Manhattan: Queens Anchorage to Manhattan Lift Span (point to point distance - 12,001 feet)</p> <p>Bronx: Queens Anchorage to Bruckner Expressway (point to point distance - 11,124 feet)</p> <p>Cross Bay Bridge</p> <p>Queens: Beach Channel Drive to Plaza (point to point distance 3,985 feet)</p> <p>Rockaways: Plaza to Beach Channel Drive (point to point distance - 3,985 feet)</p>
Source:	TRANSMIT (through the B&T Technology Department)
Indicator Name:	E-ZPass toll lane availability (%)
Description:	Percent of E-ZPass toll lanes available for customer use
Source:	Toll system maintenance

**INDICATOR DEFINITIONS - (CONTINUED)**

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**CUSTOMER SAFETY**

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





# Bridges and Tunnels

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## **E-ZPass Performance Report March 2015**



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

<b>E-ZPass Performance at All B&amp;T Facilities</b>			
	March 2015	Year to Date	March 2014
Total E-ZPass Traffic <sup>1</sup>	20,333,174	55,221,511	19,768,762
E-ZPass Market Share: Total	85.3%	85.2%	84.4%
Cars	84.7%	84.6%	83.7%
Trucks	92.6%	92.9%	92.4%

<b>Weekday E-ZPass Performance by Facility<sup>2</sup></b>			
Facility	March Average E-Zpass Weekday Traffic and Market Share		
	2015 Average Traffic	2015 Market Share	2014 Market Share
Bronx-Whitestone Bridge	86,111	81.9%	80.8%
Cross Bay Veterans Memorial Bridge	18,421	87.3%	86.7%
Henry Hudson Bridge	56,694	95.1%	94.8%
Hugh L. Carey Tunnel	46,734	91.0%	90.6%
Marine Parkway-Gil Hodges Memorial Bridge	18,026	89.8%	89.2%
Queens Midtown Tunnel	74,562	90.3%	89.7%
Robert F. Kennedy Bridge - Bronx Plaza	62,591	78.9%	77.5%
Robert F. Kennedy Bridge - Manhattan Plaza	74,575	86.5%	86.1%
Throgs Neck Bridge	93,299	85.6%	85.0%
Verrazano-Narrows Bridge <sup>1</sup>	<u>153,936</u>	<u>88.0%</u>	<u>87.3%</u>
All Facilities <sup>1</sup>	684,949	86.8%	86.1%

Notes:

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

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

<b>Weekday Peak Hour E-ZPass Performance by Facility<sup>3</sup></b>				
Facility	March E-ZPass Market Share			
	2015 AM Peak	2014 AM Peak	2015 PM Peak	2014 PM Peak
Bronx-Whitestone Bridge	86.9%	86.1%	82.7%	82.8%
Cross Bay Veterans Memorial Bridge	90.8%	89.9%	88.4%	88.1%
Henry Hudson Bridge	96.4%	96.3%	94.5%	95.2%
Hugh L. Carey Tunnel	93.5%	93.3%	91.1%	90.8%
Marine Parkway-Gil Hodges Memorial Bridge	92.8%	91.9%	90.2%	89.4%
Queens Midtown Tunnel	91.8%	91.3%	90.3%	90.2%
Robert F. Kennedy Bridge - Bronx Plaza	84.4%	83.2%	80.2%	79.3%
Robert F. Kennedy Bridge - Manhattan Plaza	88.9%	88.6%	87.5%	87.4%
Throgs Neck Bridge	90.3%	90.0%	86.4%	85.8%
Verrazano-Narrows Bridge <sup>4</sup>	N/A	N/A	90.6%	90.1%
All Facilities	90.0%	89.5%	87.8%	87.6%

<b>Weekend E-ZPass Performance by Facility</b>			
Facility	March Average E-ZPass Weekend Traffic and Market Share		
	2015 Avg. Traffic	2015 Market Share	2014 Market Share
Bronx-Whitestone Bridge	79,667	75.3%	74.0%
Cross Bay Veterans Memorial Bridge	14,015	82.8%	82.1%
Henry Hudson Bridge	48,566	92.4%	92.4%
Hugh L. Carey Tunnel	34,512	87.1%	86.3%
Marine Parkway-Gil Hodges Memorial Bridge	13,213	86.4%	85.7%
Queens Midtown Tunnel	64,835	86.4%	85.5%
Robert F. Kennedy Bridge - Bronx Plaza	51,722	71.3%	69.2%
Robert F. Kennedy Bridge - Manhattan Plaza	60,855	81.6%	80.6%
Throgs Neck Bridge	82,812	79.7%	79.1%
Verrazano-Narrows Bridge <sup>1</sup>	<u>134,726</u>	82.4%	81.3%
All Facilities <sup>1</sup>	584,923	81.2%	80.3%

Notes:

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

**MTA Bridges and Tunnels  
E-ZPASS Performance Report  
March 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	March 2015 Total B&T E-ZPass Transactions	March 2015 Percentage of B&T Total Transactions	March 2014 Percentage of B&T Total Transactions
New York State Thruway Authority <sup>6</sup>	1,713,276	8.09%	7.99%
Port Authority of NY and NJ	1,120,386	5.29%	5.40%
New Jersey Toll Agencies <sup>7</sup>	1,130,501	5.34%	5.42%
Massachusetts Turnpike Authority <sup>8</sup>	121,105	0.57%	0.56%
Pennsylvania Turnpike Commission	83,108	0.39%	0.36%
Maryland Transportation Authority	31,554	0.15%	0.13%
Virginia Department of Transportation <sup>9</sup>	25,028	0.12%	0.10%
New Hampshire Department of Transportation	14,473	0.07%	0.06%
Delaware Department of Transportation	13,344	0.06%	0.05%
Other <sup>10</sup>	<u>42,364</u>	<u>0.20%</u>	<u>0.23%</u>
Total	4,295,139	20.27%	20.31%

<b>Other Agency B&amp;T E-ZPass Transactions</b>			
Agency Used By B&T Customers	March 2015	YTD 2015	March 2014
New York State Thruway Authority <sup>6</sup>	2,539,212	6,785,808	2,369,017
Port Authority of NY and NJ	3,145,610	8,721,350	3,101,061
New Jersey Toll Agencies <sup>7</sup>	4,830,599	13,632,112	5,518,225
New York State Bridge Authority	239,170	623,464	222,830
Massachusetts Turnpike Authority <sup>8</sup>	501,051	1,294,700	503,368
Pennsylvania Turnpike Commission	233,436	633,965	223,689
Maryland Transportation Authority	307,272	880,372	240,506
Virginia Department of Transportation <sup>9</sup>	174,634	464,324	142,096
New Hampshire Department of Transportation	82,262	236,247	83,627
Delaware Department of Transportation	195,879	554,313	182,561
Other <sup>10</sup>	<u>286,800</u>	<u>751,625</u>	<u>260,454</u>
Total	12,535,925	34,578,280	12,847,434

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**  
**March 2015**  
Preliminary data subject to final audit

**E-ZPass Customer Service Statistics**

<b>MTA Bridges and Tunnels Customers</b>				
	March 2015	YTD 2015	YTD 2014	
Accounts Opened:				
Internet	7,234	17,889	18,353	
Walk-In	2,603	6,292	5,123	
Mail	284	686	716	
On-The-Go	<u>8,579</u>	<u>20,275</u>	<u>21,479</u>	
Total Accounts Opened	18,700	45,142	45,671	
Total Active Accounts		2,756,010	2,596,808	
Number of E-ZPass Tags Issued <sup>11</sup>	56,234	125,340	107,395	
Total Active Tags <sup>12</sup>		4,407,702	4,204,554	
Total Reload Cards Distributed	2,728	119,168	85,743	
Reload Card % of Cash Replenishments	14.28%	15.72%	15.94%	

<b>Customer Service Indicators</b>				
	March 2015	YTD 2015	YTD 2014	
Phone Calls Answered by Customer Service Center:				
Customer Service Representatives	247,743	670,759	658,203	
Automated System	<u>490,817</u>	<u>1,410,565</u>	<u>1,211,707</u>	
Total Phone Calls Answered	738,560	2,081,324	1,869,910	
Average Phone Call Waiting Time (in min.):				
Customer Service Representatives	0.13	0.25	0.40	
Commercial Unit	0.34	1.77	0.37	
Avg. Monthly B&T E-ZPass Trips Per Account	5.83	5.30	5.41	
Average Number of Active Tags Per Account	1.60	1.60	1.63	

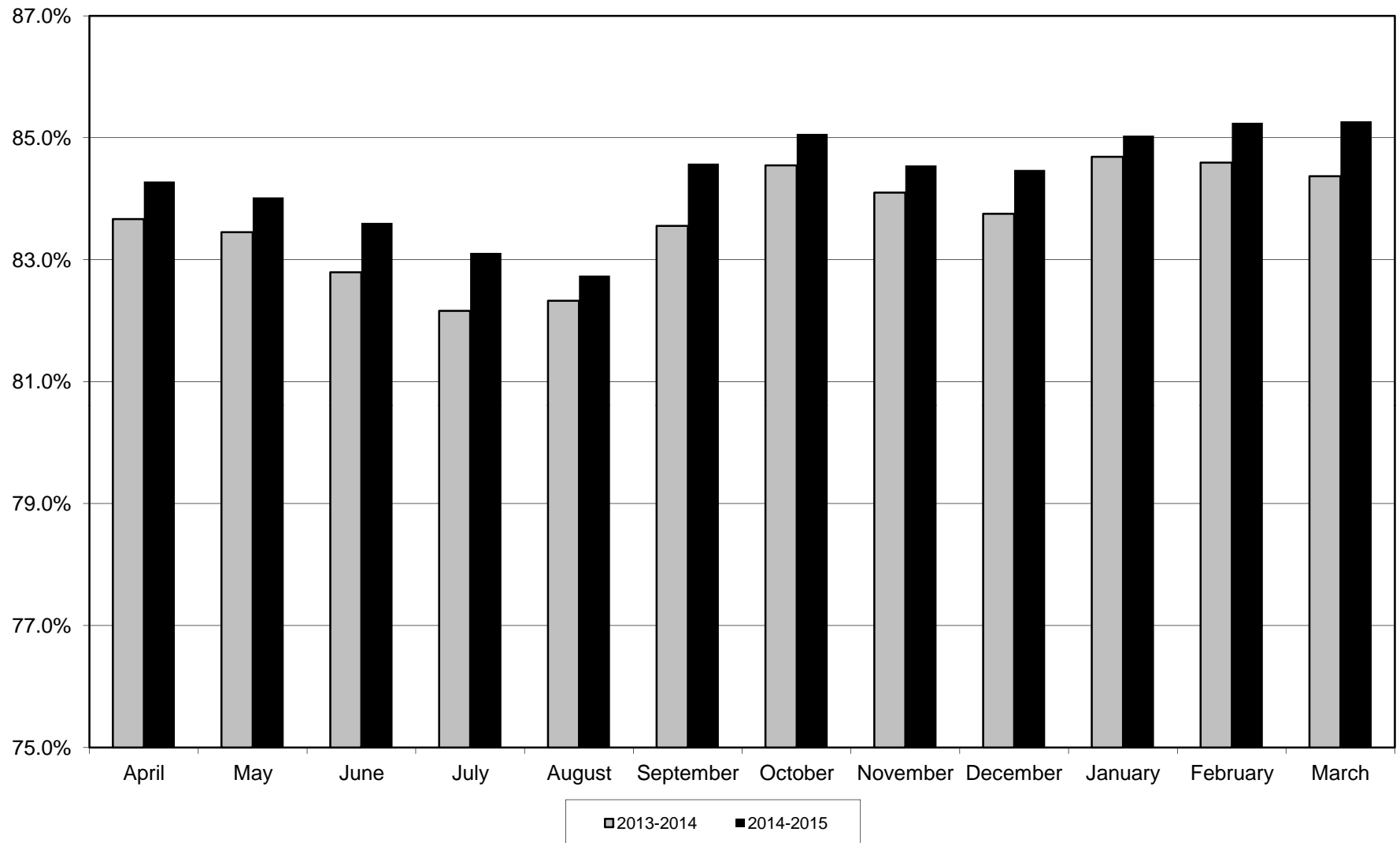
<b>E-ZPass Tag Replacement Program</b>				
	March 2015	YTD 2015	2011-2015	
Number of Replacement Tags Mailed	29,930	60,005	1,737,124	
Number of Tags Returned <sup>13</sup>	22,627	56,780	1,678,909	
Number of Tags Pending Return	N/A	N/A	58,215	

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 April 2013 through March 2015





# Bridges and Tunnels

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## Financial Report March 2015

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**MTA BRIDGES & TUNNELS****STATEMENT OF NET POSITION****As of March 31, 2015**

(in thousands)

**ASSETS AND DEFERRED OUTFLOWS OF RESOURCES****CURRENT ASSETS:**

Cash-Unrestricted	\$16,182
Investments:	
Unrestricted	90,284
Restricted	659,566
Accrued interest receivable	658
Accounts receivable	25,212
Tolls due from other agencies	27,146
Prepaid expenses	<u>13,685</u>
 Total current assets	 <u>832,733</u>

**NONCURRENT ASSETS:**

Investments:	
Restricted	102,421
Insurance recovery receivable	124,351
Facilities, less acc.dep of \$1,302,094	4,431,492
Capital lease 2 Broadway net acc. dep.	41,919
Derivative Hedge Assets	3,597
Security Deposits	<u>10,675</u>
 Total noncurrent assets	 <u>4,714,455</u>

<b>TOTAL ASSETS:</b>	<u><b>5,547,188</b></u>
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**DEFERRED OUTFLOWS OF RESOURCES:**

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

<b>TOTAL DEFERRED OUTFLOWS OF RESOURCES:</b>	<u><b>325,010</b></u>
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**TOTAL ASSETS AND DEFERRED OUTFLOWS  
OF RESOURCES****\$5,872,198**



**MTA BRIDGES & TUNNELS****STATEMENT OF NET POSITION****As of March 31, 2015**

(in thousands)

**LIABILITIES****CURRENT LIABILITIES:**

Current portion-long term debt	\$287,565
Interest Payable	119,397
Accounts Payable	77,146
Payable to MTA-CAP	21,389
Due to MTA-Operating Expenses	7,847
Due to NYCTA-Operating Expenses	493
Accrued salaries	23,285
Accrued Vac & Sick Benefits	18,834
Current portion of estimated liability arising from injury	17,171
Current portion of capital lease obligation	6,170
Pollution remediation projects	1,829
Due to New York City Transit Authority	25,434
Due to Metropolitan Transportation Authority	37,029
Unredeemed Tolls	150,388
Tolls due to other agencies	42,566
E-ZPass Airport Toll Liability	<u>4,646</u>
Total current liabilities	<u>841,189</u>

**NONCURRENT LIABILITIES:**

Long term debt	8,632,072
Post Employment Benefits Other than Pensions	523,957
Estimated liability arising from injury	19,670
Capital lease obligations	134,697
Derivative Hedge Liabilities	167,527
Security deposits-Contra	<u>10,675</u>
Total noncurrent liabilities	<u>9,488,598</u>

**TOTAL LIABILITIES** 10,329,787**NET POSITION** (4,457,589) \***TOTAL LIABILITIES & NET POSITION** \$5,872,198

\*The negative Net Position of \$4,457,589 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**

March 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	137.673	143.077	5.404	3.9	0.000	0.000	0.000	-	137.673	143.077	5.404	3.9
Other Operating Revenue	1.382	2.130	0.748	54.2	0.000	0.000	0.000	-	1.382	2.130	0.748	54.2
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	0.010	(0.051)	(83.7)	0.000	0.000	0.000	-	0.061	0.010	(0.051)	(83.7)
<b>Total Revenue</b>	<b>\$139.116</b>	<b>\$145.217</b>	<b>\$6.101</b>	<b>4.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$139.116</b>	<b>\$145.217</b>	<b>\$6.101</b>	<b>4.4</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$11.428	\$10.872	\$0.556	4.9	\$0.000	\$0.000	\$0.000	-	\$11.428	\$10.872	\$0.556	4.9
Overtime	1.948	2.599	(0.651)	(33.4)	0.000	0.000	0.000	-	1.948	2.599	(0.651)	(33.4)
Health and Welfare	2.491	2.197	0.294	11.8	0.000	0.000	0.000	-	2.491	2.197	0.294	11.8
OPEB Current Payment	1.406	1.371	0.035	2.5	0.000	0.000	0.000	-	1.406	1.371	0.035	2.5
Pensions	2.448	2.676	(0.228)	(9.3)	0.000	0.000	0.000	-	2.448	2.676	(0.228)	(9.3)
Other Fringe Benefits	2.386	2.408	(0.022)	(0.9)	0.000	0.000	0.000	-	2.386	2.408	(0.022)	(0.9)
Reimbursable Overhead	(0.431)	0.000	(0.431)	(100.0)	0.000	0.000	0.000	-	(0.431)	0.000	(0.431)	(100.0)
<b>Total Labor Expenses</b>	<b>\$21.676</b>	<b>\$22.123</b>	<b>(\$0.447)</b>	<b>(2.1)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$21.676</b>	<b>\$22.123</b>	<b>(\$0.447)</b>	<b>(2.1)</b>
<i>Non-Labor:</i>												
Electric Power	\$0.576	\$0.533	\$0.043	7.5	\$0.000	\$0.000	\$0.000	-	\$0.576	\$0.533	\$0.043	7.5
Fuel	0.347	0.312	0.035	10.2	0.000	0.000	0.000	-	0.347	0.312	0.035	10.2
Insurance	1.239	1.305	(0.066)	(5.3)	0.000	0.000	0.000	-	1.239	1.305	(0.066)	(5.3)
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	11.360	6.768	4.592	40.4	0.000	0.000	0.000	-	11.360	6.768	4.592	40.4
Professional Service Contracts	3.344	3.436	(0.092)	(2.7)	0.000	0.000	0.000	-	3.344	3.436	(0.092)	(2.7)
Materials & Supplies	0.345	0.858	(0.513)	*	0.000	0.000	0.000	-	0.345	0.858	(0.513)	*
Other Business Expenses	1.997	2.173	(0.176)	(8.8)	0.000	0.000	0.000	-	1.997	2.173	(0.176)	(8.8)
<b>Total Non-Labor Expenses</b>	<b>\$19.208</b>	<b>\$15.385</b>	<b>\$3.823</b>	<b>19.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$19.208</b>	<b>\$15.385</b>	<b>\$3.823</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>\$40.884</b>	<b>\$37.508</b>	<b>\$3.376</b>	<b>8.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$40.884</b>	<b>\$37.508</b>	<b>\$3.376</b>	<b>8.3</b>
Depreciation	\$9.484	\$9.208	\$0.276	2.9	\$0.000	\$0.000	\$0.000	-	\$9.484	\$9.208	\$0.276	2.9
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>\$56.343</b>	<b>\$52.645</b>	<b>\$3.698</b>	<b>6.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$56.343</b>	<b>\$52.645</b>	<b>\$3.698</b>	<b>6.6</b>
Less: Depreciation	\$9.484	\$9.208	\$0.276	2.9	\$0.000	\$0.000	\$0.000	-	\$9.484	\$9.208	\$0.276	2.9
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>\$40.884</b>	<b>\$37.508</b>	<b>\$3.376</b>	<b>8.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$40.884</b>	<b>\$37.508</b>	<b>\$3.376</b>	<b>8.3</b>
<b>Net Surplus/(Deficit)</b>	<b>\$98.232</b>	<b>\$107.709</b>	<b>\$9.477</b>	<b>9.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$98.232</b>	<b>\$107.709</b>	<b>\$9.477</b>	<b>9.6</b>

Differences are due to rounding.

\*Variance exceeds 100%

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**March 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>\$98.232</b>	<b>\$107.709</b>	<b>\$9.477</b>	<b>9.6</b>
Less: Capitalized Assets									1.345	0.108	1.237	92.0
Reserves									2.241	2.241	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
<b>Adjusted Net Income/(Deficit)</b>									<b>\$94.646</b>	<b>\$105.360</b>	<b>\$10.714</b>	<b>11.3</b>
Less: Debt Service									53.029	50.397	2.632	5.0
<b>Income Available for Distribution</b>									<b>\$41.617</b>	<b>\$54.963</b>	<b>\$13.347</b>	<b>32.1</b>
Distributable To:												
MTA - Investment Income									0.061	0.010	(0.051)	(83.7)
MTA - Distributable Income									25.650	32.291	6.641	25.9
NYCTR - Distributable Income									15.906	22.663	6.757	42.5
<b>Total Distributable Income</b>									<b>\$41.617</b>	<b>\$54.964</b>	<b>\$13.347</b>	<b>32.1</b>
<b>Support to Mass Transit:</b>												
Total Revenues									139.116	145.217	6.101	4.4
Less: Total Operating Expenses									<u>40.884</u>	<u>37.508</u>	<u>3.376</u>	8.3
<b>Net Operating Income/(Deficit)</b>									<b>\$98.232</b>	<b>\$107.709</b>	<b>\$9.477</b>	<b>9.6</b>
Deductions from Net Operating Income:												
Capitalized Assets									1.345	0.108	1.237	92.0
Reserves									2.241	2.241	0.000	0.0
B&T Debt Service									21.179	18.768	2.411	11.4
GASB Reserves									0.000	0.000	0.000	-
<b>Total Deductions From Operating Income</b>									<b>\$24.765</b>	<b>\$21.117</b>	<b>\$3.648</b>	<b>14.7</b>
<b>Total Support to Mass Transit</b>									<b>\$73.467</b>	<b>\$86.592</b>	<b>\$13.125</b>	<b>17.9</b>

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

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<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	376.155	382.742	6.587	1.8	0.000	0.000	0.000	-	376.155	382.742	6.587	1.8
Other Operating Revenue	4.074	5.525	1.451	35.6	0.000	0.000	0.000	-	4.074	5.525	1.451	35.6
Capital & Other Reimbursements	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Investment Income	0.184	0.036	(0.148)	(80.5)	0.000	0.000	0.000	-	0.184	0.036	(0.148)	(80.5)
<b>Total Revenue</b>	<b>\$380.413</b>	<b>\$388.303</b>	<b>\$7.890</b>	<b>2.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$380.413</b>	<b>\$388.303</b>	<b>\$7.890</b>	<b>2.1</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$33.238	\$31.593	\$1.645	4.9	\$0.000	\$0.000	\$0.000	-	\$33.238	\$31.593	\$1.645	4.9
Overtime	6.507	6.757	(0.250)	(3.8)	0.000	0.000	0.000	-	6.507	6.757	(0.250)	(3.8)
Health and Welfare	7.492	6.594	0.898	12.0	0.000	0.000	0.000	-	7.492	6.594	0.898	12.0
OPEB Current Payment	4.218	4.122	0.096	2.3	0.000	0.000	0.000	-	4.218	4.122	0.096	2.3
Pensions	7.365	8.027	(0.662)	(9.0)	0.000	0.000	0.000	-	7.365	8.027	(0.662)	(9.0)
Other Fringe Benefits	5.480	5.362	0.118	2.2	0.000	0.000	0.000	-	5.480	5.362	0.118	2.2
Reimbursable Overhead	(1.251)	0.000	(1.251)	(100.0)	0.000	0.000	0.000	-	(1.251)	0.000	(1.251)	(100.0)
<b>Total Labor Expenses</b>	<b>\$63.050</b>	<b>\$62.455</b>	<b>\$0.595</b>	<b>0.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$63.050</b>	<b>\$62.455</b>	<b>\$0.595</b>	<b>0.9</b>
<i>Non-Labor:</i>												
Electric Power	\$1.672	\$1.400	\$0.272	16.3	\$0.000	\$0.000	\$0.000	-	\$1.672	\$1.400	\$0.272	16.3
Fuel	1.031	0.637	0.394	38.2	0.000	0.000	0.000	-	1.031	0.637	0.394	38.2
Insurance	3.718	3.830	(0.112)	(3.0)	0.000	0.000	0.000	-	3.718	3.830	(0.112)	(3.0)
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	23.391	17.245	6.146	26.3	0.000	0.000	0.000	-	23.391	17.245	6.146	26.3
Professional Service Contracts	9.092	6.957	2.135	23.5	0.000	0.000	0.000	-	9.092	6.957	2.135	23.5
Materials & Supplies	1.267	1.088	0.179	14.1	0.000	0.000	0.000	-	1.267	1.088	0.179	14.1
Other Business Expenses	6.473	6.199	0.274	4.2	0.000	0.000	0.000	-	6.473	6.199	0.274	4.2
<b>Total Non-Labor Expenses</b>	<b>\$46.644</b>	<b>\$37.356</b>	<b>\$9.288</b>	<b>19.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$46.644</b>	<b>\$37.356</b>	<b>\$9.288</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>\$109.694</b>	<b>\$99.811</b>	<b>\$9.883</b>	<b>9.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$109.694</b>	<b>\$99.811</b>	<b>\$9.883</b>	<b>9.0</b>
Depreciation	\$27.534	\$27.608	(\$0.074)	(0.3)	\$0.000	\$0.000	\$0.000	-	\$27.534	\$27.608	(\$0.074)	(0.3)
OPEB Obligation	17.925	17.787	0.138	0.8	0.000	0.000	0.000	-	17.925	17.787	0.138	0.8
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$155.153</b>	<b>\$145.206</b>	<b>\$9.947</b>	<b>6.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$155.153</b>	<b>\$145.206</b>	<b>\$9.947</b>	<b>6.4</b>
Less: Depreciation	\$27.534	\$27.608	(\$0.074)	(0.3)	\$0.000	\$0.000	\$0.000	-	\$27.534	\$27.608	(\$0.074)	(0.3)
Less: OPEB Obligation	17.925	17.787	0.138	0.8	0.000	0.000	0.000	-	17.925	17.787	0.138	0.8
<b>Total Expenses</b>	<b>\$109.694</b>	<b>\$99.811</b>	<b>\$9.883</b>	<b>9.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$109.694</b>	<b>\$99.811</b>	<b>\$9.883</b>	<b>9.0</b>
<b>Net Surplus/(Deficit)</b>	<b>\$270.719</b>	<b>\$288.492</b>	<b>\$17.773</b>	<b>6.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$270.719</b>	<b>\$288.492</b>	<b>\$17.773</b>	<b>6.6</b>

Differences are due to rounding.

\*Variance exceeds 100%

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Net Income/(Deficit)</b>									<b>\$270.719</b>	<b>\$288.492</b>	<b>\$17.773</b>	<b>6.6</b>
Less: Capitalized Assets									4.035	0.929	\$3.106	77.0
Reserves									6.505	6.505	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
<b>Adjusted Net Income/(Deficit)</b>									<b>\$260.178</b>	<b>\$281.058</b>	<b>\$20.879</b>	<b>8.0</b>
Less: Debt Service									159.088	151.322	7.766	4.9
<b>Income Available for Distribution</b>									<b>\$101.091</b>	<b>\$129.736</b>	<b>\$28.645</b>	<b>28.3</b>
Distributable To:												
MTA - Investment Income									0.184	0.036	(0.148)	(80.5)
MTA - Distributable Income									65.069	79.313	14.244	21.9
NYCTR - Distributable Income									35.837	50.387	14.550	40.6
<b>Total Distributable Income</b>									<b>\$101.091</b>	<b>\$129.736</b>	<b>\$28.645</b>	<b>28.3</b>
<b><u>Support to Mass Transit:</u></b>												
Total Revenues									380.413	388.303	7.890	2.1
Less: Total Operating Expenses									<u>109.694</u>	<u>99.811</u>	<u>9.883</u>	9.0
<b>Net Operating Income/(Deficit)</b>									<b>\$270.719</b>	<b>\$288.492</b>	<b>\$17.773</b>	<b>6.6</b>
Deductions from Net Operating Income:												
Capitalized Assets									4.035	0.929	3.106	77.0
Reserves									6.505	6.505	0.000	0.0
B&T Debt Service									63.537	56.330	7.207	11.3
GASB Reserves									0.000	0.000	0.000	-
<b>Total Deductions From Operating Income</b>									<b>\$74.078</b>	<b>\$63.764</b>	<b>\$10.313</b>	<b>13.9</b>
<b>Total Support to Mass Transit</b>									<b>\$196.641</b>	<b>\$224.728</b>	<b>\$28.086</b>	<b>14.3</b>

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

			March 2015	Year-to-Date		
Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Nonreimbursable						
Vehicle Toll Revenue	5.404	3.9%	Higher toll revenue due to a 2.0% increase in traffic and a 1.9% increase in the average toll	6.587	1.8%	Higher toll revenue due to a 0.8% increase in traffic and a 0.9% increase in the average toll
Other Operating Revenue	0.748	54.2%	Higher Other Operating Revenue primarily due to higher E-ZPass administrative fees (\$0.372M) and net income from the Battery Parking Garage (\$0.194M)	1.451	35.6%	Higher Other Operating Revenue primarily due to higher E-ZPass administrative fees (\$0.566M) and net income from the Battery Parking Garage (\$0.292M)
Investment Income	(0.051)	-83.7%	Minor variance	(0.148)	-80.5%	Minor variance
Payroll	0.556	4.9%	Lower payroll expenses against the monthly adopted budget allocation due to vacancies	1.645	4.9%	Lower payroll expenses against the YTD adopted budget allocation due to vacancies
Overtime	(0.651)	-33.4%	See overtime tables	(0.250)	-3.8%	See overtime tables
Health and Welfare	0.294	11.8%	Lower Welfare Plan expenses primarily due to vacancies and the timing of expenses against the monthly adopted budget allocation	0.898	12.0%	Lower Welfare Plan expenses primarily due to vacancies and the timing of expenses against the YTD adopted budget allocation
OPEB Current Payment	0.035	2.5%	Minor variance	0.096	2.3%	Minor variance
Pensions	(0.228)	-9.3%	Minor variance	(0.662)	-9.0%	Minor variance
Other Fringe Benefits	(0.022)	-0.9%	Minor variance	0.118	2.2%	Minor variance
Electric Power	0.043	7.5%	Lower electricity expenses against the monthly adopted budget allocation	0.272	16.3%	Lower electricity expenses against the YTD adopted budget allocation
Fuel	0.035	10.2%	Lower fuel expenses against the monthly adopted budget allocation	0.394	38.2%	Higher fuel expenses against the YTD adopted budget allocation
Insurance	(0.066)	-5.3%	Minor variance	(0.112)	-3.0%	Minor variance
Maintenance and Other Operating Contracts	4.592	40.4%	Lower expenses primarily for Major Maintenance & Painting (\$3.606M), Security and Surveillance Equipment costs (\$0.833M), and HVAC Maintenance costs (\$0.197M) and other expenses due to timing, offset by higher Sandy-related expenses (-\$0.359M)	6.146	26.3%	Lower expenses primarily for Major Maintenance & Painting (\$3.710M), Security and Surveillance Equipment costs (\$0.814M), HVAC Maintenance costs (\$0.563M), E-ZPass Customer Service Center costs (\$0.504M), Security Services (\$0.224M), Facility Maintenance & Repair Services (\$0.200), and other expenses due to timing, offset by higher Sandy-related expenses (-\$0.571M)
Professional Service Contracts	(0.092)	-2.7%	Minor variance	2.135	23.5%	Lower expenses primarily for Bond Issuance Costs (\$1.661M), and Engineer Services (\$0.650M), offset by higher Procurement Card Purchases (-\$0.288M) and IT Consulting Services costs (-\$0.249M)
Materials & Supplies	(0.513)	*	Higher expenses primarily for De-Icing Materials (\$0.584M)	0.179	14.1%	Lower expenses across a variety of small equipment and supply categories against the YTD adopted budget allocation
Other Business Expense	(0.176)	-8.8%	Higher expenses primarily for Credit Card Fees (\$0.167M) against the monthly adopted budget allocation	0.274	4.2%	Lower Miscellaneous Expenses (\$0.196M) against the YTD adopted budget allocation
Depreciation	0.276	2.9%	Minor variance	(0.074)	-0.3%	Minor variance
Other Post Employment Benefits	0.046	0.8%	Minor variance	0.138	0.8%	Minor variance

\*Variance exceeds 100%

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

	March						March 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>	4,406	\$0.276	4,129	\$0.258	277 6.3%	\$0.018 6.4%	13,179	\$0.824	12,007	\$0.751	1,172 8.9%	\$0.073 8.9%
<u>Unscheduled Service</u>	1,017	\$0.063	569	\$0.035	448 44.1%	\$0.028 44.3%	3,105	\$0.193	2,260	\$0.140	845 27.2%	\$0.053 27.3%
<u>Programmatic/Routine Maintenance</u>	925	\$0.074	1,262	\$0.102	(337) -36.4%	(\$0.028) -37.1%	2,785	\$0.224	2,091	\$0.168	695 24.9%	\$0.056 25.0%
<u>Unscheduled Maintenance</u>	845	\$0.068	1,808	\$0.145	(963) **	(\$0.077) **	2,636	\$0.212	3,415	\$0.275	(779) -29.5%	(\$0.063) -29.7%
<u>Vacancy/Absentee Coverage</u>	12,362	\$0.782	14,207	\$0.899	(1,845) -14.9%	(\$0.117) -15.0%	37,685	\$2.392	46,887	\$2.977	(9,202) -24.4%	(\$0.585) -24.4%
<u>Weather Emergencies</u>	2,816	\$0.209	3,593	\$0.266	(777) -27.6%	(\$0.057) -27.5%	15,631	\$1.154	17,115	\$1.263	(1,484) -9.5%	(\$0.109) -9.5%
<u>Safety/Security/Law Enforcement</u>	2,326	\$0.145	2,252	\$0.140	75 3.2%	\$0.005 3.5%	6,989	\$0.436	10,885	\$0.679	(3,896) -55.7%	(\$0.243) -55.7%
<u>Other</u>	1,744	\$0.126	960	\$0.069	784 45.0%	\$0.057 45.3%	5,049	\$0.367	2,495	\$0.181	2,555 50.6%	\$0.186 50.7%
<u>*All Other Departments and Accruals</u>		\$0.205		\$0.685		(\$0.480) -234.5%		\$0.705		\$0.323		\$0.382 54.2%
Subtotal	26,441	\$1.948	28,779	\$2.599	(2,338) -8.8%	(\$0.651) -33.5%	87,059	\$6.507	97,154	\$6.757	(10,095) -11.6%	(\$0.250) -3.8%
<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>26,441</b>	<b>\$1.948</b>	<b>28,779</b>	<b>\$2.599</b>	<b>(2,338)</b> -8.8%	<b>(\$0.651)</b> -33.5%	<b>87,059</b>	<b>\$6.507</b>	<b>97,154</b>	<b>\$6.757</b>	<b>(10,095)</b> -11.6%	<b>(\$0.250)</b> -3.8%

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.

\*\*Variance exceeds 100%

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

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<b>OPERATIONS &amp; MAINTENANCE</b>						
<u>Scheduled Service</u>	277 6.3%	\$0.018 6.4%	Lower than planned expenses	1,172 8.9%	\$0.073 8.9%	Lower than planned expenses
<u>Unscheduled Service</u>	448 44.1%	\$0.028 44.3%	Lower than planned expenses	845 27.2%	\$0.053 27.3%	Lower than planned expenses
<u>Programmatic/Routine Maintenance</u>	(337) -36.4%	(\$0.028) -37.1%	Higher than planned expenses	695 24.9%	\$0.056 25.0%	Lower than planned expenses
<u>Unscheduled Maintenance</u>	(963) *	(\$0.077) *	Higher than planned expenses	(779) -29.5%	(\$0.063) -29.7%	Higher than planned expenses
<u>Vacancy/Absentee Coverage</u>	(1,845) -14.9%	(\$0.117) -15.0%	Higher than planned expenses	(9,202) -24.4%	(\$0.585) -24.4%	Higher than planned expenses
<u>Weather Emergencies</u>	(777) -27.6%	(\$0.057) -27.5%	Higher than planned expenses	(1,484) -9.5%	(\$0.109) -9.5%	Higher than planned expenses
<u>Safety/Security/Law Enforcement</u>	75 3.2%	\$0.005 3.5%	Minor variance	(3,896) -55.7%	(\$0.243) -55.7%	Higher than planned expenses due to increased security alert coverage.
<u>Other</u>	784 45.0%	\$0.057 45.3%	Lower than planned expenses	2,555 50.6%	\$0.186 50.7%	Lower than planned expenses
<u>*All Other Departments and Accruals</u>		(\$0.480) **	Adjustments for the 28-day OT payroll lag include some harsh weather impacts from February		\$0.382 54.2%	Primarily due to adjustments for the 28-day OT payroll lag
<b>Subtotal</b>	(2,338) -8.8%	(\$0.651) -33.5%		(10,095) -11.6%	(\$0.250) -3.8%	
<b>REIMBURSABLE OVERTIME</b>	- 0.0%	\$0.000 0.0%	No overtime due to the timing of capital project hours billed to the capital program	- 0.0%	\$0.000 0.0%	No overtime due to the timing of capital project hours billed to the capital program
<b>TOTAL OVERTIME</b>	<b>(2,338)</b>	<b>(\$0.651)</b>		<b>(10,095)</b>	<b>(\$0.250)</b>	

Figures are preliminary.

Totals may not add due to rounding

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

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

\*\*Variance exceeds 100%



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

**OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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

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

**Month of March**

**Year to date ending March 2015**

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

<b>Prior Year</b>		<b>Current Year</b>		<b>Percentage Change</b>			<b>Prior Year</b>		<b>Current Year</b>		<b>Percentage Change</b>	
<b>Traffic</b>	<b>Revenue</b>	<b>Traffic</b>	<b>Revenue</b>	<b>Traffic</b>	<b>Revenue</b>		<b>Traffic</b>	<b>Revenue</b>	<b>Traffic</b>	<b>Revenue</b>	<b>Traffic</b>	<b>Revenue</b>
3.2	\$21.7	3.3	\$22.4	2.8%	3.6%	Bronx-Whitestone	8.6	\$58.5	8.8	\$60.2	2.9%	3.0%
0.6	1.3	0.6	1.3	1.3%	1.4%	Cross Bay	1.6	3.4	1.7	3.5	2.9%	2.3%
1.8	5.2	1.8	5.2	-1.2%	1.0%	Henry Hudson	4.8	13.9	4.9	14.3	0.9%	2.6%
1.4	8.1	1.5	8.8	6.4%	8.0%	Hugh L. Carey	3.7	21.8	4.0	23.4	6.8%	7.1%
0.6	1.2	0.6	1.2	1.2%	1.8%	Marine Parkway	1.5	3.2	1.6	3.2	1.0%	0.2%
2.5	15.1	2.5	15.4	1.0%	2.4%	Queens Midtown	6.5	40.0	6.7	41.2	2.6%	2.9%
2.3	16.5	2.4	17.3	3.6%	4.9%	RFK - Bronx	6.2	44.5	6.6	46.8	5.6%	5.4%
2.5	15.4	2.6	15.7	1.7%	2.1%	RFK - Manhattan	6.8	41.0	6.9	41.8	1.9%	2.0%
3.3	24.2	3.3	25.1	1.9%	3.5%	Throgs Neck	8.7	64.6	9.0	67.4	3.6%	4.4%
5.3	28.3	5.3	30.6	0.6%	8.2%	Verrazano-Narrows	14.3	77.3	14.7	80.9	2.6%	4.7%
<b>23.4</b>	<b>\$136.9</b>	<b>23.8</b>	<b>\$143.1</b>	<b>1.8%</b>	<b>4.5%</b>	<b>Total</b>	<b>62.9</b>	<b>\$368.2</b>	<b>64.8</b>	<b>\$382.7</b>	<b>3.1%</b>	<b>4.0%</b>
	<b>\$5.842</b>		<b>\$6.000</b>		<b>2.7%</b>	<b>Revenue Per Vehicle</b>		<b>\$5.855</b>		<b>\$5.904</b>		<b>0.8%</b>

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

**Comparison Actual vs. Adopted Budget:**

<b>Mar Budget</b>		<b>Mar Actual</b>		<b>Percentage Change</b>			<b>YTD Budget</b>		<b>YTD Actual</b>		<b>Percentage Change</b>	
<b>Traffic</b>	<b>Revenue</b>	<b>Traffic</b>	<b>Revenue</b>	<b>Traffic</b>	<b>Revenue</b>		<b>Traffic</b>	<b>Revenue</b>	<b>Traffic</b>	<b>Revenue</b>	<b>Traffic</b>	<b>Revenue</b>
<b>23.4</b>	<b>137.7</b>	<b>23.8</b>	<b>143.1</b>	<b>2.0%</b>	<b>3.9%</b>	<b>Total All</b>	<b>64.3</b>	<b>\$376.2</b>	<b>64.8</b>	<b>\$382.7</b>	<b>0.8%</b>	<b>1.8%</b>
	<b>\$5.886</b>		<b>\$6.000</b>		<b>1.9%</b>	<b>Revenue Per Vehicle</b>		<b>\$5.849</b>		<b>\$5.904</b>		<b>0.9%</b>

**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**  
**March 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	3 Managerial and 2 Professional vacancies
Administration <sup>(3)</sup>	33	35	(2)	1 Professional and 1 Managerial overage
EEO	2	1	1	1 Professional vacancy
<b>Total Administration</b>	<b>93</b>	<b>82</b>	<b>11</b>	
<b>Operations</b>				
Revenue Management	41	39	2	2 Professional vacancies
Operations (Non-Security)	716	549	167	119 BTO, 45 Managerial and 3 Professional vacancies
<b>Total Operations</b>	<b>757</b>	<b>588</b>	<b>169</b>	
<b>Maintenance</b>				
Maintenance	181	167	14	2 Managerial, 3 Professional, and 9 Maintainer vacancies
Operations - Maintainers	173	159	14	14 Maintainer vacancies
Internal Security - Tech Svcs	13	12	1	1 Maintainer vacancy
<b>Total Maintenance</b>	<b>367</b>	<b>338</b>	<b>29</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	178	156	22	1 Managerial vacancy and 21 Professional vacancies
Safety & Health	9	7	2	1 Professional and 1 Managerial vacancy
Law <sup>(1)</sup>	15	14	1	1 Professional vacancy
CFO-Planning & Budget Capital	23	14	9	5 Managerial and 4 Professional vacancies
<b>Total Engineering/Capital</b>	<b>225</b>	<b>191</b>	<b>34</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>1,465</b>	<b>244</b>	
Non-Reimbursable	1,622	1,378	244	
Reimbursable	87	87	-	
<b>Total Full-Time</b>	<b>1,709</b>	<b>1,465</b>	<b>244</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**  
**March 2015**

	Adopted Budget	Actual	Favorable (Unfavorable)	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	29	24	5	3 vacancies in Executive and 3 in CFO, and 1 overage in Administration
Professional, Technical, Clerical	64	58	6	5 vacancies in Executive, 2 in CFO, 1 vacancy in EEO, and 1 overage in Law and Admin.
Operational Hourlies	-	-	-	
<b>Total Administration</b>	<b>93</b>	<b>82</b>	<b>11</b>	
<b>Operations</b>				
Managers/Supervisors	206	161	45	45 Managerial vacancies in Operations
Professional, Technical, Clerical	43	38	5	2 vacancies in Revenue Management and 3 in Operations
Operational Hourlies <sup>(1)</sup>	508	389	119	119 BTO vacancies in Operations
<b>Total Operations</b>	<b>757</b>	<b>588</b>	<b>169</b>	
<b>Maintenance</b>				
Managers/Supervisors	13	11	2	2 vacancies in Maintenance
Professional, Technical, Clerical	18	15	3	3 vacancies in Maintenance
Operational Hourlies <sup>(2)</sup>	336	312	24	14 Maintainer vacancies in Operations, 9 in Maintenance, and 1 in Internal Security
<b>Total Maintenance</b>	<b>367</b>	<b>338</b>	<b>29</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	44	37	7	1 vacancy in Safety and Health, 1 in Engineering, and 5 vacancies in CFO
Professional, Technical, Clerical	181	154	27	21 vacancies in Engineering, 4 in CFO, 1 vacancy in Safety and Health, and 1 in Law
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>225</b>	<b>191</b>	<b>34</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	276	59	
Professional, Technical, Clerical	337	295	42	
Operational Hourlies	1,037	894	143	
<b>Total Positions</b>	<b>1,709</b>	<b>1,465</b>	<b>244</b>	

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



# **Bridges and Tunnels**

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



MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
STATUS REPORT  
APRIL 30, 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 April, there were 11 commitments made with a total value of \$232.6 million (See *Attachment 1, 2015 Commitment Chart; Attachment 7 – 2015 Commitment Plan*). Year-to-date, 22 commitments have been made with a total value \$256.6 million against a plan calling for 22 commitments with a total value of \$279.8 million. The most notable commitment made in April are:

- QMT Construction totaling \$230.9 million for:
  - QM40, Tunnel Wall and Ceiling Repairs and Leak Control-Construction Phase 1, \$36.8 million
  - QM14, Entrance and Exit Plazas Structural Rehabilitation-Construction Phase 1, \$7.4 million
  - QM40S, Sandy Restoration, \$186.7 million
    - ED040281 Restore QMT Control/Communication System, \$90.8 million
    - ED010240 Restore Tunnel Wall and Ceiling, \$87.6 million
    - ED050203 QMT Environmental Cleanup, \$7.5 million
    - ED020203 Restore QMT Roadway, \$0.8 million

Completions

There were four completions made in April with a total value of \$11.5 million. Year-to-date, six completions have been made with a total value of \$156.5 million. (See *Attachment 3 - 2015 Completion Chart; Attachment 4 – 2015 Major Project Completions; Attachment 5 - 2015 Project Completion Plan*).

Close-outs

There was one task level closeout in April. (See *Attachment 6 – 2015 Task Level Closeouts*). Year-to date there are 6 task level closeouts for \$7.7 million.

Award Date Changes for Remaining Commitments

RK23, Construction of New Harlem River Drive Ramp, MOU, planned for award in June for \$15.0 million is now forecast for September. Additional time is required to negotiate the terms of contract with New York City DOT and their contractor.

MP16, Miscellaneous Steel Repairs & Structural Rehabilitation and Painting of Roadway Structures planned for award in June for \$21.8 million and \$17.0 million respectively are now forecast for September. Additional time is required to prepare bid documents.

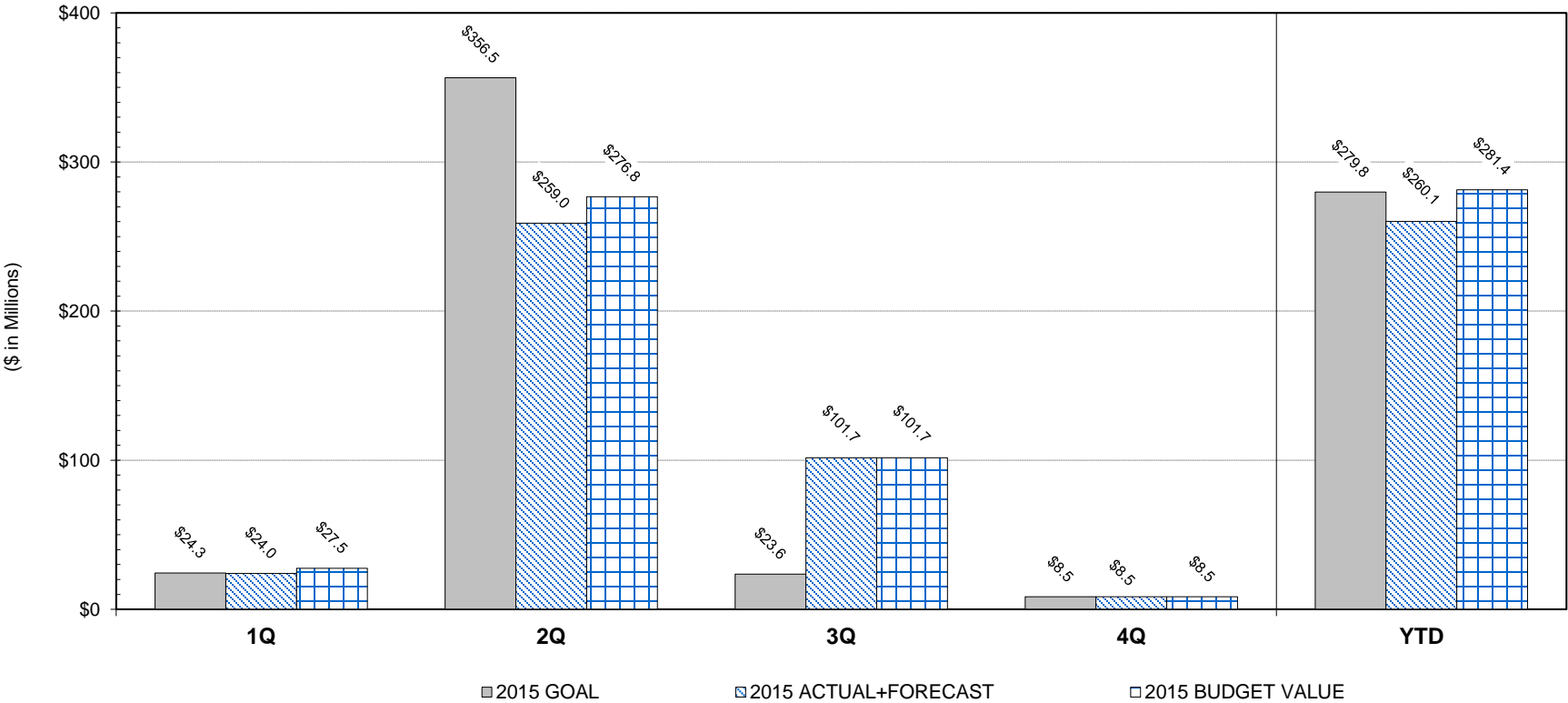
MP03, Rehabilitation of Programmable Logic Controller & Mechanical System, planned for award in June for \$24.3 million is now forecast for September. Additional time is required to prepare bid documents.

Completion Date Changes for Remaining Projects

There were no changes for remaining completions.

**MTA Bridges and Tunnels**  
**Commitments as of April 30, 2015**

2015 Budget Goal:	\$412.9
2015 Annual Forecast	\$393.2
YTD Goal:	\$279.8
YTD Actual:	\$256.6 (91.7% of YTD Goal)
YTD Budgeted Value:	\$281.4 (100.5% of YTD Goal)
Left to Commit:	\$136.6



## MTA Bridges and Tunnels: Status of Major Commitments as of April 30, 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	A	
ED010240	Restore Queens Midtown Tunnel - Structural - Construction	\$100.1	\$87.6	\$100.1	Apr-15	Nov-14	Apr-15	A	
ED040281	Restore QMT Cntrl/Comm Sys, CCTV,Traffic Signals - Construction	\$54.0	\$90.8	\$54.0	Apr-15	Nov-14	Apr-15	A	
ED050203	Queens Midtown Tunnel Environmental Cleanup - Construction Phase II	\$24.1	\$7.5	\$24.1	Apr-15	Nov-14	Apr-15	A	
D702RK23	Construction of New Harlem River Drive Ramp - MOU	\$15.0	\$15.0	\$15.0	Jun-15	N/A	Sep-15	F	1
D701MP16	Miscellaneous Steel Repairs & Structural Rehabilitation - Construction	\$21.8	\$21.8	\$21.8	Jun-15	Feb-15	Sep-15	F	2
D707MP16	Painting of MPB Roadway Structures - Construction	\$17.0	\$17.0	\$17.0	Jun-15	Feb-15	Sep-15	F	2
D704MP03	Rehabilitation of Programmable Logic Controller & Mechanical System - Construction	\$24.3	\$24.3	\$24.3	Jun-15	Feb-15	Sep-15	F	2

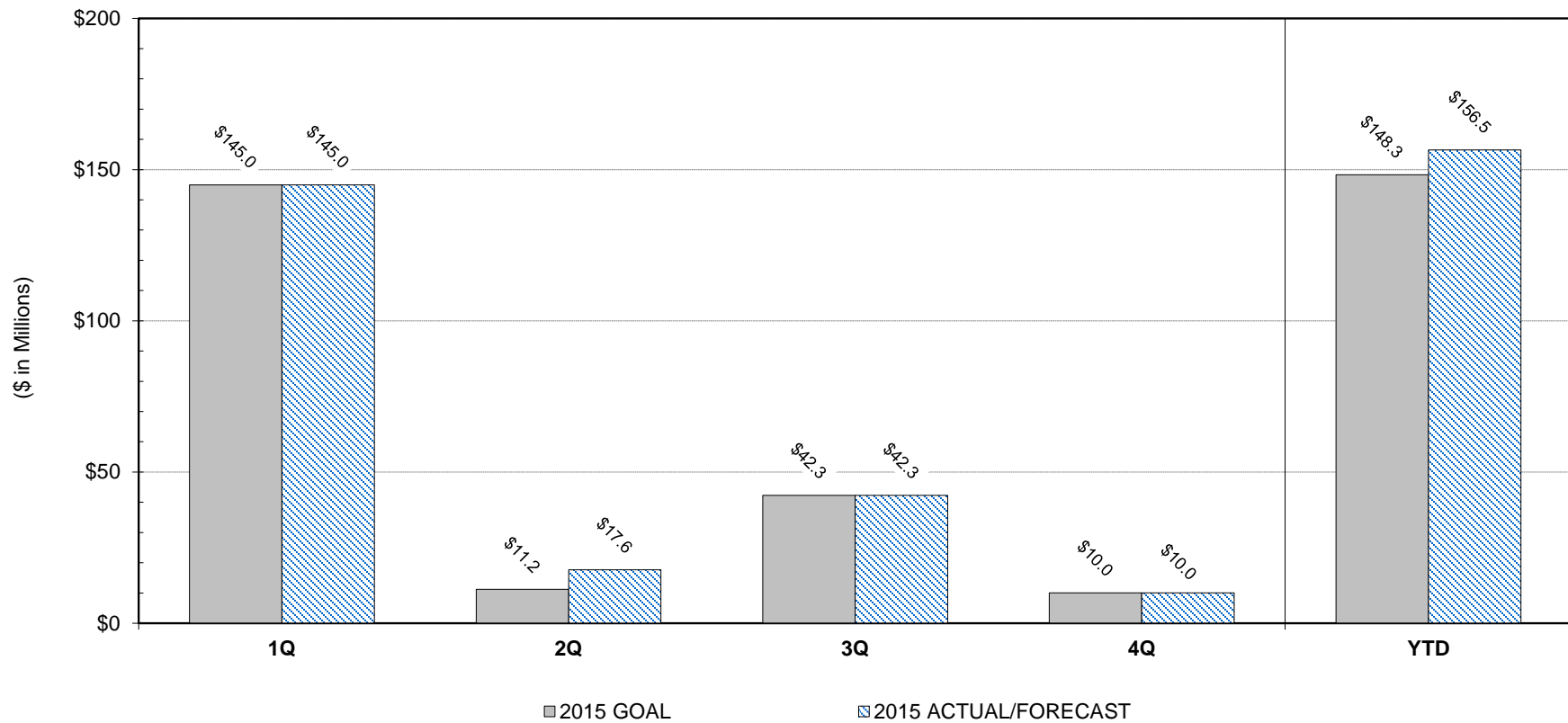
Note 1: Additional time is required to negotiate the terms of contract with New York City DOT and their contractor

Note 2: Additional time is required to prepare bid documents



## MTA Bridges and Tunnels Completions as of April 30, 2015

2015 Budget Goal:	\$208.5
2015 Annual Forecast:	\$214.9
YTD Goal:	\$148.3
YTD Actual:	\$156.5 (105.6% of YTD Goal)
Left to Complete:	\$58.4



## MTA Bridges and Tunnels: Status of Major Completions as of April 30, 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	52%	41%	Jul-15	Jul-15	F	
D601MP06 Substructure & Underwater Scour Protection	\$26.5	\$26.5	53%	63%	Jul-15	Jul-15	F	
D602BW89C Deck Replacement - Elevated and On Grade Approach	\$142.5	\$142.5	96%	69%	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		
			Jan-15 Total	\$142,452,247	\$142,452,247				
D601MP16	Miscellaneous Steel Repairs	Design	Mar-15	\$2,512,355	\$2,512,355	Mar-15	\$2,512,355		
			Mar-15 Total	\$2,512,355	\$2,512,355				
D601TN60	Anchorage Dehumidification	Design	Apr-15	\$3,297,137	\$3,297,137	Apr-15	\$3,297,137		
			Apr-15 Total	\$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	Apr-15	\$1,794,604		
			May-15 Total	\$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
			Jun-15 Total	\$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
			Jul-15 Total	\$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
			Sep-15 Total	\$3,308,868	\$3,308,868				
D601HH89	Skewbacks Retrofit	Design	Oct-15	\$5,730,000	\$5,730,000			Oct-15	\$5,730,000
			Oct-15 Total	\$5,730,000	\$5,730,000				
D604QM81	Controls / Communication System	Design	Nov-15	\$4,305,012	\$4,305,012			Nov-15	\$4,305,012
			Nov-15 Total	\$4,305,012	\$4,305,012				
Unplanned Completions									
D601BW14	Miscellaneous Structural Rehabilitation	Design				Apr-15	\$3,633,485		
D601BW84	Cable Investigation/Monitoring	Design				Apr-15	\$2,815,652		
			Grand Total	\$208,468,734	\$208,468,734	Total	\$156,505,480	Remaining	\$58,412,390

Attachment 6  
2015 Task Level Closeouts

2015 TASK LEVEL CLOSEOUTS						
PROJECT	PROJECT DESCRIPTION	TASK	TASK DESCRIPTION	CLOSEOUT WAR	CERTIFICATE DATE	CERTIFICATE AMOUNT
D503HH85	Upper Level Toll Plaza Deck	D01846	Design (PSC-04-2726)	D00000980F	Jan-15	\$3,737,893.67
D607VN88	Tower Painting-Below Roadway Level	D02808	Paint CM(PSC-09-2861)	D00001282	Mar-15	\$2,456,146.00
D306AW22	Miscellaneous	D00809	Endispue Contract	D00000337	Mar-15	\$0.00
D403AW41	Toll Registry System Replacment	D02114	AW41G-Partial Lane Control ( PSC-05-2756)	D00001021	Mar-15	\$1,534,990.00
D602RK73	Deck Replacement -RFK MQ Ramp	D03174	Operations F/A (TBTA-D1555)	D00001555	Mar-15	\$0.00
D503AW52	Adv. Automated Traffic Detect.	D02337	AW52C-PM Scope Dev. F/A(TBTA-D1173)	D00001173	Apr-15	\$0.00
				<b>Total</b>	<b>6</b>	<b>\$7,729,029.67</b>

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

ACEP	Project Description	Task	IMPACT Task	Task Description	Goal Start Date	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast 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>						\$9,485,515	\$9,485,515				
D602VN03	Toll Plaza - East & West Bound Ramps Improvements	D03281	D03281	Incentive for Early Completion	Feb-15	\$1,335,000	\$1,335,000	Feb-15	\$1,335,000		
D606AW22	Miscellaneous	D03290	D03290	BCOR Review- HH88B	Feb-15	\$138,600	\$138,600	Feb-15	\$111,488		
ED010228	Restore Hugh L. Carey Tunnel - Structural	E02988	E02988	SBMP-BB28X1-Tunnel Vent Doors	Feb-15	\$1,173,910	\$1,173,910			Apr-15	\$1,173,910
D602HH88	Replace Upper & Lower Level Plza & Southbnd. Apr.	D03238	D03238	ORT-Gantry Installation	Feb-15	\$9,365,306	\$9,365,306	Feb-15	\$9,365,306		
D602MP21	Rehabilitate Rockaway Point Blvd	D02997	D02997	Dsgn During Cns.	Feb-15	\$158,845	\$158,845			-	\$0
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>						\$14,671,661	\$14,671,661				
D606AW22	Miscellaneous	D03289	D03289	BCOR Review- HH89	Mar-15	\$165,000	\$165,000	Feb-15	\$160,665		
<b>Mar-15 Total</b>						\$165,000	\$165,000				
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	\$793,488		
<b>Apr-15 Total</b>						\$255,517,270	\$255,517,270				
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>						\$6,243,353	\$6,243,353				
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			Sep-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

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

ACEP	Project Description	Task	IMPACT Task	Task Description	Goal Start Date	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast Start Date	Forecast Value
ED050201	Restore CBB Service Bldg	E03428	E03428	Design during construction	Jun-15	\$175,000	\$175,000			Jun-15	\$175,000
ED040303	Flood Mitigation-Generator at GIVB	E03433	E03433	Construction	Jun-15	\$3,072,462	\$3,072,462			Jun-15	\$3,072,462
ED040303	Flood Mitigation-Generator at GIVB	E03435	E03435	PM Const. F/A	Jun-15	\$120,000	\$120,000			Jun-15	\$120,000
ED040303	Flood Mitigation-Generator at GIVB	E03434	E03434	Design during construction	Jun-15	\$75,000	\$75,000			Jun-15	\$75,000
D604MP03	Programmable Logic Controller & Mechanical Rehab.	D03286	D03286	Ph1-Design During Cns.	Jun-15	\$150,000	\$150,000			Jun-15	\$150,000
ED040207	Replace MPB Electrical Equipmt at North Abutment	E03429	E03429	Design during construction	Jun-15	\$160,000	\$160,000			Jun-15	\$160,000
ED040207	Replace MPB Electrical Equipmt at North Abutment	E02158	E02158	Const. Adm.	Jun-15	\$263,824	\$263,824			Jun-15	\$263,824
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			Sep-15	\$24,255,000
D701MP16	Miscellaneous Steel Repairs & Structural Rehabilitation	C0536		Construction -C0536	Jun-15	\$21,800,000	\$21,800,000			Sep-15	\$21,800,000
D707MP16	Painting of MPB Roadway Structures	C0541		Construction-C0541	Jun-15	\$17,000,000	\$17,000,000			Sep-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		
D601RK76	Miscellaneous Structural Repair	D03085	D03085	RK76 CSS (PSC-13-2844A WO#1)	Apr-15		\$100,553	Apr-15	\$100,553		
D602BB54	Replacement Brooklyn Plaza Structural Slab	D03257	D03257	Operations F/A(TBTA-D1740)	Apr-15		\$275,477	Apr-15	\$275,477		
<b>Grand Total</b>						<b>\$412,939,459</b>	<b>\$414,635,235</b>	<b>\$256,606,222</b>		<b>Grand Total</b>	<b>\$136,627,634</b>



# Bridges and Tunnels

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## Procurements May 2015



# Staff Summary

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

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

Board Action					
Order	To	Date	Approval	Info	Other
1	President	5/6/15	<i>FOR FERRARA</i>		
2	MTA B&T Committee	5/18/15			
3	MTA Board	5/20/15			

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

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

## PURPOSE:

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

## DISCUSSION:

MTA B&T proposes to award Non-Competitive procurements in the following categories: None.

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

Schedules Requiring Majority Vote		# of Actions	\$ Amount
Schedule G	Miscellaneous Service Contracts	1	\$ 0.529M
Schedule I	Modifications to Purchase and Public Works Contracts	2	\$ 3.389M
SUBTOTAL		3	\$ 3.918M

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

SUBTOTAL	3	\$ 3.918M
TOTAL	3	\$ 3.918M

## BUDGET IMPACT:

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

## RECOMMENDATION:

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

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



**MTA BRIDGES & TUNNELS**  
TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

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

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

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

**NOW**, the Board resolves as follows:

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

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

**MTA BRIDGES & TUNNELS**

**Procurements Requiring Majority Vote:**

**G: Miscellaneous Service Contracts**

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

**1. Clean Rental Services, Inc. \$529,434.00**  
**Contract No. 15-MNT-2944**

6 yr. contract - Competitive Bid – Low responsive bid/2 bids

On March 13, 2015, B&T issued a solicitation for the required services for the rental and cleaning of Maintenance personnel uniforms. B&T's contract with its Maintenance workforce requires B&T to supply and clean Maintenance personnel uniforms. Additionally, the laundering and repair services required under the prospective contract are not available at B&T. The service requirements were publicly advertised, the solicitation notice was sent to 190 firms and five firms requested copies of the solicitation. On April 21, 2015, two bids were submitted and are ranked as follows:

<u>Bidders</u>	<u>Bid Amount</u>
Clean Rental Services, Inc.	\$529,434.00
Lumal Cleaners d/b/a	\$868,916.00
Amco Uniform Rental	

The scope of services under the prospective contract has not changed compared with the prior contract. The rates for this contract are based on a sliding scale rate for years 1-3 and years 4-6 for a total term of six years. The overall bid amount is 32% lower than the user's estimate of \$778,140.65. Rates decreased for all line items when compared to the pricing of the current Contract. After evaluation of the bids, it was determined that Clean Rental Services, Inc. is the lowest responsive, responsible bidder. Based on competition, the price is considered fair and reasonable. The MTA Department of Diversity and Civil Rights has established goals of 10% MBE and 10%WBE for this contract. Funding is available in the Operating Budget chargeable to General Ledger #714303.

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

**I: Modifications to Purchase & Public Works Contracts**

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

2.    **El Sol Contracting and Construction**                      **\$3,043,735.59**                      **Staff Summary Attached**  
      **Corp./El Sol Ltd. Enterprises, JV**  
      **Contract No. VN-80C/VN-35**  
         Additional work items negotiated with the contractor for furnishing new ramp Gantries,  
         Miscellaneous Steel Repairs and Painting at the Verrazano-Narrows Bridge.
  
3.    **Verdugos General Contractors Corp.**                      **\$345,404.00**                      **Staff Summary Attached**  
      **Contract No. MP-06B**  
         Furnishing manpower, equipment and material necessary for the South Abutment Concrete  
         repairs and electrical work at the Marine Parkway – Gil Hodges Memorial Bridge.

## Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: 2 (Final)

<b>Vendor Name (&amp; Location)</b> EI Sol Contracting and Construction Corp./EI Sol Ltd. Enterprises, JV	<b>Contract Number</b> VN-80C/VN-35	<b>AWO/Modification #</b>
<b>Contract Title:</b> Furnish New Ramp/Miscellaneous Steel Repairs and Painting at the Verrazano-Narrows Bridge		
<b>Contract Term (including Options, if any)</b> December 24, 2013 - June 23, 2017		
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Joe Keane, P.E.		
	<b>Original Amount:</b>	\$84,300,000.00
	<b>Prior Modifications:</b>	\$629,343.80
	<b>Prior Budgetary Increases:</b>	N/A
	<b>Current Amount:</b>	\$84,929,343.80
	<b>This Request:</b>	\$3,043,735.59
	<b>% of This Request to Current Amount:</b>	3.6%
	<b>% of Modifications (including This Request) to Original Amount:</b>	4.4%

### Discussion:

B&T is seeking the Board's approval under the All-Agency Procurement Guidelines to modify contract VN-80C/VN-35 with EI Sol Contracting and Construction Corp./EI Sol Ltd. Enterprises JV (EI Sol) for the following additional work items in a negotiated net amount totaling \$3,043,735.59. The groups of items are summarized below:

Group 1: The Engineer determined that the following items were recommended for efficiency, cost savings, improved safety or field conditions:

(A) Install Electrical Feed to Belt Ramp Gentries Below Lower Level - By installing the electrical feed below the lower level of the Brooklyn Approach instead of below the upper level as specified, the conduit and cable will not have to be replaced during future planned replacement of the upper level deck.

(B) Conduit and Cable Relocation at the Upper Level of the Brooklyn Approach - The existing conduit and cable located in a portion of the maintenance walk on both the eastbound and westbound sides of the bridge to be removed conflicts with the temporary travel lanes that must be reconfigured prior to construction work at the HOV Ramp tie-in at the bridge's upper level. In order to complete the contract work, additional quantities of cable, conduit and junction boxes and new items for flexible conduit are required.

(C) Disposal of Contaminated Non-Hazardous Soil - An additional quantity of contaminated non-hazardous soil disposal is necessary due to field conditions discovered during construction.

(D) Install Glare Shields on Temporary Concrete Barrier - To provide increased safety, installation of glare shields on segments of the temporary barrier where the superstructure removal will be performed. The shields help prevent traffic slowdown and reduce the potential for traffic accidents that could occur from drivers looking at the work while passing by.

(E) Relocate Sign at Upper Level - A traffic sign requires relocation as it interferes with necessary demolition work of the existing parapet and allows for improved transition of the completed HOV Ramp.

(F) Upgrade Standpipe Expansion Joints- Since the contract plans were issued, new materials have become available that improve the design of the standpipe expansion joints and will improve the performance of the standpipe system to be installed on the new ramps.

(G) Additional Fire Protection Measures - The Authority's latest Standard Fire Protection specification has been updated since award of this project to include the requirement that formwork lumber be fire-retardant.

(H) Excavation Protection System (EPS) - At several locations field conditions exposed buried water main or drainage pipe in close proximity to the excavation areas and excavations being located on or near Fort Hamilton property that require EPS to be installed.

(I) Improvements to Proposed Scuppers - To improve functionality of the scuppers, an improved design to enlarge them and provide more effective drainage than those shown in the contract drawings are recommended.

El Sol proposed \$2,551,932.45 for item A through I; the Engineer's estimate is \$2,231,756.73. When compared to the estimate, the negotiated amount of \$2,227,812.87 (less than 1% under the estimate) is considered fair and reasonable.

Group 2 - The Engineer determined that due to field conditions observed after the existing structural steel had been abrasive blasted, a greater quantity of caulking of the structural steel is required. El Sol proposed \$235,000 for this work; the Engineer's estimate is \$158,100. When compared to the estimate, the negotiated amount of \$159,000 (less than 1% above the estimate) is considered fair and reasonable.

Group 3 - The Engineer determined that the following items were recommended based on the Biennial Inspection and their own observations:

(A) Additional Bearing Reset Locations - Additional resetting and restoration of 38 of the 527 bearings are to be restored. El Sol proposed \$563,352.47 for these additional bearing resetting and restoration; the Engineer's estimate is \$517,474.08. When compared to the estimate, the negotiated amount of \$515,724 (less than 1% below the estimate) is considered fair and reasonable. There will be a corresponding reduction of quantity of the original line item of the Bridge Bearing Restoration, resulting in a credit of \$36,100.

(B) Remove and Replace Downspouts - The existing downspouts conflict with concrete spall repair work at various locations and the spall repair work cannot be performed without first removing the existing downspouts. Temporary drainage measures will be installed and maintained while the spall work is being performed. Once the spall repair is complete, the downspouts will be installed. El Sol proposed \$177,298.72 for this work; the Engineer's estimate is \$177,515.84. When compared to the estimate, the proposed amount of \$177,298.72 (less than 1% below the estimate) is considered fair and reasonable.

Overall, El Sol proposed \$3,491,483.64 for all the items described; the Engineer estimates totaled \$3,048,646.65. Based on the above, the overall net increase of \$3,043,735.59 (less than 1% under the estimate) to the contract is considered fair and reasonable.

Funding for this amendment is available in the 2010-2014 Capital Program under Projects: D602VN80 - VN80C (\$2,227,812.87), D607VN35-Painting (\$159,000), and D601VN35 (\$656,922.72).

## Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: 3 (Final)

<b>Vendor Name (&amp; Location)</b> Verdugos General Contractors Corp., Woodhaven, NY	<b>Contract Number</b> MP-06B	<b>AWO/Modification #</b>
<b>Contract Title</b> South Abutment Concrete Repairs and Electrical Work at the Marine Parkway Bridge		
<b>Contract Term (including Options, if any)</b> February 5, 2014 – February 4, 2015		
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Joe Keane, P.E.		
	<b>Original Amount:</b>	\$543,136.00
	<b>Prior Modifications:</b>	\$22,717.00
	<b>Prior Budgetary Increases:</b>	N/A
	<b>Current Amount:</b>	\$565,853.00
	<b>This Request:</b>	\$345,404.00
	<b>% of This Request to Current Amount:</b>	61%
	<b>% of Modifications (including This Request) to Original Amount:</b>	67.8%

### Discussion:

B&T is seeking the Board's approval under the All-Agency Procurement Guidelines to modify this contract with Verdugos General Contractors Corp. for additional work associated with permanent arch repairs on the South Abutment of the Marine Parkway Bridge in the amount of \$345,404.

Under the auspices of the Small Business Mentoring Program, Contract MP-06B was awarded in February 2014 to Verdugos General Contractors Corp. (Verdugos) for furnishing all manpower, equipment and material necessary for concrete repairs and electrical improvements at the Marine Parkway Bridge South Abutment for a duration of twelve (12) months, in the low bid amount of \$543,136.

Based on field conditions, an amendment for \$22,717 was issued for extra work involving the temporary relocation and reinstallation of 5kV and communication line conduits attached to the stem wall of the Marine Parkway Bridge's South abutment in order to remove and repair the concrete wall behind the conduits, and the installation of a sidewalk shed protective scaffolding system at the South abutment archway for public safety while designing a more extensive long-term concrete repair solution.

The original contract scope of work included localized repairs to spalled and hollow concrete areas in the South Abutment arch. During loose concrete removal operations in preparation for the concrete patch repairs, it was discovered that the reinforcing steel bars were completely corroded and a large separation existed between the substrate and the concrete cover. Without cohesion between the separated layers of concrete, the concrete on the vertical and overhead sections of the archway could detach in sections and fall. Since the archway is open to the public, both recreational users and the Authority employees could potentially be harmed, which led to the temporary installation of the protective scaffolding system.

For the additional concrete repairs, Verdugos submitted a proposal in the amount of \$345,404. The Engineer's estimate is \$320,524. Given that the variance between Verdugos' proposal and the Engineer's estimate of \$24,880 is attributable to the cost of additional protection required by the contractor for the communication cables, the proposed amount of \$345,404 was accepted as fair and reasonable. Due to the safety factor involved, B&T gave approval for initial funding of \$110,000 for engineering costs and materials. The Substantial Completion date will also be extended for eight months.

Funding for this amendment is available in the 2010-2014 Capital Program under Project D601MP06.



# Bridges and Tunnels

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## Diversity Report First Quarter 2015



# OVERVIEW

MTA Bridges and Tunnels has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing Bridges and Tunnels' March 31, 2015 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

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



**DEFINITIONS OF EEO JOB CATEGORIES:****Officials & Administrators**

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

**Professionals**

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

**Technicians**

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

**Protective Services**

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

**Paraprofessionals**

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

**Administrative Support**

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

**Skilled Craft**

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

**Service Maintenance**

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

## 2015 FIRST QUARTER EEO REPORT

AGENCY NAME: **Bridges and Tunnels**

### NEW HIRES AS OF MARCH 31, 2015

JOB CATEGORY	TOTAL <sup>1</sup>	FEMALES <sup>2</sup>		Minorities		Non-Minorities		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	2	0	0%	0	0%	2	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Professionals	2	0	0%	2	100%	0	0%	1	50%	0	0%	1	50%	0	0%	0	0%	0	0%
Technicians	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Protective Services	1	1	100%	1	100%	0	0%	1	100%	0	0%	0	0%	0	0%	0	0%	0	0%
Paraprofessionals	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Administrative Support	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Skilled Craft	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Service Maintenance	1	1	100%	0	0%	1	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
<b>Total</b>	<b>6</b>	<b>2</b>	<b>33%</b>	<b>3</b>	<b>50%</b>	<b>3</b>	<b>50%</b>	<b>2</b>	<b>33%</b>	<b>0</b>	<b>0%</b>	<b>1</b>	<b>17%</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>0%</b>

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

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

## 2015 FIRST QUARTER EEO REPORT

AGENCY NAME: **Bridges and Tunnels**

### WORKFORCE UTILIZATION ANALYSIS AS OF MARCH 31, 2015

JOB CATEGORY	FEMALES *			BLACKS			HISPANICS			ASIANS			AI/AN **			NHOPI ***			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	32%	22%	No	5%	19%	Yes	5%	5%	Yes	6%	8%	Yes	0%	0%	Yes	1%	1%	Yes	1%	6%	Yes
Professionals	36%	41%	Yes	10%	20%	Yes	10%	18%	Yes	7%	17%	Yes	0%	0%	Yes	3%	0%	No	1%	3%	Yes
Technicians	11%	20%	Yes	11%	17%	Yes	8%	18%	Yes	0%	7%	Yes	0%	0%	Yes	1%	0%	No	0%	5%	Yes
Protective Services	12%	21%	Yes	12%	32%	Yes	10%	23%	Yes	0%	4%	Yes	0%	0%	Yes	0%	0%	Yes	2%	2%	Yes
Paraprofessionals	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes
Administrative Support	53%	72%	Yes	18%	55%	Yes	22%	13%	No	2%	11%	Yes	0%	0%	Yes	4%	0%	No	1%	0%	No
Skilled Craft	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes
Service Maintenance	2%	3%	Yes	16%	18%	Yes	18%	15%	No	3%	4%	Yes	1%	1%	Yes	1%	0%	No	1%	2%	Yes

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

\*\*American Indian/Alaskan Native

\*\*\*Native Hawaiian Other Pacific Islander

## 2015 FIRST QUARTER EEO REPORT

AGENCY NAME: **Bridges and Tunnels**

### EEO AND TITLE VI COMPLAINTS

AS OF MARCH 31, 2015

Category	Race	Disability	Gender	National Origin	Age	Sexual Harassment	Religion	Other <sup>2</sup>	Total Issues <sup>3</sup>	Total Cases	Status (# Open)
EEO TOTAL	4	2	5	1	1	0	1	5	19	9	8
External Complaints	4	2	4	1	1	0	1	4	17	7	6
Internal Complaints	0	0	1	0	0	0	0	1	2	2	2

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

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

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

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

## 2015 FIRST QUARTER EEO REPORT

AGENCY NAME: **Bridges and Tunnels**

### EEO DISCRIMINATION COMPLAINT RESOLUTIONS FROM JANUARY 1, 2015 THROUGH MARCH 31, 2015

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

**2015 FIRST QUARTER EEO REPORT**

**AGENCY NAME: Bridges and Tunnels**

**TITLE VI DISCRIMINATION COMPLAINT RESOLUTIONS  
FROM JANUARY 1, 2015 THROUGH MARCH 31, 2015**

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