

# Bridges and Tunnels Committee Meeting

## February 2016

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### Committee Members

A. Cappelli, Chair  
F. Ferrer, MTA Vice Chairman  
J. Banks  
J. Kay  
M. Pally  
P. Trottenberg  
E. Watt  
N. Zuckerman

# **Bridges & Tunnels Committee Meeting**

2 Broadway, 20th Floor Board Room

New York, NY 10004

Monday, 2/22/2016

11:30 AM - 12:00 PM ET

## **1. Public Comments Period**

## **2. Approval of Minutes - January 2016**

*BT Committee Minutes - January 2016 - Page 4*

## **3. Approval of Committee Work Plan**

*BT Committee Work Plan - Page 11*

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

*BT Report on Operations - December 2015 - Page 18*

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

*BT Safety Report - December 2015 - Page 31*

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

*BT Customer Environment Survey - Fourth Quarter 2015 - Page 34*

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

*BT E-ZPass Performance Report - December 2015 - Page 44*

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

*BT Financial Report - December 2015 - Page 50*

## **9. 2015 B&T Operating Surplus - Action Item**

*BT Operating Surplus 2015 - Page 65*

## **10. 2016 Adopted Budget/Financial Plan 2016-2019**

*BT 2016 Adopted Budget and Financial Plan 2016-2019 - Page 76*

## **11. Capital Program Project Status Report**

*BT Capital Program Project Status Report - January 2016 - Page 96*

## **12. Procurements**

*BT Procurements - February 2016 - Page 110*

**BT Non Competitive - February 2016**

*BT Non Competitive - February 2016 - Page 113*

**BT Competitive - February 2016**

*BT Competitive - February 2016 - Page 116*

**13. Diversity Report - Fourth Quarter 2015**

*BT Diversity Report - Fourth Quarter 2015 - Page 122*

Date of next meeting: Monday, March 21, 2016 at 12:00 pm



# Bridges and Tunnels

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## Minutes of Committee Meeting January 2016

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

**January 25, 2016**

**12:00 p.m.**

In attendance were the Honorable:

Mitchell H. Pally

Also in Attendance:  
Andrew Albert

Donald Spero, Acting President  
Pashko Camaj, Manager, Safety & Health  
Angelo Cerbone, Acting Controller  
Mildred Chua, Acting Vice President and Chief Financial Officer  
James Fortunato, Executive Vice President and Chief of Operations  
Sharon Gallo-Kotcher, Vice President Administration  
Joseph Keane, Vice President and Chief Engineer  
Gavin Masterson, Vice President and Chief Procurement Officer  
Shawn Moore, Chief Equal Employment Opportunity Officer  
Patrick J. Parisi, Vice President Operations  
Albert Rivera, Vice President and Chief of Staff  
M. Margaret Terry, Senior Vice President and General Counsel

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

**January 25, 2016**

Minutes of TBTA Committee held January 25, 2016 at 12:00 p.m. A list of those in attendance is attached.

**Public Speakers**

There was one public speaker. Murray Bodin of Concerned Grandparents requested to meet with a Traffic Engineer from TBTA regarding making the traffic signs on our facilities more readable and user friendly. He stated that TBTA has made changes to make the roads safer.

**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 December 14, 2015, although a Committee Quorum was not present.

**Committee Work Plan**

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

**Acting President's Remarks on Winter Storm Jonas**

Mr. Spero stated that due to the efforts of TBTA's Operations and Maintenance crews working around the clock starting Friday night, we were able to come through this historic storm in very good shape. The travel ban instituted by the Governor and Mayor helped TBTA stay ahead of the snow and by the time the ban was lifted early Sunday morning, TBTA facilities were down to bare pavement and all bridges and tunnels were safe for the traveling public. TBTA used approximately 3,000 tons of deicer over the weekend. We had 4 accidents Authority-wide and towed 15 disabled vehicles.

**Report on Operations**

With regard to the Report on Operations for September 2015, Mr. Fortunato stated that in November 2015 there were 24.8 million crossings, which was 6% more than the crossings in November 2014; average gas prices decreased to \$2.25 per gallon which is \$0.78 less than in November 2014; rainfall amounts totaled 1.7 inches in November 2015 versus 3.9 inches in November 2014; E-ZPass volume increased in November 2015 by 7.6%, while crossings using cash and other payment methods decreased by 3.2%; passenger car travel was up by 6.1%; and other vehicle travel increased by 4.2%.

Compared to the same periods last year, preliminary traffic figures for December 2015 are 4.9% higher. Christmas holiday traffic was up by 2.9% from the same period in 2014. Commissioner Albert asked whether the closure of the George Washington Bridge and Hudson River tunnels led to a large increase in crossings at the Tappan Zee Bridge. Mr. Fortunato stated that that information was not yet available but he would look into it.

**Safety Report**

With regard to the Report on Safety for November 2015, Mr. Camaj referred the Committee to the graphs and charts on pages 31 and 32 of the Committee Book that represent a five year summary of employee accident reports, lost time injuries, customer collisions, injury collisions and contractor injuries. For the first eleven (11) months of 2015 employee accident reports have decreased by 19.5% and the lost time injuries have also decreased 28.8%; the total customer collision rate has increased by 4.5% and the injury collision rate has

increased by 2.2%. Based on the preliminary data for December, contractor lost time injury rate will likely be below the five year average and the frequency rate will likely reflect a downward trend.

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

With regard to the E-ZPass Performance Report for November 2015, Mr. Spero stated that the E-ZPass market share was 85.9% or 1.4% higher than the prior November. All facilities were above 80% for weekday market share. 17,994 E-ZPass accounts were opened in November, including 9,107 E-ZPass On-The-Go accounts, which is 50.6% of the total number of accounts opened for the month. Since the On-The-Go program began, more than 682,000 tags have been sold in the lanes. Commissioner Albert commented that every facility is above 80% for weekday market share and Mr. Spero confirmed that for the second month in a row all facilities were above 80% for weekday market share.

### **Finance Report**

Mr. Spero stated that through November 2015 TBTA toll revenue was \$1.653 billion which is \$28.164 million or 1.7% better than plan. Traffic is 1.6% higher than plan year-to-date. Preliminary December results show that revenue is 7% better than plan and traffic is up approximately 7.0%. Year-to-year traffic was up 6.0% or 1.4 million vehicles in November and 3.9% year-to-date. Preliminary December results look similar with traffic up 4.9% from last year and 4% year-to-date. Total expenses through November were \$391.547 million or 11.1% below plan. Non-labor spending was \$23.455 million or 12.6% below plan. Labor expenses were \$25.418 million or 10.0% lower than plan due primarily to lower payroll expenses due to vacancies. Overtime was \$3.671 million or 14.8% below plan. Total support to mass transit through November was \$1.075 billion, which was \$117.640 million or 12.3% better than plan. Commissioner Albert asked whether the increase in revenue is due to lower gas prices. Mr. Spero responded that it is due to lower gas prices and also the weather. Commissioner Albert noted that this was the warmest December on record. Commissioner Albert asked whether the Committee would find out the financial effects of Winter Storm Jonas in March. Mr. Spero stated that was correct. Commissioner Pally asked whether the 2015 year end summary would be reported at the next meeting. Mr. Spero stated that he would report the final year to date information then. Commissioner Pally asked whether a report of the last ten years of year-to-year data could be produced. Mr. Spero stated that he would do so at the next meeting.

### **Capital Program Status Report**

With regard to the Capital Program Status Report for November, Mr. Keane stated that there were twenty-seven (27) commitments made with a total value of \$194.9 million. The most significant commitments made were for the rehabilitation of the Marine Parkway Bridge, structural repairs at the Bronx Whitestone Bridge and for Anchorage Dehumidification and Painting at the Throgs Neck Bridge. Year-to-date, 130 commitments have been made with a total value of \$526.5 million or 127.5% of the approved plan of \$412.9 million. The increase of \$113.5 million above the plan was primarily due to unplanned and accelerated commitments against the 2015-19 Capital Plan. There were no completions planned or made in December. In 2015 there were eleven (11) project completions with a total value of \$214.8 million or 103% of our planned 2015 completions which called for ten (10) completions with a value of \$208.5 million. In December, there were 6 task level closeouts totaling \$18.7 million. In 2015, there were seventy-seven (77) task closeouts totaling \$188.4 million.

### **Procurements**

Mr. Masterson stated that there are two (2) procurements totaling \$3,499,139.06.

### **Non-Competitive Procurements**

Mr. Masterson stated that there was one non-competitive procurement.

- One award of a personal service contract: to provide laboratory testing and associated analysis of a full scale prototype orthotropic deck section, in the negotiated amount of \$3,358,517.06.

**Competitive Procurements**

Mr. Masterson stated that there is one (1) competitive procurement totaling \$140,622.00 as follows:

- One miscellaneous service discretionary procurement for maintenance and repair of oil and water separators at our various facilities in the low bid amount of \$140,622.00.

**Personal Service Contracts**

Lehigh University, ATLSS Engineering Research Center	Contract No. PSC-15-2974 Prototype Orthotropic Deck Panel Laboratory Testing for Project TN-49A at the Throgs Neck Bridge (TNB).	\$3,358,517.06
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**Miscellaneous Service Contracts**

AARCO Environmental Services Corp.	Contract No. 15-MNT-2942 MTA Bridges and Tunnels (B&T) is seeking Board approval under the All-Agency Guidelines for Procurement of Services for the award of a competitively bid miscellaneous service contract, a Discretionary Procurement, to AARCO Environmental Services Corp., to provide maintenance and repair services of oil and water separators located at various Bridges and Tunnels locations. The total amount of this procurement is \$140,622.00 for a period of five years.	\$140,622.00
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On September 23, 2015, B&T issued a solicitation for service requirements that were publicly advertised and the solicitation notice was sent to 23 firms and 7 firms requested copies of the solicitation. On November 12, 2015 two bids were submitted and are ranked as follows:

<u>Bidders</u>	<u>Bid Amount</u>
AARCO Environmental Services Corp.	\$140,622.00
AB Oil Services, Ltd.	\$239,170.00

The scope of services under the prospective contract has not significantly changed compared with the prior contract.

The rates for this contract are based on a sliding scale rate for years 1-3 and years 4-5 over a five year term. The overall bid amount is 11% lower than the user's estimate of \$158,955.00. The unit pricing submitted reflects an overall decrease for the line items when compared to the pricing of the current contract. After evaluation of the bids, it was determined that AARCO Environmental Services Corp. 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 0% MBE and 0% WBE for this contract.

Commissioner Albert asked when the entire project at the Throgs Neck Bridge is anticipated to be completed. Mr. Masterson stated that the current procurement is for the testing phase of the project. Mr. Keane stated that construction on the deck is planned to start in 2017 and actual roadway activity would most likely begin in 2018 since upfront drawing and fabrication work would be done first. The project will likely take three years to complete. Commissioner Albert asked if one direction would be closed or if both sides would be worked on at the same time with reduced lanes. Mr. Keane stated that the project would be done similarly to the current Verrazano-Narrows Bridge project. Mr. Keane also stated that a barrier system is being researched. Commissioner Albert asked if customers would be advised to use the Bronx Whitestone Bridge during this period. Mr. Keane stated that typically during construction on either of the bridges we advise customers to use alternate facilities and provide advisory messages for the customers. Commissioner Pally asked when the Throgs Neck Bridge was last repaired. Mr. Keane stated that major roadway construction on the Throgs Neck has not been done since late 2000 when the Clearview and Cross Island approaches concrete structures were repaired. Prior to that the bridge was last repaired in the 1980s. Commissioner Pally commented that it has been at least 30 years since major repairs were completed. Mr. Keane stated that the current deck for the suspended span is the original one from the 1960s. Commissioner Pally then stated that it is time for the repairs to be done and the fact that it has been decades since the last repair and this fact helps with customers' understanding that it has been several years and the work needs to be done. Commissioner Albert asked if the repair work would last longer than in the past and if the materials are more weather resistant than the old materials used in the past. Mr. Keane responded that the design life and performance durability will be 75 years for this kind of deck and we are aiming to build for the long term. Commissioner Pally commented that we are not building a new bridge like with the Tappan Zee Bridge.

Upon a motion duly made and seconded, the Committee Members who were present at the Committee Meeting approved and moved to the Board the procurements, although a Committee Quorum was not present.

### **Ratifications**

Mr. Masterson stated that there are no ratifications.

**Adjournment**

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

Respectfully submitted,

  
FOR 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

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

## II. SPECIFIC AGENDA ITEMS

	<u>Responsibility</u>
<u>March 2016</u>	
Annual Procurement Contracts Report	Procurement & Materials/ Finance
<u>April 2016</u>	
Final Review of 2015 Year-End Operating Results	Planning & Budget
<u>May 2016</u>	
Customer Environment Survey – 1 <sup>st</sup> Quarter 2016	Operations
Diversity Report – 1 <sup>st</sup> Quarter 2016	EEO
<u>June 2016</u>	
No items scheduled.	
<u>July 2016</u>	
No items scheduled.	
<u>August 2016</u>	
No meeting scheduled.	
<u>September 2016</u>	
Customer Environment Survey – 2nd Quarter 2016	Operations
2017 Preliminary Budget	Planning & Budget
Diversity Report – 2 <sup>nd</sup> Quarter 2016	EEO
<u>October 2016</u>	
2017 Preliminary Budget	Planning & Budget
<u>November 2016</u>	
Customer Environment Survey – 3rd Quarter 2016	Operations
2017 Preliminary Budget	Planning & Budget
B&T Committee Charter – Review	MTA Board

December 2016

2017 Proposed Committee Work Plan  
2017 Proposed Final Budget  
Diversity Report – 3<sup>rd</sup> Quarter 2016

Committee Chair & Members  
Planning & Budget  
EEO

January 2017

Approval of 2017 Work Plan

Committee Chair & Members

February 2017

Preliminary Review of 2016 Operating Budget Results  
2017 Adopted Budget/Financial Plan 2017-2020  
2016 B&T Operating Surplus  
Customer Environment Survey – 4<sup>th</sup> Quarter 2016  
Diversity Report – 4<sup>th</sup> Quarter 2016

Planning & Budget  
Planning & Budget  
Controller  
Operations  
EEO

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

### **Detailed Summary**

#### **I. RECURRING**

##### Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

##### Report on Operations/Safety

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

##### E-ZPass Performance Report

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

##### Financial Report

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

##### Capital Program Project Status Report

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

##### Procurements

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

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

## **II. SPECIFIC AGENDA ITEMS**

### **MARCH 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.

### **JUNE 2016**

No items scheduled.

### **JULY 2016**

No items scheduled.

### **AUGUST 2016**

No meeting scheduled.

## **SEPTEMBER 2016**

### Customer Environment Survey – 2nd 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.

### 2017 Preliminary Budget

Agency will present highlights of the Preliminary Budget to the Committee. Public comment will be accepted on the 2017 Preliminary Budget.

### Diversity Report – 2<sup>nd</sup> Quarter 2016

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

## **OCTOBER 2016**

### 2017 Preliminary Budget

Public comment will be accepted on the 2016 Preliminary Budget.

## **NOVEMBER 2016**

### Customer Environment Survey – 3rd 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.

### 2017 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 2016**

### 2017 Proposed Committee Work Plan

The Committee Chair will present a draft Bridges and Tunnels Committee Work Plan for 2017 that will address initiatives to be reported throughout the year.

### 2017 Proposed Final Budget

The Committee will recommend action to the Board.

### Diversity Report – 3<sup>rd</sup> Quarter 2016

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

## **JANUARY 2017**

### Approval of Work Plan for 2017

The committee will have already received a draft work plan for 2017 at the December 2016 meeting. The committee will be requested to approve the amended work plan for the year.

## **FEBRUARY 2017**

### Preliminary Review of 2016 Operating Budget Results

The agency will present a brief review of its 2016 Operating Budget results.

### 2017 Adopted Budget and February Financial Plan 2017-2020

The Agency will present its revised 2017 Adopted Budget and Financial Plan which will incorporate any changes made by the Board at the December 2016 meeting and any Agency technical adjustments.

### 2016 B&T Operating Surplus

The Committee will recommend action to the Board.

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

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

### **Summary**

Traffic was higher on a year-to-year basis, with 25.4 million crossings this month vs. 24.2 million crossings in December 2014 (Exhibit 1).

December snowfall in both 2015 and 2014 was far below normal, with no snow falling in 2015 and 1.3 inches falling in 2014. It rained 4.3 inches over 17 days this past December compared to 6.1 inches over 16 days in 2014. Gas prices averaged \$2.18 per gallon in December 2015, which was \$0.60 less than at the end of 2014.

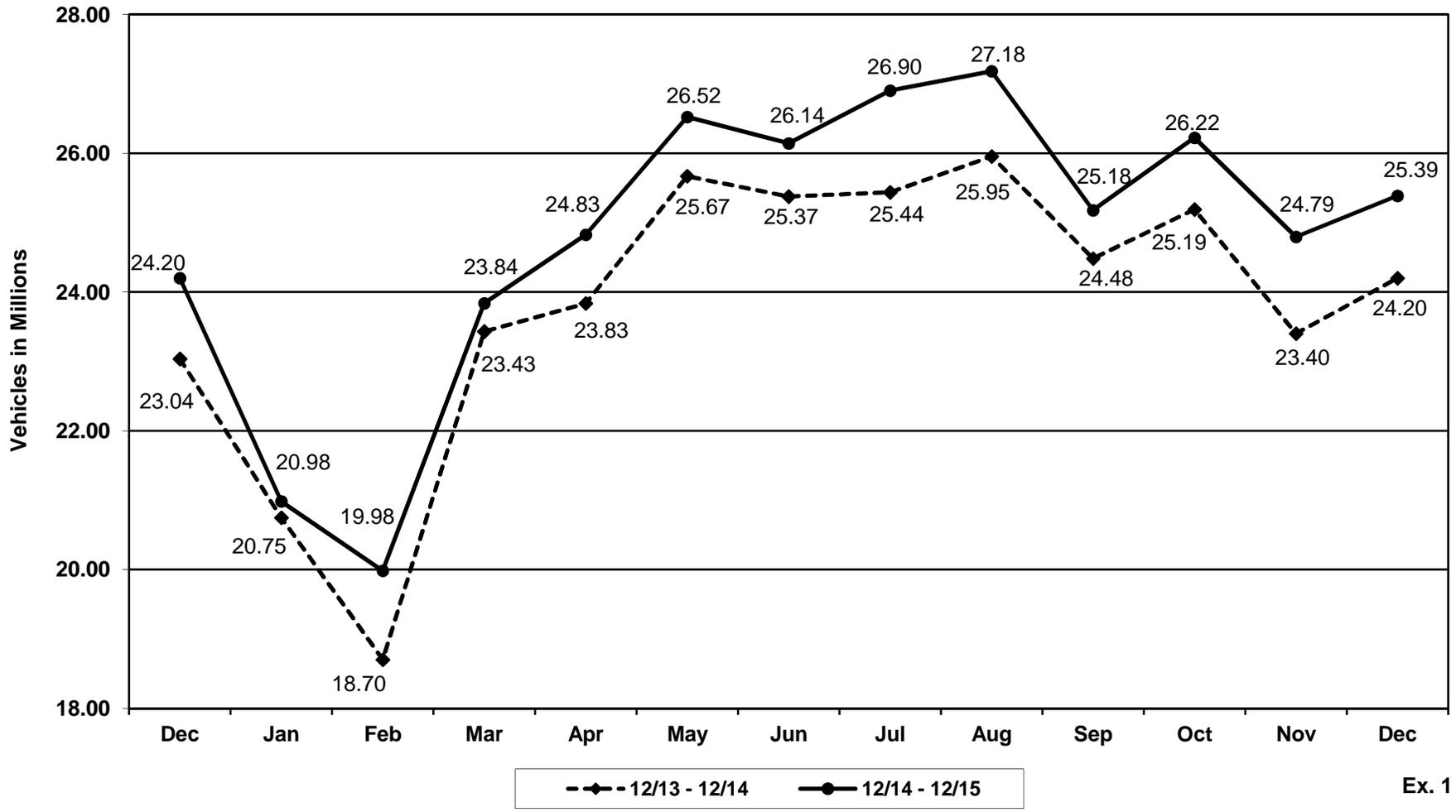
E-ZPass volume increased in December 2015 by 6.4% compared to December 2014, while crossings using cash and other payment methods declined 3.5% for the month (Exhibit 7). Passenger car travel increased 5.1% and other vehicle travel increased 1.7% from December 2014 (Exhibit 8).

### **2015 vs. 2014**

In 2015, total annual traffic was 297.9 million vehicles, which was 11.5 million, or 4.0% above the 2014 level. Traffic was higher on a year-to-year basis during each month in 2015, with growth ranging from 1% and 7%. Relatively low gas prices appear to be the major driver behind the increased volume. Gas prices averaged \$2.50 in 2015, which was \$1.05 below the annual average for 2014. Weather was generally more favorable in 2015 as well. While snowfall was comparable in both years (48 inches in 2015 vs. 47 inches in 2014), rainfall totaled 37 inches over 106 days in 2015, compared to 50 inches over 117 days in 2014.

Total average daily traffic was 816,294 in 2015 compared to 784,704 in 2014 (Exhibit 2). E-ZPass average daily traffic increased from 660,268 in 2014 to 694,792 in 2015 (Exhibit 3) while non-E-ZPass average daily traffic declined from 124,436 in 2014 to 121,502 in 2015 (Exhibit 4). Passenger vehicle average daily traffic was 758,270 in 2015 vs. 728,289 in 2014 (Exhibit 5). Other vehicle average daily traffic, which consists mainly of trucks, rose from 56,415 in 2014 to 58,024 in 2015 (Exhibit 6).

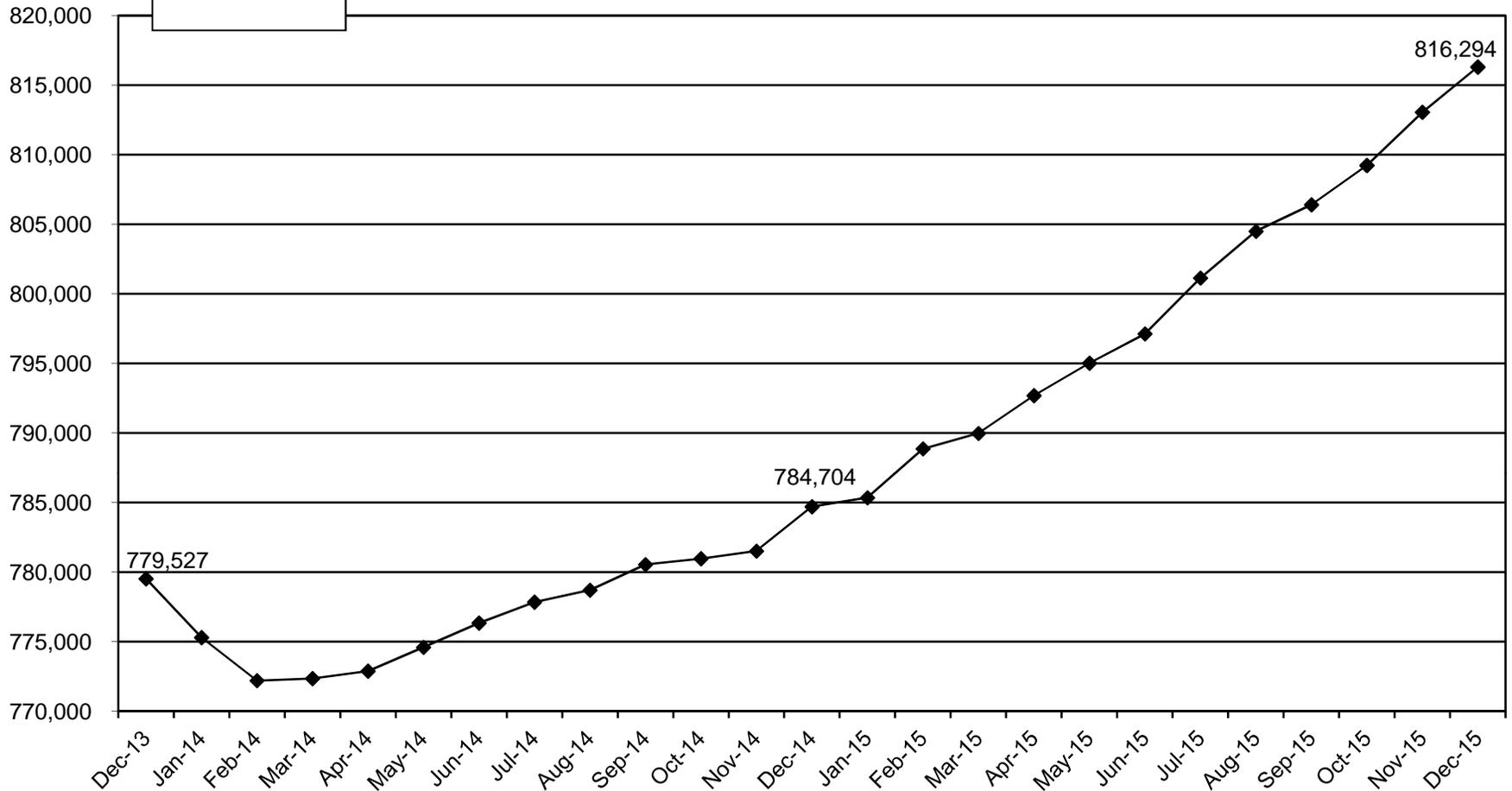
### MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending December 2015



Ex. 1

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

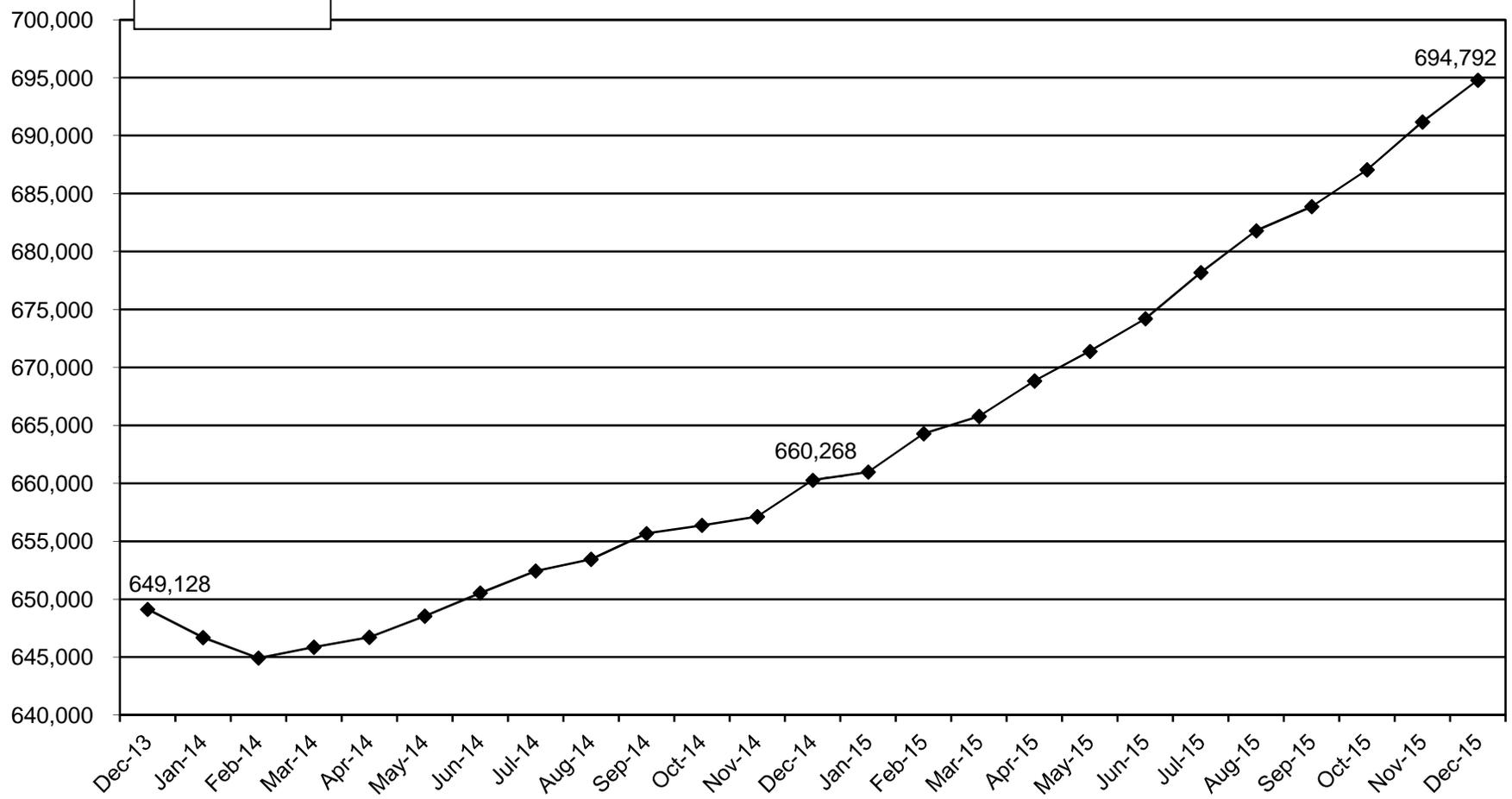
All Vehicles



Ex. 2

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

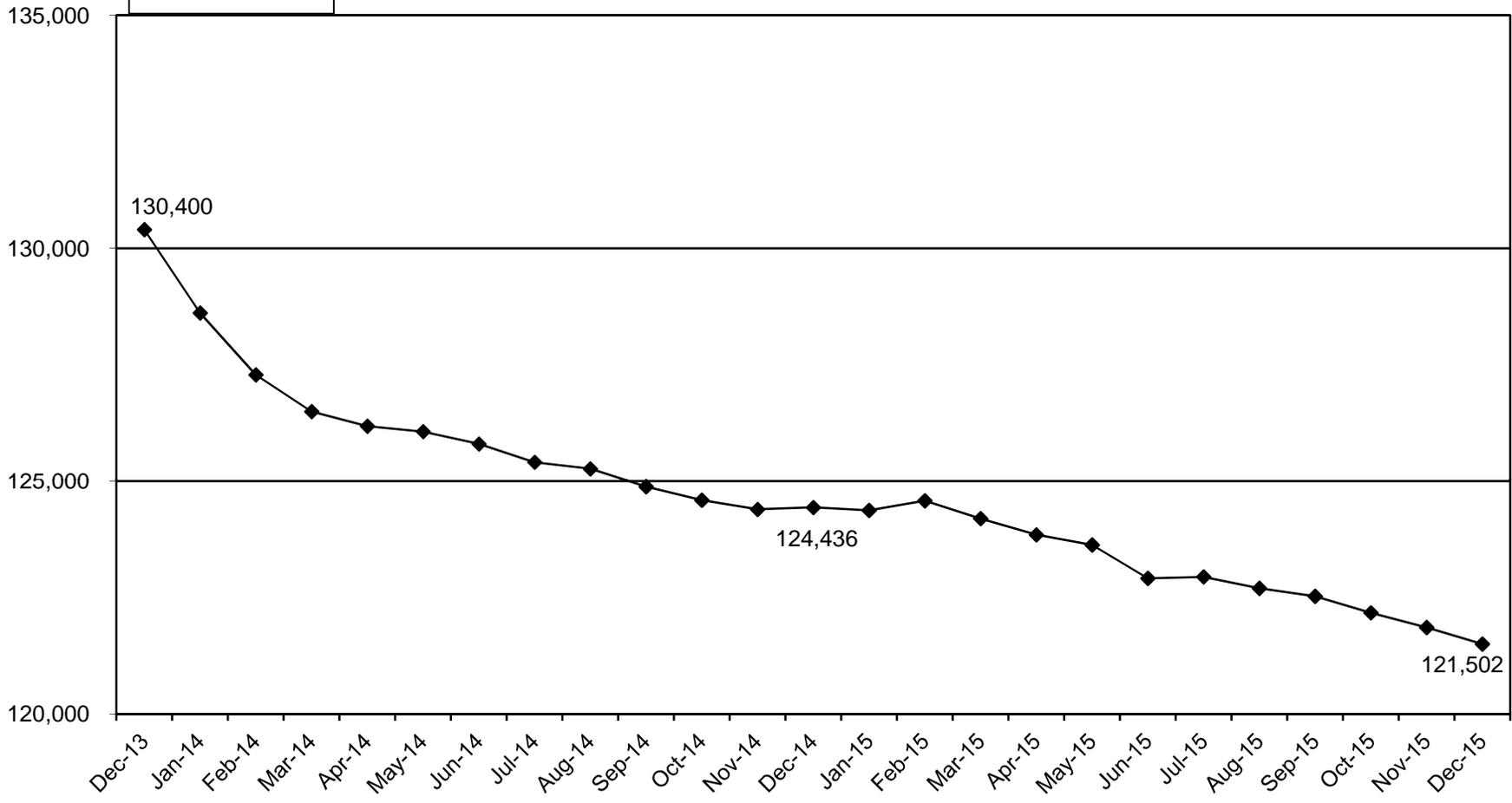
**E-ZPass  
Vehicles**



Ex. 3

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

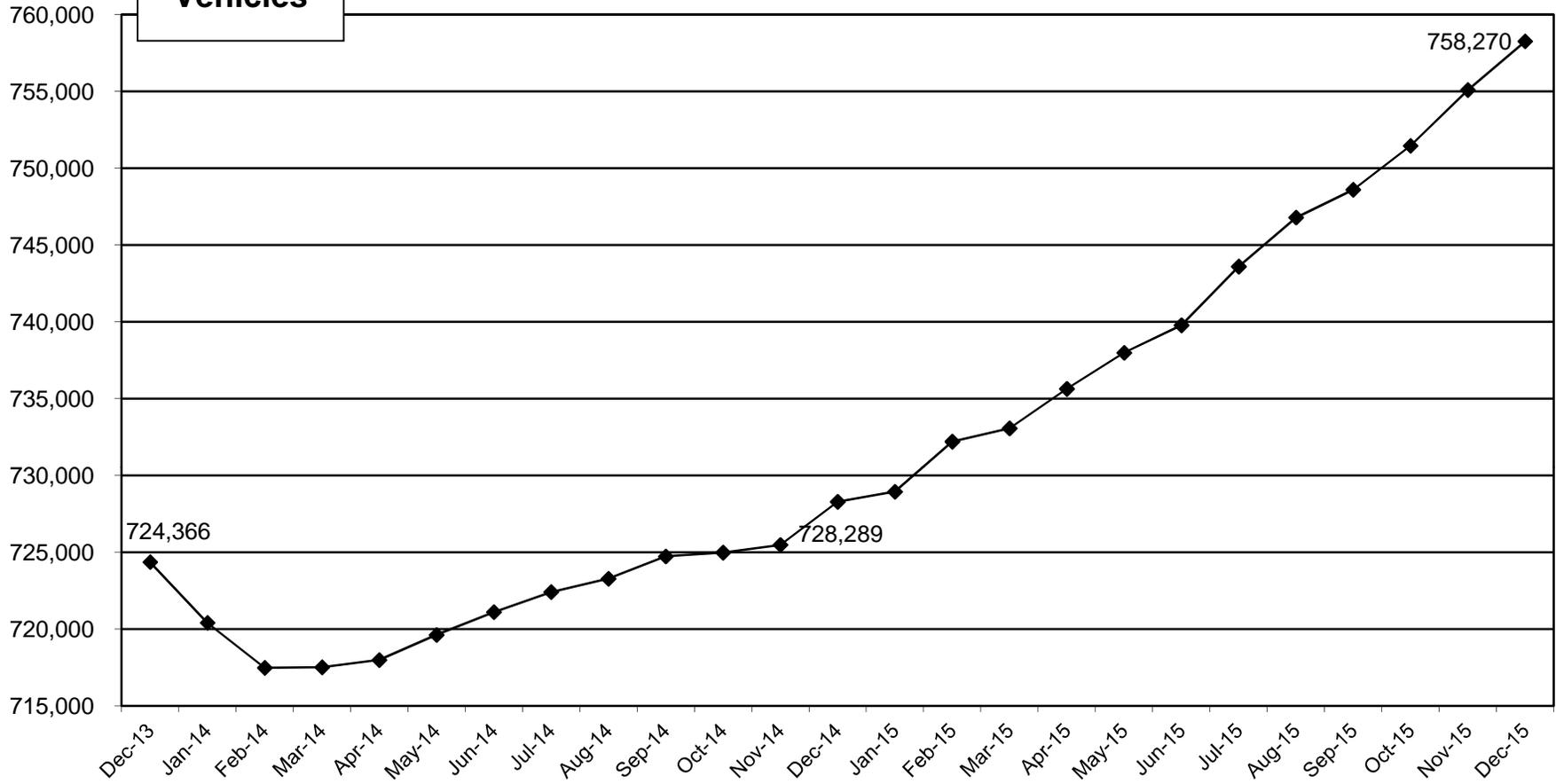
**Cash  
Vehicles\***



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

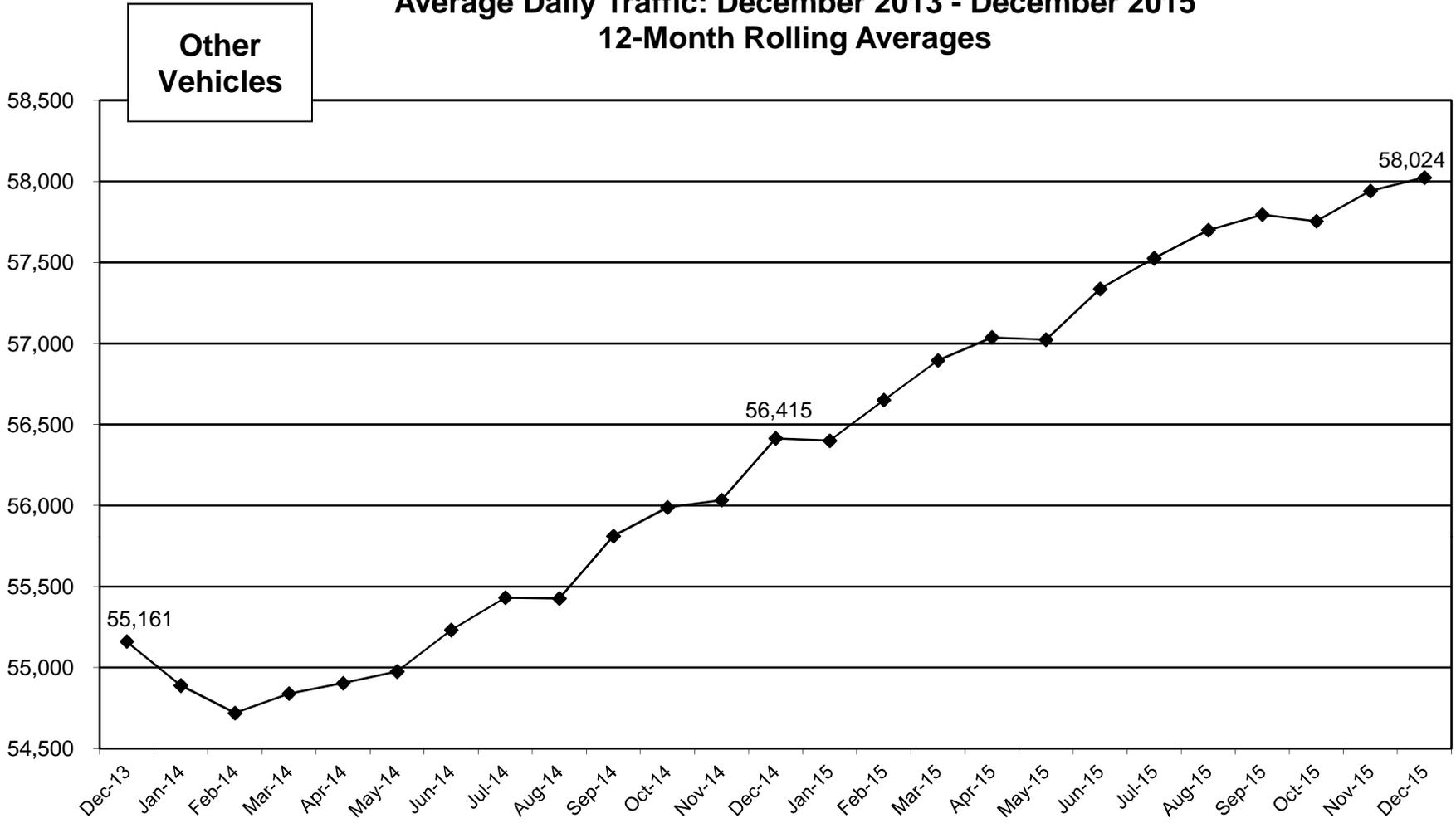
### MTA Bridges and Tunnels Average Daily Traffic: December 2013 - December 2015 12-Month Rolling Averages

Passenger  
Vehicles



Ex. 5

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



Ex. 6

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

Corridor	Toll Media	Dec <sup>(1)</sup>	3 Months <sup>(2)</sup> (Oct -Dec)	6 Months <sup>(3)</sup> (Jul-Dec)	9 Months <sup>(4)</sup> (Apr-Dec)	12 Months <sup>(5)</sup> (Jan-Dec)
All Facilities	Total Vehicles	4.9%	5.0%	4.7%	4.3%	4.0%
	E-ZPass	6.4%	6.5%	6.0%	5.6%	5.2%
	Cash <sup>(6)</sup>	-3.5%	-3.4%	-2.2%	-2.8%	-2.4%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	6.0%	6.2%	6.1%	5.6%	5.3%
	E-ZPass	8.0%	8.1%	7.7%	7.4%	6.8%
	Cash <sup>(6)</sup>	-1.9%	-1.4%	-0.5%	-1.1%	-0.9%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	2.1%	2.7%	2.5%	2.4%	2.6%
	E-ZPass	3.7%	4.2%	3.9%	3.8%	3.8%
	Cash <sup>(6)</sup>	-8.2%	-7.6%	-6.3%	-6.5%	-5.3%
Verrazano-Narrows Bridge	Total Vehicles	5.2%	4.9%	4.0%	3.7%	3.4%
	E-ZPass	6.6%	6.4%	5.4%	5.0%	4.7%
	Cash <sup>(6)</sup>	-2.9%	-3.9%	-3.6%	-3.9%	-3.5%
Henry Hudson Bridge	Total Vehicles	6.9%	6.1%	5.6%	5.0%	4.1%
	E-ZPass	7.2%	6.3%	5.5%	4.9%	4.1%
	Tolls By Mail	2.9%	3.4%	6.3%	6.0%	4.2%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	6.9%	6.0%	7.6%	5.8%	5.0%
	E-ZPass	8.4%	7.7%	8.8%	7.3%	6.3%
	Cash <sup>(6)</sup>	-3.7%	-5.4%	0.7%	-2.8%	-2.5%

(1) December 2015 vs. December 2014.

(2) October 2015 to December 2015 vs. October 2014 to December 2014.

(3) July 2014 to December 2015 vs. July 2013 to December 2014.

(4) April 2014 to December 2015 vs. April 2013 to December 2014.

(5) January 2015 to December 2015 vs. January 2014 to December 2014.

(6) Includes tokens and tickets.

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

Corridor	Vehicle Type	Dec <sup>(1)</sup>	3 Months <sup>(2)</sup> (Oct-Dec)	6 Months <sup>(3)</sup> (Jul-Dec)	9 Months <sup>(4)</sup> (Apr-Dec)	12 Months <sup>(5)</sup> (Jan-Dec)
All Facilities	Total Vehicles	4.9%	5.0%	4.7%	4.3%	4.0%
	Passenger	5.1%	5.2%	4.9%	4.4%	4.1%
	Other	1.7%	1.6%	2.4%	2.6%	2.9%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	6.0%	6.2%	6.1%	5.6%	5.3%
	Passenger	6.2%	6.5%	6.2%	5.8%	5.3%
	Other	3.8%	3.5%	4.4%	4.4%	4.5%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	2.1%	2.7%	2.5%	2.4%	2.6%
	Passenger	2.3%	3.0%	2.7%	2.5%	2.7%
	Other	-1.0%	-0.7%	-0.5%	0.4%	1.0%
Verrazano-Narrows Bridge	Total Vehicles	5.2%	4.9%	4.0%	3.7%	3.4%
	Passenger	5.6%	5.2%	4.2%	3.9%	3.6%
	Other	0.2%	-0.2%	1.1%	1.2%	1.4%
Henry Hudson Bridge	Total Vehicles	6.9%	6.1%	5.6%	5.0%	4.1%
	Passenger	6.9%	6.0%	5.5%	4.9%	4.0%
	Other	10.2%	17.5%	19.3%	18.5%	17.0%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	6.9%	6.0%	7.6%	5.8%	5.0%
	Passenger	7.4%	6.5%	8.2%	6.4%	5.5%
	Other	-1.1%	-2.6%	-2.8%	-3.4%	-1.9%

(1) December 2015 vs. December 2014.

(2) October 2015 to December 2015 vs. October 2014 to December 2014.

(3) July 2014 to December 2015 vs. July 2013 to December 2014.

(4) April 2014 to December 2015 vs. April 2013 to December 2014.

(5) January 2015 to December 2015 vs. January 2014 to December 2014.

## 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>
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	8.2	-	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
Jan-15	20,983,289	\$2.30	30	4.8	15.1	11
Feb-15	19,983,679	\$2.33	24	2.0	15.2	8
Mar-15 <sup>3</sup>	23,836,645	\$2.48	38	4.5	17.3	14
Apr-15	24,825,057	\$2.52	54	1.8	-	8
May-15	26,520,622	\$2.78	67	1.6	-	6
Jun-15	26,140,659	\$2.86	71	4.8	-	12
Jul-15	26,900,933	\$2.85	79	3.5	-	8
Aug-15	27,179,957	\$2.68	79	1.9	-	4
Sep-15	25,176,781	\$2.44	74	2.5	-	6
<b>Oct-15</b>	<b>26,221,062</b>	<b>\$2.29</b>	59	3.4	-	7
<b>Nov-15</b>	<b>24,793,552</b>	<b>\$2.25</b>	54	1.7	-	5
<b>Dec-15</b>	<b>25,385,215</b>	<b>\$2.18</b>	51	4.3	-	17

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>						
December	1,162,641	(\$0.83)	3	1.7	(6)	4
<b>2015 vs. 2014</b>						
January	235,972	(\$1.29)	1	2.4	(2)	(3)
February	1,281,976	(\$1.28)	(8)	(2.9)	(13)	(3)
March	405,078	(\$1.22)	1	0.8	17	7
April	990,284	(\$1.25)	(8)	(6.4)	-	(1)
May	851,703	(\$1.06)	3	(3.1)	-	(7)
June	765,726	(\$0.99)	(2)	1.1	-	5
July	1,465,508	(\$0.99)	2	(0.5)	-	(1)
August	1,228,012	(\$0.99)	3	(1.6)	-	(4)
September	695,621	(\$1.12)	3	1.3	-	0
October	1,031,235	(\$1.07)	(2)	(0.5)	-	(2)
November	1,392,832	(\$0.78)	3	(2.2)	(0)	(3)
December	1,186,599	(\$0.60)	10	(1.8)	(1)	1

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 22, 2015

## Supplemental Data Page for Exhibits 2 through 6

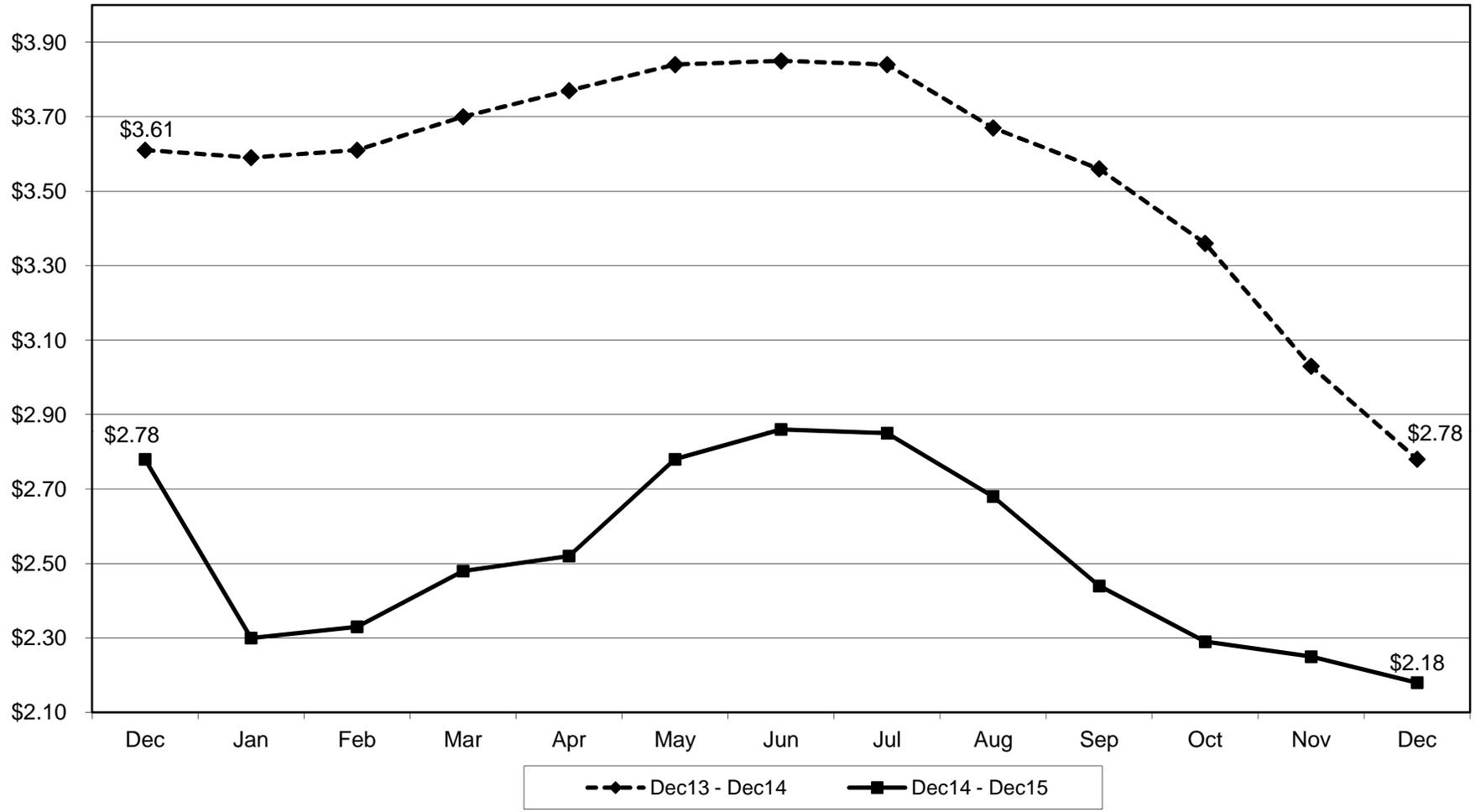
### Average Daily Traffic: 12-Month Rolling Averages

<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>
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
Jan-15	785,350	660,977	124,373	728,950	56,400
Feb-15	788,863	664,283	124,580	732,211	56,651
Mar-15	789,972	665,777	124,196	733,077	56,896
Apr-15	792,686	668,837	123,848	735,648	57,037
May-15	795,019	671,387	123,632	737,995	57,024
Jun-15	797,117	674,203	122,914	739,780	57,336
Jul-15	801,132	678,186	122,946	743,606	57,526
Aug-15	804,496	681,797	122,700	746,797	57,699
Sep-15	806,402	683,874	122,529	748,607	57,795
<b>Oct-15</b>	<b>809,227</b>	<b>687,052</b>	<b>122,175</b>	<b>751,473</b>	<b>57,755</b>
<b>Nov-15</b>	<b>813,043</b>	<b>691,184</b>	<b>121,860</b>	<b>755,103</b>	<b>57,941</b>
<b>Dec-15</b>	<b>816,294</b>	<b>694,792</b>	<b>121,502</b>	<b>758,270</b>	<b>58,024</b>

Note: Bold numbers are preliminary.

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

### Supplemental Graph Gas Prices in the NY-NJ-CT-PA Area December 2013 - December 2015





# Bridges and Tunnels

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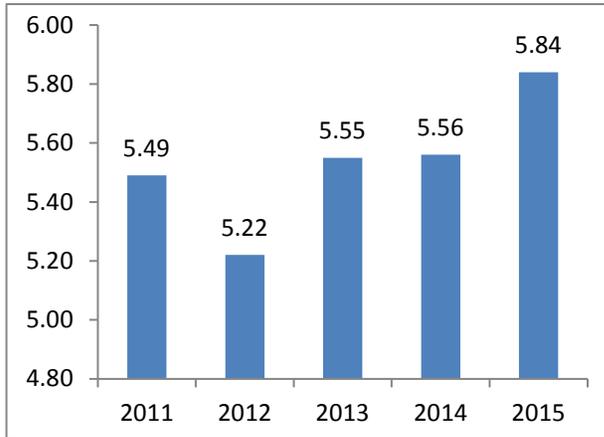
## Safety Report December 2015





# Bridges and Tunnels

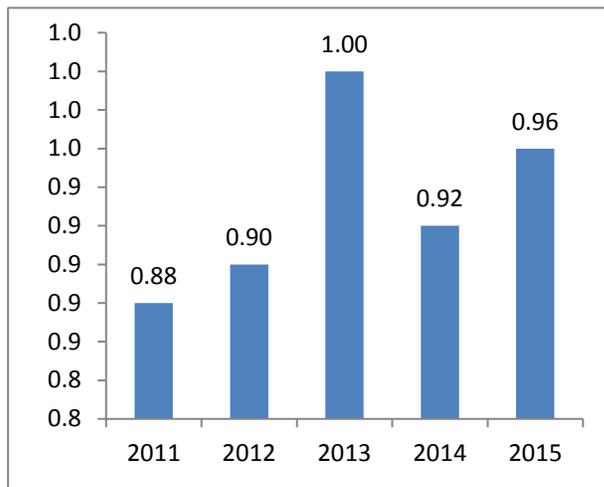
## 5 Yr Summary of Customer Collisions & Customer/Contractor Injuries thru December



### Customer Collisions

Year	Total Collisions	Rate/M Vehicles
2011	1574	5.49
2012	1494	5.22
2013	1597	5.55
2014	1609	5.56
2015	1757	5.84

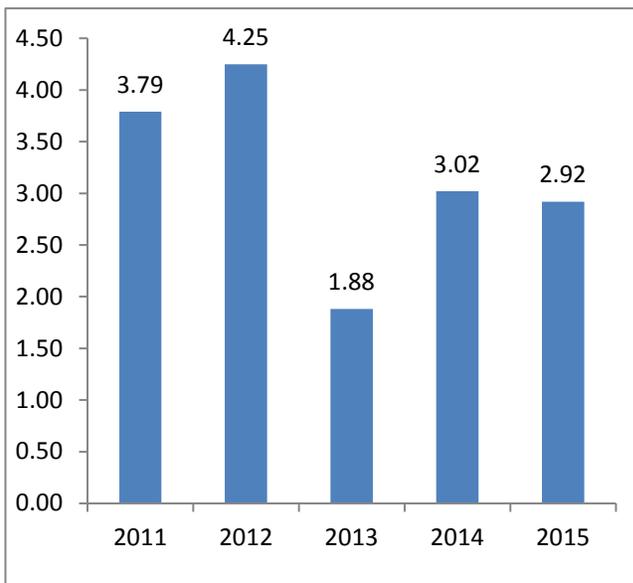
% change from last year: 5.0%  
5 year Average 5.53



### Injury Collisions

Year	Injury Collisions	Injury Rate/M Vehicles
2011	252	0.88
2012	257	0.90
2013	288	1.00
2014	266	0.92
2015	290	0.96

% change from last year: 4.3%  
5 year Average 0.93



### Contractor Injuries

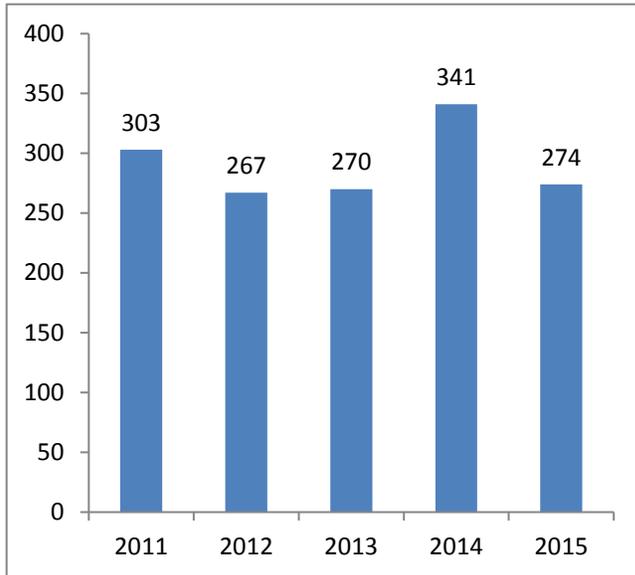
Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2011	10	3.79
2012	19	4.25
2013	7	1.88
2014	11	3.02
2015	19	2.92

% change from last year: -3.3%  
5 year Average 3.17



# Bridges and Tunnels

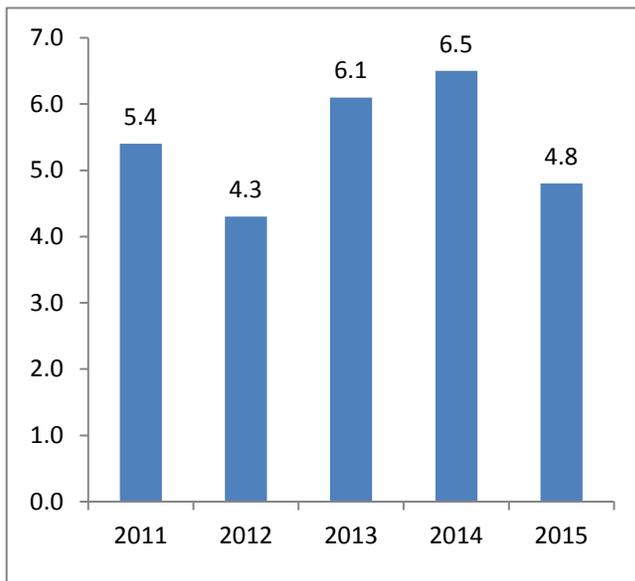
## 5 Yr Summary of Employee Accident Reports & Injuries thru December



Total Employee Accident Reports (C-2's)

Year	Total
2011	303
2012	267
2013	270
2014	341
2015	274

% change from last year: -19.6%  
5 year Average 291



Employee Lost Time Injuries

Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2011	87	5.4
2012	70	4.3
2013	92	6.1
2014	99	6.5
2015	72	4.8

% change from last year: -26.2%  
5 year Average 5.4



# Bridges and Tunnels

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## Customer Environment Survey 4<sup>th</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
- 443 vehicles including trucks, specialized equipment, and cars in a Central Fleet Garage

**CRITICAL OBJECTIVES**

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

**EXECUTIVE SUMMARY**

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The following is a summary of fourth quarter 2015 and YE 2015 results:

**Customer Environment**

In 2015 B&T striped 520,007 linear feet of roadway at all facilities, 149,877 of which were striped in the fourth quarter. To enhance the customer environment in 2015, B&T repaired a total of 4,007 potholes and cleaned a total of 2,139 storm drains. Throughout 2015, 12,601 miles of roadway were swept, 4,129 of which were swept in the fourth quarter.

**Customer Safety**

The overall collisions per million vehicles rate was 6.36 in the fourth quarter 2015, which is 7.4% higher than the fourth quarter 2014. The collision with injury per million vehicles rate in the fourth quarter 2015 was 0.95, 16.0% higher than the same period in 2014. In 2015, the overall collisions per million vehicles rate was 5.84 and the collision with injury per million vehicles rate was 0.96.

**Customer Service**

B&T surpassed its E-ZPass toll lane availability goal of 99.5%, with 99.97% toll lane availability, in both the fourth quarter 2015 and for the entire year. Customers used E-ZPass for 85.9% of toll transactions in the fourth quarter of 2015, and in 85.1% of all toll transactions in 2015.



**PERFORMANCE REPORT**

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

**Maintenance Work Orders**

A completed maintenance work order indicates the completion of a maintenance task that was either scheduled or requested. An emergency work order relates to high priority conditions that directly impact customers. During the fourth quarter 2015, B&T completed 3,178 work orders, 7 of which were for emergencies. During this period, the average time to complete emergency work orders was 0.7 days. A total of 13,317 work orders were completed in 2015, 19 of which were for emergencies.

**Potholes Repaired**

B&T repaired 661 potholes in the fourth quarter 2015, 21.6% lower than the fourth quarter 2014. In 2015, B&T repaired a total of 4,007 potholes.

**Roadway Lights in Service (%)**

Roadway lights in service were 90.1% in 2015 and 90.2% in the fourth quarter 2015. The Queens Midtown and Hugh L. Carey Tunnels are currently under Superstorm Sandy rehabilitation, which will install new lighting and improve B&T performance for this indicator.

**Roadway Sweeping**

B&T swept 4,129 miles of roadway in the fourth quarter 2015, 1.1% less than the same period last year. Sweeping schedules have been adjusted to accommodate construction and roadway availability at various facilities, while continuing to

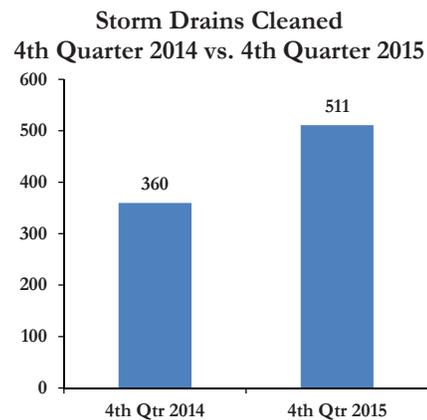
maintain roadways clear of debris. A total of 12,061 miles of roadway were swept in 2015.

**Roadway Striping**

Roadway striping enhances the ability of customers to safely and efficiently cross B&T facilities. In the fourth quarter 2015, B&T striped 149,877 linear feet of roadway at the Queens Midtown Tunnel, Henry Hudson, Throgs Neck, Robert F. Kennedy, Bronx-Whitestone, and Verrazano-Narrows Bridges. Throughout the year, B&T striped a total of 520,007 linear feet of roadway at all facilities.

**Storm Drains**

B&T cleaned 511 storm drains in the fourth quarter of 2015, and a total of 2,139 storm drains in 2015.



Performance Statistics	ACTUAL							GOAL
	Year End				4th Qtr	4th Qtr	% Chg	YE
	2012	2013	2014	2015	2014	2015	B/(W)	2015
Completed Maintenance Work Orders (All)	13,247	13,511	9,615	13,317	2,009	3,178	58.2%	N/A
Maintenance Work Orders (Emergency)	30	25	20	19	3	7	133.3%	N/A
Avg. days to completion for emergency work order	40.0%	50.0%	20.0%	40.0%	0.7	0.7	0.0%	1
Potholes repaired	3,254	3,480	5,088	4,007	843	661	(21.6%)	N/A
Roadway sweeping (miles)	15,104	13,767	15,563	12,601	4,173	4,129	(1.1%)	12,500
Roadway lights in service (%)	89.7%	88.1%	90.2%	90.1%	90.3%	90.2%	(0.1%)	95.0%
Storm drains cleaned*	N/A	N/A	2,115	2,139	360	511	41.9%	N/A
Tunnel cleaning -walls and ceilings (linear ft.)**	2,493,042	1,211,564	1,821,638	304,095	331,782	9	(100.0%)	1,015,256

Roadway Striping Performance	ACTUAL							GOAL
	Year End				4th Qtr	4th Qtr	% Chg	YE
	2012	2013	2014	2015	2014	2015	B/(W)	2015
Roadway striping replaced (linear ft.)	303,098	239,830	430,803	520,007	191,476	149,877	(21.7%)	N/A
Roadway striping replacement plan (linear ft.)	250,000	106,000	150,000	150,000	37,500	37,500	N/A	N/A
% Completed versus plan	121.2%	226.3%	287.2%	346.7%	510.6%	399.7%	N/A	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

B&T measures the percentage of customer vehicles that travel at speeds representing free-flowing traffic conditions to report on how customer travel times in peak periods are impacted by traffic congestion.

<b>Percentage of Vehicles Traveling Above 30 Miles per Hour during Weekday Peak Periods</b>				
	<b>4th Qtr 2014</b>	<b>4th Qtr 2015</b>	<b>YE 2014</b>	<b>YE 2015</b>
<b><u>Bridges</u></b>				
Henry Hudson Bridge	97.9%	82.1%	97.9%	91.2%
Throgs Neck Bridge	92.9%	91.4%	94.3%	92.6%
Bronx-Whitestone Bridge	76.6%	86.3%	78.8%	89.9%
Robert F. Kennedy Bridge	57.6%	47.2%	70.6%	58.7%
Verrazano-Narrows Bridge	81.1%	74.3%	85.8%	77.7%
Marine Parkway Bridge	99.0%	97.9%	99.2%	99.2%
Cross Bay Bridge	99.8%	99.7%	99.2%	99.3%
<b><i>All Bridges Combined</i></b>	<b><i>78.9%</i></b>	<b><i>74.6%</i></b>	<b><i>84.1%</i></b>	<b><i>79.9%</i></b>
<b>Percentages of Vehicles Traveling Above 25 Miles per Hour During Weekday Peak Periods</b>				
	<b>4th Qtr 2013</b>	<b>4th Qtr 2014</b>	<b>YE 2014</b>	<b>YE 2015</b>
<b><u>Tunnels</u></b>				
Queens Midtown Tunnel	41.2%	39.4%	45.6%	38.8%
Hugh L. Carey Tunnel	94.4%	82.3%	93.9%	89.6%
<b><i>All Tunnels Combined</i></b>	<b><i>61.6%</i></b>	<b><i>56.1%</i></b>	<b><i>63.7%</i></b>	<b><i>58.3%</i></b>

### Fourth Quarter 2015 Highlights

During the fourth quarter 2015, 74.6% of vehicle crossings at bridges during weekday peak periods traveled above 30 miles per hour Authority-wide, versus 78.9% in the fourth quarter 2014. At the tunnels, 56.1% of vehicles during weekday peak periods traveled above 25 miles per hour, compared to 61.6% in the fourth quarter 2014.

Year-end travel time at the Bronx-Whitestone Bridge continues to improve (14% improvement) compared to the same period last year, due to the completion of Capital Construction Project BW-89, which widened traffic lanes and added safety shoulders, greatly improving traffic flow and safety.

Heavy traffic volume in Manhattan (2nd Avenue) 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 Southbound during A.M. weekday peak periods.

Travel time at the Verrazano-Narrows Bridge continued to be impacted during the fourth quarter 2015 by upper level re-decking and construction on the westbound toll plaza for safety-related roadway repairs.

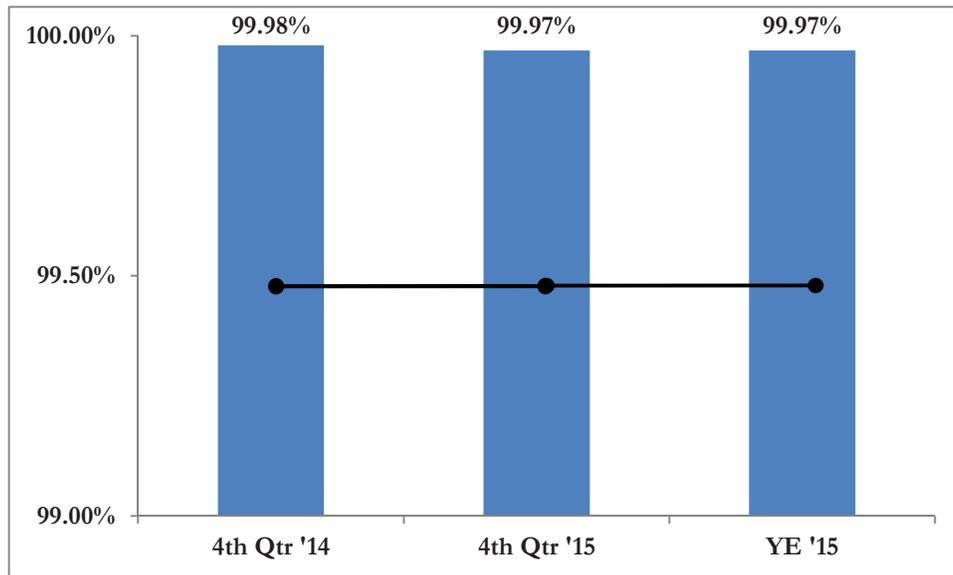


### E-ZPass Toll Lane Availability

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

The following chart shows fourth quarter 2015 performance against fourth 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								GOAL
	YE 2015				4th Qtr	4th Qtr	% Chg B/(W)	YE
	2012	2013	2014	2015	2014	2015		2015
E-ZPass toll lane availability	99.97%	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*

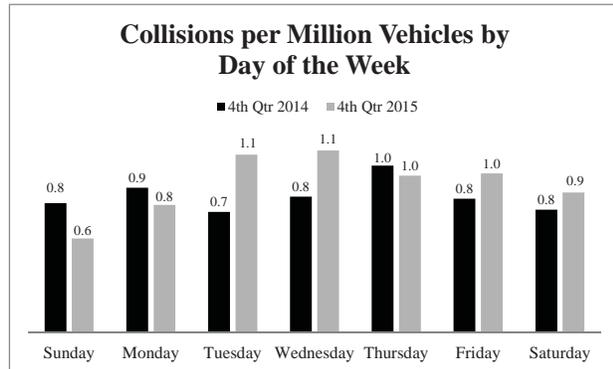
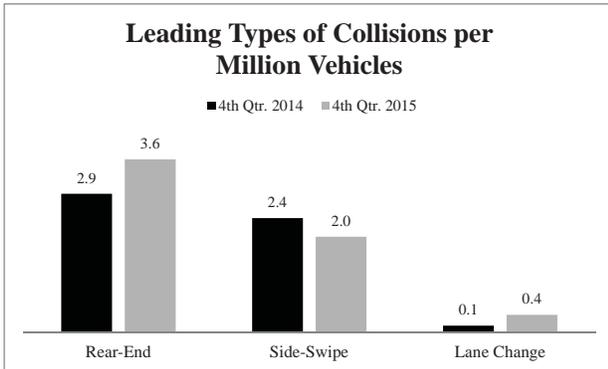
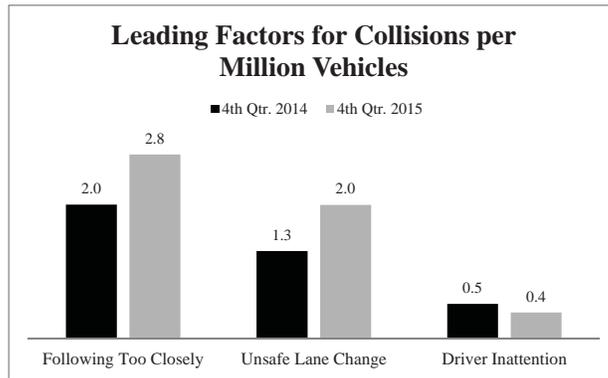
- ✓ Ensure the safety of customers traveling over bridges and tunnels.

**Customer Safety**

In the fourth quarter 2015, the collision rate per million vehicles was 6.36 and the collision with injury rate per million vehicles was 0.95, as compared to 5.92 and 0.82 respectively, for the same period in 2014. In 2015, the overall collisions per million vehicles rate was 5.84 and the collision with injury per million vehicles rate was 0.96.

Over half of the collisions on B&T facilities during the fourth quarter 2015 were rear-end collisions. There were 1,011 speeding summonses issued during the fourth quarter 2015. In 2015 7,094 speeding summonses were issued.

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



*Customer Safety continued*

Performance Statistics	ACTUALS							GOAL
	Year End				4th Qtr	4th Qtr	% Chg	YE
	2012	2013	2014	2015	2014	2015	B/(W)	2015
Collision rate per million vehicles	5.22	5.55	5.56	5.84	5.92	6.36	(7.4%)	5.09
Collision with injury rate per million vehicles	0.90	1.00	0.92	0.96	0.82	0.95	(16.0%)	0.87
Speeding summonses	5,933	4,354	7,452	7,094	1,887	1,011	(46.4%)	N/A
Truck summonses	2,575	2,881	2,173	3,496	474	644	35.9%	N/A
Emergency wrecker response time (min:sec)	6:34	6:35	7:05	7:45	7:16	7:29	(3.0%)	N/A

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

- Central Operations prepared, organized and executed an authority wide Event Action Plan and operations for the 2015 TCS New York City Marathon.
- Resurfacing and grooving of the Queens-Manhattan ramp at the Robert F. Kennedy Bridge was completed.
- Completed the toll lane concrete rehabilitation at the Verrazano-Narrows Bridge, which included:
  - Rehabilitation of all 18 toll lanes in the westbound direction of the toll plaza, with full depth removal and replacement of reinforced concrete roadway
  - Removal and replacement of the E-ZPass treadles, loops and electrical conduits
  - Re-striping of the plaza
  - Maintenance and protection of traffic to ensure customer safety throughout the construction project
- The Commercial Vehicle Safety Unit conducted Joint Commercial Vehicle Safety initiatives with NYS DOT at the Robert F. Kennedy Bridge, Bronx Whitestone Bridge, Throgs Neck Bridge and Verrazano Narrows Bridge.



**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 third 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 third 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)            Queens: Plaza to Queens anchorage            Bronx: Queens anchorage to plaza</p> <p>Throgs Neck Bridge (point to point distance-10,300 feet)            Queens: Plaza to sign gantry 7S            Bronx: Sign gantry 7S to plaza</p> <p>Henry Hudson Bridge (point to point distance-2,340 feet)            Manhattan: Kappock Street to Plaza            Bronx: Plaza to Kappock Street</p> <p>Hugh L. Carey Tunnel (point to point distance-9,722 feet)            Brooklyn: Manhattan Portal to Plaza            Manhattan: Plaza to Manhattan Portal</p> <p>Queens Midtown Tunnel (point to point distance-6,714 feet)            Queens: Manhattan Gantry to Plaza            Manhattan: Plaza to Manhattan Gantry</p> <p>Verrazano-Narrows Bridge (point to point distance-13,464 feet)            Brooklyn: Fingerboard to 93rd Street or Fingerboard to Belt Parkway            Staten Island: 93rd Street to Fingerboard or Belt Parkway to Fingerboard</p> <p>Marine Parkway Bridge (point to point distance - 4,850 feet)            Brooklyn: Signal Gantry 1 to Plaza            Queens: Plaza to Signal Gantry 1</p> <p>Robert F. Kennedy Bridge            Queens: Manhattan Lift Span to Queens Anchorage (point to point distance - 11,078 feet)            Manhattan: Queens Anchorage to Manhattan Lift Span (point to point distance - 12,001 feet)            Bronx: Queens Anchorage to Bruckner Expressway (point to point distance - 11,124 feet)</p> <p>Cross Bay Bridge            Queens: Beach Channel Drive to Plaza (point to point distance 3,985 feet)            Rockaways: Plaza to Beach Channel Drive (point to point distance - 3,985 feet)</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 December 2015



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

<b>E-ZPass Performance at All B&amp;T Facilities</b>			
	December 2015	Year to Date	December 2014
Total E-ZPass Traffic <sup>1</sup>	21,757,651	253,599,092	20,440,607
E-ZPass Market Share: Total	85.7%	85.1%	84.5%
Cars	85.2%	84.5%	83.8%
Trucks	93.2%	92.7%	92.7%

<b>Weekday E-ZPass Performance by Facility<sup>2</sup></b>			
Facility	December Average E-Zpass Weekday Traffic and Market Share		
	2015 Average Traffic	2015 Market Share	2014 Market Share
Bronx-Whitestone Bridge	97,446	82.4%	80.9%
Cross Bay Veterans Memorial Bridge	19,911	88.4%	87.0%
Henry Hudson Bridge	64,420	94.6%	94.3%
Hugh L. Carey Tunnel	49,694	91.7%	90.3%
Marine Parkway-Gil Hodges Memorial Bridge	19,894	90.5%	89.1%
Queens Midtown Tunnel	73,965	90.7%	89.3%
Robert F. Kennedy Bridge - Bronx Plaza	64,976	80.2%	78.0%
Robert F. Kennedy Bridge - Manhattan Plaza	81,525	87.4%	85.9%
Throgs Neck Bridge	99,039	86.3%	84.9%
Verrazano-Narrows Bridge <sup>1</sup>	<u>167,296</u>	<u>88.5%</u>	<u>87.3%</u>
All Facilities <sup>1</sup>	738,166	87.4%	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  
December 2015  
Preliminary data subject to final audit**

<b>Weekday Peak Hour E-ZPass Performance by Facility<sup>3</sup></b>				
Facility	December E-ZPass Market Share			
	2015 AM Peak	2014 AM Peak	2015 PM Peak	2014 PM Peak
Bronx-Whitestone Bridge	87.4%	85.9%	83.1%	81.8%
Cross Bay Veterans Memorial Bridge	92.1%	90.0%	88.6%	87.3%
Henry Hudson Bridge	95.6%	96.3%	94.3%	95.2%
Hugh L. Carey Tunnel	94.5%	93.3%	90.9%	90.5%
Marine Parkway-Gil Hodges Memorial Bridge	92.5%	91.4%	90.0%	88.2%
Queens Midtown Tunnel	92.7%	91.3%	89.8%	89.2%
Robert F. Kennedy Bridge - Bronx Plaza	85.0%	83.0%	80.9%	79.4%
Robert F. Kennedy Bridge - Manhattan Plaza	90.1%	88.6%	87.2%	86.2%
Throgs Neck Bridge	90.6%	89.3%	86.5%	85.2%
Verrazano-Narrows Bridge <sup>4</sup>	N/A	N/A	90.8%	90.0%
All Facilities	90.4%	89.2%	87.8%	87.0%

<b>Weekend E-ZPass Performance by Facility</b>			
Facility	December Average E-ZPass Weekend Traffic and Market Share		
	2015 Avg. Traffic	2015 Market Share	2014 Market Share
Bronx-Whitestone Bridge	87,714	76.2%	74.8%
Cross Bay Veterans Memorial Bridge	15,113	84.4%	83.4%
Henry Hudson Bridge	57,061	92.1%	91.9%
Hugh L. Carey Tunnel	37,556	88.2%	86.9%
Marine Parkway-Gil Hodges Memorial Bridge	14,603	87.4%	86.4%
Queens Midtown Tunnel	62,619	86.8%	85.4%
Robert F. Kennedy Bridge - Bronx Plaza	54,747	73.5%	71.2%
Robert F. Kennedy Bridge - Manhattan Plaza	66,879	83.2%	81.6%
Throgs Neck Bridge	90,707	81.2%	79.8%
Verrazano-Narrows Bridge <sup>1</sup>	<u>149,313</u>	83.0%	81.9%
All Facilities <sup>1</sup>	636,312	82.3%	81.0%

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  
December 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	December 2015 Total B&T E-ZPass Transactions	December 2015 Percentage of B&T Total Transactions	December 2014 Percentage of B&T Total Transactions
New York State Thruway Authority <sup>6</sup>	1,836,076	8.17%	7.99%
Port Authority of NY and NJ	1,190,773	5.30%	5.36%
New Jersey Toll Agencies <sup>7</sup>	1,194,519	5.31%	5.38%
Massachusetts Turnpike Authority <sup>8</sup>	151,490	0.67%	0.68%
Pennsylvania Turnpike Commission	99,984	0.44%	0.42%
Maryland Transportation Authority	64,167	0.29%	0.20%
Virginia Department of Transportation <sup>9</sup>	38,946	0.17%	0.16%
New Hampshire Department of Transportation	17,881	0.08%	0.08%
Delaware Department of Transportation	18,260	0.08%	0.07%
Other <sup>10</sup>	<u>52,274</u>	<u>0.23%</u>	<u>0.22%</u>
<b>Total</b>	<b>4,664,370</b>	<b>20.75%</b>	<b>20.55%</b>

<b>Other Agency B&amp;T E-ZPass Transactions</b>			
Agency Used By B&T Customers	December 2015	YTD 2015	December 2014
New York State Thruway Authority <sup>6</sup>	2,676,710	33,277,812	2,575,854
Port Authority of NY and NJ	3,520,024	40,551,297	3,291,257
New Jersey Toll Agencies <sup>7</sup>	5,629,445	69,723,699	5,288,292
New York State Bridge Authority	248,517	3,186,351	236,777
Massachusetts Turnpike Authority <sup>8</sup>	542,631	7,094,246	495,934
Pennsylvania Turnpike Commission	273,305	3,230,462	247,000
Maryland Transportation Authority	590,859	4,583,280	289,416
Virginia Department of Transportation <sup>9</sup>	193,383	2,372,474	145,901
New Hampshire Department of Transportation	98,069	1,468,292	84,695
Delaware Department of Transportation	265,044	3,239,081	248,130
Other <sup>10</sup>	<u>358,907</u>	<u>4,813,123</u>	<u>293,671</u>
<b>Total</b>	<b>14,396,894</b>	<b>173,540,117</b>	<b>13,196,927</b>

Notes:

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

**E-ZPASS Performance Report**  
**December 2015**  
Preliminary data subject to final audit

**E-ZPass Customer Service Statistics**

<b>MTA Bridges and Tunnels Customers</b>				
	December 2015	YTD 2015	YTD 2014	
Accounts Opened:				
Internet	6,725	96,754	95,473	
Walk-In	2,433	32,259	26,122	
Mail	389	3,577	3,183	
On-The-Go	<u>9,269</u>	<u>121,752</u>	<u>109,376</u>	
Total Accounts Opened	18,816	254,342	234,154	
Total Active Accounts		3,000,568	2,714,462	
Number of E-ZPass Tags Issued <sup>11</sup>	47,096	672,611	565,864	
Total Active Tags <sup>12</sup>		4,727,589	4,366,542	
Total Reload Cards Distributed	3,007	148,681	112,279	
Reload Card % of Cash Replenishments	17.96%	16.23%	12.31%	

<b>Customer Service Indicators</b>				
	December 2015	YTD 2015	YTD 2014	
Phone Calls Answered by Customer Service Center:				
Customer Service Representatives	270,099	3,219,857	3,016,021	
Automated System	<u>567,513</u>	<u>6,711,946</u>	<u>5,779,273</u>	
Total Phone Calls Answered	837,612	9,931,803	8,795,294	
Average Phone Call Waiting Time (in min.):				
General Call Unit	0.21	0.30	0.64	
Commercial Call Unit	0.39	0.55	0.69	
Avg. Monthly B&T E-ZPass Trips Per Account	5.72	5.82	5.95	
Average Number of Active Tags Per Account	1.58	1.59	1.61	

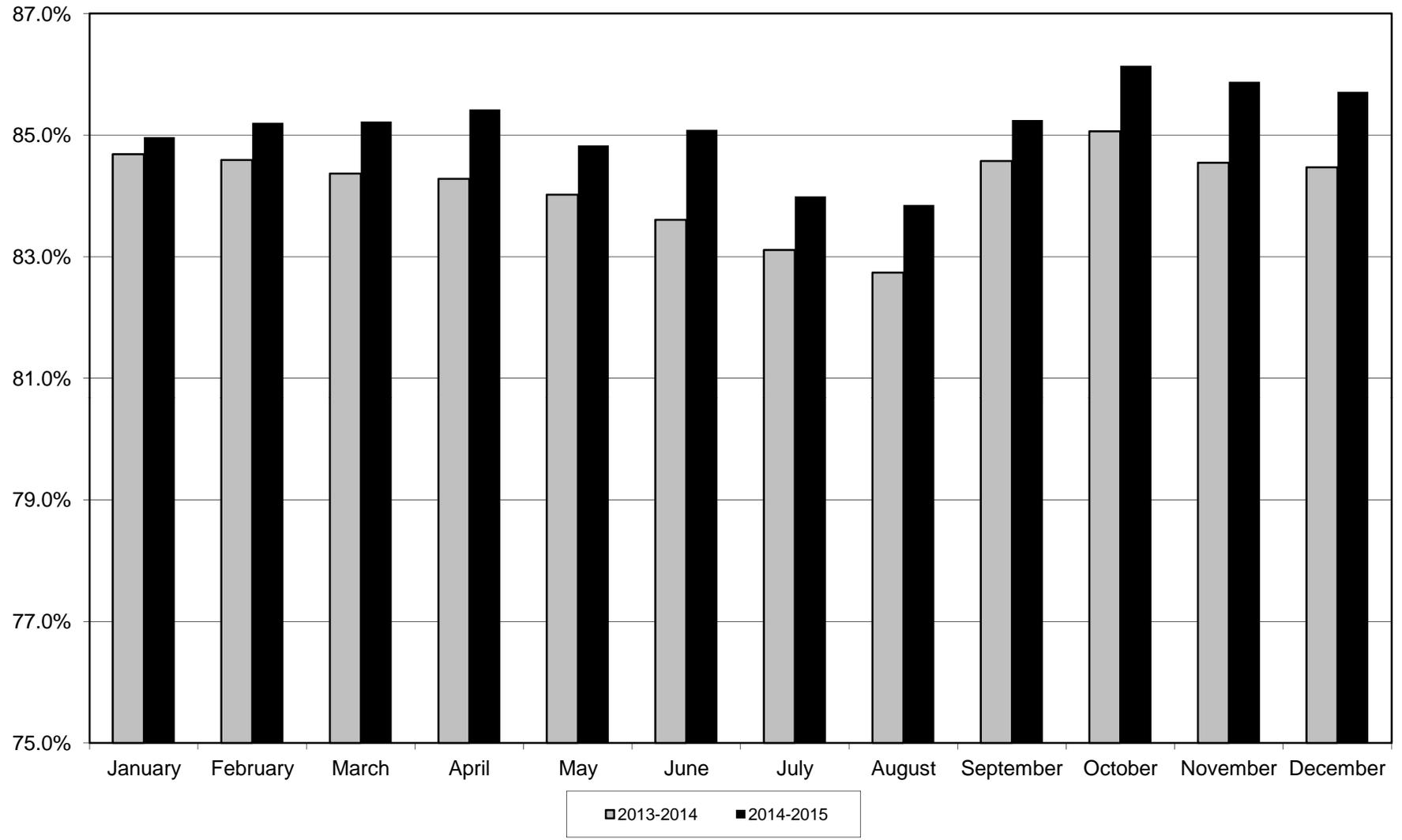
<b>E-ZPass Tag Replacement Program</b>				
	December 2015	YTD 2015	2011-2015	
Number of Replacement Tags Mailed	6,941	159,013	1,836,132	
Number of Tags Returned <sup>13</sup>	9,892	176,638	1,798,767	
Number of Tags Pending Return	N/A	N/A	37,365	

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 January 2014 through December 2015





# Bridges and Tunnels

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## Financial Report December 2015



**MTA BRIDGES & TUNNELS**  
**STATEMENT OF NET POSITION**  
**As of DECEMBER 31, 2015**  
(in thousands)

**ASSETS AND DEFERRED OUTFLOWS OF RESOURCES**

**CURRENT ASSETS:**

Cash-Unrestricted	\$12,332
Investments:	
Unrestricted	100,495
Restricted	616,188
Accrued interest receivable	719
Accounts receivable	3,889
Tolls due from other agencies	31,465
Prepaid expenses	<u>25,585</u>
 Total current assets	 <u>790,673</u>

**NONCURRENT ASSETS:**

Investments:	
Restricted	106,509
Insurance recovery receivable	126,325
Facilities, less acc.dep of \$1,383,446	4,663,255
Capital lease 2 Broadway net acc. dep.	41,096
Derivative Hedge Assets	3,597
Security Deposits	<u>46,135</u>
 Total noncurrent assets	 <u>4,986,917</u>

**TOTAL ASSETS:** 5,777,590

**DEFERRED OUTFLOWS OF RESOURCES:**

Accumulated decreases in fair value of derivative instruments	171,662
Defeasance costs	<u>152,313</u>

**TOTAL DEFERRED OUTFLOWS OF RESOURCES:** 323,975

**TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES** \$6,101,565

**MTA BRIDGES & TUNNELS**  
**STATEMENT OF NET POSITION**  
**As of DECEMBER 31, 2015**  
(in thousands)

**LIABILITIES**

**CURRENT LIABILITIES:**

Current portion-long term debt	\$274,135
Interest Payable	54,203
Accounts Payable	106,753
Payable to MTA-CAP	36,205
Due to MTA-Operating Expenses	5,688
Due to NYCTA-Operating Expenses	499
Accrued salaries	12,106
Accrued Vac & Sick Benefits	18,373
Current portion of estimated liability arising from injury	21,099
Current portion of capital lease obligation	6,170
Pollution remediation projects	1,829
Due to New York City Transit Authority	-281,413
Due to Metropolitan Transportation Authority	-375,970
Pension Contribution Payable	0
Unredeemed Tolls	145,186
Tolls due to other agencies	42,798
E-ZPass Airport Toll Liability	<u>10,256</u>
 Total current liabilities	 <u>77,917</u>

**NONCURRENT LIABILITIES:**

Long term debt	8,670,786
Post Employment Benefits Other than Pensions	577,318
Estimated liability arising from injury	19,748
Capital lease obligations	138,787
Derivative Hedge Liabilities	175,998
Security deposits-Contra	<u>46,135</u>
 Total noncurrent liabilities	 <u>9,628,772</u>

**TOTAL LIABILITIES** 9,706,689

**NET POSITION** (3,605,124) \*

**TOTAL LIABILITIES & NET POSITION** \$6,101,565

\*The negative Net Position of \$3,605,124 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**  
**2015 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>
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	2015			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2015 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Vehicle Toll Revenue	1,716.309	1,792.269	1,808.901	92.592	5.4	16.632	0.9
Other Operating Revenue	17.454	30.660	36.172	18.718	*	5.512	18.0
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Investment Income	0.737	0.137	0.183	(0.554)	(75.2)	0.046	33.7
<b>Total Revenue</b>	<b>\$1,734.500</b>	<b>\$1,823.066</b>	<b>\$1,845.256</b>	<b>\$110.756</b>	<b>6.4</b>	<b>\$22.190</b>	<b>1.2</b>
<b>Expenses</b>							
Labor:							
Payroll	\$141.616	\$128.828	\$118.804	\$22.812	16.1	\$10.024	7.8
Overtime	23.489	26.272	21.914	1.575	6.7	4.358	16.6
Health and Welfare	29.938	27.033	25.014	4.924	16.4	2.019	7.5
OPEB Current Payment	16.873	16.617	16.799	0.074	0.4	(0.182)	(1.1)
Pensions	28.373	39.442	39.850	(11.477)	(40.4)	(0.408)	(1.0)
Other Fringe Benefits	18.751	17.718	19.918	(1.167)	(6.2)	(2.200)	(12.4)
Reimbursable Overhead	(5.074)	(4.516)	(7.200)	2.126	41.9	2.684	59.4
<b>Total Labor Expenses</b>	<b>\$253.965</b>	<b>\$251.394</b>	<b>\$235.099</b>	<b>\$18.866</b>	<b>7.4</b>	<b>\$16.295</b>	<b>6.5</b>
Non-Labor:							
Electricity - Non-Traction	\$6.783	\$5.470	\$4.991	\$1.792	26.4	\$0.479	8.8
Fuel	2.915	2.176	1.977	0.938	32.2	0.199	9.1
Insurance	16.633	15.276	14.798	1.835	11.0	0.478	3.1
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	138.592	137.188	129.500	9.092	6.6	7.688	5.6
Professional Service Contracts	42.550	43.781	27.936	14.614	34.3	15.845	36.2
Materials & Supplies	4.327	4.294	3.255	1.072	24.8	1.039	24.2
Other Business Expenses	29.429	32.820	35.203	(5.774)	(19.6)	(2.383)	(7.3)
<b>Total Non-Labor Expenses</b>	<b>\$241.229</b>	<b>\$241.005</b>	<b>\$217.660</b>	<b>\$23.569</b>	<b>9.8</b>	<b>\$23.345</b>	<b>9.7</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$495.194</b>	<b>\$492.398</b>	<b>\$452.759</b>	<b>\$42.435</b>	<b>8.6</b>	<b>\$39.640</b>	<b>8.1</b>
Depreciation	\$111.667	\$111.667	\$109.783	\$1.884	1.7	\$1.884	1.7
OPEB Obligation	71.700	71.700	71.148	0.552	0.8	0.552	0.8
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$678.561</b>	<b>\$675.765</b>	<b>\$633.690</b>	<b>\$44.871</b>	<b>6.6</b>	<b>\$42.076</b>	<b>6.2</b>
Less: Depreciation	\$111.667	\$111.667	\$109.783	\$1.884	1.7	\$1.884	1.7
Less: OPEB Obligation	71.700	71.700	71.148	0.552	0.8	0.552	0.8
<b>Total Expenses</b>	<b>\$495.194</b>	<b>\$492.398</b>	<b>\$452.759</b>	<b>\$42.435</b>	<b>8.6</b>	<b>\$39.640</b>	<b>8.1</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$1,239.306</b>	<b>\$1,330.668</b>	<b>\$1,392.497</b>	<b>\$153.191</b>	<b>12.4</b>	<b>\$61.830</b>	<b>4.6</b>

Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**2015 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
(\$ in millions)

<b>REIMBURSABLE</b>
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	2015			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2015 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	21.451	21.208	20.575	(0.876)	(4.1)	(0.633)	(3.0)
Investment Income	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Revenue</b>	<b>\$21.451</b>	<b>\$21.208</b>	<b>\$20.575</b>	<b>(\$0.876)</b>	<b>(4.1)</b>	<b>(\$0.633)</b>	<b>(3.0)</b>
<b>Expenses</b>							
Labor:							
Payroll	\$9.741	\$9.677	\$8.009	\$1.732	17.8	\$1.668	17.2
Overtime	0.415	1.531	0.827	(0.412)	(99.4)	0.704	46.0
Health and Welfare	2.269	2.000	1.655	0.614	27.1	0.345	17.3
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	2.688	2.370	1.962	0.726	27.0	0.408	17.2
Other Fringe Benefits	1.264	1.114	0.922	0.342	27.1	0.192	17.2
Reimbursable Overhead	5.074	4.516	7.200	(2.126)	(41.9)	(2.684)	(59.4)
<b>Total Labor Expenses</b>	<b>\$21.451</b>	<b>\$21.208</b>	<b>\$20.575</b>	<b>\$0.876</b>	<b>4.1</b>	<b>\$0.633</b>	<b>3.0</b>
Non-Labor:							
Electricity - Non-Traction	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Professional Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Materials & Supplies	0.000	0.000	0.000	0.000	-	0.000	-
Other Business Expenses	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$21.451</b>	<b>\$21.208</b>	<b>\$20.575</b>	<b>\$0.876</b>	<b>4.1</b>	<b>\$0.633</b>	<b>3.0</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$21.451</b>	<b>\$21.208</b>	<b>\$20.575</b>	<b>\$0.876</b>	<b>4.1</b>	<b>\$0.633</b>	<b>3.0</b>
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Less: OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses</b>	<b>\$21.451</b>	<b>\$21.208</b>	<b>\$20.575</b>	<b>\$0.876</b>	<b>4.1</b>	<b>\$0.633</b>	<b>3.0</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>

Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**2015 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
(\$ in millions)

<b>NON-REIMBURSABLE/REIMBURSABLE</b> (Page 1 of 2)
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	2015			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2015 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Vehicle Toll Revenue	\$1,716.309	\$1,792.269	\$1,808.901	\$92.592	5.4	\$16.632	0.9
Other Operating Revenue	17.454	30.660	36.172	18.718	*	5.512	18.0
Capital and Other Reimbursements	21.451	21.208	20.575	(0.876)	(4.1)	(0.633)	(3.0)
Investment Income	0.737	0.137	0.183	(0.554)	(75.2)	0.046	33.7
<b>Total Revenue</b>	<b>\$1,755.951</b>	<b>\$1,844.274</b>	<b>\$1,865.831</b>	<b>\$109.880</b>	<b>6.3</b>	<b>\$21.557</b>	<b>1.2</b>
<b>Expenses</b>							
Labor:							
Payroll	\$151.357	\$138.505	\$126.813	\$24.544	16.2	\$11.692	8.4
Overtime	23.903	27.803	22.741	1.162	4.9	5.062	18.2
Health and Welfare	32.207	29.033	26.669	5.538	17.2	2.364	8.1
OPEB Current Payment	16.873	16.617	16.799	0.074	0.4	(0.182)	(1.1)
Pensions	31.061	41.812	41.812	(10.751)	(34.6)	0.000	0.0
Other Fringe Benefits	20.015	18.832	20.840	(0.825)	(4.1)	(2.008)	(10.7)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenses</b>	<b>\$275.416</b>	<b>\$272.602</b>	<b>\$255.674</b>	<b>\$19.742</b>	<b>7.2</b>	<b>\$16.928</b>	<b>6.2</b>
Non-Labor:							
Electricity - Non-Traction	\$6.783	\$5.470	\$4.991	\$1.792	26.4	\$0.479	8.8
Fuel	2.915	2.176	1.977	0.938	32.2	0.199	9.1
Insurance	16.633	15.276	14.798	1.835	11.0	0.478	3.1
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	138.592	137.188	129.500	9.092	6.6	7.688	5.6
Professional Service Contracts	42.550	43.781	27.936	14.614	34.3	15.845	36.2
Materials & Supplies	4.327	4.294	3.255	1.072	24.8	1.039	24.2
Other Business Expenses	29.429	32.820	35.203	(5.774)	(19.6)	(2.383)	(7.3)
<b>Total Non-Labor Expenses</b>	<b>\$241.229</b>	<b>\$241.005</b>	<b>\$217.660</b>	<b>\$23.569</b>	<b>9.8</b>	<b>\$23.345</b>	<b>9.7</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$516.645</b>	<b>\$513.606</b>	<b>\$473.334</b>	<b>\$43.311</b>	<b>8.4</b>	<b>\$40.273</b>	<b>7.8</b>
Depreciation	\$111.667	\$111.667	\$109.783	\$1.884	1.7	\$1.884	1.7
OPEB Obligation	71.700	71.700	71.148	0.552	0.8	0.552	0.8
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$700.012</b>	<b>\$696.973</b>	<b>\$654.265</b>	<b>\$45.747</b>	<b>6.5</b>	<b>\$42.709</b>	<b>6.1</b>
Less: Depreciation	\$111.667	\$111.667	\$109.783	\$1.884	1.7	\$1.884	1.7
Less: OPEB Obligation	71.700	71.700	71.148	0.552	0.8	0.552	0.8
<b>Total Expenses</b>	<b>\$516.645</b>	<b>\$513.606</b>	<b>\$473.334</b>	<b>\$43.311</b>	<b>8.4</b>	<b>\$40.273</b>	<b>7.8</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$1,239.306</b>	<b>\$1,330.668</b>	<b>\$1,392.497</b>	<b>\$153.191</b>	<b>12.4</b>	<b>\$61.830</b>	<b>4.6</b>

Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**2015 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
(\$ in millions)

<b>NON-REIMBURSABLE/REIMBURSABLE</b> (Page 2 of 2)
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	2015			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2015 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Net Surplus/(Deficit)</b>	<b>\$1,239.306</b>	<b>\$1,330.668</b>	<b>\$1,392.497</b>	<b>\$153.191</b>	<b>12.4</b>	<b>\$61.830</b>	<b>4.6</b>
<u>Deductions from Income:</u>							
Less: Capitalized Assets	\$16.142	\$16.142	\$7.724	\$8.418	52.1	\$8.418	52.1
Reserves and Prepaid Expenses	26.382	26.382	29.283	(2.901)	(11.0)	(2.901)	(11.0)
GASB Reserve	0.000	0.000	0.000	0.000	-	0.000	-
<b>Adjusted Baseline Net Surplus/(Deficit)</b>	<b>\$1,196.782</b>	<b>\$1,288.144</b>	<b>\$1,355.490</b>	<b>\$158.708</b>	<b>13.3</b>	<b>\$67.346</b>	<b>5.2</b>
Less: Debt Service	636.351	606.681	604.591	31.760	5.0	2.090	0.3
<b>Income Available for Distribution</b>	<b>\$560.431</b>	<b>\$681.462</b>	<b>\$750.899</b>	<b>\$190.468</b>	<b>34.0</b>	<b>\$69.437</b>	<b>10.2</b>
<b>Distributable To:</b>							
MTA - Investment Income	0.737	0.137	0.183	(0.554)	(75.2)	0.046	33.7
MTA - Distributable Income	338.312	394.269	432.282	93.970	27.8	38.013	9.6
NYCT - Distributable Income	221.383	287.056	318.434	97.051	43.8	31.378	10.9
<b>Total Distributable Income:</b>	<b>\$560.431</b>	<b>\$681.462</b>	<b>\$750.899</b>	<b>\$190.468</b>	<b>34.0</b>	<b>\$69.437</b>	<b>10.2</b>
<b>Actual Cash Transfers:</b>							
MTA - Investment Income	0.162	0.137	0.137	(0.025)	(15.2)	(0.000)	(0.0)
MTA - Transfers	338.970	405.118	426.246	87.275	25.7	21.127	5.2
NYCT - Transfers	223.463	290.797	313.857	90.393	40.5	23.060	7.9
<b>Total Cash Transfers:</b>	<b>\$562.595</b>	<b>\$696.052</b>	<b>\$740.239</b>	<b>\$177.644</b>	<b>31.6</b>	<b>\$44.187</b>	<b>6.3</b>
<b>SUPPORT TO MASS TRANSIT:</b>							
Total Revenues	\$1,755.951	\$1,844.274	\$1,865.831	109.880	6.3	21.557	1.2
Less: Net Operating Expenses	516.645	513.606	473.334	43.311	8.4	40.273	7.8
<b>Net Surplus/(Deficit)</b>	<b>\$1,239.306</b>	<b>\$1,330.668</b>	<b>\$1,392.497</b>	<b>\$153.191</b>	<b>12.4</b>	<b>\$61.830</b>	<b>4.6</b>
<b>Deductions from Operating Income:</b>							
B&T Debt Service	\$254.148	\$250.776	\$230.545	23.603	9.3	20.231	8.1
Capitalized Assets	16.142	16.142	7.724	8.418	52.1	8.418	52.1
Reserves and Prepaid Expenses	26.382	26.382	29.283	(2.901)	(11.0)	(2.901)	(11.0)
GASB Reserve	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Deductions from Operating Inc.</b>	<b>\$296.672</b>	<b>\$293.299</b>	<b>\$267.552</b>	<b>\$29.120</b>	<b>9.8</b>	<b>\$25.747</b>	<b>8.8</b>
<b>Total Support to Mass Transit:</b>	<b>\$942.634</b>	<b>\$1,037.368</b>	<b>\$1,124.945</b>	<b>\$182.311</b>	<b>19.3</b>	<b>\$87.577</b>	<b>8.4</b>

Totals may not add due to rounding

\* Variance exceeds 100%.

**MTA BRIDGES AND TUNNELS**  
**EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS**  
**December Year-to-Date 2015**  
(\$ in millions)

<b>Generic Revenue or Expense Category</b>	<b>Nonreimb or Reimb</b>	<b>YEAR-TO-DATE</b>		<b>Reason for Variance</b>
		<b>Favorable (Unfavorable) Variance</b>		
		<b>\$</b>	<b>%</b>	
Vehicle Toll Revenue	Nonreimb	16.632	0.9	Higher toll revenue due to 1.0% higher traffic primarily due to relatively low gas prices throughout the fourth quarter and favorable weather in December
Other Operating Revenue	Nonreimb	5.512	18.0	Higher Other Operating Revenue primarily due to higher E-ZPass administrative fees (\$1.705M) and higher than planned FEMA reimbursement for expenses related to Hurricane Sandy (\$1.941M)
Investment Income	Nonreimb	0.046	33.7	Minor variance
Payroll	Nonreimb	10.024	7.8	Lower payroll expenses due to vacancies
Overtime	Nonreimb	4.358	16.6	See overtime table
Health and Welfare	Nonreimb	2.019	7.5	Lower health and welfare expenses primarily due to vacancies
OPEB Current Payment	Nonreimb	(0.182)	(1.1)	Minor variance
Pensions	Nonreimb	(0.408)	(1.0)	Higher expenses resulting from lower reimbursements from the capital program due to the timing of capital projects
Other Fringe Benefits	Nonreimb	(2.200)	(12.4)	Higher expenses primarily due to actuarial adjustment to Worker's Compensation reserve (\$2.815M), offset by lower Social Security taxes due to vacancies (\$0.789M)
Reimbursable Overhead	Nonreimb	2.684	59.4	Higher than planned overhead charges to the capital program
Electricity - Non-Traction	Nonreimb	0.479	8.8	Lower than planned electricity expenses
Fuel	Nonreimb	0.199	9.1	Lower than planned fuel expenses
Insurance	Nonreimb	0.478	3.1	Lower expenses primarily due to the timing of property insurance premiums
Maintenance and Other Operating Contracts	Nonreimb	7.688	5.6	Lower expenses primarily due to the timing of Hurricane Sandy-related projects (\$3.815M) and other Major Maintenance projects (\$1.195M) and lower than anticipated E-ZPass tag purchases (\$1.987)
Professional Service Contracts	Nonreimb	15.845	36.2	Lower expenses primarily for Bond Issuance Costs (\$10.495), Planning Studies (\$1.394M), and miscellaneous consulting contracts (\$2.706M)
Materials & Supplies	Nonreimb	1.039	24.2	Lower than planned expenses across a variety of small equipment and supply categories
Other Business Expenses	Nonreimb	(2.383)	(7.3)	Higher expenses primarily due to an increase in the E-ZPass Bad Debt reserve (\$1.762M) and additional credit/debit card expenses resulting from E-ZPass toll revenue gains (\$1.007M) partially offset by several relatively small under-runs across a variety of areas
<b>Capital and Other Reimbursements</b>				
Payroll	Reimb	1.668	17.2	Lower than estimated time spent on projects eligible for reimbursement from the capital program
Overtime	Reimb	0.704	46.0	Lower than estimated time spent on projects eligible for reimbursement from the capital program
Health and Welfare	Reimb	0.345	17.3	Lower than estimated time spent on projects eligible for reimbursement from the capital program
Pensions	Reimb	0.408	17.2	Lower than estimated time spent on projects eligible for reimbursement from the capital program
Other Fringe Benefits	Reimb	0.192	17.2	Lower than estimated time spent on projects eligible for reimbursement from the capital program
Reimbursable Overhead	Reimb	(2.684)	(59.4)	Lower than planned overhead charges to the capital program

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

	2015 Adopted Budget		2015 Final Estimate		Actuals		Var. - Fav./(Unfav) 2015 Adopted Budget		Var. - Fav./(Unfav) 2015 Final Estimate	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>										
<b>Operations &amp; Maintenance</b>										
<u>Scheduled Service</u>	54,290	\$3.412	56,509	\$3.687	64,985	\$4.241	(10,695)	(\$0.829)	(8,476)	(\$0.554)
							-19.7%	-24.3%	-15.0%	-15.0%
<u>Unscheduled Service</u>	12,812	\$0.798	10,465	\$0.664	2,118	\$0.134	10,695	\$0.664	8,348	\$0.530
							83.5%	83.2%	79.8%	79.8%
<u>Programmatic/Routine Maintenance</u>	11,317	\$0.910	11,617	\$0.927	15,567	\$1.242	(4,250)	(\$0.332)	(3,950)	(\$0.315)
							-37.6%	-36.4%	-34.0%	-34.0%
<u>Unscheduled Maintenance</u>	10,849	\$0.873	11,293	\$0.932	11,749	\$0.970	(900)	(\$0.097)	(456)	(\$0.038)
							-8.3%	-11.1%	-4.0%	-4.1%
<u>Vacancy/Absentee Coverage</u>	158,412	\$10.131	181,852	\$12.313	177,026	\$11.986	(18,614)	(\$1.855)	4,826	\$0.327
							-11.8%	-18.3%	2.7%	2.7%
<u>Weather Emergencies</u>	18,955	\$1.414	19,640	\$1.462	17,363	\$1.293	1,592	\$0.121	2,277	\$0.169
							8.4%	8.6%	11.6%	11.6%
<u>Safety/Security/Law Enforcement</u>	29,811	\$1.869	37,921	\$2.421	19,136	\$1.222	10,675	\$0.647	18,785	\$1.199
							35.8%	34.6%	49.5%	49.5%
<u>Other</u>	16,075	\$1.150	4,097	\$0.321	995	\$0.078	15,080	\$1.072	3,102	\$0.243
							93.8%	93.2%	75.7%	75.7%
<u>*All Other Departments and Accruals</u>		\$2.930		\$3.544		\$0.749		\$2.181		\$2.795
								74.4%		78.9%
Subtotal	312,521	\$23.489	333,394	\$26.272	308,939	\$21.914	3,583	\$1.575	24,456	\$4.358
							1.1%	6.7%	7.3%	16.6%
<b>REIMBURSABLE OVERTIME</b>										
	5,485	\$0.415	21,851	\$1.531	13,125	\$0.827	(7,640)	(\$0.412)	8,726	\$0.704
							-139.3%	-99.1%	39.9%	46.0%
<b>TOTAL OVERTIME</b>	<b>318,006</b>	<b>\$23.903</b>	<b>355,245</b>	<b>\$27.803</b>	<b>322,064</b>	<b>\$22.741</b>	<b>(4,058)</b>	<b>\$1.162</b>	<b>33,182</b>	<b>\$5.062</b>
							-1.3%	4.9%	9.3%	18.2%

Totals may not add due to rounding

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

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

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

	Var. - Fav./(Unfav)		December 2015 Year-To-Date
	Actual vs. 2015 Final Est.		Explanations
	Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>			
<b>Operations &amp; Maintenance</b>			
<u>Scheduled Service</u>	(8,476)	(\$0.554)	Higher than planned expenses
	-15.0%	-15.0%	
<u>Unscheduled Service</u>	8,348	\$0.530	Lower than planned expenses
	79.8%	79.8%	
<u>Programmatic/Routine Maintenance</u>	(3,950)	(\$0.315)	Higher than planned expenses
	-34.0%	-34.0%	
<u>Unscheduled Maintenance</u>	(456)	(\$0.038)	Higher than planned expenses
	-4.0%	-4.1%	
<u>Vacancy/Absentee Coverage</u>	4,826	\$0.327	Lower than planned expenses
	2.7%	2.7%	
<u>Weather Emergencies</u>	2,277	\$0.169	Lower than planned expenses primarily due to favorable weather in December
	11.6%	11.6%	
<u>Safety/Security/Law Enforcement</u>	18,785	\$1.199	More efficient use of law enforcement related overtime
	49.5%	49.5%	
<u>Other</u>	3,102	\$0.243	Lower than planned expenses
	75.7%	75.7%	
<u>*All Other Departments and Accruals</u>		\$2.795	Primarily due to adjustments for the 28-day OT payroll lag
		78.9%	
Subtotal	24,456	\$4.358	
	7.3%	16.6%	
<b>REIMBURSABLE OVERTIME</b>	8,726	\$0.704	Lower than planned overtime needed on projects eligible for reimbursement from the capital program
	39.9%	46.0%	
<b>TOTAL OVERTIME</b>	33,182	\$5.062	
	9.3%	18.2%	

Totals may not add due to rounding

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

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

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**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)**

**Comparison Current Year vs. Prior Year**

	Prior Year		Current Year*		Percentage Change	
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
Bronx-Whitestone	38.5	\$260.8	42.1	\$294.0	9.2%	12.8%
Cross Bay	7.6	16.3	8.0	17.5	5.3%	7.7%
Henry Hudson	22.3	64.9	23.2	71.4	4.1%	10.0%
Hugh L. Carey	16.9	99.1	17.7	106.9	4.3%	7.8%
Marine Parkway	7.4	15.6	7.8	16.9	4.8%	8.5%
Queens Midtown	29.0	178.6	28.7	182.4	-1.0%	2.1%
RFK - Bronx	28.8	204.5	29.6	217.9	2.8%	6.5%
RFK - Manhattan	31.1	189.1	32.6	204.8	4.9%	8.3%
Throgs Neck	40.9	302.1	42.2	324.7	3.3%	7.5%
Verrazano-Narrows	64.0	345.5	66.2	372.3	3.4%	7.8%
<b>Total</b>	<b>286.4</b>	<b>\$1,676.4</b>	<b>297.9</b>	<b>\$1,808.9</b>	<b>4.0%</b>	<b>7.9%</b>
<b>Revenue Per Vehicle</b>		<b>\$5.853</b>		<b>\$6.071</b>		<b>3.7%</b>

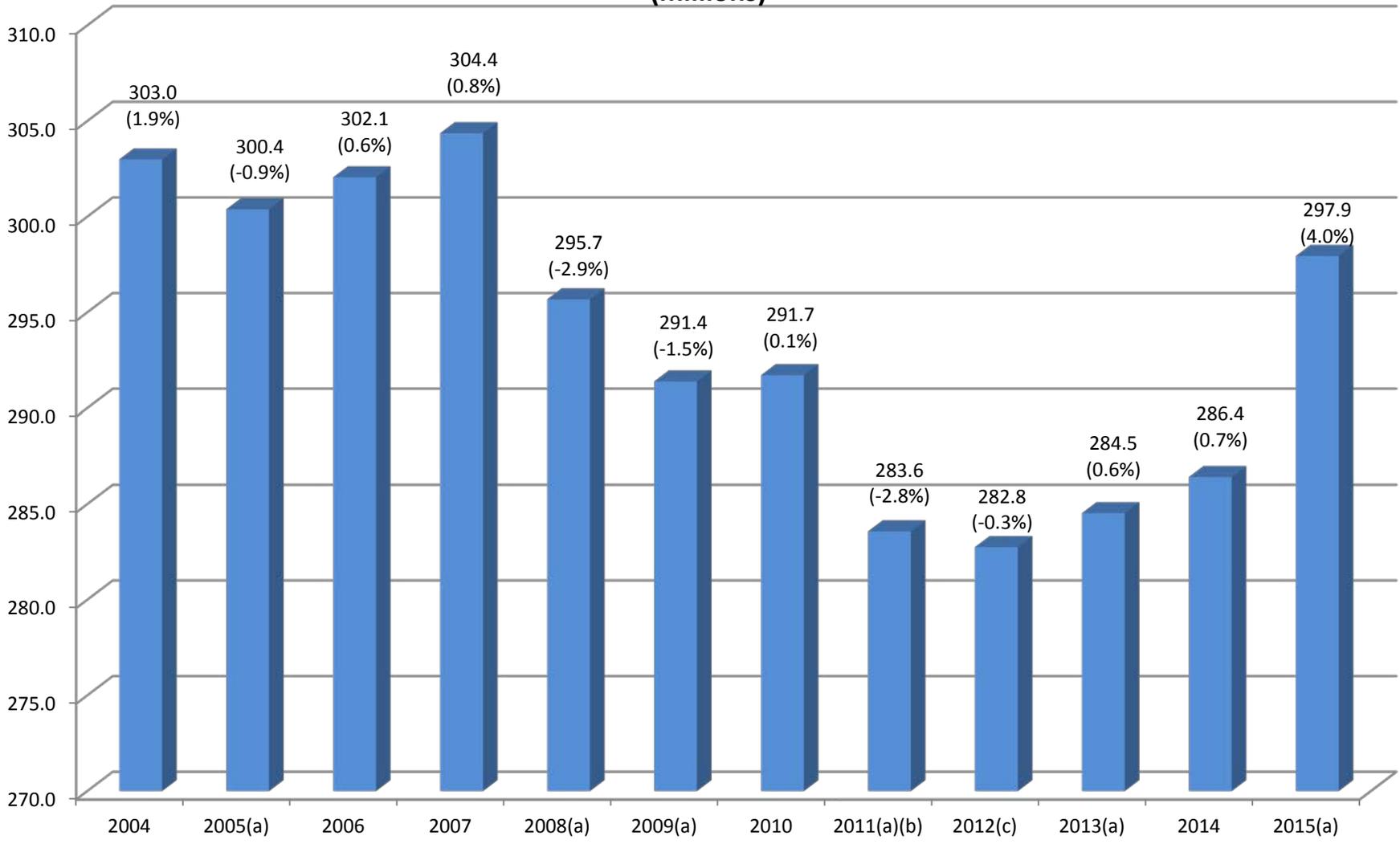
\*Toll increase implemented March 22, 2015

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

	Adopted Budget	Final Estimate	Prelim Actual	Percentage Change	
				Adopted Budget	Final Estimate
Traffic	283.5	295.1	297.9	5.1%	1.0%
Toll Revenue	\$1,716.3	\$1,792.3	\$1,808.9	5.4%	0.9%
Revenue Per Vehicle	\$6.054	\$6.073	\$6.071	0.3%	0.0%

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

### Total Paid Traffic: 2004-2015 (millions)



- (a) Toll Increase
- (b) Hurricane Irene
- (c) Hurricane Sandy

**MTA BRIDGES AND TUNNELS**  
**2015 YEAR-END REPORT**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
**December 2015**

Department	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	11	7	4	4 Professional vacancies
Law <sup>(1)</sup>	13	14	(1)	1 Professional overage
CFO <sup>(2)</sup>	25	17	8	6 Managerial and 2 Professional vacancies
Administration <sup>(3)</sup>	36	37	(1)	1 Managerial overage
EEO	2	1	1	1 Managerial vacancy
<b>Total Administration</b>	<b>87</b>	<b>76</b>	<b>11</b>	
<b>Operations</b>				
Revenue Management	42	39	3	2 Managerial vacancies and 1 Professional vacancy
Operations (Non-Security)	577	510	67	52 Managerial and 15 BTO vacancies
<b>Total Operations</b>	<b>619</b>	<b>549</b>	<b>70</b>	
<b>Maintenance</b>				
Maintenance	199	190	9	3 Managerial vacancies and 6 Maintainer vacancies
Operations - Maintainers	166	160	6	6 Maintainer vacancies
Internal Security - Tech Svcs	-	-	-	
<b>Total Maintenance</b>	<b>365</b>	<b>350</b>	<b>15</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	176	148	28	11 Managerial and 17 Professional vacancies
Safety & Health	11	9	2	2 Professional vacancies
Law <sup>(1)</sup>	23	20	3	3 Professional vacancies
CFO-Planning & Budget Capital	26	15	11	5 Managerial and 6 Professional vacancies
<b>Total Engineering/Capital</b>	<b>236</b>	<b>192</b>	<b>44</b>	
<b>Public Safety</b>				
Operations (Security)	232	232	-	
Internal Security - Operations	42	35	7	7 Professional vacancies
<b>Total Public Safety</b>	<b>274</b>	<b>267</b>	<b>7</b>	
<b>Total Positions</b>	<b>1,581</b>	<b>1,434</b>	<b>147</b>	
Non-Reimbursable	<b>1,505</b>	<b>1,358</b>	<b>147</b>	
Reimbursable	76	76	-	
<b>Total Full-Time</b>	<b>1,581</b>	<b>1,434</b>	<b>147</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**  
**2015 YEAR-END REPORT**  
**TOTAL POSITIONS BY FUNCTION AND OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**December 2015**

	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	34	28	6	6 vacancies in CFO, 1 vacancy in EEO, and 1 overage in Administration
Professional, Technical, Clerical	53	48	5	4 vacancies in Executive, 2 in CFO, and 1 overage in Law
Operational Hourlies	-	-	-	
<b>Total Administration</b>	<b>87</b>	<b>76</b>	<b>11</b>	
<b>Operations</b>				
Managers/Supervisors	211	157	54	52 vacancies in Operations and 2 in Revenue Management
Professional, Technical, Clerical	34	33	1	1 vacancy in Revenue Management
Operational Hourlies <sup>(1)</sup>	374	359	15	15 BTO vacancies in Operations
<b>Total Operations</b>	<b>619</b>	<b>549</b>	<b>70</b>	
<b>Maintenance</b>				
Managers/Supervisors	20	17	3	3 vacancies in Maintenance
Professional, Technical, Clerical	15	15	-	
Operational Hourlies <sup>(2)</sup>	330	318	12	6 Maintainer vacancies in Operations and 6 in Maintenance
<b>Total Maintenance</b>	<b>365</b>	<b>350</b>	<b>15</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	58	42	16	11 vacancies in Engineering and 5 in CFO
Professional, Technical, Clerical	178	150	28	17 vacancies in Engineering, 6 in CFO, 3 in Law, and 2 in Safety and Health
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>236</b>	<b>192</b>	<b>44</b>	
<b>Public Safety</b>				
Managers/Supervisors	45	45	-	
Professional, Technical, Clerical	33	26	7	7 vacancies in Internal Security
Operational Hourlies <sup>(3)</sup>	196	196	-	
<b>Total Public Safety</b>	<b>274</b>	<b>267</b>	<b>7</b>	
<b>Total Positions</b>				
Managers/Supervisors	368	289	79	
Professional, Technical, Clerical	313	272	41	
Operational Hourlies	900	873	27	
<b>Total Positions</b>	<b>1,581</b>	<b>1,434</b>	<b>147</b>	

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

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

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



# Bridges and Tunnels

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## 2015 B&T Operating Surplus (Action Item)



# Staff Summary



<b>Subject:</b>	2015 TBTA Operating Surplus
<b>Department:</b>	Finance
<b>Department Head Name</b>	Mildred Chua <i>MC 2/12/16</i>
<b>Department Head Signature</b>	<i>MC 2/12/16</i>
<b>Project Manager Name</b>	Angelo Cerbone <i>AC 2/12/16</i>

<b>Date</b>	February 12, 2016
<b>Vendor Name</b>	
<b>Contract Number</b>	
<b>Contract Manager Name</b>	
<b>Table of Contents Ref #</b>	

Board Action					
Order	To	Date	Approval	Info	Other
1	MTA B&T Committee	02/22/16			
2	MTA Finance Committee	02/22/16			
3	MTA Board	02/24/16			

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

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

**PURPOSE:**

To obtain MTA Board approval of resolutions which will:

- Certify and transfer \$750,716,715 operating surplus to the MTA and NYCTA pursuant to Section 1219-a(2)(b) of the Public Authorities Law of the State of New York.
- Transfer \$182,604 representing 2015 investment income to the MTA pursuant to Section 569-c of the Public Authorities Law of the State of New York.
- Deduct from the operating revenues of the Triborough Bridge and Tunnel Authority for its fiscal year ending December 31, 2016 the amount of \$26,880,799, which amount shall be paid into the Necessary Reconstruction Reserve established by the Authority by resolution adopted March 29, 1968.
- Advance the 2016 TBTA Surplus as per attached Resolution.

**DISCUSSION:**

The attached calculation and letter from Deloitte & Touche LLP represents the Triborough Bridge and Tunnel Authority's operating surplus for fiscal year ending December 31, 2015. The amount of surplus available for transfer to the MTA and NYCTA is \$750,716,715. The amount of investment income that is surplus funds and available to transfer to MTA for fiscal year 2015 is \$182,604. It is also requested to set aside \$26,880,799 from operating revenues of the Triborough Bridge and Tunnel Authority for fiscal year ending December 31, 2016. This money will be used to pay for the cost and expense of current and anticipated necessary construction for the TBTA facilities.

**BUDGET IMPACT:** None.

**ALTERNATIVES:** None.

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

RESOLVED, that the Chairman and Chief Executive Officer be, and he hereby is, authorized to certify to the Mayor of the City of New York and to the Chairman of the Metropolitan Transportation Authority, that for the purposes of Section 1219-a (2) (e) of the Public Authorities Law of the State of New York, the amount of the Authority's operating surplus for its fiscal year ending December 31, 2015 is \$750,716,715.

RESOLVED, that this Authority hereby makes the following determination in respect of its operating surplus for its fiscal year ending December 31, 2015, for the purposes of Section 1219-a (2) (e) of the Public Authorities Law of the State of New York:

Operating Revenue	\$1,853,805,056
Operating Expense	<u>452,757,396</u>
	\$1,401,047,660
Establishment of Necessary Reconstruction Reserve Account	(26,382,176)
GASB Reserve	(0)
Debt Service on Bonds	(613,562,750)
Interest Income on Unexpended Bond Proceeds and Debt Service Fund	238,604
Purchase of Capital Assets Funded from Operations	(7,723,871)
Increase in Prepaid Expenses and other Adjustments)	<u>(2,900,752)</u>
Operating Surplus	<u>\$ 750,716,715</u>

February 24, 2016

RESOLVED, that the amount of \$182,604 representing the Authority's investment income for the year 2015 is determined to be surplus funds of the Authority; and be it further

RESOLVED, that the amount of \$182,604 be transferred and paid over to Metropolitan Transportation Authority in a lump sum as soon as practicable pursuant to Section 569-c of the Public Authorities Law.

RESOLVED, that there be set aside and deducted from the operating revenues of the Triborough Bridge and Tunnel Authority for its fiscal year ending December 31, 2016 the amount of \$26,880,799 which amount shall be paid into the Necessary Reconstruction Reserve established by the Authority by resolution adopted March 29, 1968. Money credited to the Reserve, together with interest income earned thereon, are to be applied to the payment of the cost and expense of current and anticipated necessary construction of each of the TBTA Facilities within the meaning of the General Resolution Authorizing General Revenue Bonds (the "General Revenue Bond Resolution") of the Authority adopted on March 26, 2002.

RESOLVED, that the monies thus authorized will be advanced monthly during the fiscal year ending December 31, 2016 and used for the purposes of payment of the cost and expense of necessary construction of each of the TBTA Facilities.

RESOLVED, pursuant to the provisions of paragraphs (b), (c), and (d) of subdivision 2 of Section 1219-a of the Public Authorities Law, that the Chairman and Chief Executive Officer is authorized in his discretion, to advance to Metropolitan Transportation Authority and New York City Transit Authority monthly, out of funds in the General Fund created by the General Revenue Bond Resolution which are attributable to the operations of the 2016 fiscal year (other than funds arising out of the investment of monies of the Authority) and which have been released and paid over to the Authority free and clear of the lien and the pledge of the General Revenue Bond Resolution as provided in Section 506 thereof, an aggregate amount not to exceed 90% of the Chairman's estimate of the sum which that month's operations, if available, will contribute to the "operating surplus" of the Authority which he anticipates will or may be certified and transferred for the fiscal year in which such month falls; and

February 24, 2016

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

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

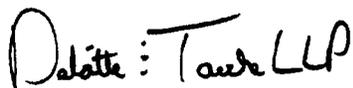
## INDEPENDENT ACCOUNTANTS' REPORT ON APPLYING AGREED-UPON PROCEDURES

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

We have performed the procedures enumerated in Exhibit B, which were agreed to by the Triborough Bridge and Tunnel Authority (the "Authority"), a component unit of the Metropolitan Transportation Authority ("MTA"), the MTA and the New York City Transit Authority, solely to assist you in agreeing financial information presented in the Schedule of Operating Surplus for the year ended December 31, 2015 (Exhibit A) to the accounting records of the Authority. The Authority's management is responsible for the Authority's accounting records and the preparation of the Schedule of Operating Surplus (Exhibit A) and the Supporting Schedule to the Schedule of Operating Surplus (Exhibit C) for the year ended December 31, 2015. This agreed-upon procedures engagement was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. The sufficiency of those procedures is solely the responsibility of the specified parties. Consequently, we make no representation regarding the sufficiency of the procedures described in Exhibit B either for the purpose for which this report has been requested or for any other purpose.

We were not engaged to, and did not, conduct an audit, the objective of which would be the expression of an opinion on the specified elements, accounts, or items contained within the Schedule of Operating Surplus set forth in the accompanying Exhibit A and the Supporting Schedule to the Schedule of Operating Surplus set forth in the accompanying Exhibit C. Accordingly, we do not express such an opinion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

This report is intended solely for the information and use of specified parties listed above and is not intended to be and should not be used by anyone other than these specified parties.



February 12, 2016

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2015

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OPERATING REVENUES (Note 2)	\$ 1,853,805,056
OPERATING EXPENSES (Note 3)	<u>(452,757,396)</u>
NET OPERATING REVENUE	1,401,047,660
INCREASE IN PREPAID EXPENSES AND OTHER ADJUSTMENTS (Note 3)	(2,900,752)
DEBT SERVICE ON BONDS (Note 4)	(613,562,750)
INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS (Note 5)	238,604
ESTABLISHMENT OF GASB 43 RESERVE ACCOUNT (Note 8)	-
PURCHASE OF CAPITAL ASSETS FUNDED FROM OPERATIONS (Note 6)	(7,723,871)
ESTABLISHMENT OF NECESSARY RECONSTRUCTION RESERVE ACCOUNT (Note 7)	<u>(26,382,176)</u>
OPERATING SURPLUS	<u>\$ 750,716,715</u>

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

**TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY****NOTES AND AGREED-UPON PROCEDURES PERFORMED  
IN CONNECTION WITH THE SCHEDULE OF  
OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2015 (Exhibit A)**

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**1. OPERATING SURPLUS CALCULATION REQUIREMENTS**

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

**2. OPERATING REVENUES**

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

**3. OPERATING EXPENSES**

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

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### NOTES AND AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2015 (Exhibit A)

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#### 4. DEBT SERVICE ON BONDS

- Agreed “Debt Service on Bonds” appearing on the Schedule of Operating Surplus (Exhibit A) for the following bonds to the TBTA debt service schedules:
  - General Revenue Bonds, and
  - Subordinate Revenue Bonds.
- Agreed “Debt Service on Bonds” on the TBTA’s portion of debt service on the 2 Broadway Certificates of Participation to the TBTA debt service schedules.
- We noted that in all cases, the debt service represents interest paid and/or accrued applicable to calendar year 2015 and the principal payment due January 1, 2016, on all bond indebtedness and certificates.

#### 5. INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS

- Agreed the aggregated amount of “Interest Income on Unexpended Bond Proceeds and Debt Service Funds” appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger and noted no differences. We inquired if interest income is excluded from operating revenue on the Schedule of Operating Surplus and we have been informed that interest income is excluded from “Operating Revenues” on the Schedule of Operating Surplus.
- We inquired if interest income on the debt service fund consists of income from (1) the debt service funds established in connection with the 2 Broadway Certificates of Participation to the extent attributable to the TBTA’s portion of debt service thereon, and (2) the debt service funds established in connection with the TBTA Bonds from their respective dates of issuance and we have been informed that interest income on the debt service fund investments consists of income from (1) the debt service funds established in connection with the 2 Broadway Certificates of Participation to the extent attributable to the TBTA’s portion of debt service thereon, and (2) the debt service funds established in connection with the TBTA bonds from their respective dates of issuance. We inquired that this amount was included in the computation of operating surplus as a reduction of debt service cost (therefore increasing operating surplus) and we have been informed that this amount was included in the computation of operating surplus as a reduction of debt service cost therefore, increasing operating surplus. We inquired that unexpended bond proceeds consist of bond moneys on deposit with the TBTA until expended for either transit or commuter projects or on the TBTA’s bridges and tunnels and we have been informed that unexpended bond proceeds consist of bond moneys on deposit with the TBTA until expended for either transit or commuter projects or on the TBTA’s bridges and tunnels.

**TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY**

**NOTES AND AGREED-UPON PROCEDURES PERFORMED  
IN CONNECTION WITH THE SCHEDULE OF  
OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2015 (Exhibit A)**

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**6. CAPITAL ASSETS FUNDED FROM OPERATIONS**

- Agreed the amount of “Purchase of Capital Assets Funded From Operations,” which represents amounts paid and capitalized for vehicles and other fixed assets, appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger and noted no differences. We inquired that these amounts were funded from operations and that such amounts represent a reduction of operating surplus appearing on the Schedule of Operating Surplus and we have been informed that these amounts were funded from operations and that such amounts represent a reduction of operating surplus appearing on the Schedule of Operating Surplus (Exhibit A).

**7. NECESSARY RECONSTRUCTION RESERVE**

- Agreed the amount appearing on the Schedule of Operating Surplus (Exhibit A) as “Establishment of Necessary Reconstruction Reserve Account” to the MTA Bridges and Tunnels Financial Plan 2016-2019 to set aside and reduce the operating surplus by \$26,382,176 and noted no differences. The Necessary Reconstruction Reserve Account was established by the TBTA by resolution adopted March 29, 1968. We inquired that this amount, together with interest income thereon, is to be used to fund reconstruction of present facilities within the meaning of TBTA’s General Revenue Bond Resolution and we have been informed that this amount, together with interest income thereon, is to be used to fund reconstruction of present facilities within the meaning of the TBTA’s General Revenue Bond Resolution.

**8. GASB 43 RESERVE**

- Agreed the amount appearing on the Schedule of Operating Surplus (Exhibit A) as “Establishment of GASB 43 Reserve Account” of \$0, to the MTA Bridges and Tunnels Financial Plan 2016-2019 which was approved by the Finance Committee.

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## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### SUPPORTING SCHEDULE TO THE SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2015

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TOTAL REVENUES		\$ 1,853,987,660
LESS INTEREST INCOME		<u>182,604</u>
OPERATING REVENUES (Exhibit A)		<u>\$ 1,853,805,056</u>
TOTAL EXPENSES		\$ 818,226,266
LESS: Interest Expense on Bond Indebtedness	\$ 344,894,981	
Reimbursement of Personnel Costs	<u>20,573,889</u>	<u>365,468,870</u>
OPERATING EXPENSES (Exhibit A)		<u>\$ 452,757,396</u>
PREPAID EXPENSES AND OTHER ADJUSTMENTS:		
Balance December 31, 2014	\$ 22,684,065	
Balance December 31, 2015	<u>25,584,817</u>	
INCREASE IN PREPAID EXPENSES AND OTHER ADJUSTMENTS (Exhibit A)		<u>\$ 2,900,752</u>
DEBT SERVICE:		
TBTA	\$ 239,277,772	
MTA	118,099,587	
NYCTA	<u>255,946,787</u>	
Subtotal	613,324,146	
INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS	<u>238,604</u>	
TOTAL DEBT SERVICE ON BONDS (Exhibit A)		<u>\$ 613,562,750</u>



# Bridges and Tunnels

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## 2016 Adopted Budget/ Financial Plan 2016-2019



**MTA BRIDGES AND TUNNELS  
FEBRUARY FINANCIAL PLAN 2016-2019  
2015 FINAL ESTIMATE AND 2016 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Bridges and Tunnels' (B&T) 2015 Final Estimate, 2016 Adopted Budget and the Financial Plan for 2016-2019. The Adopted Budget reflects the projections presented in the November Financial Plan which was adopted by the Board in December 2015, as well as technical adjustments presented below.

An additional technical adjustment has been incorporated to restore positions dedicated to the Enterprise Asset Management program that had been included in the program baseline prior to the November Financial Plan, and is funded from the EAM contingency. This adjustment is presented in the attached Reconciliation to the November Plan (Accrual) Non-Reimbursable table.

The attached also includes schedules detailing the monthly allocation of financial, including overtime, and headcount and utilization data based on the 2016 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2016 - 2019**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2015		2016		2017		2018		2019	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2015 November Financial Plan: Net Surplus/(Deficit)</b>	<b>1,505</b>	<b>\$1,330.668</b>	<b>1,649</b>	<b>\$1,322.574</b>	<b>1,656</b>	<b>\$1,314.584</b>	<b>1,659</b>	<b>\$1,303.188</b>	<b>1,662</b>	<b>\$1,294.627</b>
<i><b>Technical Adjustments:</b></i>										
<i>Enterprise Asset Management Program</i>	0	\$0.000	(11)	(\$1.276)	(4)	(\$0.468)	(1)	(\$0.090)	0	\$0.000
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>(11)</b>	<b>(\$1.276)</b>	<b>(4)</b>	<b>(\$0.468)</b>	<b>(1)</b>	<b>(\$0.090)</b>	<b>0</b>	<b>\$0.000</b>
<i><b>MTA Plan Adjustments:</b></i>										
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>
<b>2016 February Financial Plan: Net Surplus/(Deficit)</b>	<b>1,505</b>	<b>\$1,330.668</b>	<b>1,660</b>	<b>\$1,321.298</b>	<b>1,660</b>	<b>\$1,314.117</b>	<b>1,660</b>	<b>\$1,303.098</b>	<b>1,662</b>	<b>\$1,294.627</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2016 - 2019**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2015		2016		2017		2018		2019	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2015 November Financial Plan: Net Surplus/(Deficit)</b>	<b>76</b>	<b>\$0.000</b>	<b>87</b>	<b>\$0.000</b>	<b>87</b>	<b>\$0.000</b>	<b>87</b>	<b>\$0.000</b>	<b>87</b>	<b>\$0.000</b>
<i>Technical Adjustments:</i>	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>
<i>MTA Plan Adjustments:</i>	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>
<b>2016 February Financial Plan: Net Surplus/(Deficit)</b>	<b>76</b>	<b>\$0.000</b>	<b>87</b>	<b>\$0.000</b>	<b>87</b>	<b>\$0.000</b>	<b>87</b>	<b>\$0.000</b>	<b>87</b>	<b>\$0.000</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2016-2019**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>	<b>2015</b>	<b>2016</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>Operating Revenue</b>					
Vehicle Toll Revenue	\$1,792.269	\$1,808.583	\$1,817.819	\$1,830.730	\$1,844.355
Other Operating Revenue	30.660	23.093	23.093	23.093	23.093
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Investment Income	0.137	0.427	0.987	1.240	1.240
<b>Total Revenue</b>	<b>\$1,823.066</b>	<b>\$1,832.103</b>	<b>\$1,841.899</b>	<b>\$1,855.063</b>	<b>\$1,868.688</b>
<b>Operating Expenses</b>					
<b>Labor:</b>					
Payroll	\$128.828	\$143.021	\$150.622	\$154.560	\$161.388
Overtime	26.272	26.309	26.658	27.190	27.740
Health and Welfare	27.033	30.731	32.471	34.045	35.644
OPEB Current Payment	16.617	18.013	18.301	19.125	19.986
Pensions	39.442	34.533	33.000	33.921	34.271
Other Fringe Benefits	17.718	19.096	19.876	20.296	23.166
Reimbursable Overhead	(4.516)	(5.123)	(5.368)	(5.151)	(5.150)
<b>Total Labor Expenses</b>	<b>\$251.394</b>	<b>\$266.580</b>	<b>\$275.559</b>	<b>\$283.985</b>	<b>\$297.045</b>
<b>Non-Labor:</b>					
Electric Power	\$5.470	\$5.604	\$5.858	\$6.258	\$6.715
Fuel	2.176	2.305	2.441	2.565	2.770
Insurance	15.276	15.423	16.148	16.929	17.758
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	137.188	144.358	149.136	162.226	168.233
Professional Service Contracts	43.781	42.171	43.284	43.763	44.415
Materials & Supplies	4.294	4.011	4.210	4.323	4.427
Other Business Expenses	32.820	30.354	31.147	31.917	32.698
<b>Total Non-Labor Expenses</b>	<b>\$241.005</b>	<b>\$244.225</b>	<b>\$252.223</b>	<b>\$267.981</b>	<b>\$277.016</b>
<b>Other Expense Adjustments:</b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adj.</b>	<b>\$492.398</b>	<b>\$510.805</b>	<b>\$527.783</b>	<b>\$551.966</b>	<b>\$574.062</b>
Add: Depreciation	\$111.667	\$119.521	\$127.853	\$136.766	\$146.300
Add: OPEB Obligation	71.700	73.806	77.496	81.371	85.439
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adj.</b>	<b>\$675.765</b>	<b>\$704.132</b>	<b>\$733.132</b>	<b>\$770.103</b>	<b>\$805.801</b>
Less: Depreciation	\$111.667	\$119.521	\$127.853	\$136.766	\$146.300
Less: OPEB Obligation	71.700	73.806	77.496	81.371	85.439
<b>Total Expenses</b>	<b>\$492.398</b>	<b>\$510.805</b>	<b>\$527.783</b>	<b>\$551.966</b>	<b>\$574.062</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,330.668</b>	<b>\$1,321.298</b>	<b>\$1,314.117</b>	<b>\$1,303.098</b>	<b>\$1,294.627</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2016-2019**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>	<b>2015</b>	<b>2016</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>Revenue</b>					
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	21.208	23.151	23.873	24.157	24.403
Investment Income	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$21.208</b>	<b>\$23.151</b>	<b>\$23.873</b>	<b>\$24.157</b>	<b>\$24.403</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$9.677	\$9.823	\$9.904	\$9.986	\$10.071
Overtime	1.531	1.558	1.587	1.616	1.646
Health and Welfare	2.000	2.427	2.587	2.764	2.835
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	2.370	2.847	3.008	3.182	3.202
Other Fringe Benefits	1.114	1.373	1.419	1.458	1.499
Reimbursable Overhead	4.516	5.123	5.368	5.151	5.150
<b>Total Labor Expenses</b>	<b>\$21.208</b>	<b>\$23.151</b>	<b>\$23.873</b>	<b>\$24.157</b>	<b>\$24.403</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Other Expense Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$21.208</b>	<b>\$23.151</b>	<b>\$23.873</b>	<b>\$24.157</b>	<b>\$24.403</b>
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Add: OPEB Obligation	0.000	0.000	0.000	0.000	0.000
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$21.208</b>	<b>\$23.151</b>	<b>\$23.873</b>	<b>\$24.157</b>	<b>\$24.403</b>
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Less: OPEB Obligation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$21.208</b>	<b>\$23.151</b>	<b>\$23.873</b>	<b>\$24.157</b>	<b>\$24.403</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2016-2019**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

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

	<b>2015</b>	<b>2016</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>Revenue</b>					
Vehicle Toll Revenue	\$1,792.269	\$1,808.583	\$1,817.819	\$1,830.730	\$1,844.355
Other Operating Revenue	30.660	23.093	23.093	23.093	23.093
Capital and Other Reimbursements	21.208	23.151	23.873	24.157	24.403
Investment Income	0.137	0.427	0.987	1.240	1.240
<b>Total Revenue</b>	<b>\$1,844.274</b>	<b>\$1,855.254</b>	<b>\$1,865.772</b>	<b>\$1,879.220</b>	<b>\$1,893.092</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$138.505	\$152.844	\$160.526	\$164.546	\$171.459
Overtime	27.803	27.868	28.245	28.806	29.386
Health and Welfare	29.033	33.158	35.058	36.809	38.479
OPEB Current Payment	16.617	18.013	18.301	19.125	19.986
Pensions	41.812	37.380	36.008	37.103	37.473
Other Fringe Benefits	18.832	20.469	21.295	21.753	24.665
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$272.602</b>	<b>\$289.732</b>	<b>\$299.432</b>	<b>\$308.142</b>	<b>\$321.449</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$5.470	\$5.604	\$5.858	\$6.258	\$6.715
Fuel	2.176	2.305	2.441	2.565	2.770
Insurance	15.276	15.423	16.148	16.929	17.758
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	137.188	144.358	149.136	162.226	168.233
Professional Service Contracts	43.781	42.171	43.284	43.763	44.415
Materials & Supplies	4.294	4.011	4.210	4.323	4.427
Other Business Expenses	32.820	30.354	31.147	31.917	32.698
<b>Total Non-Labor Expenses</b>	<b>\$241.005</b>	<b>\$244.225</b>	<b>\$252.223</b>	<b>\$267.981</b>	<b>\$277.016</b>
<b><u>Other Expense Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adj.</b>	<b>\$513.606</b>	<b>\$533.956</b>	<b>\$551.655</b>	<b>\$576.123</b>	<b>\$598.465</b>
Add: Depreciation	\$111.667	\$119.521	\$127.853	\$136.766	\$146.300
Add: OPEB Obligation	71.700	73.806	77.496	81.371	85.439
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adj.</b>	<b>\$696.973</b>	<b>\$727.283</b>	<b>\$757.005</b>	<b>\$794.260</b>	<b>\$830.205</b>
Less: Depreciation	\$111.667	\$119.521	\$127.853	\$136.766	\$146.300
Less: OPEB Obligation	71.700	73.806	77.496	81.371	85.439
<b>Total Expenses</b>	<b>\$513.606</b>	<b>\$533.956</b>	<b>\$551.655</b>	<b>\$576.123</b>	<b>\$598.465</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,330.668</b>	<b>\$1,321.298</b>	<b>\$1,314.117</b>	<b>\$1,303.098</b>	<b>\$1,294.627</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2016-2019**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE  
Page 2 of 2

	2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
<b>Net Surplus/(Deficit)</b>	<b>\$1,330.668</b>	<b>\$1,321.298</b>	<b>\$1,314.117</b>	<b>\$1,303.098</b>	<b>\$1,294.627</b>
<b><u>Deductions from Income:</u></b>					
Less: Capitalized Assets	\$16.142	\$17.927	\$18.348	\$18.767	\$20.335
Less: Reserves	26.382	26.881	27.338	27.824	28.306
Less: GASB 45 Reserves	0.000	0.000	0.000	0.165	0.337
<b>Adjusted Net Surplus/(Deficit)</b>	<b>\$1,288.144</b>	<b>\$1,276.490</b>	<b>\$1,268.431</b>	<b>\$1,256.341</b>	<b>\$1,245.649</b>
Less: Debt Service	\$606.681	\$648.865	\$667.179	\$684.962	\$723.303
<b>Income Available for Distribution</b>	<b>\$681.462</b>	<b>\$627.625</b>	<b>\$601.252</b>	<b>\$571.380</b>	<b>\$522.346</b>
<b><u>Distributable To:</u></b>					
MTA - Investment Income	\$0.137	\$0.427	\$0.987	\$1.240	\$1.240
MTA - Distributable Income	394.269	369.355	356.244	340.729	316.779
NYCT - Distributable Income	287.056	257.844	244.022	229.410	204.327
<b>Total Distributable Income:</b>	<b>\$681.462</b>	<b>\$627.625</b>	<b>\$601.252</b>	<b>\$571.380</b>	<b>\$522.346</b>
<b><u>Actual Cash Transfers:</u></b>					
MTA - Investment Income	\$0.137	\$0.137	\$0.427	\$0.987	\$1.240
MTA - Transfers	405.118	371.846	357.555	342.281	319.174
NYCT - Transfers	290.797	260.765	245.404	230.871	206.835
<b>Total Cash Transfers:</b>	<b>\$696.052</b>	<b>\$632.748</b>	<b>\$603.385</b>	<b>\$574.139</b>	<b>\$527.249</b>
<b><u>SUPPORT TO MASS TRANSIT:</u></b>					
Total Revenues	\$1,844.274	\$1,855.254	\$1,865.772	\$1,879.220	\$1,893.092
Less: Net Operating Expenses	513.606	533.956	551.655	576.123	598.465
<b>Net Operating Income:</b>	<b>\$1,330.668</b>	<b>\$1,321.298</b>	<b>\$1,314.117</b>	<b>\$1,303.098</b>	<b>\$1,294.627</b>
<b><u>Deductions from Operating Income:</u></b>					
B&T Debt Service	\$250.776	\$281.476	\$297.978	\$318.190	\$353.382
Capitalized Assets	16.142	17.927	18.348	18.767	20.335
Reserves	26.382	26.881	27.338	27.824	28.306
GASB Reserves	0.000	0.000	0.000	0.165	0.337
<b>Total Deductions from Operating Income:</b>	<b>\$293.299</b>	<b>\$326.284</b>	<b>\$343.664</b>	<b>\$364.947</b>	<b>\$402.360</b>
<b>Total Support to Mass Transit:</b>	<b>\$1,037.368</b>	<b>\$995.014</b>	<b>\$970.452</b>	<b>\$938.151</b>	<b>\$892.267</b>

**MTA BRIDGES AND TUNNELS**  
**2016 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	Total		
	Hours	\$	%
<b>NON-REIMBURSABLE OVERTIME</b>			
<b>OPERATIONS &amp; MAINTENANCE</b>			
<u>Scheduled Service</u>	59,951	\$4.266	16.2%
<u>Unscheduled Service</u>	1,913	0.157	0.6%
<u>Programmatic/Routine Maintenance</u>	11,915	1.092	4.2%
<u>Unscheduled Maintenance</u>	14,602	1.335	5.1%
<u>Vacancy/Absentee Coverage</u>	171,697	12.689	48.2%
<u>Weather Emergencies</u>	19,634	1.669	6.3%
<u>Safety/Security/Law Enforcement</u>	37,676	2.738	10.4%
<u>Other</u>	1,407	0.133	0.5%
<u>All Other Departments and Adjustments<sup>1</sup></u>	0	2.230	8.5%
Subtotal	<b>318,795</b>	<b>\$26.309</b>	100%
<b>REIMBURSABLE OVERTIME</b>	20,226	\$1.558	
<b>TOTAL OVERTIME</b>	<b>339,021</b>	<b>\$27.868</b>	

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

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2016-2019**  
**Traffic Volume/(Utilization)**  
(in millions)

<b>2015 Final Estimate</b>	<b>2016 Adopted Budget</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
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**TRAFFIC VOLUME**

<b>Total Traffic Volume</b>	<b>295.140</b>	<b>296.381</b>	<b>298.301</b>	<b>300.886</b>	<b>303.540</b>
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**TOLL REVENUE**

<b>Total Toll Revenue</b>	<b>\$1,792.269</b>	<b>\$1,808.583</b>	<b>\$1,817.819</b>	<b>\$1,830.730</b>	<b>\$1,844.355</b>
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**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2016-2019**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents**

FUNCTION/DEPARTMENT	2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
<b>Administration</b>					
Executive	11	10	10	10	10
Law <sup>(1)</sup>	13	14	14	14	14
CFO <sup>(2)</sup>	25	25	25	25	25
Administration <sup>(3)</sup>	36	36	36	36	36
EEO	2	2	2	2	2
<b>Total Administration</b>	<b>87</b>	<b>87</b>	<b>87</b>	<b>87</b>	<b>87</b>
<b>Operations</b>					
Revenue Management	42	42	42	42	42
Operations (Non-Security)	577	712	712	712	712
<b>Total Operations</b>	<b>619</b>	<b>754</b>	<b>754</b>	<b>754</b>	<b>754</b>
<b>Maintenance</b>					
Maintenance	199	212	212	212	212
Operations - Maintainers	166	166	166	166	166
<b>Total Maintenance</b>	<b>365</b>	<b>378</b>	<b>378</b>	<b>378</b>	<b>378</b>
<b>Engineering/Capital</b>					
Engineering & Construction	176	190	190	190	190
Safety & Health	11	11	11	11	11
Law <sup>(1)</sup>	23	23	23	23	23
Planning & Budget Capital	26	29	29	29	30
<b>Total Engineering/Capital</b>	<b>236</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>254</b>
<b>Public Safety</b>					
Operations (Security)	232	232	232	232	232
Internal Security	42	43	43	43	44
<b>Total Public Safety</b>	<b>274</b>	<b>275</b>	<b>275</b>	<b>275</b>	<b>276</b>
<b>Total Positions</b>	<b>1,581</b>	<b>1,747</b>	<b>1,747</b>	<b>1,747</b>	<b>1,749</b>
<i>Non-Reimbursable</i>	1,505	1,660	1,660	1,660	1,662
<i>Reimbursable</i>	76	87	87	87	87
<i>Total Full-Time</i>	1,581	1,747	1,747	1,747	1,749
<i>Total Full-Time Equivalents</i>	-	-	-	-	-

(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 2016-2019**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATIONAL GROUP	2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
<b>Administration</b>					
Managers/Supervisors	34	34	34	34	34
Professional, Technical, Clerical	53	53	53	53	53
Operational Hourlies	-	-	-	-	-
<b>Total Administration</b>	<b>87</b>	<b>87</b>	<b>87</b>	<b>87</b>	<b>87</b>
<b>Operations</b>					
Managers/Supervisors	211	211	211	211	211
Professional, Technical, Clerical	34	34	34	34	34
Operational Hourlies <sup>(1)</sup>	374	509	509	509	509
<b>Total Operations</b>	<b>619</b>	<b>754</b>	<b>754</b>	<b>754</b>	<b>754</b>
<b>Maintenance</b>					
Managers/Supervisors	20	20	20	20	20
Professional, Technical, Clerical	15	15	15	15	15
Operational Hourlies <sup>(2)</sup>	330	343	343	343	343
<b>Total Maintenance</b>	<b>365</b>	<b>378</b>	<b>378</b>	<b>378</b>	<b>378</b>
<b>Engineering/Capital</b>					
Managers/Supervisors	58	63	63	63	63
Professional, Technical, Clerical	178	190	190	190	191
Operational Hourlies	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>236</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>254</b>
<b>Public Safety</b>					
Managers/Supervisors	45	45	45	45	45
Professional, Technical, Clerical	33	34	34	34	35
Operational Hourlies <sup>(3)</sup>	196	196	196	196	196
<b>Total Public Safety</b>	<b>274</b>	<b>275</b>	<b>275</b>	<b>275</b>	<b>276</b>
<b>Total Positions</b>					
Managers/Supervisors	368	373	373	373	373
Professional, Technical, Clerical	313	326	326	326	328
Operational Hourlies	900	1,048	1,048	1,048	1,048
<b>Total Positions</b>	<b>1,581</b>	<b>1,747</b>	<b>1,747</b>	<b>1,747</b>	<b>1,749</b>

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

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

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

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2016 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Vehicle Toll Revenue	\$132.344	\$123.654	\$150.538	\$151.288	\$161.739	\$159.362	\$162.747	\$161.049	\$153.424	\$156.402	\$149.895	\$146.142	\$1,808.583
Other Operating Revenue	1.924	1.924	1.924	1.924	1.924	1.924	1.924	1.924	1.924	1.924	1.924	1.924	23.093
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	0.036	0.036	0.036	0.036	0.036	0.036	0.036	0.036	0.036	0.036	0.036	0.036	0.427
<b>Total Revenue</b>	<b>\$134.304</b>	<b>\$125.614</b>	<b>\$152.498</b>	<b>\$153.248</b>	<b>\$163.699</b>	<b>\$161.322</b>	<b>\$164.707</b>	<b>\$163.009</b>	<b>\$155.384</b>	<b>\$158.362</b>	<b>\$151.855</b>	<b>\$148.102</b>	<b>\$1,832.103</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$11.311	\$10.546	\$11.326	\$10.959	\$11.384	\$11.040	\$11.887	\$11.430	\$11.044	\$11.618	\$11.247	\$19.230	\$143.021
Overtime	2.446	2.405	2.257	2.033	2.146	2.089	2.098	2.175	2.140	2.144	2.195	2.180	26.309
Health and Welfare	2.544	2.544	2.544	2.544	2.544	2.544	2.544	2.544	2.544	2.544	2.544	2.749	30.731
OPEB Current Payment	1.501	1.501	1.501	1.501	1.501	1.501	1.501	1.501	1.501	1.501	1.501	1.501	18.013
Pensions	3.063	3.063	3.063	3.063	3.063	3.063	2.693	2.693	2.693	2.693	2.693	2.693	34.533
Other Fringe Benefits	2.241	0.948	2.412	0.949	0.984	2.370	1.011	0.985	2.373	0.994	0.969	2.859	19.096
Reimbursable Overhead	(0.427)	(0.427)	(0.427)	(0.427)	(0.427)	(0.427)	(0.427)	(0.427)	(0.427)	(0.427)	(0.427)	(0.427)	(5.123)
<b>Total Labor Expenses</b>	<b>\$22.678</b>	<b>\$20.580</b>	<b>\$22.676</b>	<b>\$20.622</b>	<b>\$21.194</b>	<b>\$22.179</b>	<b>\$21.307</b>	<b>\$20.901</b>	<b>\$21.868</b>	<b>\$21.068</b>	<b>\$20.722</b>	<b>\$30.786</b>	<b>\$266.580</b>
<b>Non-Labor:</b>													
Electric Power	\$0.467	\$0.467	\$0.467	\$0.467	\$0.467	\$0.467	\$0.467	\$0.467	\$0.467	\$0.467	\$0.467	\$0.467	\$5.604
Fuel	0.270	0.261	0.270	0.238	0.242	0.144	0.148	0.148	0.144	0.148	0.144	0.148	2.305
Insurance	1.207	1.207	1.207	1.208	1.258	1.258	1.258	1.258	1.258	1.258	1.265	1.782	15.423
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	6.459	7.764	11.294	7.450	7.842	11.516	8.065	8.878	16.007	9.833	8.227	41.023	144.358
Professional Service Contracts	3.221	3.014	3.709	3.118	3.221	3.605	3.221	3.221	3.605	3.221	3.118	5.896	42.171
Materials & Supplies	0.340	0.318	0.340	0.329	0.340	0.329	0.340	0.340	0.329	0.340	0.329	0.340	4.011
Other Business Expenses	3.013	2.319	2.474	2.396	2.474	2.395	2.474	2.478	2.395	2.474	2.465	2.996	30.354
<b>Total Non-Labor Expenses</b>	<b>\$14.977</b>	<b>\$15.349</b>	<b>\$19.762</b>	<b>\$15.205</b>	<b>\$15.844</b>	<b>\$19.714</b>	<b>\$15.973</b>	<b>\$16.789</b>	<b>\$24.205</b>	<b>\$17.741</b>	<b>\$16.015</b>	<b>\$52.651</b>	<b>\$244.225</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>												
<b>Total Expenses before Depreciation &amp; GASB Adjs.</b>	<b>\$37.656</b>	<b>\$35.929</b>	<b>\$42.437</b>	<b>\$35.827</b>	<b>\$37.038</b>	<b>\$41.893</b>	<b>\$37.280</b>	<b>\$37.690</b>	<b>\$46.073</b>	<b>\$38.809</b>	<b>\$36.737</b>	<b>\$83.437</b>	<b>\$510.805</b>
Add: Depreciation	\$10.123	\$9.470	\$10.123	\$9.797	\$10.123	\$9.797	\$10.123	\$10.123	\$9.797	\$10.123	\$9.797	\$10.123	\$119.521
Add: OPEB Obligation	6.151	6.151	6.151	6.151	6.151	6.151	6.151	6.151	6.151	6.151	6.151	6.151	73.806
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses/Expenditures</b>	<b>\$53.930</b>	<b>\$51.550</b>	<b>\$58.711</b>	<b>\$51.774</b>	<b>\$53.311</b>	<b>\$57.840</b>	<b>\$53.554</b>	<b>\$53.964</b>	<b>\$62.020</b>	<b>\$55.083</b>	<b>\$52.684</b>	<b>\$99.711</b>	<b>\$704.132</b>
Less: Depreciation	\$10.123	\$9.470	\$10.123	\$9.797	\$10.123	\$9.797	\$10.123	\$10.123	\$9.797	\$10.123	\$9.797	\$10.123	\$119.521
Less: OPEB Obligation	6.151	6.151	6.151	6.151	6.151	6.151	6.151	6.151	6.151	6.151	6.151	6.151	73.806
<b>Total Expenses</b>	<b>\$37.656</b>	<b>\$35.929</b>	<b>\$42.437</b>	<b>\$35.827</b>	<b>\$37.038</b>	<b>\$41.893</b>	<b>\$37.280</b>	<b>\$37.690</b>	<b>\$46.073</b>	<b>\$38.809</b>	<b>\$36.737</b>	<b>\$83.437</b>	<b>\$510.805</b>
<b>Net Surplus/(Deficit)</b>	<b>\$96.648</b>	<b>\$89.685</b>	<b>\$110.060</b>	<b>\$117.421</b>	<b>\$126.661</b>	<b>\$119.430</b>	<b>\$127.427</b>	<b>\$125.319</b>	<b>\$109.311</b>	<b>\$119.553</b>	<b>\$115.119</b>	<b>\$64.665</b>	<b>\$1,321.298</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2016 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
<b>Revenue</b>													
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1.929	1.929	1.929	1.929	1.929	1.929	1.929	1.929	1.929	1.929	1.929	1.928	23.151
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$1.929</b>	<b>\$1.928</b>	<b>\$23.151</b>										
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$0.819	\$0.819	\$0.819	\$0.819	\$0.819	\$0.819	\$0.819	\$0.819	\$0.819	\$0.819	\$0.819	\$0.819	\$9.823
Overtime	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.128	1.558
Health and Welfare	0.202	0.202	0.202	0.202	0.202	0.202	0.202	0.202	0.202	0.202	0.202	0.202	2.427
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.237	0.237	0.237	0.237	0.237	0.237	0.237	0.237	0.237	0.237	0.237	0.237	2.847
Other Fringe Benefits	0.114	0.114	0.114	0.114	0.114	0.114	0.114	0.114	0.114	0.114	0.114	0.114	1.373
Reimbursable Overhead	0.427	0.427	0.427	0.427	0.427	0.427	0.427	0.427	0.427	0.427	0.427	0.427	5.123
<b>Total Labor Expenses</b>	<b>\$1.929</b>	<b>\$1.928</b>	<b>\$23.151</b>										
<b>Non-Labor:</b>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>												
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>												
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$1.929</b>	<b>\$1.928</b>	<b>\$23.151</b>										
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Add: OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$1.929</b>	<b>\$1.928</b>	<b>\$23.151</b>										
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Less: OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$1.929</b>	<b>\$1.928</b>	<b>\$23.151</b>										
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>												

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2016 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

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

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Vehicle Toll Revenue	\$132.344	\$123.654	\$150.538	\$151.288	\$161.739	\$159.362	\$162.747	\$161.049	\$153.424	\$156.402	\$149.895	\$146.142	\$1,808.583
Other Operating Revenue	1.924	1.924	1.924	1.924	1.924	1.924	1.924	1.924	1.924	1.924	1.924	1.924	23.093
Capital and Other Reimbursements	1.929	1.929	1.929	1.929	1.929	1.929	1.929	1.929	1.929	1.929	1.929	1.928	23.151
Investment Income	0.036	0.036	0.036	0.036	0.036	0.036	0.036	0.036	0.036	0.036	0.036	0.036	0.427
<b>Total Revenue</b>	<b>\$136.233</b>	<b>\$127.543</b>	<b>\$154.427</b>	<b>\$155.178</b>	<b>\$165.628</b>	<b>\$163.252</b>	<b>\$166.636</b>	<b>\$164.938</b>	<b>\$157.314</b>	<b>\$160.291</b>	<b>\$153.785</b>	<b>\$150.030</b>	<b>\$1,855.254</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$12.129	\$11.365	\$12.145	\$11.777	\$12.203	\$11.858	\$12.705	\$12.249	\$11.862	\$12.437	\$12.065	\$20.049	\$152.844
Overtime	2.576	2.535	2.387	2.163	2.276	2.219	2.228	2.305	2.270	2.274	2.325	2.309	27.868
Health and Welfare	2.746	2.746	2.746	2.746	2.746	2.746	2.746	2.746	2.746	2.746	2.746	2.951	33.158
OPEB Current Payment	1.501	1.501	1.501	1.501	1.501	1.501	1.501	1.501	1.501	1.501	1.501	1.501	18.013
Pensions	3.300	3.300	3.300	3.300	3.300	3.300	2.930	2.930	2.930	2.930	2.930	2.930	37.380
Other Fringe Benefits	2.355	1.063	2.526	1.063	1.098	2.484	1.126	1.099	2.488	1.109	1.084	2.974	20.469
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$24.608</b>	<b>\$22.510</b>	<b>\$24.605</b>	<b>\$22.551</b>	<b>\$23.123</b>	<b>\$24.109</b>	<b>\$23.236</b>	<b>\$22.830</b>	<b>\$23.798</b>	<b>\$22.997</b>	<b>\$22.651</b>	<b>\$32.714</b>	<b>\$289.732</b>
<b>Non-Labor:</b>													
Electric Power	\$0.467	\$0.467	\$0.467	\$0.467	\$0.467	\$0.467	\$0.467	\$0.467	\$0.467	\$0.467	\$0.467	\$0.467	\$5.604
Fuel	0.270	0.261	0.270	0.238	0.242	0.144	0.148	0.148	0.144	0.148	0.144	0.148	2.305
Insurance	1.207	1.207	1.207	1.208	1.258	1.258	1.258	1.258	1.258	1.258	1.265	1.782	15.423
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	6.459	7.764	11.294	7.450	7.842	11.516	8.065	8.878	16.007	9.833	8.227	41.023	144.358
Professional Service Contracts	3.221	3.014	3.709	3.118	3.221	3.605	3.221	3.221	3.605	3.221	3.118	5.896	42.171
Materials & Supplies	0.340	0.318	0.340	0.329	0.340	0.329	0.340	0.340	0.329	0.340	0.329	0.340	4.011
Other Business Expenses	3.013	2.319	2.474	2.396	2.474	2.395	2.474	2.478	2.395	2.474	2.465	2.996	30.354
<b>Total Non-Labor Expenses</b>	<b>\$14.977</b>	<b>\$15.349</b>	<b>\$19.762</b>	<b>\$15.205</b>	<b>\$15.844</b>	<b>\$19.714</b>	<b>\$15.973</b>	<b>\$16.789</b>	<b>\$24.205</b>	<b>\$17.741</b>	<b>\$16.015</b>	<b>\$52.651</b>	<b>\$244.225</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>												
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$39.585</b>	<b>\$37.858</b>	<b>\$44.367</b>	<b>\$37.756</b>	<b>\$38.967</b>	<b>\$43.822</b>	<b>\$39.209</b>	<b>\$39.620</b>	<b>\$48.002</b>	<b>\$40.738</b>	<b>\$38.666</b>	<b>\$85.365</b>	<b>\$533.956</b>
Add: Depreciation	\$10.123	\$9.470	\$10.123	\$9.797	\$10.123	\$9.797	\$10.123	\$10.123	\$9.797	\$10.123	\$9.797	\$10.123	\$119.521
Add: OPEB Obligation	6.151	6.151	6.151	6.151	6.151	6.151	6.151	6.151	6.151	6.151	6.151	6.151	73.806
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$55.859</b>	<b>\$53.479</b>	<b>\$60.641</b>	<b>\$53.704</b>	<b>\$55.241</b>	<b>\$59.769</b>	<b>\$55.483</b>	<b>\$55.893</b>	<b>\$63.950</b>	<b>\$57.012</b>	<b>\$54.614</b>	<b>\$101.639</b>	<b>\$727.283</b>
Less: Depreciation	\$10.123	\$9.470	\$10.123	\$9.797	\$10.123	\$9.797	\$10.123	\$10.123	\$9.797	\$10.123	\$9.797	\$10.123	\$119.521
Less: OPEB Obligation	6.151	6.151	6.151	6.151	6.151	6.151	6.151	6.151	6.151	6.151	6.151	6.151	73.806
<b>Total Expenses</b>	<b>\$39.585</b>	<b>\$37.858</b>	<b>\$44.367</b>	<b>\$37.756</b>	<b>\$38.967</b>	<b>\$43.822</b>	<b>\$39.209</b>	<b>\$39.620</b>	<b>\$48.002</b>	<b>\$40.738</b>	<b>\$38.666</b>	<b>\$85.365</b>	<b>\$533.956</b>
<b>Net Surplus/(Deficit)</b>	<b>\$96.648</b>	<b>\$89.685</b>	<b>\$110.060</b>	<b>\$117.421</b>	<b>\$126.661</b>	<b>\$119.430</b>	<b>\$127.427</b>	<b>\$125.319</b>	<b>\$109.311</b>	<b>\$119.553</b>	<b>\$115.119</b>	<b>\$64.665</b>	<b>\$1,321.298</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2016 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE (Page 2 of 2)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Net Surplus/(Deficit)</b>	<b>\$96.648</b>	<b>\$89.685</b>	<b>\$110.060</b>	<b>\$117.421</b>	<b>\$126.661</b>	<b>\$119.430</b>	<b>\$127.427</b>	<b>\$125.319</b>	<b>\$109.311</b>	<b>\$119.553</b>	<b>\$115.119</b>	<b>\$64.665</b>	<b>\$1,321.298</b>
<u>Deductions from Income:</u>													
Less: Capitalized Assets	\$1.494	\$1.494	\$1.494	\$1.494	\$1.494	\$1.494	\$1.494	\$1.494	\$1.494	\$1.494	\$1.494	\$1.494	\$17.927
Reserves	2.240	2.240	2.240	2.240	2.240	2.240	2.240	2.240	2.240	2.240	2.240	2.240	26.881
GASB Reserve	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Adjusted Net Surplus/(Deficit)</b>	<b>\$92.914</b>	<b>\$85.951</b>	<b>\$106.326</b>	<b>\$113.687</b>	<b>\$122.927</b>	<b>\$115.696</b>	<b>\$123.693</b>	<b>\$121.585</b>	<b>\$105.577</b>	<b>\$115.819</b>	<b>\$111.385</b>	<b>\$60.931</b>	<b>\$1,276.490</b>
Less: Debt Service	\$54.072	\$54.072	\$54.072	\$54.072	\$54.072	\$54.072	\$54.072	\$54.072	\$54.072	\$54.072	\$54.072	\$54.072	\$648.865
Less: Gain on Escrow	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Income Available for Distribution</b>	<b>\$38.842</b>	<b>\$31.879</b>	<b>\$52.254</b>	<b>\$59.615</b>	<b>\$68.855</b>	<b>\$61.624</b>	<b>\$69.621</b>	<b>\$67.513</b>	<b>\$51.505</b>	<b>\$61.747</b>	<b>\$57.312</b>	<b>\$6.859</b>	<b>\$627.625</b>
<b>Distributable To:</b>													
MTA - Investment Income	\$0.036	\$0.036	\$0.036	\$0.036	\$0.036	\$0.036	\$0.036	\$0.036	\$0.036	\$0.036	\$0.036	\$0.036	\$0.427
MTA - Distributable Income	24.049	20.568	30.756	34.436	39.056	35.440	39.439	38.385	30.381	35.502	33.285	8.058	369.355
NYCT - Distributable Income	14.757	11.275	21.463	25.144	29.763	26.148	30.146	29.092	21.089	26.209	23.992	(1.235)	257.844
<b>Total Distributable Income:</b>	<b>\$38.842</b>	<b>\$31.879</b>	<b>\$52.254</b>	<b>\$59.615</b>	<b>\$68.855</b>	<b>\$61.624</b>	<b>\$69.621</b>	<b>\$67.513</b>	<b>\$51.505</b>	<b>\$61.747</b>	<b>\$57.312</b>	<b>\$6.859</b>	<b>\$627.625</b>
<b>Cash Transfers:</b>													
MTA - Investment Income	\$0.000	\$0.137	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.137
MTA - Transfers	0.000	61.071	18.511	27.680	30.993	35.150	31.896	35.495	34.546	27.343	31.952	37.208	371.846
NYCT - Transfers	0.000	41.987	10.148	19.317	22.629	26.787	23.533	27.132	26.183	18.980	23.588	20.482	260.765
<b>Total Cash Transfers:</b>	<b>\$0.000</b>	<b>\$103.195</b>	<b>\$28.659</b>	<b>\$46.997</b>	<b>\$53.622</b>	<b>\$61.937</b>	<b>\$55.429</b>	<b>\$62.626</b>	<b>\$60.729</b>	<b>\$46.323</b>	<b>\$55.540</b>	<b>\$57.690</b>	<b>\$632.748</b>
<b>SUPPORT TO MASS TRANSIT:</b>													
Total Revenues	\$136.233	\$127.543	\$154.427	\$155.178	\$165.628	\$163.252	\$166.636	\$164.938	\$157.314	\$160.291	\$153.785	\$150.030	\$1,855.254
Less: Net Operating Expenses	39.585	37.858	44.367	37.756	38.967	43.822	39.209	39.620	48.002	40.738	38.666	85.365	533.956
<b>Net Operating Income:</b>	<b>\$96.648</b>	<b>\$89.685</b>	<b>\$110.060</b>	<b>\$117.421</b>	<b>\$126.661</b>	<b>\$119.430</b>	<b>\$127.427</b>	<b>\$125.319</b>	<b>\$109.311</b>	<b>\$119.553</b>	<b>\$115.119</b>	<b>\$64.665</b>	<b>\$1,321.298</b>
<b>Deductions from Operating Income:</b>													
B&T Debt Service	\$23.456	\$23.456	\$23.456	\$23.456	\$23.456	\$23.456	\$23.456	\$23.456	\$23.456	\$23.456	\$23.456	\$23.456	\$281.476
Capitalized Assets	1.494	1.494	1.494	1.494	1.494	1.494	1.494	1.494	1.494	1.494	1.494	1.494	17.927
Reserves	2.240	2.240	2.240	2.240	2.240	2.240	2.240	2.240	2.240	2.240	2.240	2.240	26.881
GASB Reserve	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Deductions from Operating Income</b>	<b>\$27.190</b>	<b>\$27.190</b>	<b>\$27.190</b>	<b>\$27.190</b>	<b>\$27.190</b>	<b>\$27.190</b>	<b>\$27.190</b>	<b>\$27.190</b>	<b>\$27.190</b>	<b>\$27.190</b>	<b>\$27.190</b>	<b>\$27.190</b>	<b>\$326.284</b>
<b>Total Support to Mass Transit:</b>	<b>\$69.457</b>	<b>\$62.494</b>	<b>\$82.870</b>	<b>\$90.231</b>	<b>\$99.471</b>	<b>\$92.239</b>	<b>\$100.236</b>	<b>\$98.128</b>	<b>\$82.121</b>	<b>\$92.363</b>	<b>\$87.928</b>	<b>\$37.475</b>	<b>\$995.014</b>

**MTA Bridges and Tunnels**  
**February Financial Plan - 2016 Adopted Budget**  
**Overtime - Non-Reimbursable/Reimbursable Basis**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>NON-REIMBURSABLE OVERTIME</b>													
<u>Scheduled Service</u>	\$0.326	\$0.275	\$0.323	\$0.315	\$0.409	\$0.341	\$0.350	\$0.413	\$0.386	\$0.381	\$0.407	\$0.340	\$4.266
<u>Unscheduled Service</u>	0.012	0.012	0.013	0.014	0.014	0.014	0.013	0.013	0.013	0.013	0.013	0.013	0.157
<u>Programmatic/Routine Maintenance</u>	0.091	0.091	0.091	0.091	0.091	0.091	0.091	0.091	0.091	0.091	0.091	0.091	1.092
<u>Unscheduled Maintenance</u>	0.110	0.110	0.110	0.111	0.111	0.111	0.112	0.112	0.112	0.112	0.112	0.112	1.335
<u>Vacancy/Absentee Coverage</u>	1.196	1.249	1.128	1.011	1.009	1.011	1.010	1.017	1.012	1.017	1.009	1.020	12.689
<u>Weather Emergencies</u>	0.294	0.254	0.184	0.093	0.093	0.093	0.093	0.094	0.094	0.094	0.118	0.165	1.669
<u>Safety/Security/Law Enforcement</u>	0.228	0.228	0.228	0.228	0.228	0.228	0.228	0.228	0.228	0.228	0.229	0.229	2.738
<u>Other</u>	0.011	0.011	0.011	0.012	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.133
<u>All Other Departments and Adjustments</u>	0.178	0.175	0.169	0.158	0.180	0.189	0.190	0.196	0.193	0.197	0.205	0.199	2.230
<b>Sub-Total</b>	<b>\$2.446</b>	<b>\$2.405</b>	<b>\$2.257</b>	<b>\$2.033</b>	<b>\$2.146</b>	<b>\$2.089</b>	<b>\$2.098</b>	<b>\$2.175</b>	<b>\$2.140</b>	<b>\$2.144</b>	<b>\$2.195</b>	<b>\$2.180</b>	<b>\$26.309</b>
<b>REIMBURSABLE OVERTIME</b>	\$0.130	\$0.130	\$0.130	\$0.130	\$0.130	\$0.130	\$0.130	\$0.130	\$0.130	\$0.130	\$0.130	\$0.128	\$1.558
<b>TOTAL NR &amp; R OVERTIME</b>	<b>\$2.576</b>	<b>\$2.535</b>	<b>\$2.387</b>	<b>\$2.163</b>	<b>\$2.276</b>	<b>\$2.219</b>	<b>\$2.228</b>	<b>\$2.305</b>	<b>\$2.270</b>	<b>\$2.274</b>	<b>\$2.325</b>	<b>\$2.309</b>	<b>\$27.868</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2016 Adopted Budget**  
**Traffic/(Utilization)**  
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><u>Traffic Volume</u></b>													
Total Traffic Volume	21.721	20.340	24.671	24.745	26.445	26.052	26.676	26.364	25.141	25.623	24.602	24.000	296.381
<b><u>Toll Revenue</u></b>													
Total Toll Revenue	\$132.344	\$123.654	\$150.538	\$151.288	\$161.739	\$159.362	\$162.747	\$161.049	\$153.424	\$156.402	\$149.895	\$146.142	\$1,808.583

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2016 Adopted Budget**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents**

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Executive	10	10	10	10	10	10	10	10	10	10	10	10
Law <sup>(1)</sup>	14	14	14	14	14	14	14	14	14	14	14	14
CFO <sup>(2)</sup>	25	25	25	25	25	25	25	25	25	25	25	25
Administration <sup>(3)</sup>	36	36	36	36	36	36	36	36	36	36	36	36
EEO	2	2	2	2	2	2	2	2	2	2	2	2
<b>Total Administration</b>	<b>87</b>											
<b>Operations</b>												
Revenue Management	42	42	42	42	42	42	42	42	42	42	42	42
Operations (Non-Security)	712	712	712	712	712	712	712	712	712	712	712	712
<b>Total Operations</b>	<b>754</b>											
<b>Maintenance</b>												
Maintenance	212	212	212	212	212	212	212	212	212	212	212	212
Operations - Maintainers	166	166	166	166	166	166	166	166	166	166	166	166
<b>Total Maintenance</b>	<b>378</b>											
<b>Engineering/Capital</b>												
Engineering & Construction	184	184	184	184	184	184	190	190	190	190	190	190
Safety & Health	11	11	11	11	11	11	11	11	11	11	11	11
Law	23	23	23	23	23	23	23	23	23	23	23	23
Planning & Budget Capital	27	27	27	27	27	27	29	29	29	29	29	29
<b>Total Engineering/Capital</b>	<b>245</b>	<b>245</b>	<b>245</b>	<b>245</b>	<b>245</b>	<b>245</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>
<b>Public Safety</b>												
Operations (Security)	232	232	232	232	232	232	232	232	232	232	232	232
Internal Security - Operations	42	42	42	42	42	42	43	43	43	43	43	43
<b>Total Public Safety</b>	<b>274</b>	<b>274</b>	<b>274</b>	<b>274</b>	<b>274</b>	<b>274</b>	<b>275</b>	<b>275</b>	<b>275</b>	<b>275</b>	<b>275</b>	<b>275</b>
<b>Total Positions</b>	<b>1,738</b>	<b>1,738</b>	<b>1,738</b>	<b>1,738</b>	<b>1,738</b>	<b>1,738</b>	<b>1,747</b>	<b>1,747</b>	<b>1,747</b>	<b>1,747</b>	<b>1,747</b>	<b>1,747</b>
<i>Non-Reimbursable</i>	1,651	1,651	1,651	1,651	1,651	1,651	1,660	1,660	1,660	1,660	1,660	1,660
<i>Reimbursable</i>	87	87	87	87	87	87	87	87	87	87	87	87
<i>Total Full-Time</i>	1,738	1,738	1,738	1,738	1,738	1,738	1,747	1,747	1,747	1,747	1,747	1,747
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-	-	-	-	-	-	-

(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 - 2016 Adopted Budget**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	34	34	34	34	34	34	34	34	34	34	34	34
Professional, Technical, Clerical	53	53	53	53	53	53	53	53	53	53	53	53
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Administration</b>	<b>87</b>											
<b>Operations</b>												
Managers/Supervisors	211	211	211	211	211	211	211	211	211	211	211	211
Professional, Technical, Clerical	34	34	34	34	34	34	34	34	34	34	34	34
Operational Hourlies <sup>(1)</sup>	509	509	509	509	509	509	509	509	509	509	509	509
<b>Total Operations</b>	<b>754</b>											
<b>Maintenance</b>												
Managers/Supervisors	20	20	20	20	20	20	20	20	20	20	20	20
Professional, Technical, Clerical	15	15	15	15	15	15	15	15	15	15	15	15
Operational Hourlies <sup>(2)</sup>	343	343	343	343	343	343	343	343	343	343	343	343
<b>Total Maintenance</b>	<b>378</b>											
<b>Engineering/Capital</b>												
Managers/Supervisors	62	62	62	62	62	62	63	63	63	63	63	63
Professional, Technical, Clerical	183	183	183	183	183	183	190	190	190	190	190	190
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>245</b>	<b>245</b>	<b>245</b>	<b>245</b>	<b>245</b>	<b>245</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>
<b>Public Safety</b>												
Managers/Supervisors	45	45	45	45	45	45	45	45	45	45	45	45
Professional, Technical, Clerical	33	33	33	33	33	33	34	34	34	34	34	34
Operational Hourlies <sup>(3)</sup>	196	196	196	196	196	196	196	196	196	196	196	196
<b>Total Public Safety</b>	<b>274</b>	<b>274</b>	<b>274</b>	<b>274</b>	<b>274</b>	<b>274</b>	<b>275</b>	<b>275</b>	<b>275</b>	<b>275</b>	<b>275</b>	<b>275</b>
<b>Total Positions</b>												
Managers/Supervisors	372	372	372	372	372	372	373	373	373	373	373	373
Professional, Technical, Clerical	318	318	318	318	318	318	326	326	326	326	326	326
Operational Hourlies	1,048	1,048	1,048	1,048	1,048	1,048	1,048	1,048	1,048	1,048	1,048	1,048
<b>Total Positions</b>	<b>1,738</b>	<b>1,738</b>	<b>1,738</b>	<b>1,738</b>	<b>1,738</b>	<b>1,738</b>	<b>1,747</b>	<b>1,747</b>	<b>1,747</b>	<b>1,747</b>	<b>1,747</b>	<b>1,747</b>

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

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

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



# **Bridges and Tunnels**

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## **Capital Program Project Status Report January 2016**

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
STATUS REPORT  
JANUARY 31, 2016

Introduction

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

2016 Overview

In 2016, Bridges and Tunnels plans to commit \$105.5 million. There are two significant commitments planned for this year (See *Attachment 2 – 2016 Major Commitments*), which are:

- D702VN84 – Reconstruction of VN Approach Ramps – Phase I - \$12.5 million
- D704RK21 – Installation of Fire Standpipe & Upgrade of Fire Protection System - \$17.0 million

In 2016, Bridges and Tunnels plans to complete ten projects totaling \$146.4 million. The largest project in the completion plan is D602HH88 – Phase A of the Replacement of the Upper and Lower Level Plaza and Southbound Approach at Henry Hudson Bridge for \$49.4 million.

Year to Date Progress

Commitments

In January, 11 commitments with a total value of \$4.0 million were awarded (See *Attachment 1, 2016 Commitment Chart; Attachment 7 – 2016 Commitment Plan*). In addition, \$0.2 million was awarded against the 2015 Commitment Plan (See *Attachment 9, 2015 Commitment Plan*).

Completions

There were no projects planned or completed in January (See *Attachment 3 - 2016 Completion Chart; Attachment 4 – 2016 Major Project Completions; Attachment 5 - 2016 Project Completion Plan; Attachment 10 – 2015 Completion Plan*).

Close-outs

There were four task level closeouts in January for \$33.4 million. (See *Attachment 6 – 2016 Task Level Closeouts*).

Award Date Changes for Remaining Commitments

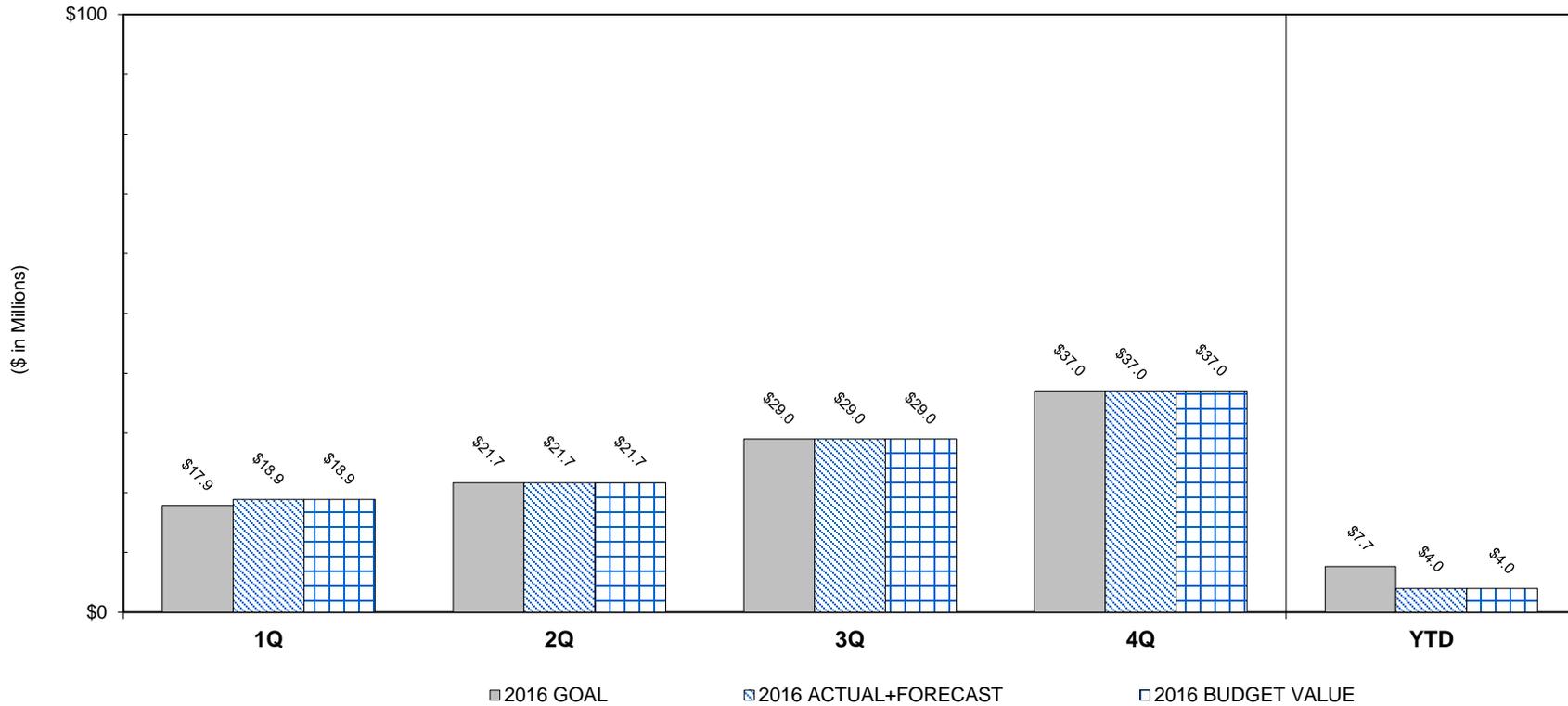
The planned commitments for 2016 Program Administration tasks (\$4.7 million) planned for award in January are now planned for February.

Completion Date Changes for Remaining Projects

There were no changes for remaining completions.

**MTA Bridges and Tunnels**  
**Commitments as of January 31, 2016**

2015 Budget Goal:	\$105.5	
2015 Annual Forecast	\$106.5	
YTD Goal:	\$7.7	
YTD Actual:	\$4.0	(51.8% of YTD Goal)
YTD Budgeted Value:	\$4.0	(51.8% of YTD Goal)
Left to Commit:	\$102.6	

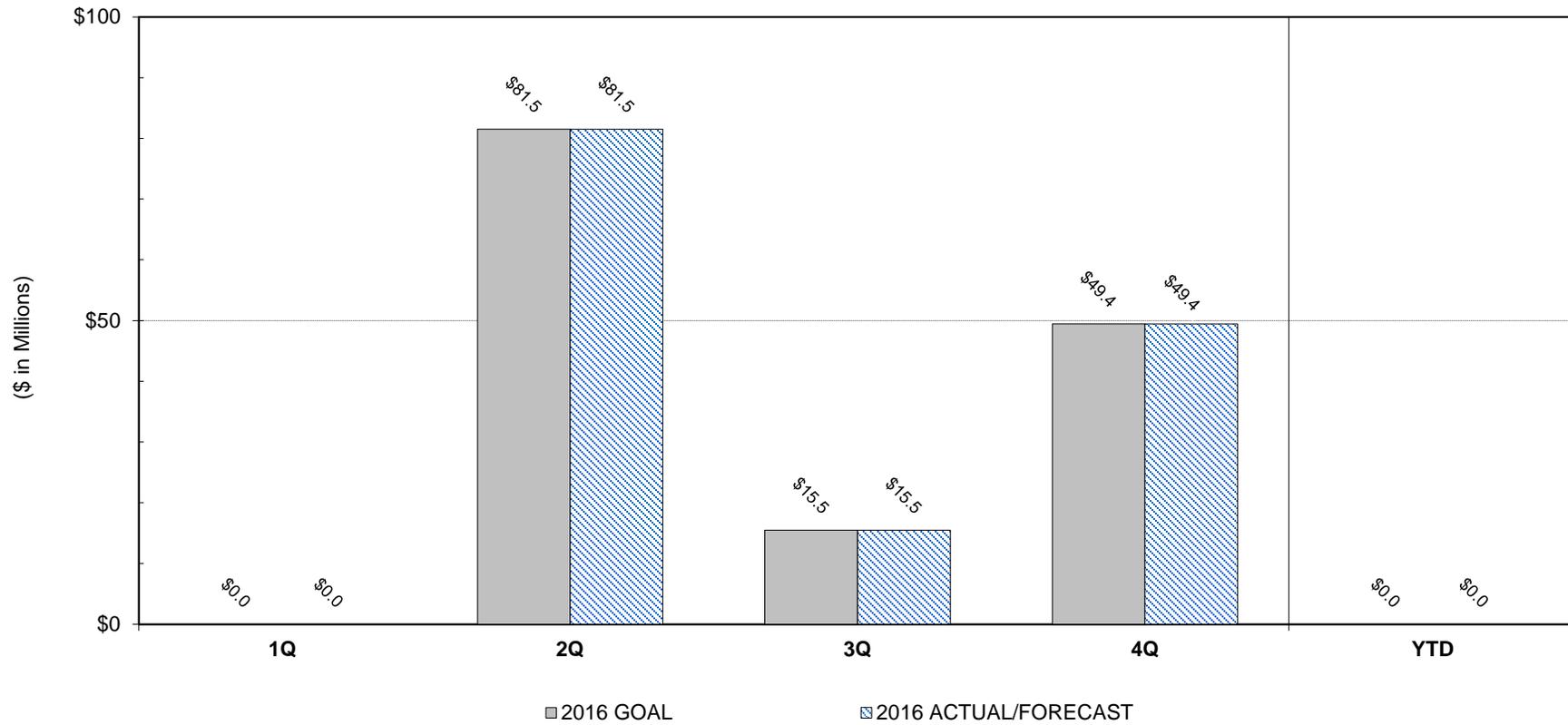


**MTA Bridges and Tunnels: Status of Major Commitments as of January 31, 2016**

Project		Budget (\$ in Millions)			Award Date			Notes
		2016 Goal	Actual / Forecast*	Budgeted Value	2016 Goal	Advertisement Date	Actual / Forecast	
D702VN84	Reconstruction of VN Approach Ramps - Ph1	\$12.5	\$12.5	\$12.5	Sep-16	Jan-16		F
D704RK21	Installation of Fire Standpipe & Upgrade of Fire Protection System	\$17.0	\$17.0	\$17.0	Dec-16	Mar-16		F

### MTA Bridges and Tunnels Completions as of January 31, 2016

2015 Budget Goal: \$146.4  
 2015 Annual Forecast: \$146.4  
 YTD Goal: \$0.0  
 YTD Actual: \$0.0  
 Left to Complete: \$146.4



### MTA Bridges and Tunnels: Status of Major Completions as of January 31, 2016

Project		Budget (\$ in Millions)		Completions Status		Completion Date		Notes
		2016 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2016 Goal	Actual / Forecast	
<b>D602MP21</b>	Rehabilitate Rockaway Point Blvd Overpass	\$11.1	\$11.1	65%	0%	May-16	May-16	F
<b>G5140108</b>	ThrogsNeck Integrated Electronic Security	\$20.4	\$20.4	79%	76%	May-16	May-16	F
<b>D601TN52</b>	Miscellaneous Structural Rehabilitation	\$22.0	\$22.0	93%	58%	May-16	May-16	F
<b>D604VN87</b>	Substation #1 Rehabilitation	\$16.6	\$16.6	90%	0%	Jun-16	Jun-16	F
<b>D601RK76</b>	Miscellaneous Structural Repair	\$11.2	\$11.2	44%	0%	Sep-16	Jun-16	F
<b>D602HH88</b>	HH88A: Replace Upper & Lower Level Plza & Southbnd. Appr.	\$49.4	\$49.4	56%	32%	Dec-16	Dec-16	F

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

**MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2016 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
D602MP21	Rehabilitate Rockaway Point Blvd Overpass	Project	May-16	\$11,052,001	\$11,052,001			May-16	\$11,052,001
G5140108	ThrogsNeck Integrated Electronic Security	Project	May-16	\$20,374,391	\$20,374,391			May-16	\$20,374,391
D601TN52	Miscellaneous Structural Rehabilitation	Project	May-16	\$22,043,388	\$22,043,388			May-16	\$22,043,388
<b>May-16 Total</b>				<b>\$53,469,780</b>	<b>\$53,469,780</b>				
ED040301	Flood Mitigation-Equip.Relocations-BBT Service Building	Project	Jun-16	\$2,917,066	\$2,917,066			Jun-16	\$2,917,066
D605BB21	Service Building Rehabilitation	Project	Jun-16	\$8,480,358	\$8,480,358			Jun-16	\$8,480,358
D604VN87	Substation #1 Rehabilitation	Project	Jun-16	\$16,634,699	\$16,634,699			Jun-16	\$16,634,699
<b>Jun-16 Total</b>				<b>\$28,032,123</b>	<b>\$28,032,123</b>				
D603AW48	2nd Generation E-Zpass In-Lane	Study	Aug-16	\$3,533,142	\$3,533,142			Aug-16	\$3,533,142
<b>Aug-16 Total</b>				<b>\$3,533,142</b>	<b>\$3,533,142</b>				
D601RK76	Miscellaneous Structural Repair	Project	Sep-16	\$11,171,357	\$11,171,357			Sep-16	\$11,171,357
ED010304	Queens Midtown Tunnel Mitigation-Flood Gates&Other	Construction	Sep-16	\$771,677	\$771,677			Sep-16	\$771,677
<b>Sep-16 Total</b>				<b>\$11,943,034</b>	<b>\$11,943,034</b>				
D602HH88	HH88A: Replace Upper & Lower Level Plza & Southbnd. Appr.	Phase A - Project	Dec-16	\$49,437,562	\$49,437,562			Dec-16	\$49,437,562
<b>Dec-16 Total</b>				<b>\$49,437,562</b>	<b>\$49,437,562</b>				
<b>Grand Total</b>				<b>\$146,415,640</b>	<b>\$146,415,640</b>				
<b>Unplanned Completions</b>									
<b>Grand Total:</b>				<b>\$146,415,640</b>	<b>\$146,415,640</b>		<b>\$0</b>	<b>Remaining</b>	<b>\$146,415,640</b>

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

**MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2016 TASK LEVEL CLOSEOUTS**

PROJECT	PROJECT DESCRIPTION	TASK	TASK DESCRIPTION	CLOSEOUT WAR	CERTIFICATE DATE	CERTIFICATE AMOUNT
D602RK73	Deck Replacement- RFK MQ Ramp	D02973	PM Dsgn/Buld F/A(MQ RampTBTA-D1483)	D00001483C	Jan-16	\$815,871.91
D405BB43	Rehab Battery Parking Garage	D01493	BB43 II-Const.(BPG-01)	D00000723B	Jan-16	\$30,564,268.91
D405BB43	Rehab Battery Parking Garage	D02952	BB43 IVA -Elevator Const.Adm.	D00001502A	Jan-16	\$260,667.86
ED010240	Restore Queens Midtown Tunnel - Structural	E02990	SBMP-QM40X2-Remove Ceiling Tiles	E00002061A	Jan-16	\$1,741,997.40
				<b>Total</b>	<b>4</b>	<b>\$33,382,806.08</b>

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2016 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

ACEP	Project Description	IMPACT Task	Task Description	Goal Start	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast Start Date	Forecast Value
				Date						
D703AW32	Installation of Rotating Prism Signs	D03412	RPS-PM Constr. F/A	Jan-16	\$350,000	\$350,000	Jan-16	\$350,000		
D704AWX3	Bridge Structural Health Monitoring Initiatives	D03526	BC Development F/A	Jan-16	\$28,122	\$28,122	Jan-16	\$28,122		
D706AW21	Program Administration	D03443	2016 Indirect Program Adm.	Jan-16	\$3,600,000	\$3,600,000			Feb-16	\$3,600,000
D706AW21	Program Administration	D03444	2016 Program Adm.	Jan-16	\$1,100,000	\$1,100,000			Feb-16	\$1,100,000
D701BW07	Fender Protection around Tower Piers (Const)	D03806	BC Development F/A	Jan-16	\$20,000	\$20,000	Jan-16	\$20,000		
D704HC30	Install Smoke Detection/Alarm Systems-HCT Vent & Svc. Bldgs.	D03624	BC Development F/A	Jan-16	\$56,243	\$56,243	Jan-16	\$56,243		
D704HC64	Brooklyn Service Building Electrical Rehab.	D03734	BC Development F/A	Jan-16	\$61,868	\$61,868	Jan-16	\$61,868		
D704QM91	Install Smoke Detection/Alarm Systems-QMT Vent & Svc. Bldgs.	D03570	BC Development F/A	Jan-16	\$56,243	\$56,243	Jan-16	\$56,243		
D701TN53	Approach Viaducts Seismic Retrofit & Structural Rehab	D03377	PM Design F/A(TBTA-D1831)	Jan-16	\$2,263,564	\$2,263,564	Jan-16	\$2,263,564		
D701TN87	Anchorage & Tower Protection	D03701	BC Development F/A	Jan-16	\$58,493	\$58,493	Jan-16	\$58,493		
D707VN49	Painting of Suspended Span Upper & Lower Level Steel & Truss	D03826	BC Development F/A	Jan-16	\$56,243	\$56,243	Jan-16	\$56,243		
				<b>Jan-16 Total</b>	<b>\$7,650,776</b>	<b>\$7,650,776</b>				
D706AW22	Miscellaneous	D03451	2015-2019 PM Design F/A	Feb-16	\$100,000	\$100,000			Feb-16	\$100,000
ED040303	Flood Mitigation-Generator at GIVB	E03721	Const. Adm.	Feb-16	\$221,000	\$221,000			Feb-16	\$221,000
D701RK04	Queens Anchorage Rehabilitation	D03373	PM Design Study F/A(TBTA-D1832)	Feb-16	\$300,574	\$300,574			Feb-16	\$300,574
D701RK04	Queens Anchorage Rehabilitation	D03374	Study (PSC-12-2891 WO #59)	Feb-16	\$2,054,626	\$2,054,626			Feb-16	\$2,054,626
				<b>Feb-16 Total</b>	<b>\$2,676,200</b>	<b>\$2,676,200</b>				
D703AW32	Installation of Rotating Prism Signs	D03413	RPS-Constr. Adm.(PSC-13-2923 wo26)	Mar-16	\$1,044,750	\$1,044,750			Mar-16	\$1,044,750
D705HC80	Rehabilitation of Ventilation Buildings	D03753	BC Development F/A	Mar-16	\$60,833	\$60,833			Mar-16	\$60,833
D701HH07	Structural Rehabilitation	D03762	PM Design F/A	Mar-16	\$501,352	\$501,352			Mar-16	\$501,352
D707HH30	Replacement of HHB Overcoat System	D03785	PM Design F/A	Mar-16	\$158,165	\$158,165			Mar-16	\$158,165
D604MPXA	Mechanical Systems Rehab	D03332	Ph2 - Operations F/A	Mar-16	\$29,000	\$29,000			Mar-16	\$29,000
D701QM18	Manhattan/Queens Plaza Structural Rehab	D03533	PM Design F/A Ph. 2	Mar-16	\$1,112,653	\$1,112,653			Mar-16	\$1,112,653
D705QM36	Rehabilitation of Ventilation Building	D03543	BC Development F/A	Mar-16	\$58,493	\$58,493			Mar-16	\$58,493
D701RK20	Main Bridge Cable Inspection and Rehabilitation	D03606	BC Development F/A	Mar-16	\$58,493	\$58,493			Mar-16	\$58,493
D702VN11	Brooklyn Approach Reconstruction	D03715	PM Design F/A	Mar-16	\$500,000	\$500,000			Mar-16	\$500,000
D702VN84	Reconstruction of VN Approach Ramps - Ph1	D03403	PM Design F/A	Mar-16	\$4,000,000	\$4,000,000			Mar-16	\$4,000,000
				<b>Mar-16 Total</b>	<b>\$7,523,739</b>	<b>\$7,523,739</b>				
D705AW66	Operations Command Center Rehab/Replacement	D03488	BC Development F/A	May-16	\$56,243	\$56,243			May-16	\$56,243
D701TN53	Approach Viaducts Seismic Retrofit & Structural Rehab	D03378	Design and EIS (PSC-15-2977)	May-16	\$8,000,000	\$8,000,000			May-16	\$8,000,000
D702TN55	Replacement of Bronx and Queens Approach Viaducts (Study)	D03693	BC Development F/A	May-16	\$28,122	\$28,122			May-16	\$28,122
				<b>May-16 Total</b>	<b>\$8,084,365</b>	<b>\$8,084,365</b>				

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2016 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

ACEP	Project Description	IMPACT Task	Task Description	Goal Start	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast Start Date	Forecast Value
				Date						
D701BW07	Fender Protection around Tower Piers (Const)	D03808	10% Design & D/B RFP Development	Jun-16	\$1,500,000	\$1,500,000			Jun-16	\$1,500,000
D701BW07	Fender Protection around Tower Piers (Const)	D03807	PM Design F/A	Jun-16	\$100,000	\$100,000			Jun-16	\$100,000
D704BW32	Installation of Fire Standpipe Connections	D03545	10% Design & RFP Dev.	Jun-16	\$200,000	\$200,000			Jun-16	\$200,000
D704BW32	Installation of Fire Standpipe Connections	D03544	PM Design F/A	Jun-16	\$100,000	\$100,000			Jun-16	\$100,000
D704HC07	Rehabilitation of HCT Ventilation Systems	D03598	BC Development F/A	Jun-16	\$58,493	\$58,493			Jun-16	\$58,493
D701HH89	Skewback Retrofit	D03521	PM Construction F/A	Jun-16	\$2,105,745	\$2,105,745			Jun-16	\$2,105,745
D703HH88	Reconstruction of Toll Plazas and Southbound Approach	D03792	PM Const. F/A	Jun-16	\$2,313,395	\$2,313,395			Jun-16	\$2,313,395
D704HH13	Replacement of Facility Lighting System	D03779	PM Const. F/A	Jun-16	\$254,000	\$254,000			Jun-16	\$254,000
D701RK19	Seismic/Wind Retrofit & Structural Rehab Ph1	D03591	PM Design F/A	Jun-16	\$1,000,000	\$1,000,000			Jun-16	\$1,000,000
D701RK70	Miscellaneous Structural Rehabilitation	D03661	PM Design F/A	Jun-16	\$1,000,000	\$1,000,000			Jun-16	\$1,000,000
D702RK65	Reconstruction of Manhattan Toll Plaza Structure and Ramps	D03652	BC Development F/A	Jun-16	\$56,243	\$56,243			Jun-16	\$56,243
D704RK07	Electrical/Mechanical Rehab of HR Lift Span	D03419	I/H Design / Build RFP Development	Jun-16	\$250,000	\$250,000			Jun-16	\$250,000
D704RK21	Installation of Fire Standpipe & Upgrade of Fire Protection System	D03395	PM Construction F/A	Jun-16	\$1,659,983	\$1,659,983			Jun-16	\$1,659,983
D705RK58	Rehabilitation of the Robert Moses Bldg and Ancillary Facilities	D03639	PM Design F/A	Jun-16	\$800,000	\$800,000			Jun-16	\$800,000
D707RK70	Miscellaneous Structural Rehabilitation	D03669	PM Design F/A	Jun-16	\$150,000	\$150,000			Jun-16	\$150,000
D702VN11	Brooklyn Approach Reconstruction	D03716	Design	Jun-16	\$2,000,000	\$2,000,000			Jun-16	\$2,000,000
D704VN30	Elevator Rehabilitation	D03729	BC Development F/A	Jun-16	\$31,633	\$31,633			Jun-16	\$31,633
				<b>Jun-16 Total</b>	<b>\$13,579,492</b>	<b>\$13,579,492</b>				
D706AW18	Protective Liability Insurance	D03439	2016-APPL	Jul-16	\$2,500,000	\$2,500,000			Jul-16	\$2,500,000
D701CB18	CB Scour Protect/Repair/Rpl CB/MP Pier Fender Sys	D03575	Conceptuall Dsign & Env. Permits	Jul-16	\$1,000,000	\$1,000,000			Jul-16	\$1,000,000
D701CB18	CB Scour Protect/Repair/Rpl CB/MP Pier Fender Sys	D03569	PM Design F/A & D/B RFP Dev.	Jul-16	\$609,901	\$609,901			Jul-16	\$609,901
				<b>Jul-16 Total</b>	<b>\$4,109,901</b>	<b>\$4,109,901</b>				
D704BW39	Install Electronic Monitoring & Detection Systems	D03558	PM Const.F/A	Aug-16	\$1,000,000	\$1,000,000			Aug-16	\$1,000,000
D704RK60	Installation of Facility-wide Electronic Monitoring and Detection System	D03647	PM Construction F/A	Aug-16	\$1,000,000	\$1,000,000			Aug-16	\$1,000,000
				<b>Aug-16 Total</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>				
D704HC30	Install Smoke Detection/Alarm Systems-HCT Vent & Svc. Bldgs.	D03705	PM Design F/A & D/B RFP Dev.	Sep-16	\$200,000	\$200,000			Sep-16	\$200,000
D704HC64	Brooklyn Service Building Electrical Rehab.	D03735	PM Design F/A & D/B RFP Dev.	Sep-16	\$224,973	\$224,973			Sep-16	\$224,973
D705HC80	Rehabilitation of Ventilation Buildings	D03754	PM Design F/A	Sep-16	\$1,000,000	\$1,000,000			Sep-16	\$1,000,000
D701HH07	Structural Rehabilitation	D03767	Design	Sep-16	\$1,200,000	\$1,200,000			Sep-16	\$1,200,000
D707HH30	Replacement of HHB Overcoat System	D03786	Design	Sep-16	\$750,863	\$750,863			Sep-16	\$750,863
D701QM18	Manhattan/Queens Plaza Structural Rehab	D03534	DesignPh. 2	Sep-16	\$5,046,010	\$5,046,010			Sep-16	\$5,046,010
D704QM91	Install Smoke Detection/Alarm Systems-QMT Vent & Svc. Bldgs.	D03571	PM Design F/A & D/B RFP Dev.	Sep-16	\$200,000	\$200,000			Sep-16	\$200,000

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2016 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

ACEP	Project Description	IMPACT Task	Task Description	Goal Start	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast Start Date	Forecast Value
				Date						
D705QM36	Rehabilitation of Ventilation Building	D03546	PM Design F/A	Sep-16	\$768,803	\$768,803			Sep-16	\$768,803
D701RK20	Main Bridge Cable Inspection and Rehabilitation	D03607	PM Design F/A	Sep-16	\$865,929	\$865,929			Sep-16	\$865,929
D702RK23	Construction of New Harlem River Drive Ramp	D03630	BC Development F/A	Sep-16	\$56,243	\$56,243			Sep-16	\$56,243
D702VN84	Reconstruction of VN Approach Ramps - Ph1	D03404	Design	Sep-16	\$12,500,000	\$12,500,000			Sep-16	\$12,500,000
D702VN86	Widening of Belt Parkway - Design	D03763	BC Development F/A	Sep-16	\$56,243	\$56,243			Sep-16	\$56,243
				<b>Sep-16 Total</b>	<b>\$22,869,064</b>	<b>\$22,869,064</b>				
D701TN87	Anchorage & Tower Protection	D03702	PM Design F/A	Oct-16	\$2,000,000	\$2,000,000			Oct-16	\$2,000,000
D707VN49	Painting of Suspended Span Upper & Lower Level Steel & Truss	D03827	In-House Design F/A	Oct-16	\$285,000	\$285,000			Oct-16	\$285,000
				<b>Oct-16 Total</b>	<b>\$2,285,000</b>	<b>\$2,285,000</b>				
D703HH88	Reconstruction of Toll Plazas and Southbound Approach	D03793	Construction Adm.	Nov-16	\$6,000,000	\$6,000,000			Nov-16	\$6,000,000
D704HH13	Replacement of Facility Lighting System	D03780	Construction Adm.	Nov-16	\$800,000	\$800,000			Nov-16	\$800,000
D704RK21	Installation of Fire Standpipe & Upgrade of Fire Protection System	D03396	Construction Adm. (I/Q)	Nov-16	\$2,000,000	\$2,000,000			Nov-16	\$2,000,000
				<b>Nov-16 Total</b>	<b>\$8,800,000</b>	<b>\$8,800,000</b>				
D603AW35	Replacement of Weather Information Systems	D02480	3rd Pty-Furnish/install	Dec-16	\$1,871,967	\$1,871,967			Dec-16	\$1,871,967
D603AW35	Replacement of Weather Information Systems	D03325	PM Cns.-Maintenance F/A	Dec-16	\$316,252	\$316,252			Dec-16	\$316,252
D603AW35	Replacement of Weather Information Systems	D03326	Capital Materials Purchase	Dec-16	\$25,000	\$25,000			Dec-16	\$25,000
D706AW28	Scope Development	D03454	PM Design-TD F/A	Dec-16	\$200,000	\$200,000			Dec-16	\$200,000
D701HH89	Skewback Retrofit	D03522	Construction Adm.	Dec-16	\$5,184,930	\$5,184,930			Dec-16	\$5,184,930
D704HH19	Replacement and Upgrade of Substations	D03814	PM Design F/A	Dec-16	\$362,432	\$362,432			Dec-16	\$362,432
D704RK21	Installation of Fire Standpipe & Upgrade of Fire Protection System	D03397	Design/Build	Dec-16	\$17,043,254	\$17,043,254			Dec-16	\$17,043,254
D704RK21	Installation of Fire Standpipe & Upgrade of Fire Protection System	D03398	Operations F/A	Dec-16	\$243,331	\$243,331			Dec-16	\$243,331
D704VN30	Elevator Rehabilitation	D03730	PM Design F/A	Dec-16	\$700,399	\$700,399			Dec-16	\$700,399
				<b>Dec-16 Total</b>	<b>\$25,947,565</b>	<b>\$25,947,565</b>				
				<b>Grand Total</b>	<b>\$105,526,103</b>	<b>\$105,526,103</b>				
<b>Unplanned Commitments</b>										
ED060201	Sandy Program Administration	E04013	2016 E&C Support(TBTA-E2435)			\$400,000	Jan-16	\$400,000		
ED060201	Sandy Program Administration	E04012	2016 Grants Management(TBTA-E2433)			\$612,700	Jan-16	\$612,700		
				<b>Grand Total</b>	<b>\$105,526,103</b>	<b>\$106,538,803</b>	<b>YTD Total</b>	<b>\$3,963,476</b>	<b>Remaining</b>	<b>\$102,575,327</b>
									<b>Grand Total</b>	<b>\$106,538,803</b>

### MTA Bridges and Tunnels: Status of 2015 Major Commitments as of January 2016

Project		Budget (\$ in Millions)			Award Date			Notes
		2015 Goal	Actual / Forecast*	Budgeted Value	2015 Goal	Advertisement Date	Actual / Forecast	
D702RK23	Construction of New Harlem River Drive Ramp - MOU (RK23)	\$15.0	\$26.3	\$26.3	Jun-15	N/A	Dec-16	F 1

Note 1: Additional time is required to negotiate the terms of contract with New York City DOT and their contractor. Start forecast revised to December 2016 for better coordination with the City and contractor.

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

ACEP	Project Description	IMPACT		Original Goal Start Date	Goal Start Date	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast Start Date	Forecast Value
		Task	Task Description								
ED040303	Flood Mitigation- Generator at GIVB	E03434	Design during construction	Jun-15	Feb-16	\$58,267.00	\$75,000			Feb-16	\$58,267
ED040207	Replace MPB Electrical Equipmt at North Abutment	E03429	CSS	Jun-15	Feb-16	\$53,605.00	\$160,000	Jan-16	\$53,605		
ED040210	Repl CBB Mech&Elect Equip-S. Abutment & Svc Bldg	E03463	CSS - SI	Jun-15	Feb-16	\$21,433.00	\$21,433	Jan-16	\$21,433		
ED040210	Repl CBB Mech&Elect Equip-S. Abutment & Svc Bldg	E03427	CSS	Jun-15	Feb-16	\$85,839.00	\$278,567	Jan-16	\$85,839		
D602RK75	Interim Repairs - Toll Plaza Deck	D02721	Constr. Ph II - Demo Unoccupied Spaces at MPLz	Nov-15	Feb-16	\$14,795,020	\$14,795,020			Feb-16	\$14,795,020
D602TN49	Suspended Span Replacement - Phase A	D03212	Lab.Testing-Prototype Deck	Sep-15	Feb-16	\$3,526,443	\$3,526,443			Feb-16	\$3,526,443
D602TN49	Suspended Span Replacement - Phase A	D03330	Prototype Orthotropic Deck	Sep-15	Feb-16	\$1,306,385	\$1,306,385			Feb-16	\$1,306,385
					<b>Feb-16 Total</b>	<b>\$19,846,992</b>	<b>\$20,162,848</b>				
D604MP03	Programmable Logic Controller & Mechanical Rehab.	D03201	Ph1-D/B Stipend #1 - Mass Electric	Sep-15	Mar-16	\$60,000	\$60,000			Mar-16	\$60,000
D604MP03	Programmable Logic Controller & Mechanical Rehab.	D03842	Ph 1-D/B Stipend #2 - T. Moriarty and Sons	Sep-15	Mar-16	\$60,000	\$60,000			Mar-16	\$60,000
					<b>Mar-16 Total</b>	<b>\$120,000</b>	<b>\$120,000</b>				
D702RK23	Construction of New Harlem River Drive Ramp	D03631	MOU - NYC DOT - Ramp HRD	Jun-15	Dec-16	\$26,318,636	\$26,318,636			Dec-16	\$26,318,636
					<b>Dec-16 Total</b>	<b>\$26,318,636</b>	<b>\$26,318,636</b>				
					<b>Grand Total</b>	<b>\$46,285,628</b>	<b>\$46,601,484</b>	<b>YTD Total</b>	<b>\$160,877</b>		
										<b>Remaining:</b>	<b>\$46,124,751</b>

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

<b>Project ID (ACEP)</b>	<b>Project Description</b>	<b>Type</b>	<b>Original Goal End Date</b>	<b>Goal End Date</b>	<b>Goal Value</b>	<b>Budgeted Value</b>
<b>D601BW07</b>	Tower and Pier Fender Protection-Phase 1	Study/Project	Sep-15	Jun-16	\$3,308,868	\$3,308,868
<b>Jun-16 Total</b>					<b>\$3,308,868</b>	<b>\$3,308,868</b>
<b>Grand Total</b>					<b>\$3,308,868</b>	<b>\$3,308,868</b>

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



# Bridges and Tunnels

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## Procurements February 2016



# Staff Summary

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

<b>Date</b>	February 3, 2016
<b>Vendor Name</b>	
<b>Contract Number</b>	
<b>Contract Manager Name</b>	
<b>Table of Contents Ref #</b>	

Board Action					
Order	To	Date	Approval	Info	Other
1	President	2/3/16			
2	MTA B&T Committee	2/22/16			
3	MTA Board	2/24/16			

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

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
	Chief Financial Officer <i>AS</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:**

<u>Schedules Requiring Majority Vote</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule A	Non-Competitive Purchases and Public Work Contracts	1	\$ 22.900M
SUBTOTAL		1	\$ 22.900M

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

<u>Schedules Requiring Two-Thirds Vote</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule F	Personal Service Contracts	1	\$ 1.338M
Schedule G	Miscellaneous Service Contracts	1	\$ 0.056M
Schedule J	Modifications to Miscellaneous Procurement Contracts	1	\$ 3.333M
SUBTOTAL		3	\$ 4.727M

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

TOTAL	4	\$27.627M
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**BUDGET IMPACT:**

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

**RECOMMENDATION:**

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

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

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

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

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

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

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

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

**LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**  
**FEBRUARY 2016**

**MTA BRIDGES & TUNNELS**

**Procurements Requiring Majority Vote:**

**A: Non-Competitive Purchases and Public Work Contracts**

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

- |    |   |                        |                                      |
|----|---|------------------------|--------------------------------------|
| 1. | <b>New York City Department of<br/>Transportation<br/>Contract No. MOA-HBM-1027</b> | <b>\$22,900,000.00</b> | <b><u>Staff Summary Attached</u></b> |
|----|---|------------------------|--------------------------------------|

Construction of a partial foundation for a future ramp that would permit traffic to go directly from the Robert F. Kennedy Bridge (RFKB) to the northbound Harlem River Drive by agreement between the Authority and NYCDOT.

# Staff Summary

Item Number 1 (Final)					
Dept & Dept Head Name: Engineering and Construction Joe Keane <i>Joe Keane</i>					
Division & Division Head Name: Walter Hickey <i>Walter Hickey</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	2/3/16			
2	MTA B&T Committee	2/22/16			
3	MTA Board	2/24/16			
Internal Approvals					
Order	Approval	Order	Approval		
<i>1</i>	Chief Financial Officer	<i>4</i>	Executive Vice President		
<i>2</i>	SVP & General Counsel	<i>5</i>	President		
<i>3</i>	VP & Chief Procurement Officer				

<b>SUMMARY INFORMATION</b>	
Vendor Name New York City Department of Transportation	Contract Number MOA-HBM-1027
Description Memorandum of Agreement for New Ramp 23C Foundations under DOT Contract HBM-1027	
Total Amount \$22,900,000.00	
Contract Term (including Options, if any)	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

**Narrative**

**I. PURPOSE/RECOMMENDATION**

B&T is seeking approval under the All-Agency Procurement Guidelines to enter in to an Agreement (Memorandum of Agreement), designated as MOA-HBM1027, with New York City Department of Transportation (NYCDOT) for the construction of pier foundations and other related work which will enable the future construction of a new connector ramp from the Robert F. Kennedy Bridge Manhattan Span to the Harlem River Drive (HRD) North. The Agreement also provides for associated engineering services and contingencies for a total not to exceed amount of \$22,900,000.

**II. DISCUSSION**

As part of a comprehensive program of reconstruction of the Manhattan Approaches of the Robert F. Kennedy Bridge, B&T identified the need to construct a new ramp (the Connector Ramp) from the Manhattan Span of the bridge to the Harlem River Drive (HRD) North. The new ramp will permit traffic from the RFKB to directly access the HRD North instead of continuing to have to use the current circuitous route through busy local streets. The new connector ramp will significantly improve traffic operations and safety while enhancing the resiliency of both the RFKB and the regional highway network. In addition, the ramp will reduce traffic congestion and associated impacts on the local community in East Harlem.

In September 2013, the Board approved funding for a preliminary design of the Connector Ramp and design of certain foundations that are located within the limits of an ongoing NYCDOT Project (HBM-1027), as well as, associated work necessary to enable the future construction of the Connector Ramp.

In order to accommodate the new connector ramp, realignment of some sections of both the northbound and southbound HRD is also required resulting in some revisions to NYCDOT's ongoing Contract HBM-1027.

(rev. 1/22/14)

## Staff Summary

Having NYCDOT perform this preliminary foundation and realignment work under its ongoing Contract HBM-1027 rather than under B&T's future Connector Ramp Project, planned for 2019, is significantly more cost effective and less disruptive to B&T's customers and the local community. By implementing these enabling works for the future Connector Ramp now the Authority will avoid costly reconstruction of sections of the HRD that are now being constructed by NYCDOT under HBM-1027, thereby reducing overall construction costs, minimizing construction schedules and reducing the impacts of the overall construction program in this corridor.

Under this proposed agreement, NYCDOT will amend their existing construction contract to include the B&T Work. Additionally, NYCDOT will amend their contracts for resident engineering services and design support services during construction to support the B&T construction work to be performed under HBM-1027. As part of this Agreement, B&T will provide funding for the additional construction and associated consultant engineering costs. NYCDOT Contract HBM-1027 was competitively bid and awarded in July, 2014 to DeFoe Corp. The Contractor submitted a proposal in the amount of \$28,799,341.66 for the B&T Work. The Authority's estimate of the construction work is \$17,422,932. Negotiations were held, the scope of work clarified and the parties agreed to \$18,005,000 for construction costs and costs associated with the extended construction duration, which is deemed fair and reasonable based on the Engineer's estimate. An estimated 16% (\$2,900,000), based on NYCDOT projections, is included in the MOA not-to-exceed amount with NYCDOT for contracted engineering services during construction related to the B&T work. Due to the nature of the Work, a contingency of approximately 10% of construction costs (\$1,995,000) is included in the MOA not-to-exceed amount. Payments will be made to the NYCDOT on a periodic basis as the Work is performed and verified.

The new Connector Ramp will be constructed under a Design-Build project once the NYCDOT HRD reconstruction is completed and is scheduled for award in 2019.

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

This agreement is not subject to the establishment of goals by the Department of Diversity and Civil Rights (DDCR).

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

Funding for this agreement is available in the 2015-2019 Capital Budget under Project RK-23C.

### **V. ALTERNATIVES**

Waiting to construct the B&T Work until after the completion of HBM-1027 would not be cost effective and would be highly disruptive to traffic and the community. In addition, environmental documents, regulatory approvals and permits for the combined MTAB&T and NYCDOT projects are premised on the currently prepared sequencing and interrelationships between these Projects. Alternative implementation strategies would require an extensive additional environmental review process with associated costs and risks to project implementation schedules and is therefore not recommended.

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**  
**FEBRUARY 2016**

**MTA BRIDGES & TUNNELS**

**Procurements Requiring Two-Thirds Vote:**

**F: Personal Service Contracts**

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

- |    |  |  |                                      |
|----|--|--|--------------------------------------|
| 1. | <b>Commercial Driver Training, Inc.</b><br><b>Contract No. PSC-15-2975</b> | <b>\$1,281,265.00 – B&amp;T</b><br><b>\$ 56,760.00 - NYCT</b><br><b>\$1,338,025.00</b> | <b><u>Staff Summary Attached</u></b> |
|----|--|--|--------------------------------------|

3 yr. contract - Competitive RFP - 4 Proposals

Provide all labor, material and equipment necessary for Commercial Driver License (CDL) Training for Maintenance employees of B&T and MTA New York City Transit (NYCT).

**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)

- |    |   |                    |
|----|---|--------------------|
| 2. | <b>Catherine S. Cline, Ph.D.</b><br><b>Contract No. PSC-15-2979</b> | <b>\$56,400.00</b> |
|----|---|--------------------|

3 yr. contract - Competitive Bid – 2 Proposals

B&T requires the services of an Occupational-Industrial Psychologist to provide expert assistance in preparing and developing civil services examinations administered by New York City Department of Citywide Administrative Services (DCAS) under the skilled trade Bridge and Tunnel Maintainer Level I, Level II and Level III tests. The groups of employees known as Bridge and Tunnel Maintainers (Maintainers) are typically a technical class of positions responsible for the maintenance, repair and operation of various B&T facilities and equipment. There are three assignment levels. The Consultant shall perform an analysis of the three levels of Maintainer positions and validate the selection procedures.

The service requirements were publicly advertised as a Discretionary Procurement on the MTA website, the NYS Contract Reporter, local newspapers and sent to advocacy groups recommended by MTA DDCR. On December 10, 2015 two firms Catherine S. Cline, Ph.D. (Cline) and Applied Personnel Research (Applied) submitted proposals. The proposals were evaluated against established criteria set forth in the RFP including record of performance of firm, qualifications of firm for specific personnel proposed, depth of understanding of project and related problems, level of expertise and cost. Based on the committee's review of all the proposals, it unanimously selected Cline based on her: (i) extensive record of working with other NYC government agencies (Fire Department of NY, NYC Parks and DCAS) on civil service exams; (ii) clear and solid understanding of B&T's scope of work; (iii) comprehensive technical approach to performing the work and (iv) skilled and qualified personnel with a high level of expertise in the required field. Applied has limited knowledge of the civil service exam process and failed to demonstrate a strong knowledge of the overall requirements. The committee unanimously waived oral presentations and recommended that negotiations be conducted with Cline, the highest

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**  
**FEBRUARY 2016**

rated proposal and the lowest cost. On January 14, 2016 the Authority commenced negotiations with Cline. Negotiations resulted in a final amount of \$56,400. The negotiated rates are fixed for the three years which is 31% less than the Authority's estimate of \$81,900. Cline is deemed to be a responsible consultant. This award is classified as a *Discretionary Procurement* whereby the proposer must either be a New York State certified Minority or Women Owned Enterprise or Small Business Concern. Funding is available in the Operating Budget under GL #712542. There are no recommended alternatives. B&T does not possess the resources required to perform these services.

**J: Modifications to Miscellaneous Procurement Contracts**

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

3. **Schneider Electric Mobility NA, Inc.**                      **\$3,332,876.00**                      **Staff Summary Attached**  
**Contract No. 14-OPS-2924X**

Amend contract to include additional work (i) to initiate an All-Electronic Tolling (AET) pilot project at the Cross Bay Bridges (CBB) and Marine Parkway Bridges (MPB) and (ii) update the software for the toll registration system.

# Staff Summary

Item Number 1 (Final)					
Dept & Dept Head Name: Maintenance, Victor Cardella					
Division & Division Head Name: Fleet Operations, Benny Johnson					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	President	2/3/16			
2	MTA B&T Committee	2/22/16			
3	MTA Board	2/24/16			
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>[Signature]</i>	4	Executive Vice President <i>[Signature]</i>		
2	General Counsel <i>[Signature]</i>	5	President <i>[Signature]</i>		
	Chief Procurement Officer <i>[Signature]</i>				

SUMMARY INFORMATION	
Vendor Name Commercial Driver Training, Inc.	Contract Number PSC-15-2975
Description Commercial Driver License (CDL) Training Program	
Total Amount \$1,338,025.00 (B&T-\$1,281,265, NYCT-\$56,760)	
Contract Term (including Options, if any) Three (3) Years	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

**Narrative**

**I. PURPOSE/RECOMMENDATION**

MTA Bridges and Tunnels (B&T) is seeking Board approval under the All-Agency Guidelines for Procurement of Services to award a joint competitively negotiated personal service contract to Commercial Driver Training, Inc. (CDT) to provide all labor, material and equipment necessary to perform commercial driver license training for B&T and MTA New York City Transit Authority (NYCT). The total value of this procurement is \$1,338,025 (B&T-\$1,281,265, NYCT-\$56,760) over a period of three years.

**II. DISCUSSION**

B&T requires the services of a consultant to provide commercial driver training courses to prepare our employees for the New York State, New Jersey, Connecticut and Pennsylvania State Department of Motor Vehicles (DMV) Class "A" and Class "B" Commercial Driver's License (CDL) written and road tests. These licenses will enable our Maintenance personnel and Bridge and Tunnel Officers to drive various commercial vehicles in our fleet, as required. NYCT requires similar services but on a smaller scale. The service requirements were publicly advertised. On October 15, 2015 three firms Commercial Driver Training Inc., NYC CDL Auto Club Inc. (NYC CDL) and Sharkey's Auto Driving School Inc. (Sharkey) submitted proposals. The proposals were evaluated against established criteria set forth in the RFP including qualification of firm, availability of resources, understanding of project, record of consultant's performance/experience and cost. Based on the committee's review it unanimously selected CDT based on its: (i) training qualifications and qualified personnel; (ii) resources (vehicles); and (iii) superior past performance. The other proposers did not adequately fulfill the requirements of the contract. CDT's total negotiated amount of \$1,338,025 is 9.5 percent higher than the estimate of

(rev. 1/22/14)

## Staff Summary

\$1,221,527.36. During discussions, it was found that the estimate did not include the retraining requirement in the contract and instructor travel expenses. An accurate comparison to the pricing to the current agreement could not be performed as there was a significant change to the scope of services. Based on an analysis of the costs for the additional items that were not included in the estimate the price of \$1,338,025 is considered fair and reasonable. CDT is deemed to be a responsible consultant.

### III. D/M/WBE INFORMATION

A review of the NYS Directory did not identify Certified M/WBE firms in the market place that could provide services on the contract. Due to the lack of availability zero M/WBE goals were established by the MTA Office of Civil Rights.

### IV. IMPACT ON FUNDING

Funding is available in the Operating Budget under GL #712601.

### V. ALTERNATIVES

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

## Schedule J: Modifications to Miscellaneous Procurement Contracts

Item Number: **3** (Final)

<b>Vendor Name (&amp; Location)</b> Schneider Electric Mobility NA, Inc.	<b>Contract Number</b> 14-OPS-2924X	<b>AWO/Modification #</b>
<b>Description</b> Maintenance and Repair of the Electronic Toll Registry	<b>Original Amount:</b>	\$50,300,121.00
<b>Contract Term (including Options, if any)</b> April 1, 2015 – March 31, 2021	<b>Prior Modifications:</b>	\$ 0.00
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Prior Budgetary Increases:</b>	\$ 0.00
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b>	\$50,300,121.00
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	<b>This Request:</b>	\$ 3,332,876.00
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b>	7.2%
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Toll Operations, Joe Gugliero	<b>% of Modifications (including This Request) to Original Amount:</b>	7.2%

### Discussion:

B&T is seeking Board approval under the All-Agency Procurement Guidelines to modify Contract 14-OPS-2924X with Schneider Electric for additional work in the negotiated amount of \$3,332,876 to (i) initiate an All-Electronic Tolling (AET) pilot project at the Cross Bay Bridge (CBB) and Marine Parkway Bridge (MPB) and (ii) update the software for the toll registry system. The contract was competitively awarded to Telvent USA, LLC in March 2015 in the amount of \$50,300,121 for the duration of six (6) years to maintain and repair all the hardware and software of the Electronic Toll Registry System throughout B&T's facilities. Amendment No. 1 was made to reflect the change of the company name from Telvent USA to Schneider Electric Mobility NA, Inc.

In January of 2011, B&T initiated a pilot program at the Henry Hudson Bridge (HHB) aimed at the eventual migration of that facility to AET. HHB was selected to host the pilot due to its high E-ZPass market share and its lack of truck traffic, both of which served to minimize the risk of lost revenue during the pilot period. After demonstrating that the newly installed in-lane systems were capable of capturing and processing passenger vehicle transactions and images and that a passenger vehicle based AET program was viable in terms of back office bill processing and revenue collection, the MTA Board approved AET as the permanent method of toll collection at the HHB in May 2014.

In the wake of the above noted successes, B&T desires to initiate a second pilot project aimed at assessing the feasibility of operating AET at facilities with a concentration of commercial/truck traffic. Unlike the pilot efforts at the HHB, in which in-lane and back office processes were assessed exclusively in terms of passenger vehicles, this proposed phase will focus on the capture and processing of commercial license plate images (i.e. plates mounted to trucks with a variety of physical properties) and the payment rate of commercial vehicle owners under the Tolls by Mail program.

B&T has chosen to conduct the pilot at Marine Parkway and Cross Bay Bridges not only because of the presence of commercial vehicles, but also because of the high E-ZPass market penetration rate at those facilities, and the relatively low tolls. These factors combine to minimize potential revenue risks during the pilot period, while providing B&T with ample data to perform the assessments noted above. Like the AET system currently in use at the HHB, the AET pilot at the Cross Bay and Marine Parkway Bridges will have vehicles traveling in gateless, channelized lanes and tolling equipment mounted on the existing infrastructure. However, because tokens are currently mandated by statute at both facilities, a lane in each direction will be reserved to maintain this method of toll collection at this time. As Schneider both developed and implemented the AET project at the HHB under a prior contract, Schneider already has expertise with the operational and software features of the AET system proposed for the Cross Bay and Marine Parkway Bridges. By using Schneider, the Authority will maximize the investment made in the AET program at the HHB and eliminate the significant expenses of requiring another contractor to develop a working knowledge of the Authority's AET and E-ZPass systems.

Additionally, as B&T continues to accept cash and tokens at other facilities, there is a need to replace the existing toll registration devices at these facilities which in turn creates the need to have the associated toll registration system software updated and upgraded under this Contract. These devices currently operate on touch-screen type technology that allows toll collectors to register and classify vehicles entering B&T cash lanes. The registration devices, referred to as Flat Panel Touch Screens (FPTS), processed 39.7 million transactions, which translated to \$367M in revenue, in fiscal year 2015. The existing devices were developed specifically for B&T operations more than 12 years ago. These units currently operate with obsolete technology and key replacement parts are no longer readily available from suppliers. B&T is seeking to update the software and replace the FPTS units with off-the-shelf devices that are currently in wide use within the toll collection industry. It is noted that the new FPTS devices will be purchased by the Authority under a separate competitive solicitation and then furnished to the Contractor. Such units are functionally more flexible, more cost effective, and easier to replace than the existing FPTS units. B&T is seeking to leverage the proposed replacement efforts by also enhancing the overall operation of B&T cash lanes. Accordingly, the work proposed under this amendment will also include upgrading the system registration software, automating the documentation of exceptions transactions that are not registered through the current FPTS, and providing the capability to accept both widely available and rapidly developing payment methods.

Schneider's proposed cost was \$3,714,109. The user's estimate is \$3,418,695. Based on negotiations the parties agreed to an amount of \$3,332,876 (\$2,188,988 for AET Pilot and \$1,143,878 for the FPTS software upgrade) which is 2.5% lower than the estimate. The labor rates and hours negotiated were determined to be acceptable. Based on the above, the negotiated price is considered fair and reasonable. Funding is available in the Operating Budget under Capitalized Assets.



# Bridges and Tunnels

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## Diversity Report Fourth 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' December 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 FOURTH QUARTER EEO REPORT

AGENCY NAME: **Bridges and Tunnels**

**NEW HIRES  
AS OF DECEMBER 31, 2015**

JOB CATEGORY	TOTAL <sup>1</sup>	FEMALES <sup>2</sup>		Minorities		Non-Minorities		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	6	1	17%	2	33%	4	67%	2	33%	0	0%	0	0%	0	0%	0	0%	0	0%
Professionals	16	5	31%	12	75%	4	25%	3	19%	3	19%	4	25%	0	0%	0	0%	2	13%
Technicians	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Protective Services	2	2	100%	2	100%	0	0%	1	50%	0	0%	0	0%	1	50%	0	0%	0	0%
Paraprofessionals	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Administrative Support	2	2	100%	2	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	2	100%
Skilled Craft	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Service Maintenance	25	3	12%	12	48%	13	52%	5	20%	3	12%	1	4%	0	0%	0	0%	3	12%
<b>Total</b>	<b>51</b>	<b>13</b>	<b>25%</b>	<b>30</b>	<b>59%</b>	<b>21</b>	<b>41%</b>	<b>11</b>	<b>22%</b>	<b>6</b>	<b>12%</b>	<b>5</b>	<b>10%</b>	<b>1</b>	<b>2%</b>	<b>0</b>	<b>0%</b>	<b>7</b>	<b>14%</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 FOURTH QUARTER EEO REPORT

AGENCY NAME: **Bridges and Tunnels**

**WORKFORCE UTILIZATION ANALYSIS  
AS OF DECEMBER 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%	21%	Yes	5%	6%	Yes	6%	7%	Yes	0%	0%	Yes	1%	1%	Yes	1%	6%	Yes
Professionals	36%	41%	Yes	10%	21%	Yes	10%	17%	Yes	7%	16%	Yes	0%	0%	Yes	3%	0%	No	1%	4%	Yes
Technicians	11%	23%	Yes	11%	19%	Yes	8%	19%	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																		
Administrative Support	53%	76%	Yes	18%	49%	Yes	22%	12%	No	2%	12%	Yes	0%	0%	Yes	4%	0%	No	1%	5%	Yes
Skilled Craft	0%	0%	Yes																		
Service Maintenance	2%	3%	Yes	16%	18%	Yes	18%	15%	No	3%	4%	Yes	1%	1%	Yes	1%	0%	No	1%	3%	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 FOURTH QUARTER EEO REPORT**

**AGENCY NAME: Bridges and Tunnels**

**EEO AND TITLE VI COMPLAINTS**

**AS OF DECEMBER 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)
<b>EEO TOTAL</b>	<b>5</b>	<b>2</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>28</b>	<b>18</b>	<b>15</b>
External Complaints	4	2	2	1	1	0	1	4	15	5	4
Internal Complaints	1	0	11	0	0	0	0	1	13	13	11

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 FOURTH QUARTER EEO REPORT**

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

**EEO DISCRIMINATION COMPLAINT RESOLUTIONS  
FROM JANUARY 1, 2015 THROUGH DECEMBER 31, 2015**

	Decided in Favor of Agency	Decided in Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved/Settled	Total
<b>EEO TOTAL</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>5</b>
Internal Complaints	1	0	1	0	0	0	2
External Complaints	0	0	0	0	1	2 <sup>1</sup>	3

1. Note: The external complaint number reflects the closure of Two ("2") Pregnancy Discrimination Cases, because one member of the class (group) filed separately.

**2015 FOURTH QUARTER EEO REPORT**

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

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

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