

Bridges and Tunnels Committee Meeting

November 2014

Committee Members

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

Bridges & Tunnels Committee Meeting
347 Madison Avenue - 5th Floor Board Room
New York, NY 10017
Monday, 11/17/2014
12:00 - 12:30 PM ET

1. Approval of Minutes - October 2014

BT Committee Minutes - October 2014 - Page 4

2. Approval of Committee Work Plan

BT Committee Work Plan - Page 11

3. Review of B&T Committee Charter

BT Committee Charter - Page 18

4. Report on Operations - September 2014

BT Report on Operations - September 2014 - Page 22

5. Safety Report - September 2014

BT Safety Report - September 2014 - Page 35

6. Customer Environment Survey - Third Quarter 2014

BT Customer Environment Survey - Third Quarter 2014 - Page 38

7. E-ZPass Performance Report -September 2014

BT E-ZPass Performance Report - September 2014 - Page 48

8. Financial Report -September 2014

BT Financial Report - September 2014 - Page 54

9. 2015 Preliminary Budget - Materials Previously Submitted

10. Capital Program Project Status Report - October 2014

BT Capital Program Project Status Report - October 2014 - Page 68

11. Procurements

BT Procurement Report - November 2014 - Page 82

a. BT Competitive - November 2014

BT Competitive - November 2014 - Page 85

12. Diversity Report - Third Quarter 2014

13. Customer Satisfaction Survey - Information Only

BT Customer Satisfaction Survey - Page 97

Next Meeting: Monday, December 15, 2014 @ 12:00 PM



Bridges and Tunnels

Minutes of Committee Meeting October 2014



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

October 27, 2014

12:00 p.m.

In attendance were the Honorable:

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

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

MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

October 27, 2014

Minutes of TBTA Committee held October 27, 2014 at 12:00 p.m. A list of those in attendance is attached.

Public Speakers

There was one public speaker. Murray Bodin of Concerned Grandparents discussed the requirements for proper roadway striping.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on September 22, 2014 were approved.

Committee Work Plan

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

Report on Operations

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

In August 2014 there were 26.0 million crossings, which was 1.2% more than the 25.6 million crossings in August 2013; rainfall amounts totaled 3.5 inches in August 2014 versus 2.0 inches in August 2013; E-ZPass volume increased in August 2014 by 1.9%, while crossings using cash and other payment methods decreased by 1.6%; passenger car travel was up by 1.5%; and other vehicle travel decreased by 1.8%.

Compared to the same periods last year, preliminary traffic figures for September 2014 are 2.45% higher.

Safety Report

With regard to the Report on Safety for August 2014, Mr. Foley referred the Committee to the graphs and charts on pages 33 and 34 of the Committee Book that represent a five year summary of customer collisions, customer injuries, employee accident reports, lost time injuries and contractor injuries. Compared to the same period last year, the total customer collision rate decreased by 6.5% and the total customer injury collision rate has decreased by 6.1%; the total contractor injury rate has increased by 20%; the employee lost time injury rate is slightly higher for August and the year to date rate remains higher due to the numbers of incidents reported in April and May.

E-ZPass Performance Report

With regard to the E-ZPass Performance Report for August 2014, Mr. Spero stated that the E-ZPass market share was 82.8% or 0.5% higher than the prior August. 24,208 E-ZPass accounts were opened in August, including 10,577 E-ZPass On-The-Go accounts, which is approximately 43% of the total number of accounts opened for the month. Since the On-The-Go program began, approximately 406,000 tags have been sold in the lanes.

Finance Report

Mr. Spero stated that through August, toll revenue was \$11.599 million or 1.1% better than plan due to higher than forecast traffic. Total expenses through August were \$21.229 million or 7.3 percent better than plan. Non-labor spending was \$15.279 million or 11.9% below plan. Labor expenses were \$5.951 million or 3.6% lower than plan due primarily to lower payroll expenses due to vacancies. Overtime was \$953,000 or 6.4% below plan. Total support to mass transit through August was \$694.215 million, which was \$43.781 million or

6.7% better than plan. Commissioner Albert asked whether August was a period when the price of gasoline started to decrease and Mr. Spero responded that it was.

Capital Program Status Report

With regard to the Capital Program Status Report for September, Mr. Keane stated that there were nine (9) commitments made with a total value of \$13.5 million. Year-to-date, 109 commitments have been made with a total value of \$143.0 million against a plan for 109 commitments with a total value of \$224.4 million. There were five project completions with a value of \$156 million. Notable project completions were the Maintenance Facility at Randall's Island for \$23.1 million implemented via Design-build and an Electrical Facilities Replacement project at the Hugh L. Carey Tunnel valued at \$56.7 million. The design-build project was completed two months ahead of schedule and the Hugh L Carey Tunnel electrical project was completed on schedule. Overall as of September, TBTA has completed 100% of our 2014 project completion plans with a value of \$156 million. There were seven (7) task level closeouts in September, bringing the year-to-date closeouts to 39 with a total value of \$52 million.

Action Items

Ms. Terry introduced two action items and requested that the Committee recommend approval of two agreements with the New York City Parks Department for payment of up to \$1,204,000 in mitigation costs associated with replacing the street approach ramps to the Robert F. Kennedy Bridge. Ms. Terry also recommended approval of two agreements for access to railroad property required to perform construction projects at the Robert F. Kennedy Bridge.

Upon a motion duly made and seconded, the Committee approved and moved to the Board the Action Items.

Procurements

Mr. Masterson stated that there are six (6) procurements totaling \$14.527 million.

Non-Competitive Procurements

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

Competitive Procurements

Mr. Masterson stated that there are six (6) competitive procurements totaling \$14.527 million as follows:

- One competitive request for proposals for as-needed asbestos and lead abatement services to four selected firms in the aggregate not to exceed value of \$1 million.
- Two contracts for personal services: one for construction inspection services for cleaning and painting various locations on the Robert F. Kennedy Bridge along with miscellaneous Authority-wide painting; and the other is for design and construction support services for the main cable and suspender rope inspection and testing at the Verrazano-Narrows Bridge. These two contracts total approximately \$6,123,485.
- One miscellaneous service contract for a contractor to provide maintenance and repair of motorized security gates at various facilities for \$194,132.
- Two modifications to personal services contracts: one adds funding for construction support services as well as additional design services for the Robert F. Kennedy Bridge Bronx Plaza Structural rehabilitation and interim rehabilitation of the Manhattan plaza; the other adds funding for construction support services for the rehabilitation of the Manhattan approach ramps to the Robert F. Kennedy Bridge. These two total approximately \$7,210,000.

Competitive Procurements

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

| | | |
|---|---|--|
| Air Tech Lab Inc. Delta Environmental Inc. ETS Contracting, Inc. Trio Asbestos Removal Corp. | Contract No. 12-HS-2894A, B, C and D Provide asbestos and incidental lead abatement on an as-needed basis at various Authority facilities. | \$1,000,000.00 (Aggregate not to exceed amount) |
|---|---|--|

Personal Service Contracts

| | | |
|---|---|----------------|
| Hardesty & Hanover Construction Services, LLC | Contract No. PSC-14-2959 Provide Construction Administration and Inspection Services for Project GFM-513, which include cleaning and painting the main cables, suspender ropes and suspended span towers at the Robert F. Kennedy Bridge as well as miscellaneous Authority-wide painting. | \$3,627,903.00 |
| Ammann & Whitney Consulting Engineers, P.C. | Contract No. PSC-14-2961 Design and Construction Support Services for Project VN-34, Main Cable and Suspender Rope Inspection and Testing at the Verrazano-Narrows Bridge. | \$2,495,582.00 |

Miscellaneous Service Contracts

| | | |
|-------------------------|--|--------------|
| The LandTek Group, Inc. | Contract No. 13-MNT-2914X On May 27, 2014 B&T issued a solicitation for a contractor to provide service, repair and maintenance of motorized security gates at various B&T facilities. This work was outsourced since B&T neither has the equipment nor the resources required to perform these services on an in-house basis. The gates are installed at the portals of the Queens Midtown and Hugh L. Carey Tunnels and at various locations at the Bronx-Whitestone, Throgs Neck and Verrazano-Narrows Bridges. The service requirements were publicly advertised and a notice was sent to 125 firms; six firms requested a copy of the solicitation. On June 26, four (4) bids were submitted as follows: | \$194,132.00 |
|-------------------------|--|--------------|

| <u>Bidders</u> | <u>Bid Amount</u> |
|-----------------------------|-------------------|
| Deem Construction | \$172,525.00 |
| The LandTek Group, Inc. | \$194,132.00* |
| United Steel Products, Inc. | \$274,660.00 |
| Yaboo Fence Co., Inc. | \$939,172.00 |

* Lowest responsive bid

The scope of services for the first three years of the five year prospective contract differs from that compared with the current three year contract. Two new line items have been added for semi-annual preventive maintenance, one to provide services at the tunnels and the other to service the bridges, as required. The overall average estimated quantity for repairs and emergency repair services has increased by approximately 43% compared with that under the current contract. In addition, the rates for hourly and emergency repair services have increased significantly. This variance is attributed to higher costs for maintaining new motorized (computer operated) high security gates versus the cost required for manual operation of the sliding gates. Such manually operated gates had been serviced under the current contract but were gradually replaced by the new gates; during this transition period the rates under the current contract remained the same. Based on an evaluation of the bid submitted by the apparent low bidder, Deem Construction, this firm was determined to be non-responsive to the requirements of the solicitation. Following an evaluation of the second low firm's bid, submitted by The LandTek Group, Inc. (LandTek), its overall bid is 2.2% lower than the user's estimate of \$198,525. The rates are fixed over the initial three year period and then are subject to an increase which is fixed for years four and five. LandTek is fully responsive to the requirements of the solicitation. Based on competition, the price submitted by LandTek is considered fair and reasonable. This firm is deemed to be a responsible contractor. The MTA Department of Diversity and Civil Rights has established goals of 10% MBE and 10% WBE for this contract.

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

| | | |
|--------------------------|---|----------------|
| WSP Sells/HNTB JV | Contract No. PSC-11-2865 Add funding for construction support services and additional design services for Project RK-65A, Design and Construction Support Services for Bronx Plaza Structure Rehabilitation and Interim Rehabilitation of the Manhattan Plaza at the RFK Bridge. | \$5,309,380.64 |
| Modjeski & Masters, Inc. | Contract No. PSC-11-2884 Perform construction support services for Project RK-23A, Reconstruction and Rehabilitation of the Manhattan Approach Ramps to the RFK Bridge. | \$1,900,262.00 |

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

Ratifications

Mr. Masterson stated that there are no ratifications.

Closing Remarks

Mr. Ferrara stated that TBTA would be hosting the New York City Marathon on November 2, 2014 and the 50th Anniversary of the Verrazano-Narrows Bridge on November 21, 2014.

Adjournment

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

Respectfully submitted,



Julia R. Christ
Acting Assistant Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

TOPIC

Approval of Minutes
Committee Work Plan
Report on Operations/Safety

Financial Report
E-ZPass Performance Report
Capital Program Project Status Report

Procurements
Action Items (if any)

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

December 2014

2015 Proposed Committee Work Plan
2015 Proposed Final Budget

Committee Chair & Members
Planning & Budget

January 2015

Approval of 2015 Work Plan

Committee Chair & Members

February 2015

Preliminary Review of 2014 Operating Budget Results
2015 Adopted Budget/Financial Plan 2015-2018
2014 B&T Operating Surplus
Customer Environment Survey – 4th Quarter 2014

Planning & Budget
Planning & Budget
Controller
Operations

March 2015

Diversity Report – 4th Quarter 2014
Annual Procurement Contracts Report

EEO
Procurement & Materials/
Finance

April 2015

Final Review of 2014 Year-End Operating Results

Planning & Budget

May 2015

Customer Environment Survey – 1st Quarter 2015
Diversity Report – 1st Quarter 2015

Operations
EEO

June 2015

No items scheduled.

July 2015

Diversity Report – 2nd Quarter 2015

EEO

August 2015

No meeting scheduled.

September 2015

Customer Environment Survey – 2nd Quarter 2015
2016 Preliminary Budget

Operations
Planning & Budget

October 2015

2016 Preliminary Budget

Planning & Budget

November 2015

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

Operations
Planning & Budget
MTA Board
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

DECEMBER 2014

2015 Proposed Committee Work Plan

The Committee Chair will present a draft Bridges and Tunnels Committee Work Plan for 2015 that will address initiatives to be reported throughout the year.

2015 Proposed Final Budget

The Committee will recommend action to the Board.

JANUARY 2015

Approval of Work Plan for 2015

The committee will have already received a draft work plan for 2015 at the December 2014 meeting. The committee will be requested to approve the amended work plan for the year.

FEBRUARY 2015

Preliminary Review of 2014 Operating Budget Results

The agency will present a brief review of its 2014 Operating Budget results.

2015 Adopted Budget and February Financial Plan 2015-2018

The Agency will present its revised 2014 Adopted Budget and Financial Plan which will incorporate any changes made by the Board at the December 2014 meeting and any Agency technical adjustments.

2014 B&T Operating Surplus

The Committee will recommend action to the Board.

Customer Environment Survey – 4th Quarter 2014

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.

MARCH 2015

Diversity Report – 4th Quarter 2014

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

Annual Procurement Contracts Report

This report contains information on contracts awarded during the previous fiscal year and contracts open from the previous years as required by Section 2879 of the State Public Authorities Law.

APRIL 2015

Final Review of 2014 Year-End Operating Results

The customary review of prior year's budget results and their implications for current and future budget performance will be presented to the Committee. Each Agency will present for inclusion in the Agenda materials, and be prepared to answer questions, on a review of its experience. The MTA Budget Division will prepare an overall review also for inclusion in the materials that draws MTA-wide conclusions.

MAY 2015

Customer Environment Survey – 1st Quarter 2015

Review and discuss key customer service areas: improve customer service and traffic mobility at all facilities; ensure the safety of customers traveling over the bridges and tunnels; and enhance the customer environment of bridge and tunnel facilities.

Diversity Report – 1st Quarter 2015

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

JUNE 2015

No items scheduled.

JULY 2015

Diversity Report – 2nd Quarter 2015

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

AUGUST 2015

No meeting scheduled.

SEPTEMBER 2015

Customer Environment Survey – 2nd Quarter 2015

Review and discuss key customer service areas: improve customer service and traffic mobility at all facilities; ensure the safety of customers traveling over the bridges and tunnels; and enhance the customer environment of bridge and tunnel facilities.

2016 Preliminary Budget

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

OCTOBER 2015

2016 Preliminary Budget

Public comment will be accepted on the 2016 Preliminary Budget.

NOVEMBER 2015

Customer Environment Survey – 3rd Quarter 2015

Review and discuss key customer service areas: improve customer service and traffic mobility at all facilities; ensure the safety of customers traveling over the bridges and tunnels; and enhance the customer environment of bridge and tunnel facilities.

2016 Preliminary Budget

Public comment will be accepted on the 2016 Preliminary Budget.

B&T Committee Charter - Review

Review and assess the adequacy of the Charter annually.

Diversity Report – 3rd Quarter 2015

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



Bridges and Tunnels

Review of B&T Committee Charter



THE METROPOLITAN TRANSPORTATION AUTHORITY
COMMITTEE ON OPERATIONS OF THE TRIBOROUGH BRIDGE AND TUNNEL
AUTHORITY

This Charter for the Committee on Operations of the Triborough Bridge and Tunnel Authority was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the “MTA”), on July 24, 2013.

I. PURPOSE

The Committee on Operations of the Triborough Bridge and Tunnel Authority (the “Committee”) shall assist the Board Chair and the Board in fulfilling their responsibility to monitor and oversee the operations of the Triborough Bridge and Tunnel Authority (together with its subsidiaries, “B&T”).

II. COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA and/or the B&T. The foregoing is not intended to alter or curtail existing rights of individual board members to access books, records or staff in connection with the performance of their fiduciary duties as board members.

III. COMMITTEE MEMBERSHIP

The Committee shall consist of 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an *ex officio* member of the Committee. The Board Chair shall appoint the chairperson of the Committee. In the absence of the chairperson at a meeting of the Committee, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

IV. COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information at the Committee requests. The President of the B&T shall (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to his or her organization, (2) provide the chairperson of the Committee with all information regarding the affairs of his or her organization that is material to the Committee's monitoring and oversight of the operations of such organization, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the operations of his or her organization.

V. COMMITTEE REPORTS.

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. KEY RESPONSIBILITIES

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall:

1. monitor and update the Board Chair and the Board on the operating performance of B&T, including information on the service and conditions of the bridges and tunnels operated by B&T and the operation, maintenance, construction and reconstruction of B&T projects;
2. monitor and update the Board Chair and the Board on the safety record of B&T; such monitoring shall include reviewing and monitoring customer and employee safety;
3. monitor and update the Board Chair and the Board on the implementation of security programs pertaining to B&T operations and facilities;
4. monitor and update the Board Chair and the Board on the finances of B&T, including financial reports the use of funds by the B&T, and the collection and distribution of B&T revenue, such as tolls, fees and rentals charged for the use of B&T projects;
5. review and make recommendations to the Board Chair and the Board regarding proposed procurement contracts of B&T that require Board approval;
6. review and make recommendations to the Board Chair and the Board on proposed projects of B&T and monitor the status of such projects;
7. review and make recommendations to the Board Chair and the Board regarding B&T policy changes;

8. facilitate the identification of approaches and solutions that address B&T security issues, including best practices in national and international security respecting transportation operations and facilities and review and make recommendations to the Board Chair and the Board regarding B&T security issues;
9. review periodically with the Counsel of the MTA, the Chief Compliance Officer, and the Counsel of B&T: (i) legal and regulatory matters that may have a material impact on B&T; and(ii) the scope and effectiveness of compliance policies and programs;
10. conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter; and
11. review and assess the adequacy of this Charter annually; and report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.



Bridges and Tunnels

Report on Operations September 2014

MTA Bridges and Tunnels September 2014 Traffic Trends

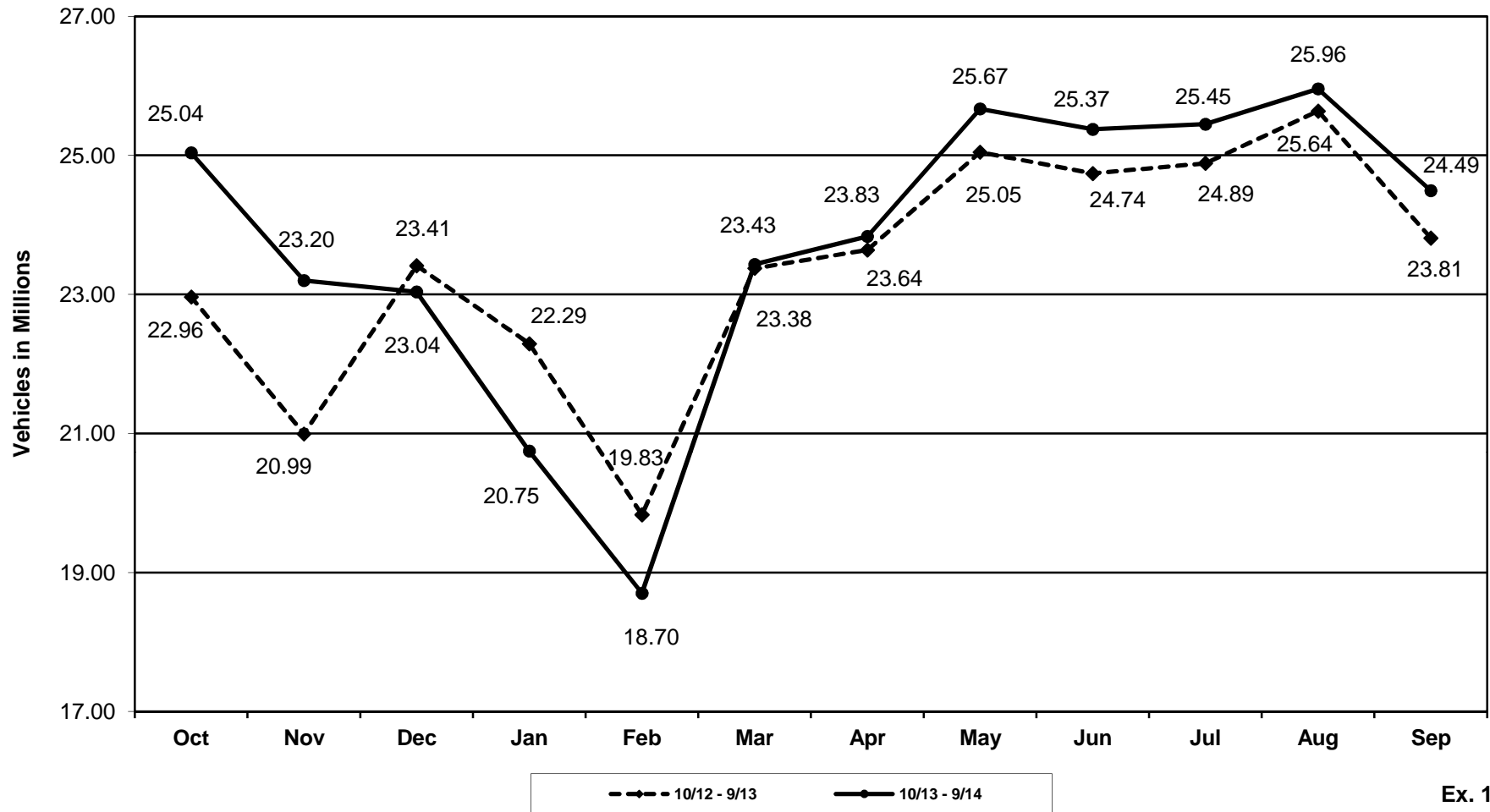
Summary

Traffic was higher on a year-to-year basis, with 24.5 million crossings this month vs. 23.8 million crossings in September 2013 (Exhibit 1).

It rained 6 days this past September and in 2013 as well, though rainfall totaled 1.2 inches this year compared to 3.2 inches last year. Gas prices averaged \$3.56 per gallon in September, which was \$0.20 lower than last year at this time.

E-ZPass volume increased in September by 4.2% compared to last year, while crossings using cash and other payment methods declined 3.7% for the month (Exhibit 7). Passenger car travel increased 2.6% and other vehicle travel increased 6.5% from last year (Exhibit 8).

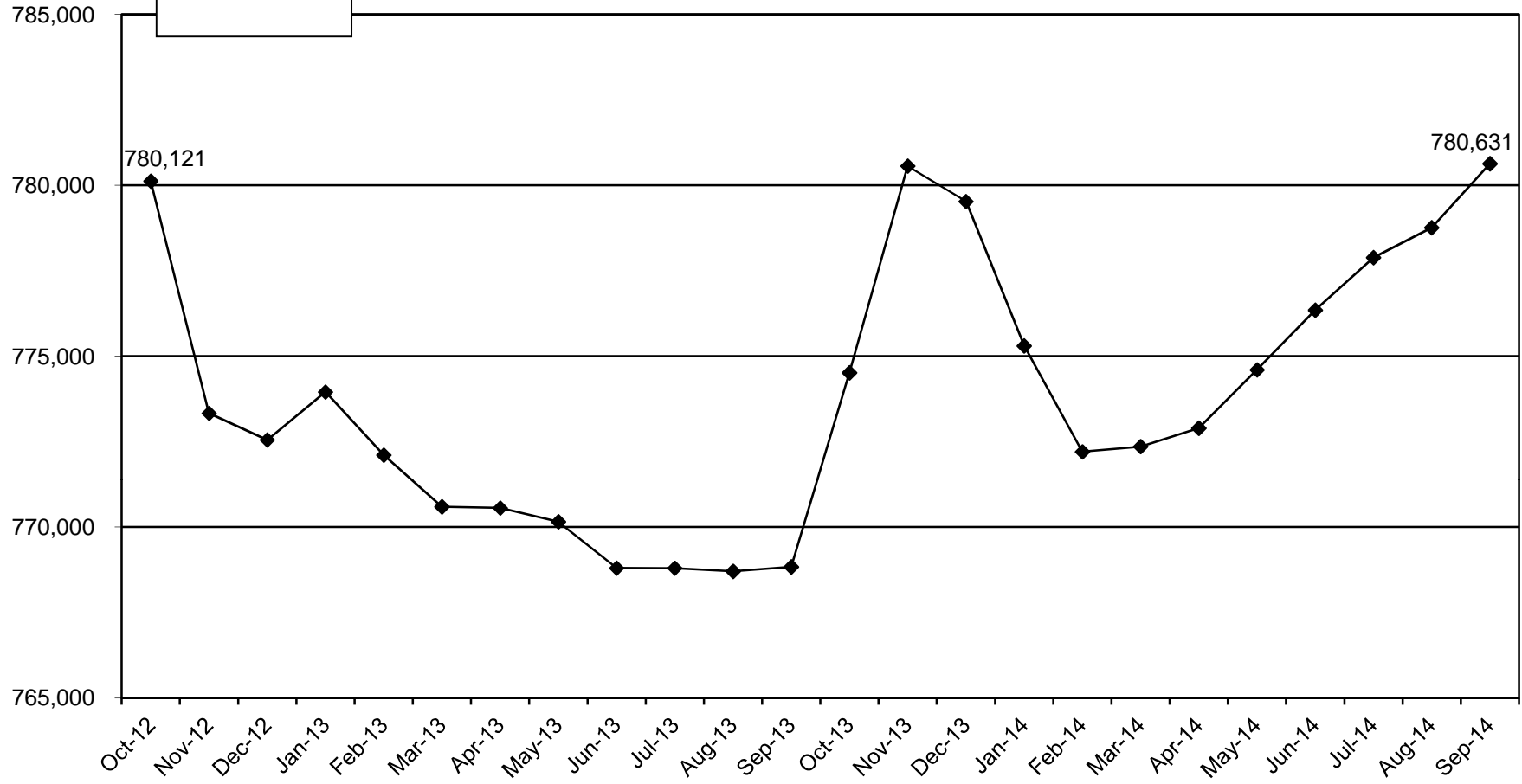
MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending September 2014



Ex. 1

**MTA Bridges and Tunnels
Average Daily Traffic: October 2012 - September 2014
12-Month Rolling Averages**

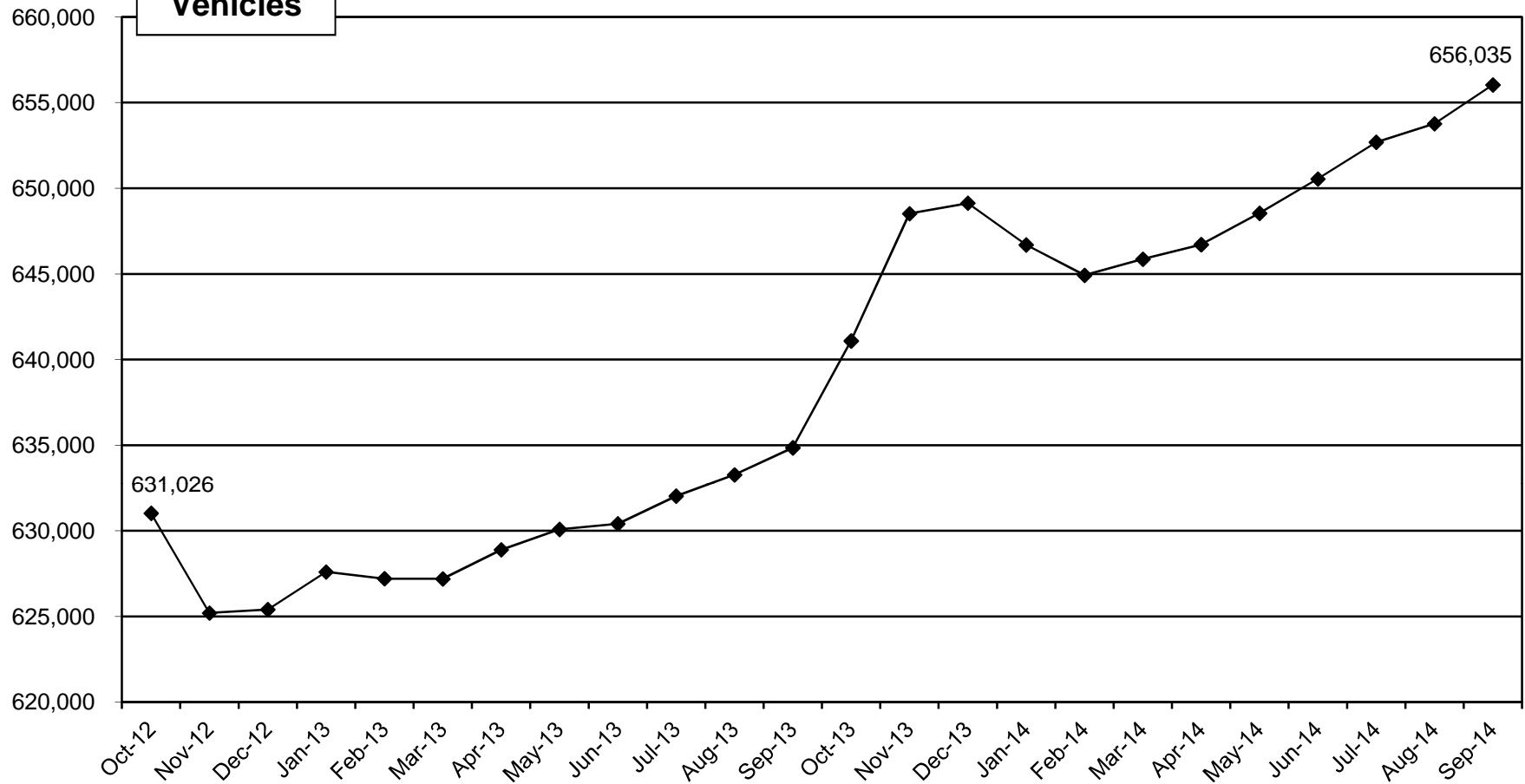
All Vehicles



Ex. 2

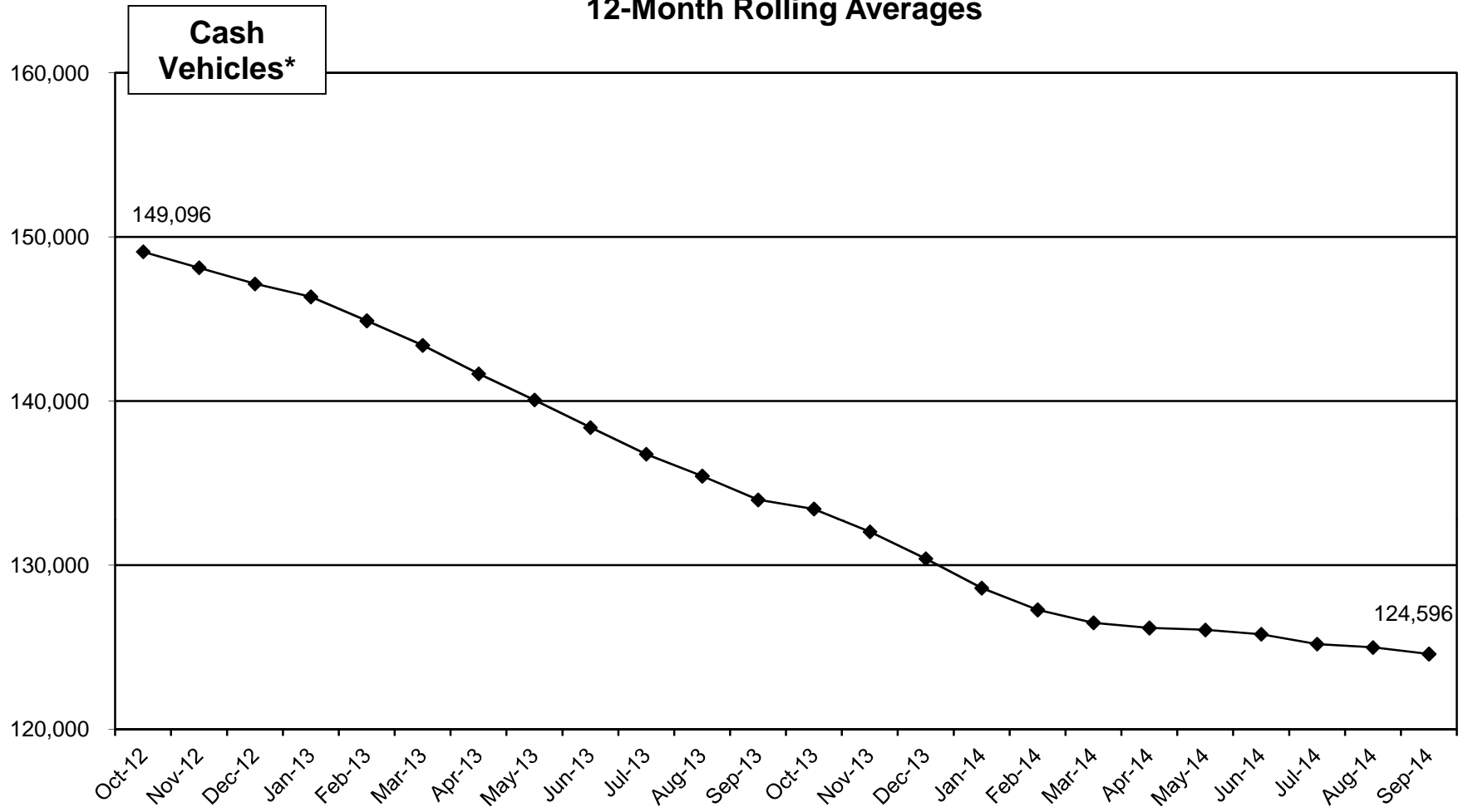
**MTA Bridges and Tunnels
Average Daily Traffic: October 2012 - September 2014
12-Month Rolling Averages**

**E-ZPass
Vehicles**



Ex. 3

MTA Bridges and Tunnels **Average Daily Traffic: October 2012 - September 2014** **12-Month Rolling Averages**

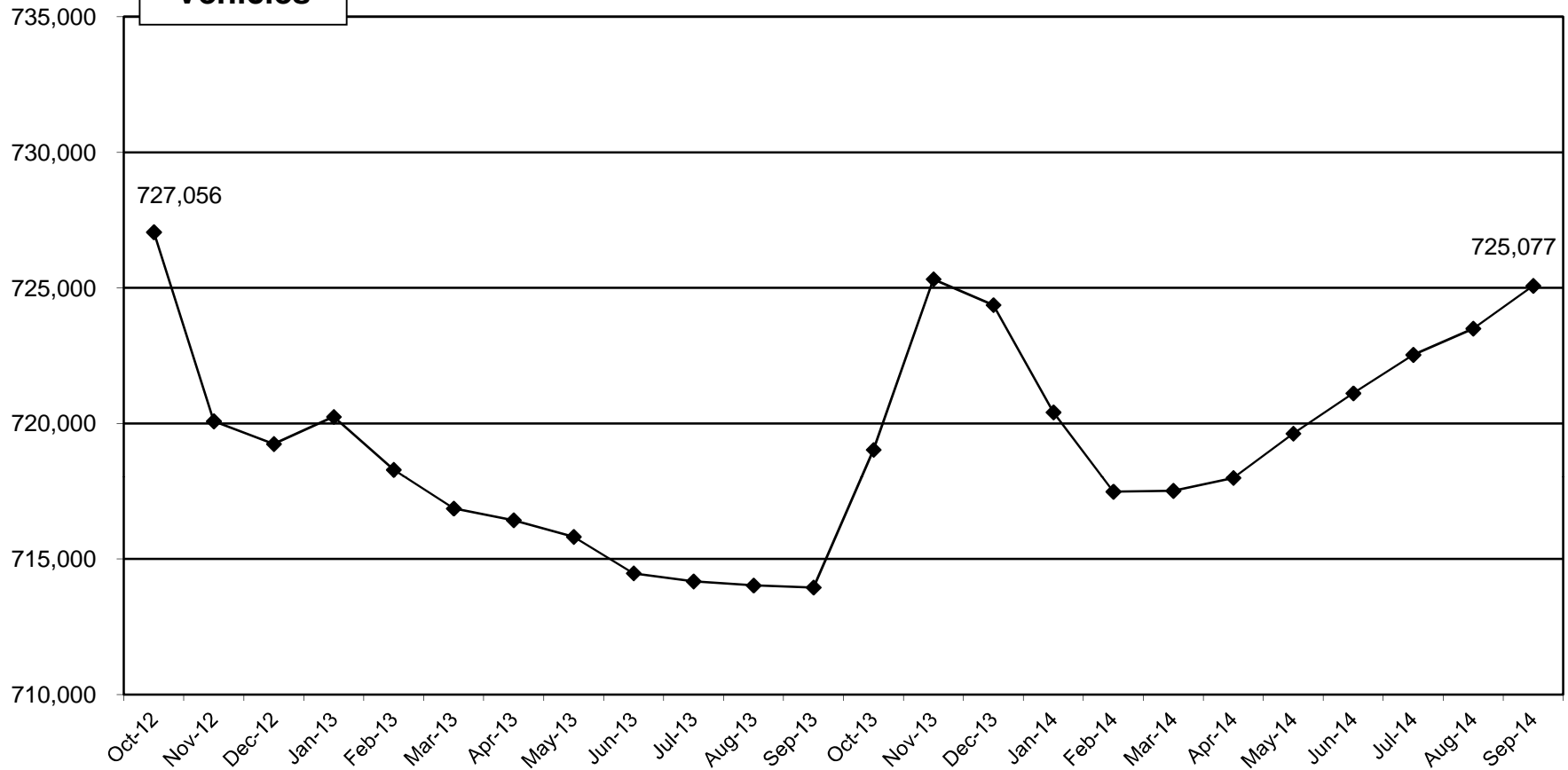


**Includes token, ticket and Tolls by Mail transactions.*

Ex. 4

MTA Bridges and Tunnels Average Daily Traffic: October 2012 - September 2014 12-Month Rolling Averages

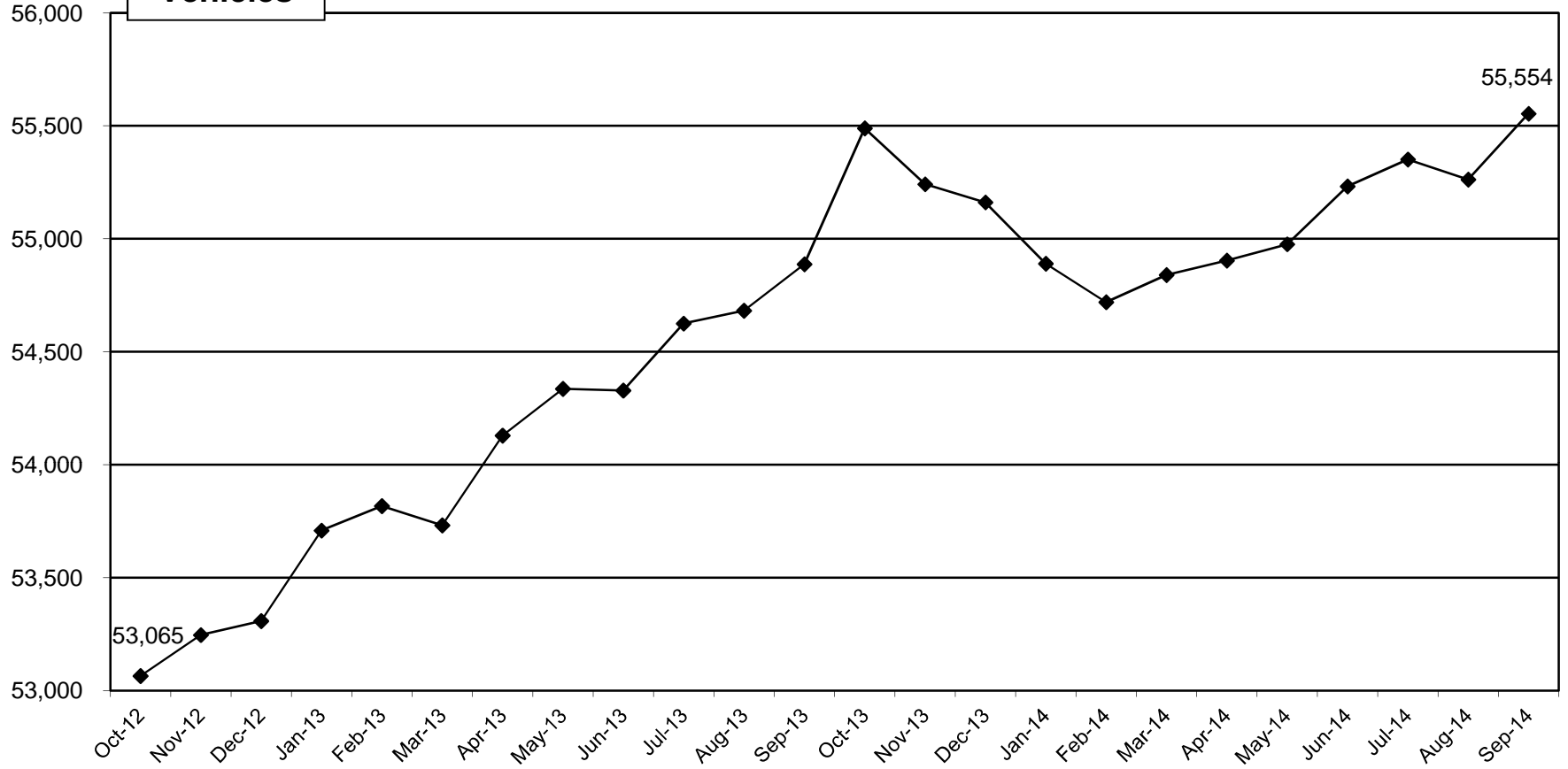
Passenger
Vehicles



Ex. 5

**MTA Bridges and Tunnels
Average Daily Traffic: October 2012 - September 2014
12-Month Rolling Averages**

**Other
Vehicles**



Ex. 6

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

| Corridor | Toll Media | September ⁽¹⁾ | 3 Months ⁽²⁾ (Jul-Sept) | 6 Months ⁽³⁾ (Apr-Sept) | 9 Months ⁽⁴⁾ (Jan-Sept) | 12 Months ⁽⁵⁾ (Oct-Sept) |
|---|-----------------------------|--------------------------|---------------------------------------|---------------------------------------|---------------------------------------|--|
| All Facilities | Total Vehicles | 2.9% | 2.1% | 2.0% | 0.2% | 1.5% |
| | E-ZPass | 4.2% | 3.3% | 3.0% | 1.4% | 3.3% |
| | Cash ⁽⁶⁾ | -3.7% | -3.4% | -2.8% | -5.8% | -7.0% |
| RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge | Total Vehicles | 2.7% | 1.9% | 1.9% | 0.2% | 0.9% |
| | E-ZPass | 4.4% | 3.2% | 3.2% | 1.8% | 2.9% |
| | Cash ⁽⁶⁾ | -3.9% | -3.1% | -2.7% | -5.4% | -5.9% |
| RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel | Total Vehicles | 4.5% | 4.1% | 4.5% | 2.9% | 5.9% |
| | E-ZPass | 5.6% | 4.9% | 5.1% | 3.7% | 7.0% |
| | Cash ⁽⁶⁾ | -1.9% | -0.6% | 0.9% | -2.0% | -0.8% |
| Verrazano-Narrows Bridge | Total Vehicles | 0.7% | 0.0% | -0.2% | -2.2% | -1.4% |
| | E-ZPass | 2.0% | 1.0% | 0.6% | -1.2% | -0.1% |
| | Cash ⁽⁶⁾ | -6.2% | -4.7% | -4.5% | -7.6% | -8.2% |
| Henry Hudson Bridge | Total Vehicles | 4.3% | 4.4% | 4.1% | 2.1% | 3.7% |
| | E-ZPass | 4.5% | 5.8% | 5.0% | 3.0% | 5.4% |
| | Toll By Mail ⁽⁷⁾ | 1.6% | -15.6% | -8.1% | -10.9% | -17.0% |
| Marine Parkway Bridge Cross Bay Bridge | Total Vehicles | 3.0% | -0.1% | -1.9% | -5.0% | -5.3% |
| | E-ZPass | 3.8% | 1.0% | -0.7% | -3.0% | -0.1% |
| | Cash ⁽⁶⁾ | -1.7% | -5.3% | -8.0% | -15.0% | -27.5% |

(1) September 2014 vs. September 2013.

(2) July 2014 to September 2014 vs. July 2013 to September 2013.

(3) April 2014 to September 2014 vs. April 2013 to September 2013.

(4) January 2013 to September 2014 vs. January 2012 to September 2013.

(5) October 2013 to September 2014 vs. October 2012 to September 2013.

(6) Includes tokens and tickets.

(7) Cash prior to November 11, 2012.

Ex. 7

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

| Corridor | Vehicle Type | September ⁽¹⁾ | 3 Months ⁽²⁾ (Jul-Sept) | 6 Months ⁽³⁾ (Apr-Sept) | 9 Months ⁽⁴⁾ (Jan-Sept) | 12 Months ⁽⁵⁾ (Oct-Sept) |
|---|----------------|--------------------------|---------------------------------------|---------------------------------------|---------------------------------------|--|
| All Facilities | Total Vehicles | 2.9% | 2.1% | 2.0% | 0.2% | 1.5% |
| | Passenger | 2.6% | 2.1% | 2.0% | 0.1% | 1.6% |
| | Other | 6.5% | 2.3% | 2.5% | 0.9% | 1.2% |
| RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge | Total Vehicles | 2.7% | 1.9% | 1.9% | 0.2% | 0.9% |
| | Passenger | 2.2% | 1.7% | 1.7% | 0.0% | 0.8% |
| | Other | 7.7% | 3.3% | 3.9% | 2.5% | 2.3% |
| RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel | Total Vehicles | 4.5% | 4.1% | 4.5% | 2.9% | 5.9% |
| | Passenger | 4.3% | 4.0% | 4.4% | 2.8% | 5.8% |
| | Other | 8.2% | 5.3% | 5.2% | 4.0% | 7.6% |
| Verrazano-Narrows Bridge | Total Vehicles | 0.7% | 0.0% | -0.2% | -2.2% | -1.4% |
| | Passenger | 0.7% | 0.2% | 0.0% | -2.1% | -1.3% |
| | Other | 0.9% | -3.2% | -2.7% | -3.9% | -3.2% |
| Henry Hudson Bridge | Total Vehicles | 4.3% | 4.4% | 4.1% | 2.1% | 3.7% |
| | Passenger | 4.2% | 4.3% | 4.0% | 1.9% | 3.6% |
| | Other | 23.5% | 14.1% | 19.4% | 21.9% | 23.8% |
| Marine Parkway Bridge Cross Bay Bridge | Total Vehicles | 3.0% | -0.1% | -1.9% | -5.0% | -5.3% |
| | Passenger | 2.7% | 0.0% | -1.7% | -4.6% | -4.0% |
| | Other | 8.0% | -1.2% | -5.9% | -12.3% | -22.0% |

(1) September 2014 vs. September 2013.

(2) July 2014 to September 2014 vs. July 2013 to September 2013.

(3) April 2014 to September 2014 vs. April 2013 to September 2013.

(4) January 2013 to September 2014 vs. January 2012 to September 2013.

(5) October 2013 to September 2014 vs. October 2012 to September 2013.

Ex. 8

Supplemental Data Page for the Report on Operations

| Traffic & Average Gas Price ¹ | | | Weather ² | | | Precipitation |
|--|-------------------|---------------|--------------------------------|--------------------|------------------------|---------------|
| <u>Month</u> | <u>Traffic</u> | <u>Gas</u> | <u>Average Temperature</u> | <u>Rain Inches</u> | <u>Snow Inches</u> | <u>Days</u> |
| Oct-12 ³ | 22,963,971 | \$4.02 | 60 | 1.8 | - | 8 |
| Nov-12 | 20,993,843 | \$3.92 | 45 | 1.4 | 1.1 | 5 |
| Dec-12 | 23,412,942 | \$3.74 | 43 | 4.3 | 0.4 | 18 |
| Jan-13 | 22,290,223 | \$3.69 | 36 | 2.6 | 1.0 | 10 |
| Feb-13 | 19,831,970 | \$3.89 | 34 | 3.8 | 13.1 | 13 |
| Mar-13 ⁴ | 23,376,021 | \$3.88 | 41 | 2.4 | 6.1 | 9 |
| Apr-13 | 23,638,588 | \$3.73 | 53 | 1.2 | - | 10 |
| May-13 | 25,045,252 | \$3.70 | 64 | 5.0 | - | 10 |
| Jun-13 | 24,738,988 | \$3.71 | 74 | 8.2 | - | 13 |
| Jul-13 | 24,886,530 | \$3.82 | 81 | 2.8 | - | 11 |
| Aug-13 | 25,636,599 | \$3.82 | 76 | 2.0 | - | 10 |
| Sep-13 | 23,810,071 | \$3.76 | 68 | 3.2 | - | 6 |
| Oct-13 | 25,036,991 | \$3.55 | 61 | 0.4 | - | 5 |
| Nov-13 | 23,200,297 | \$3.50 | 46 | 2.8 | 0.2 | 11 |
| Dec-13 | 23,035,975 | \$3.61 | 38 | 4.5 | 7.6 | 12 |
| Jan-14 | 20,747,317 | \$3.59 | 29 | 2.4 | 16.7 | 14 |
| Feb-14 | 18,701,703 | \$3.61 | 32 | 4.9 | 27.8 | 11 |
| Mar-14 | 23,431,567 | \$3.70 | 37 | 3.7 | 0.4 | 7 |
| Apr-14 | 23,834,773 | \$3.77 | 62 | 1.5 | - | 9 |
| May-14 | 25,668,919 | \$3.84 | 64 | 4.7 | - | 13 |
| Jun-14 | 25,374,933 | \$3.85 | 73 | 3.7 | - | 7 |
| Jul-14 | 25,448,347 | \$3.84 | 77 | 4.0 | - | 9 |
| Aug-14 | 25,956,852 | \$3.67 | 76 | 3.5 | - | 8 |
| Sep-14 | 24,492,671 | \$3.56 | 71 | 1.2 | - | 6 |

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences⁵

| Traffic & Gas Monthly Inc/(Dec) | | | Weather Monthly Inc/(Dec) | | | Precipitation |
|---------------------------------|----------------|------------|--------------------------------|--------------------|------------------------|---------------|
| <u>Month</u> | <u>Traffic</u> | <u>Gas</u> | <u>Average Temperature</u> | <u>Rain Inches</u> | <u>Snow Inches</u> | <u>Days</u> |
| 2013 vs. 2012 | | | | | | |
| October | 2,073,020 | (\$0.47) | 1 | (1.4) | - | (3) |
| November | 2,206,454 | (\$0.42) | 1 | 1.4 | (0.9) | 6 |
| December | (376,967) | (\$0.13) | (5) | 0.2 | 7.2 | (6) |
| 2014 vs. 2013 | | | | | | |
| January | (1,542,906) | (\$0.10) | (7) | (0.3) | 15.7 | 4 |
| February | (1,130,267) | (\$0.28) | (2) | 1.1 | 14.7 | (2) |
| March | 55,546 | (\$0.19) | (4) | 1.3 | (5.7) | (2) |
| April | 196,185 | \$0.04 | 9 | 0.4 | - | (1) |
| May | 623,667 | \$0.14 | 0 | (0.3) | - | 3 |
| June | 635,945 | \$0.14 | (1) | (4.5) | - | (6) |
| July | 561,817 | \$0.02 | (4) | 1.2 | - | (2) |
| August | 320,253 | (\$0.15) | 0 | 1.5 | - | (2) |
| September | 682,600 | (\$0.20) | 3 | (2.0) | - | 0 |

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. Tropical Storm Sandy, October 29, 2012
4. Toll Increase, March 3, 2013
5. Numbers may not add due to rounding.

Supplemental Data Page for Exhibits 2 through 6

Average Daily Traffic: 12-Month Rolling Averages

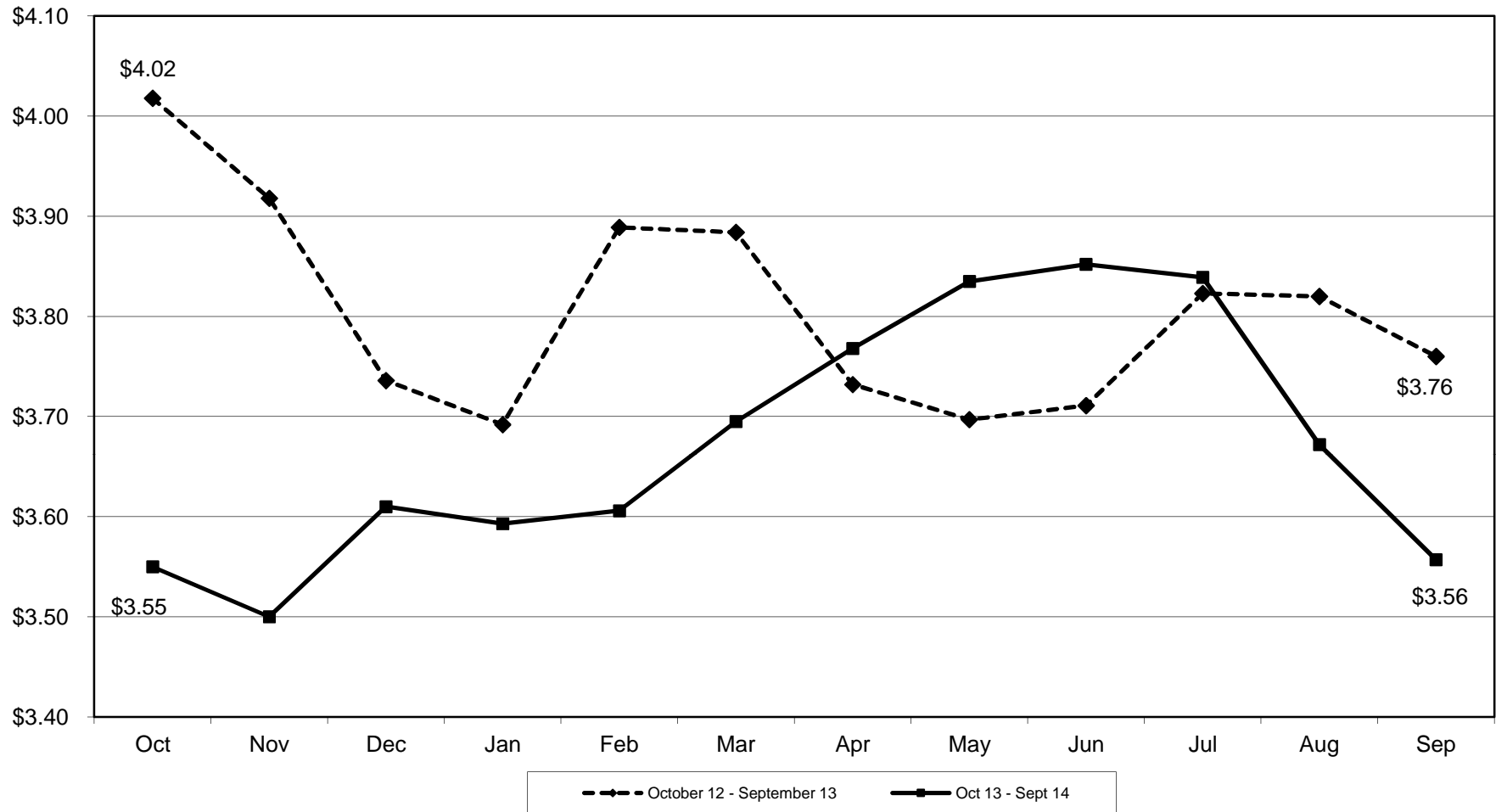
| <u>Month</u> | <u>All Vehicles¹</u> | <u>E-ZPass</u> | <u>Cash²</u> | <u>Passenger</u> | <u>Other</u> |
|---------------------|--|-----------------------|--------------------------------|-------------------------|---------------------|
| Oct-12 | 780,121 | 631,026 | 149,096 | 727,056 | 53,065 |
| Nov-12 | 773,328 | 625,205 | 148,123 | 720,082 | 53,247 |
| Dec-12 | 772,550 | 625,406 | 147,144 | 719,241 | 53,309 |
| Jan-13 | 773,953 | 627,602 | 146,351 | 720,244 | 53,709 |
| Feb-13 | 772,106 | 627,210 | 144,896 | 718,288 | 53,817 |
| Mar-13 | 770,595 | 627,198 | 143,397 | 716,862 | 53,732 |
| Apr-13 | 770,559 | 628,893 | 141,667 | 716,430 | 54,130 |
| May-13 | 770,155 | 630,084 | 140,071 | 715,819 | 54,336 |
| Jun-13 | 768,801 | 630,409 | 138,391 | 714,472 | 54,329 |
| Jul-13 | 768,798 | 632,031 | 136,767 | 714,172 | 54,625 |
| Aug-13 | 768,707 | 633,271 | 135,436 | 714,025 | 54,682 |
| Sep-13 | 768,836 | 634,851 | 133,984 | 713,948 | 54,888 |
| Oct-13 | 774,515 | 641,086 | 133,429 | 719,026 | 55,489 |
| Nov-13 | 780,560 | 648,520 | 132,040 | 725,318 | 55,242 |
| Dec-13 | 779,527 | 649,128 | 130,400 | 724,366 | 55,161 |
| Jan-14 | 775,300 | 646,691 | 128,610 | 720,410 | 54,890 |
| Feb-14 | 772,204 | 644,921 | 127,282 | 717,484 | 54,720 |
| Mar-14 | 772,356 | 645,861 | 126,495 | 717,516 | 54,840 |
| Apr-14 | 772,893 | 646,713 | 126,181 | 717,989 | 54,904 |
| May-14 | 774,602 | 648,539 | 126,063 | 719,626 | 54,976 |
| Jun-14 | 776,344 | 650,545 | 125,799 | 721,112 | 55,232 |
| Jul-14 | 777,884 | 652,686 | 125,198 | 722,532 | 55,351 |
| Aug-14 | 778,761 | 653,766 | 124,994 | 723,498 | 55,263 |
| Sep-14 | 780,631 | 656,035 | 124,596 | 725,077 | 55,554 |

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 October 2012 - September 2014





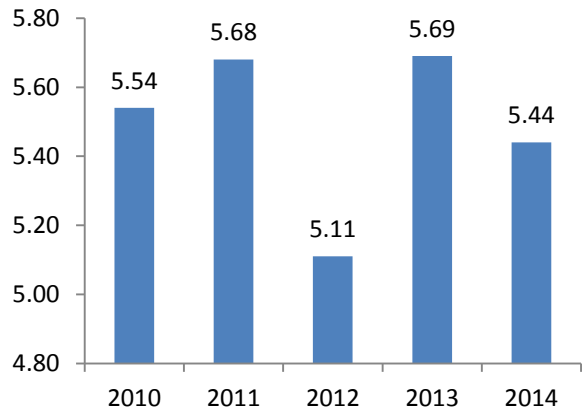
Bridges and Tunnels

Safety Report September 2014



Bridges and Tunnels

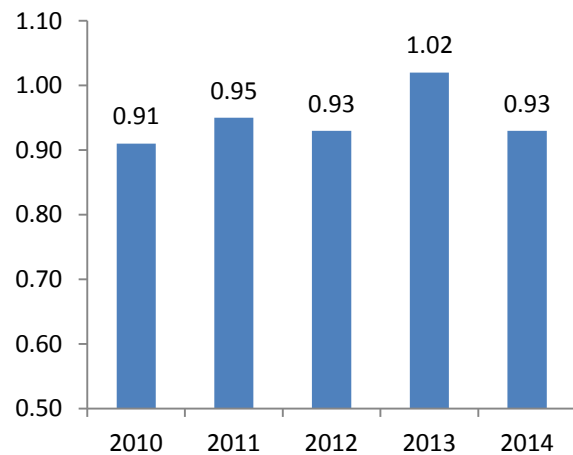
5 Yr Summary of Customer Collisions & Customer/Contractor Injuries thru September



Total Customer Collisions

| Year | Total Collisions | Collision Rate/M Vehicles |
|------|------------------|---------------------------|
| 2010 | 1228 | 5.54 |
| 2011 | 1220 | 5.68 |
| 2012 | 1113 | 5.11 |
| 2013 | 1227 | 5.69 |
| 2014 | 1175 | 5.44 |

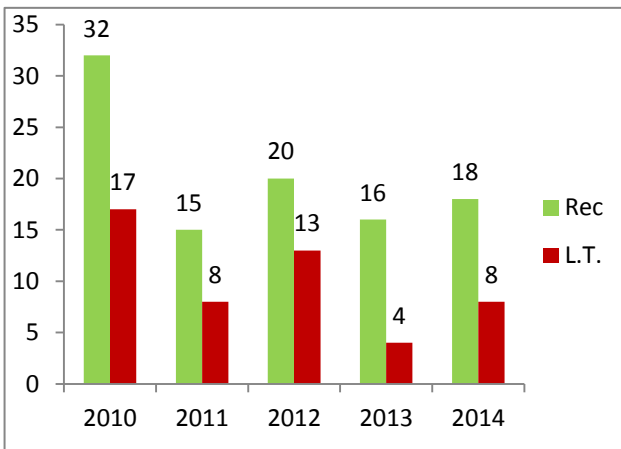
% change from last year: -4.4%
5 year Average 5.49



Total Injury Collisions

| Year | Injury Collisions | Injury Rate/M Vehicles |
|------|-------------------|------------------------|
| 2010 | 202 | 0.91 |
| 2011 | 205 | 0.95 |
| 2012 | 203 | 0.93 |
| 2013 | 219 | 1.02 |
| 2014 | 200 | 0.93 |

% change from last year: -8.8%
5 year Average 0.95



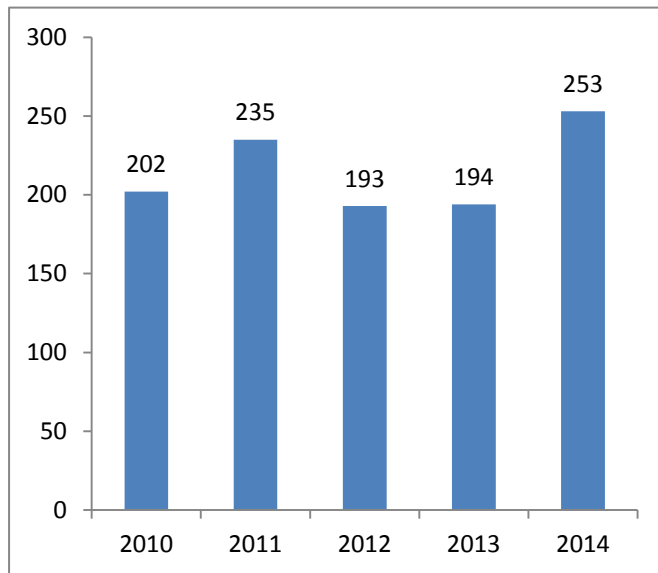
Total Contractor Injuries

| Year | Recordable Injuries | Lost Time Injuries |
|-----------------------|---------------------|--------------------|
| 2010 | 32 | 17 |
| 2011 | 15 | 8 |
| 2012 | 20 | 13 |
| 2013 | 16 | 4 |
| 2014 | 18 | 8 |
| % change from last yr | 12.5% | 100.0% |



Bridges and Tunnels

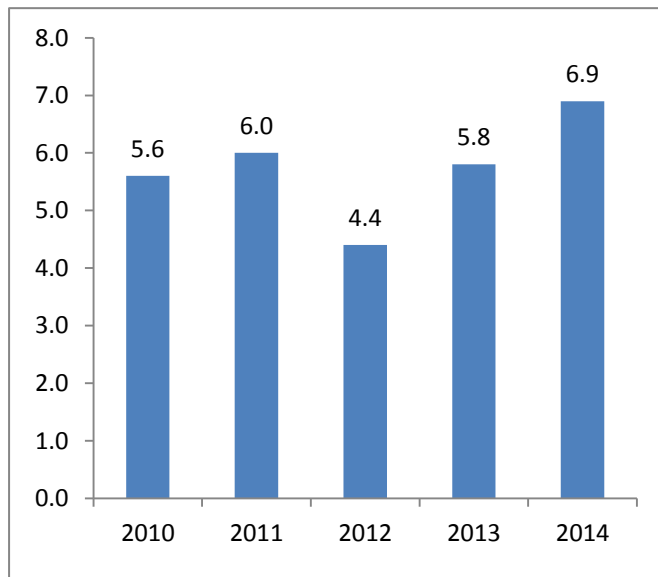
5 Yr Summary of Employee Accident Reports & Injuries thru September



Total Employee Accident Reports (C-2's)

| Year | Total |
|------|-------|
| 2010 | 202 |
| 2011 | 235 |
| 2012 | 193 |
| 2013 | 194 |
| 2014 | 253 |

% change from last year: 30.4%
5 year Average 215



Employee Lost Time Injuries

| Year | Lost Time Injuries | Frequency Rate (Per 200,000 Hours) |
|------|--------------------|------------------------------------|
| 2010 | 72 | 5.6 |
| 2011 | 73 | 6.0 |
| 2012 | 54 | 4.4 |
| 2013 | 66 | 5.8 |
| 2014 | 79 | 6.9 |

% change from last year: 19.0%
5 year Average 5.74



Bridges and Tunnels

Customer Environment Survey 3rd Quarter 2014

**KEY CUSTOMER SERVICE AREAS**

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

**SCOPE OF THE
OPERATIONS
DEPARTMENT**

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

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

- 155 toll booths
- 184 collection points on 11 toll plazas
- 182 E-ZPass toll lanes
- 140 cash capable collection points
- 5.4 miles of pedestrian walkways
- 145 lane miles of bridge and tunnel roadways, approaches and ramps
- 2,550 fixed roadway signs
- 39 electronic variable message signs
- 7,579 roadway, aviation and navigation lights
- 772 necklace lights
- 227 linear miles of pavement markings
- 99 tunnel ventilation fans that can move 3 million cubic feet of air per minute
- 56 tunnel pumps
- 11 administration buildings
- 431 vehicles including trucks, specialized equipment, and cars in a Central Fleet Garage

CRITICAL OBJECTIVES

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

EXECUTIVE SUMMARY

The following is a summary of third quarter 2014 results:

Customer Environment

In the third quarter 2014, B&T striped 77,824 linear feet of roadway at the Henry Hudson, Cross Bay, Marine-Parkway, Verrazano-Narrows, Robert F. Kennedy and Bronx-Whitestone Bridges, as well as 3,357 linear feet of roadway at the Hugh L. Carey Tunnel. To enhance the customer environment, B&T repaired 469 potholes and swept 4,489 miles of roadway in the third quarter 2014.

Customer Safety

The overall collisions per million vehicles rate was 6.13 in the third quarter 2014, 1.7% higher than the third quarter 2013. The collision with injury rate per million vehicles in the third quarter 2014 was 0.93, 11.7% lower than the same period in 2013.

Customer Service

Bridges and Tunnels exceeded its E-ZPass toll lane availability goal of 99.5% in the third quarter 2014. In the third quarter 2014, 83.6% of customers traveling through B&T facilities paid their tolls using E-ZPass.

PERFORMANCE REPORT

✓ Enhance the customer environment of bridge and tunnel facilities.

Maintenance Work Orders

A completed maintenance work order indicates the completion of a maintenance task that was either scheduled or requested. An emergency work order relates to high priority conditions that directly impact customers. During the third quarter 2014, B&T completed 2,183 work orders, 7 of which were for emergencies. During this period, the average time to complete emergency work orders was 0.1 days, a 75% improvement from the third quarter 2013.

Storm Drains Cleaned

In the third quarter 2014, 1,214 storm drains were cleaned.

Potholes Repaired

B&T repaired 469 potholes in the third quarter 2014. This is a 17.8% increase from the 398 potholes repaired in the third quarter 2013.

Roadway Lights in Service (%)

Roadway lights in service were 90.0% in the third quarter 2014, nearly identical to the third quarter 2013.

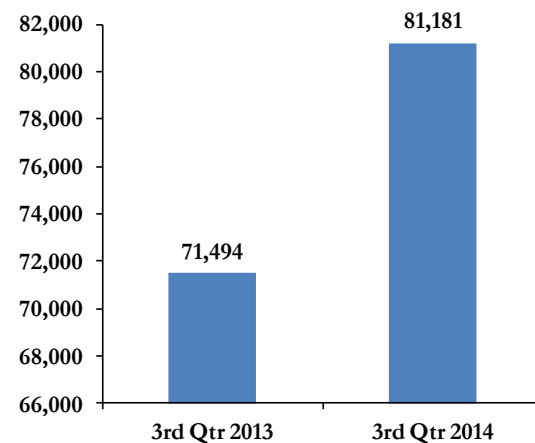
Roadway Sweeping

B&T swept 4,489 miles of roadway in the third quarter 2014, 48.6% more than the third quarter 2013.

Roadway Striping

Roadway striping enhances the ability of customers to safely and efficiently cross B&T facilities. In the third quarter 2014, B&T striped 77,824 linear feet of roadway at the Henry Hudson, Cross Bay, Marine-Parkway, Verrazano-Narrows, Robert F. Kennedy and Bronx-Whitestone Bridges, as well as 3,357 linear feet of roadway at the Hugh L. Carey Tunnel, 13.5% more than the same period in 2013.

**Roadway Striping Replaced
3rd Quarter 2013 vs. 3rd Quarter 2014**



| Performance Statistics | ACTUAL | | | | | | | GOAL |
|--|-----------|-----------|-----------|-----------|---------|---------|---------|-----------|
| | Year End | | | | 3rd Qtr | 3rd Qtr | % Chg | YE |
| | 2010 | 2011 | 2012 | 2013 | 2013 | 2014 | B/(W) | 2013 |
| Completed Maintenance Work Orders (All) | 16,757 | 15,476 | 13,247 | 13,511 | 3,625 | 2,183 | (39.8%) | N/A |
| Maintenance Work Orders (Emergency) | 36 | 36 | 30 | 25 | 8 | 7 | (12.5%) | N/A |
| Avg. days to completion for emergency work order | 0.3 | 0.4 | 0.4 | 0.5 | 0.4 | 0.1 | 75.0% | 1 |
| Potholes repaired | 6,361 | 8,323 | 3,254 | 3,480 | 398 | 469 | 17.8% | N/A |
| Roadway sweeping (miles) | 12,480 | 11,795 | 15,104 | 13,767 | 3,021 | 4,489 | 48.6% | 12,500 |
| Roadway lights in service (%) | 95.2% | 97.2% | 89.7% | 88.1% | 91.1% | 90.0% | (1.2%) | 95.0% |
| Storm drains cleaned* | N/A | N/A | N/A | N/A | N/A | 1214 | - | N/A |
| Tunnel cleaning -walls and ceilings (linear ft.)** | 3,682,328 | 3,577,420 | 2,493,042 | 1,211,564 | 539,346 | 985,985 | 82.8% | 1,015,256 |

| Roadway Striping Performance | ACTUAL | | | | | | GOAL |
|--|----------|---------|---------|---------|---------|---------|---------|
| | Year End | | | | 3rd Qtr | 3rd Qtr | % Chg |
| | 2010 | 2012 | 2013 | 2013 | 2013 | 2014 | B/(W) |
| Roadway striping replaced (linear ft.) | 213,044 | 314,369 | 303,098 | 239,830 | 71,494 | 81,181 | 13.5% |
| Roadway striping replacement plan (linear ft.) | 200,000 | 100,000 | 250,000 | 106,000 | 66,000 | 37,500 | (43.2%) |
| % Completed versus plan | 106.5% | 314.4% | 121.2% | 226.3% | 108.3% | 216.5% | 99.8% |

*Storm drain cleaning metric introduced in 1st quarter 2014

**Due to Superstorm Sandy, routine tunnel cleaning was suspended during the 4th quarter 2012 and 1st quarter 2013. During the winter season, tunnel cleaning is performed when weather conditions allow.

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

Travel Time

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

| Percentage of Vehicles Traveling Above 30 Miles per Hour During Weekday Peak Periods | | | |
|---|---------------------|---------------------|---------------------|
| | 3rd Qtr 2013 | 3rd Qtr 2014 | YE 2013 |
| <i>Bridges</i> | | | |
| Henry Hudson Bridge | 98.8% | 99.6% | 98.8% |
| Throgs Neck Bridge | 95.4% | 93.3% | 96.3% |
| Bronx-Whitestone Bridge | 79.9% | 81.1% | 85.6% |
| Robert F. Kennedy Bridge | 79.5% | 69.8% | 79.4% |
| Verrazano-Narrows Bridge* | 94.2% | 92.6% | 90.6% |
| Marine Parkway Bridge | 99.8% | 99.7% | 99.8% |
| Cross Bay Bridge | 100.0% | 99.7% | 99.8% |
| <i>All Bridges Combined</i> | <i>89.2%</i> | <i>86.1%</i> | <i>89.2%</i> |
| Percentage of Vehicles Traveling Above 25 Miles per Hour During Weekday Peak Periods | | | |
| | 3rd Qtr 2013 | 3rd Qtr 2014 | YE 2013 |
| <i>Tunnels</i> | | | |
| Queens Midtown Tunnel | 54.8% | 43.8% | 56.4% |
| Hugh L. Carey Tunnel | 96.7% | 96.2% | 95.4% |
| <i>All Tunnels Combined</i> | <i>70.4%</i> | <i>63.2%</i> | <i>71.1%</i> |

**Due to technical difficulties during weekday peak periods, data availability for vehicles traveling above 30 MPH was 88.2% at the Verrazano-Narrows Bridge for the third quarter 2014.*

Third Quarter 2014 Highlights

During the third quarter 2014, 86.1% of vehicle crossings at bridges during weekday peak periods traveled above 30 miles per hour Authority-wide versus 89.2% in the third quarter 2013. At the tunnels, 63.2% of vehicles during weekday peak periods traveled above 25 miles per hour compared to 70.4% in the third quarter 2013.

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

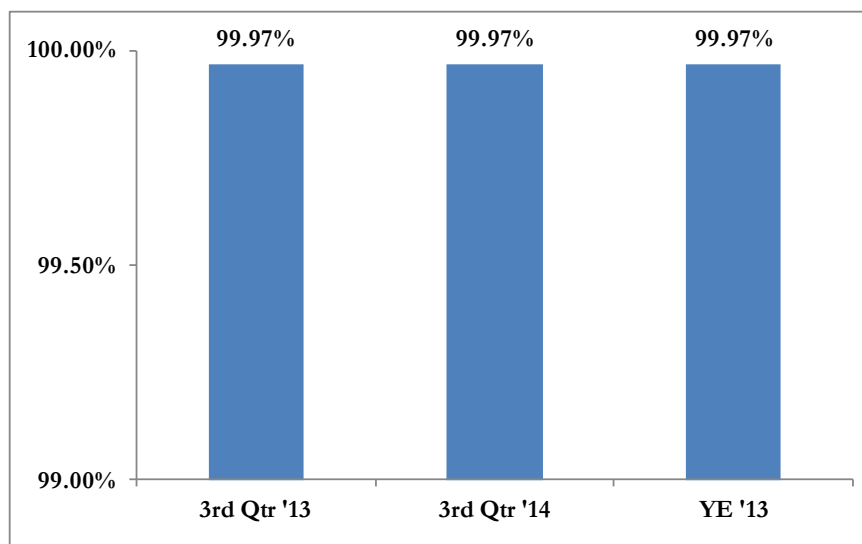
Travel time at the Robert F. Kennedy Bridge was impacted by ongoing Manhattan plaza repairs, which are expected to be completed in November 2014.

E-ZPass Toll Lane Availability

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

The following chart shows third quarter 2014 performance against third quarter 2013 and year-end 2013 performance. Performance in this area has been consistently strong and goals were met in each of the periods.

E-ZPass Toll Lane Availability Performance



| Performance Statistics | ACTUAL | | | | | | | G O A L |
|--------------------------------|----------|--------|--------|--------|---------|---------|----------------|---------|
| | Year End | | | | 3rd Qtr | 3rd Qtr | % Chg B/(W) | YE |
| | 2010 | 2011 | 2012 | 2013 | 2013 | 2014 | | 2014 |
| E-ZPass toll lane availability | 99.89% | 99.94% | 99.97% | 99.97% | 99.97% | 99.97% | 0.00% | 99.50% |

Includes 14 available cashless toll lanes at the Henry Hudson Bridge

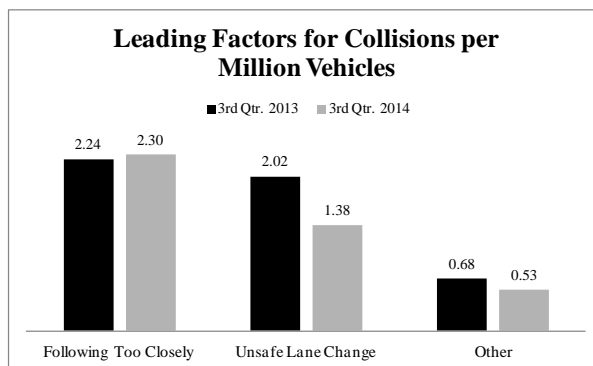
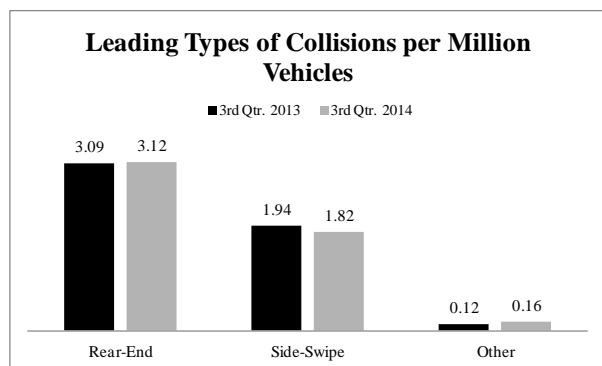
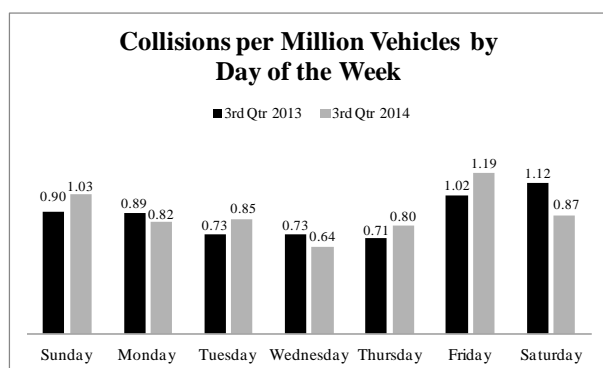
- ✓ Ensure the safety of customers traveling over bridges and tunnels.

Customer Safety

In the third quarter 2014, the collision rate per million vehicles was 6.13 and the collision with injury rate per million vehicles was 0.93.

Over half of the collisions on B&T facilities during the third quarter 2014 were rear-end. There were 2,780 speeding summonses issued during the third quarter 2014, an 141.9% increase from the third quarter 2013. Increased speed enforcement is being used to address the leading types and causes of traffic accidents on B&T facilities: rear end collisions and collisions caused by following too closely.

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



Customer Safety continued

| Performance Statistics | A C T U A L S | | | | | | | GOAL |
|---|---------------|-------|-------|-------|---------|---------|---------|------|
| | Year End | | | | 3rd Qtr | 3rd Qtr | % Chg | YE |
| | 2010 | 2011 | 2012 | 2013 | 2013 | 2014 | B/(W) | 2014 |
| Collision rate per million vehicles | 5.40 | 5.49 | 5.22 | 5.49 | 6.03 | 6.13 | (1.7%) | 5.09 |
| Collision with injury rate per million vehicles | 0.90 | 0.88 | 0.90 | 0.99 | 1.05 | 0.93 | 11.7% | 0.87 |
| Speeding summonses | 5,194 | 5,811 | 5,933 | 4,354 | 1,149 | 2,780 | 141.9% | N/A |
| Truck summonses | 2,601 | 2,213 | 2,213 | 2,881 | 748 | 672 | (10.2%) | N/A |
| Emergency wrecker response time (min:sec) | 6:45 | 7:02 | 6:34 | 6:35 | 6:27 | 7:02 | (9.0%) | N/A |

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

- Eastbound and westbound upper gantry cranes were installed at the Verrazano-Narrows Bridge, in order to maintain safe roadways.
- Central Maintenance South crews installed flood panels at the Marine Park Bridge as part of the Authority's flood mitigation project.
- At the Bronx-Whitestone Bridge, Maintenance crews completed the rehabilitation of the concrete roadway deck and began the electrical upgrade of the bridge's suspension span.
- Conducted a joint response readiness drill with the New York Police Department and other agencies at the Queens Midtown Tunnel and Hugh L. Carey Tunnel, as well as a Joint Commercial Vehicle Safety initiative with the New York State Department of Transportation at the Robert F. Kennedy Bridge and the Bronx Whitestone Bridge.

INDICATOR DEFINITIONS

CUSTOMER ENVIRONMENT

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



INDICATOR DEFINITIONS - (CONTINUED)

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

INDICATOR DEFINITIONS - (CONTINUED)

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

E-ZPass Performance Report September 2014

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

| E-ZPass Performance at All B&T Facilities | | | |
|--|----------------|--------------|----------------|
| | September 2014 | Year to Date | September 2013 |
| Total E-ZPass Traffic ¹ | 20,721,860 | 179,479,351 | 19,893,919 |
| E-ZPass Market Share: Total | 84.6% | 84.0% | 83.6% |
| Cars | 84.0% | 83.4% | 83.0% |
| Trucks | 92.0% | 92.1% | 91.6% |

| Weekday E-ZPass Performance by Facility² | | | |
|--|---|----------------------|----------------------|
| Facility | September Average E-Zpass Weekday Traffic and Market Share | | |
| | 2014 Average Traffic | 2014 Market Share | 2013 Market Share |
| Bronx-Whitestone Bridge | 86,450 | 81.3% | 80.4% |
| Cross Bay Veterans Memorial Bridge | 19,279 | 85.9% | 85.3% |
| Henry Hudson Bridge | 62,687 | 94.5% | 94.4% |
| Hugh L. Carey Tunnel | 47,715 | 90.3% | 89.7% |
| Marine Parkway-Gil Hodges Memorial Bridge | 19,641 | 88.6% | 87.6% |
| Queens Midtown Tunnel | 77,539 | 89.8% | 89.1% |
| Robert F. Kennedy Bridge - Bronx Plaza | 67,208 | 78.8% | 77.5% |
| Robert F. Kennedy Bridge - Manhattan Plaza | 79,703 | 86.2% | 85.9% |
| Throgs Neck Bridge | 100,648 | 85.2% | 84.4% |
| Verrazano-Narrows Bridge ¹ | <u>159,600</u> | <u>87.2%</u> | <u>86.5%</u> |
| All Facilities ¹ | 720,470 | 86.3% | 85.5% |

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
September 2014
Preliminary data subject to final audit

| Weekday Peak Hour E-ZPass Performance by Facility³ | | | | |
|--|--------------------------------|-----------------|-----------------|-----------------|
| Facility | September E-ZPass Market Share | | | |
| | 2014 AM Peak | 2013 AM Peak | 2014 PM Peak | 2013 PM Peak |
| Bronx-Whitestone Bridge | 86.4% | 85.7% | 83.3% | 82.0% |
| Cross Bay Veterans Memorial Bridge | 89.2% | 88.9% | 86.1% | 85.7% |
| Henry Hudson Bridge | 95.9% | 96.0% | 94.9% | 94.8% |
| Hugh L. Carey Tunnel | 93.1% | 92.5% | 90.7% | 90.2% |
| Marine Parkway-Gil Hodges Memorial Bridge | 91.9% | 91.2% | 89.3% | 87.2% |
| Queens Midtown Tunnel | 91.6% | 90.8% | 89.9% | 89.7% |
| Robert F. Kennedy Bridge - Bronx Plaza | 83.9% | 83.0% | 79.9% | 79.1% |
| Robert F. Kennedy Bridge - Manhattan Plaza | 88.7% | 88.2% | 87.1% | 87.2% |
| Throgs Neck Bridge | 89.7% | 89.1% | 86.3% | 85.4% |
| Verrazano-Narrows Bridge ⁴ | N/A | N/A | 90.3% | 89.5% |
| All Facilities | 89.5% | 89.0% | 87.6% | 86.9% |

| Weekend E-ZPass Performance by Facility | | | |
|--|--|----------------------|----------------------|
| Facility | September Average E-ZPass Weekend Traffic and Market Share | | |
| | 2014 Avg. Traffic | 2014 Market Share | 2013 Market Share |
| Bronx-Whitestone Bridge | 81,514 | 74.8% | 74.2% |
| Cross Bay Veterans Memorial Bridge | 15,865 | 80.8% | 80.2% |
| Henry Hudson Bridge | 55,527 | 91.9% | 92.0% |
| Hugh L. Carey Tunnel | 36,351 | 85.7% | 84.2% |
| Marine Parkway-Gil Hodges Memorial Bridge | 16,166 | 84.8% | 84.4% |
| Queens Midtown Tunnel | 67,491 | 85.4% | 84.5% |
| Robert F. Kennedy Bridge - Bronx Plaza | 58,869 | 71.7% | 69.9% |
| Robert F. Kennedy Bridge - Manhattan Plaza | 68,083 | 81.2% | 80.8% |
| Throgs Neck Bridge | 95,758 | 80.1% | 77.7% |
| Verrazano-Narrows Bridge ¹ | <u>143,285</u> | 81.2% | 80.1% |
| All Facilities ¹ | 638,909 | 80.7% | 79.6% |

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
September 2014
Preliminary data subject to final audit

E-ZPass Interoperability Statistics

| B&T E-ZPass Transactions From Other Agencies ⁵ | | | |
|--|---|---|---|
| Customer's E-ZPass Agency | September 2014 Total B&T E-ZPass Transactions | September 2014 Percentage of B&T Total Transactions | September 2013 Percentage of B&T Total Transactions |
| New York State Thruway Authority ⁶ | 1,758,101 | 8.06% | 7.91% |
| Port Authority of NY and NJ | 1,176,555 | 5.40% | 5.37% |
| New Jersey Toll Agencies ⁷ | 1,235,810 | 5.67% | 5.76% |
| Massachusetts Turnpike Authority ⁸ | 131,460 | 0.60% | 0.58% |
| Pennsylvania Turnpike Commission | 92,022 | 0.42% | 0.39% |
| Maryland Transportation Authority | 44,399 | 0.20% | 0.16% |
| Virginia Department of Transportation ⁹ | 29,271 | 0.13% | 0.12% |
| New Hampshire Department of Transportation | 15,142 | 0.07% | 0.06% |
| Delaware Department of Transportation | 15,154 | 0.07% | 0.06% |
| Other ¹⁰ | <u>44,741</u> | <u>0.21%</u> | <u>0.20%</u> |
| Total | 4,542,655 | 20.84% | 20.61% |

| Other Agency B&T E-ZPass Transactions | | | |
|--|----------------|------------------|----------------|
| Agency Used By B&T Customers | September 2014 | YTD 2014 | September 2013 |
| New York State Thruway Authority ⁶ | 2,739,211 | 23,580,400 | 2,641,090 |
| Port Authority of NY and NJ | 3,314,169 | 28,665,681 | 3,221,979 |
| New Jersey Toll Agencies ⁷ | 5,511,326 | 48,721,405 | 5,343,270 |
| New York State Bridge Authority | 272,966 | 2,220,714 | 259,796 |
| Massachusetts Turnpike Authority ⁸ | 593,670 | 4,852,933 | 549,410 |
| Pennsylvania Turnpike Commission | 253,424 | 2,196,800 | 246,076 |
| Maryland Transportation Authority | 265,254 | 2,513,847 | 233,261 |
| Virginia Department of Transportation ⁹ | 160,774 | 1,421,893 | 135,569 |
| New Hampshire Department of Transportation | 146,923 | 991,885 | 115,652 |
| Delaware Department of Transportation | 254,176 | 2,284,847 | 237,463 |
| Other ¹⁰ | <u>397,718</u> | <u>3,148,860</u> | <u>369,867</u> |
| Total | 13,909,611 | 120,599,265 | 13,353,433 |

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 and Niagara Falls Bridge Commission.

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

E-ZPass Customer Service Statistics

| MTA Bridges and Tunnels Customers | | | | |
|---|----------------|---------------|---------------|--|
| | September 2014 | YTD 2014 | YTD 2013 | |
| Accounts Opened: | | | | |
| Internet | 8,637 | 72,782 | 64,282 | |
| Walk-In | 2,322 | 19,823 | 17,274 | |
| Mail/Phone ¹¹ | 278 | 2,451 | 6,171 | |
| On-The-Go | <u>7,843</u> | <u>68,870</u> | <u>99,997</u> | |
| Total Accounts Opened | 19,080 | 163,926 | 187,724 | |
| Total Active Accounts | | 2,738,960 | 2,584,471 | |
| Number of E-ZPass Tags Issued ¹² | 46,839 | 439,051 | 400,143 | |
| Total Active Tags ¹³ | | 4,371,866 | 4,199,573 | |
| Total Reload Cards Distributed | 3,011 | 104,068 | 70,358 | |
| Reload Card % of Cash Replenishments | 16.90% | 16.00% | 12.20% | |

| Customer Service Indicators | | | | |
|--|----------------|------------------|------------------|--|
| | September 2014 | YTD 2014 | YTD 2013 | |
| Phone Calls Answered by Customer Service Center: | | | | |
| Customer Service Representatives | 268,281 | 2,256,396 | 2,202,992 | |
| Automated System | <u>503,318</u> | <u>4,238,154</u> | <u>3,392,459</u> | |
| Total Phone Calls Answered | 771,599 | 6,494,550 | 5,595,451 | |
| Average Phone Call Waiting Time (in min.): | | | | |
| Customer Service Representatives | 0.75 | 0.63 | 0.18 | |
| Commercial Unit | 0.89 | 0.64 | 0.35 | |
| Avg. Monthly B&T E-ZPass Trips Per Account | 6.04 | 5.97 | 6.17 | |
| Average Number of Active Tags Per Account | 1.60 | 1.62 | 1.62 | |

| E-ZPass Tag Replacement Program | | | | |
|--|----------------|----------|-----------|--|
| | September 2014 | YTD 2014 | 2011-2014 | |
| Number of Replacement Tags Mailed | 15,022 | 195,952 | 1,627,149 | |
| Number of Tags Returned ¹⁴ | 14,688 | 196,138 | 1,588,284 | |
| Number of Tags Pending Return | N/A | N/A | 38,865 | |

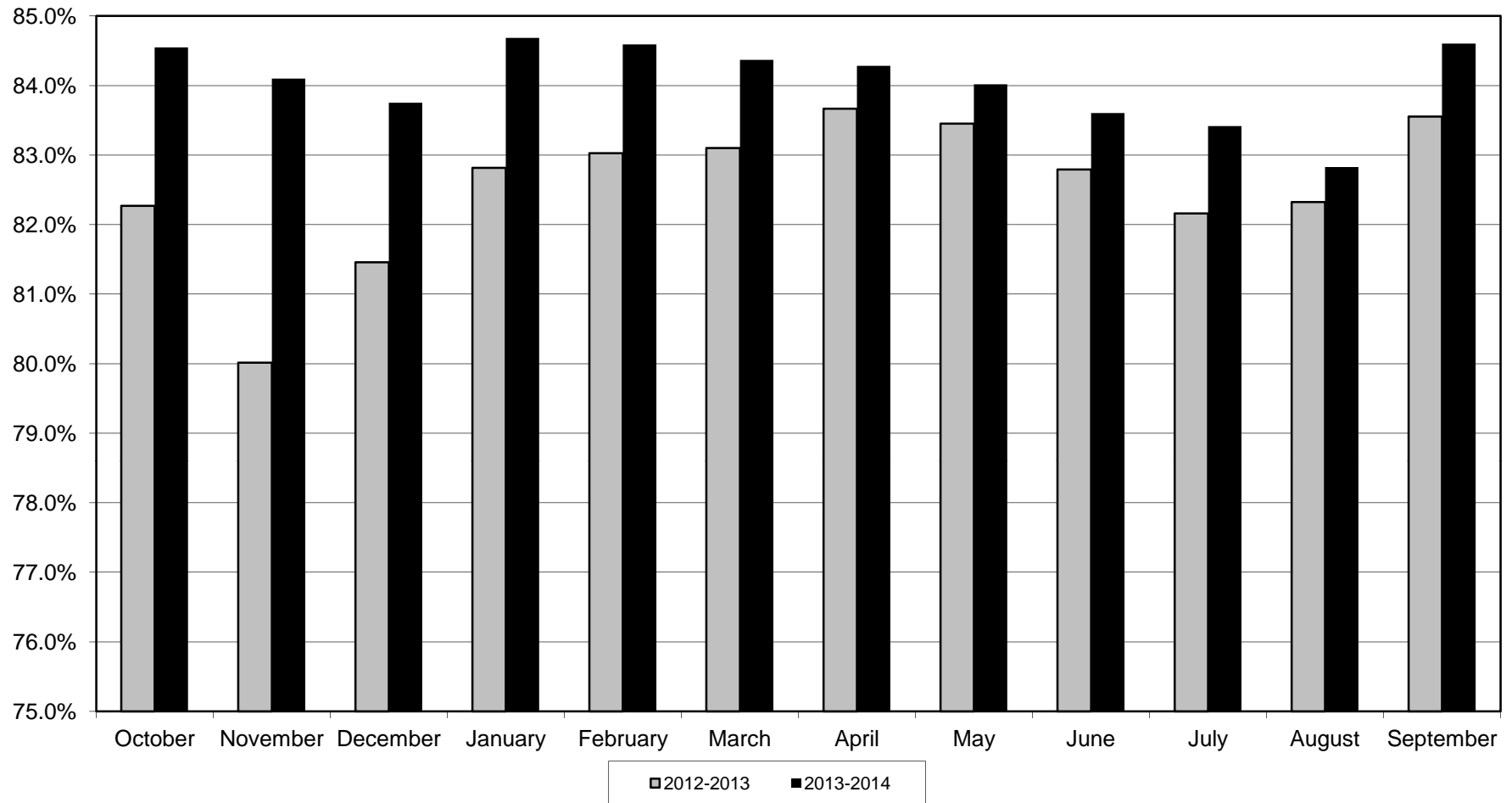
11. Phone enrollment for private accounts ended June 15, 2013.

12. Includes tags for new accounts, additional tags for existing accounts, and replacement of lost or stolen tags for existing accounts. Excludes tags processed and reported within the E-ZPass Tag Replacement Program, which replaces tags that are approaching the end of their useful service lives with new tags.

13. Includes tags linked to active accounts, new tags issued through the E-ZPass Tag Replacement Program, and the associated replaced tags currently moving through the program's return process.

14. Includes tags returned, reported as lost or stolen by the customer, and deactivated. Also, includes tags mailed in 2013 but returned in 2014.

MTA Bridges and Tunnels E-ZPass Market Shares October 2012 through September 2014





Bridges and Tunnels

Financial Report September 2014

MTA BRIDGES & TUNNELS**STATEMENT OF NET POSITION****As of September 30, 2014**

(in thousands)

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

| | |
|-------------------------------|----------------------|
| Cash-Unrestricted | \$40,611 |
| Investments: | |
| Unrestricted | 154,593 |
| Restricted | 845,820 |
| Accrued interest receivable | 696 |
| Accounts receivable | 5,622 |
| Tolls due from other agencies | 27,526 |
| Prepaid expenses | <u>5,663</u> |
| Total current assets | <u>1,080,531</u> |

NONCURRENT ASSETS:

| | |
|---|----------------------|
| Investments: | |
| Restricted | 104,738 |
| Insurance recovery receivable | 126,325 |
| Facilities, less acc.dep of \$1,248,361 | 4,330,084 |
| Capital lease 2 Broadway net acc. dep. | 42,556 |
| Derivative Hedge Assets | 132,745 |
| Security Deposits | <u>10,754</u> |
| Total noncurrent assets | <u>4,747,202</u> |

| | |
|----------------------|-------------------------|
| TOTAL ASSETS: | <u>5,827,733</u> |
|----------------------|-------------------------|

DEFERRED OUTFLOWS OF RESOURCES:

| | |
|---|----------------|
| Accumulated decreases in fair value of derivative instruments | 4,121 |
| Defeasance costs | <u>218,283</u> |

| | |
|--|-----------------------|
| TOTAL DEFERRED OUTFLOWS OF RESOURCES: | <u>222,404</u> |
|--|-----------------------|

**TOTAL ASSETS AND DEFERRED OUTFLOWS
OF RESOURCES**

| |
|----------------------------------|
| <u><u>\$6,050,137</u></u> |
|----------------------------------|

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of September 30, 2014
(in thousands)

LIABILITIES

CURRENT LIABILITIES:

| | |
|--|----------------|
| Current portion-long term debt | \$180,555 |
| Interest Payable | 126,015 |
| Accounts Payable | 82,975 |
| Payable to MTA-CAP | 36,771 |
| Due to MTA-Operating Expenses | 10,311 |
| Due to NYCTA-Operating Expenses | 555 |
| Accrued salaries | 40,502 |
| Accrued Vac & Sick Benefits | 16,275 |
| Current portion of estimated liability arising from injury | 6,099 |
| Current portion of capital lease obligation | 6,223 |
| Pollution remediation projects | 1,829 |
| Due to New York City Transit Authority | 39,174 |
| Due to Metropolitan Transportation Authority | 55,697 |
| Pension Contribution Payable | 8,027 |
| Unredeemed Tolls | 144,560 |
| Tolls due to other agencies | 42,976 |
| E-ZPass Airport Toll Liability | <u>4,888</u> |
| Total current liabilities | <u>803,432</u> |

NONCURRENT LIABILITIES:

| | |
|--|------------------|
| Long term debt | 8,971,361 |
| Post Employment Benefits Other than Pensions | 484,041 |
| Estimated liability arising from injury | 22,865 |
| Capital lease obligations | 137,015 |
| Derivative Hedge Liabilities | 137,714 |
| Security deposits-Contra | <u>10,754</u> |
| Total noncurrent liabilities | <u>9,763,750</u> |

TOTAL LIABILITIES 10,567,182

NET POSITION (4,517,045) *

TOTAL LIABILITIES & NET POSITION \$6,050,137

*The negative Net Position of \$4,517,045 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
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
September 2014

(\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|---|----------------------|------------------|----------------------------|------------|----------------------|----------------|----------------------------|---------------|----------------------|------------------|----------------------------|------------|
| | Mid-Year Forecast | Actual | Favorable (Unfavorable) | | Mid-Year Forecast | Actual | Favorable (Unfavorable) | | Mid-Year Forecast | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent | | | Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Vehicle Toll Revenue | 139.768 | 143.904 | 4.136 | 3.0 | 0.000 | 0.000 | 0.000 | - | 139.768 | 143.904 | 4.136 | 3.0 |
| Other Operating Revenue | 1.107 | 1.707 | 0.600 | 54.3 | 0.000 | 0.000 | 0.000 | - | 1.107 | 1.707 | 0.600 | 54.3 |
| Capital & Other Reimbursements | 0.000 | 0.000 | 0.000 | - | 1.852 | 1.278 | (0.574) | (31.0) | 1.852 | 1.278 | (0.574) | (31.0) |
| Investment Income | 0.017 | 0.014 | (0.003) | (15.6) | 0.000 | 0.000 | 0.000 | - | 0.017 | 0.014 | (0.003) | (15.6) |
| Total Revenue | \$140.891 | \$145.625 | \$4.734 | 3.4 | \$1.852 | \$1.278 | (\$0.574) | (31.0) | \$142.743 | \$146.903 | \$4.160 | 2.9 |
| Expenses | | | | | | | | | | | | |
| <i>Labor:</i> | | | | | | | | | | | | |
| Payroll | \$10.778 | \$10.326 | \$0.452 | 4.2 | \$0.951 | \$0.502 | \$0.449 | 47.2 | \$11.728 | \$10.828 | \$0.900 | 7.7 |
| Overtime | 1.721 | 1.441 | 0.280 | 16.3 | 0.052 | 0.047 | 0.005 | 9.7 | 1.773 | 1.488 | 0.285 | 16.1 |
| Health and Welfare | 2.687 | 2.146 | 0.541 | 20.1 | 0.198 | 0.127 | 0.071 | 35.8 | 2.885 | 2.273 | 0.612 | 21.2 |
| OPEB Current Payment | 1.348 | 1.378 | (0.030) | (2.2) | 0.000 | 0.000 | 0.000 | - | 1.348 | 1.378 | (0.030) | (2.2) |
| Pensions | 2.396 | 2.569 | (0.173) | (7.2) | 0.280 | 0.107 | 0.173 | 61.8 | 2.676 | 2.676 | (0.000) | (0.0) |
| Other Fringe Benefits | 2.354 | 2.387 | (0.033) | (1.4) | 0.124 | 0.061 | 0.063 | 50.9 | 2.478 | 2.448 | 0.030 | 1.2 |
| Reimbursable Overhead | (0.247) | (0.434) | 0.187 | 75.7 | 0.247 | 0.434 | (0.187) | (75.7) | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenses | \$21.036 | \$19.813 | \$1.223 | 5.8 | \$1.852 | \$1.278 | \$0.574 | 31.0 | \$22.887 | \$21.091 | \$1.796 | 7.8 |
| <i>Non-Labor:</i> | | | | | | | | | | | | |
| Electric Power | \$0.771 | \$0.674 | \$0.097 | 12.6 | \$0.000 | \$0.000 | \$0.000 | - | \$0.771 | \$0.674 | \$0.097 | 12.6 |
| Fuel | 0.133 | 0.159 | (0.026) | (19.4) | 0.000 | 0.000 | 0.000 | - | 0.133 | 0.159 | (0.026) | (19.4) |
| Insurance | 1.387 | 1.199 | 0.188 | 13.6 | 0.000 | 0.000 | 0.000 | - | 1.387 | 1.199 | 0.188 | 13.6 |
| Claims | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Maintenance and Other Operating Contracts | 14.283 | 14.731 | (0.448) | (3.1) | 0.000 | 0.000 | 0.000 | - | 14.283 | 14.731 | (0.448) | (3.1) |
| Professional Service Contracts | 4.214 | 3.378 | 0.836 | 19.8 | 0.000 | 0.000 | 0.000 | - | 4.214 | 3.378 | 0.836 | 19.8 |
| Materials & Supplies | 0.418 | 0.108 | 0.310 | 74.1 | 0.000 | 0.000 | 0.000 | - | 0.418 | 0.108 | 0.310 | 74.1 |
| Other Business Expenses | 2.218 | 2.145 | 0.073 | 3.3 | 0.000 | 0.000 | 0.000 | - | 2.218 | 2.145 | 0.073 | 3.3 |
| Total Non-Labor Expenses | \$23.425 | \$22.394 | \$1.031 | 4.4 | \$0.000 | \$0.000 | \$0.000 | - | \$23.425 | \$22.394 | \$1.031 | 4.4 |
| Other Expense Adjustments: | | | | | | | | | | | | |
| Other | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Total Expenses before Non-Cash Liability Adjs. | \$44.461 | \$42.207 | \$2.254 | 5.1 | \$1.852 | \$1.278 | \$0.574 | 31.0 | \$46.312 | \$43.485 | \$2.827 | 6.1 |
| Depreciation | \$8.720 | \$8.436 | \$0.284 | 3.3 | \$0.000 | \$0.000 | \$0.000 | - | \$8.720 | \$8.436 | \$0.284 | 3.3 |
| OPEB Obligation | 5.975 | 5.975 | 0.000 | 0.0 | 0.000 | 0.000 | 0.000 | - | 5.975 | 5.975 | 0.000 | 0.0 |
| Total Expenses after Non-Cash Liability Adjs. | \$59.155 | \$56.618 | \$2.537 | 4.3 | \$1.852 | \$1.278 | \$0.574 | 31.0 | \$61.007 | \$57.896 | \$3.111 | 5.1 |
| Less: Depreciation | \$8.720 | \$8.436 | \$0.284 | 3.3 | \$0.000 | \$0.000 | \$0.000 | - | \$8.720 | \$8.436 | \$0.284 | 3.3 |
| Less: OPEB Obligation | 5.975 | 5.975 | 0.000 | 0.0 | 0.000 | 0.000 | 0.000 | - | 5.975 | 5.975 | 0.000 | 0.0 |
| Total Expenses | \$44.461 | \$42.207 | \$2.254 | 5.1 | \$1.852 | \$1.278 | \$0.574 | 31.0 | \$46.312 | \$43.485 | \$2.827 | 6.1 |
| Net Surplus/(Deficit) | \$96.431 | \$103.418 | \$6.987 | 7.2 | \$0.000 | \$0.000 | \$0.000 | - | \$96.431 | \$103.418 | \$6.987 | 7.2 |

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
September 2014
(\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|---|----------------------|--------|----------------------------|---------|----------------------|--------|----------------------------|---------|----------------------|------------------|----------------------------|-------------|
| | Mid-Year Forecast | Actual | Favorable (Unfavorable) | | Mid-Year Forecast | Actual | Favorable (Unfavorable) | | Mid-Year Forecast | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent | | | Variance | Percent |
| Net Income/(Deficit) | | | | | | | | | \$96.431 | \$103.418 | \$6.987 | 7.2 |
| Less: Capitalized Assets | | | | | | | | | 1.992 | 2.440 | (0.448) | (22.5) |
| Reserves | | | | | | | | | 2.158 | 2.158 | 0.000 | 0.0 |
| GASB Reserves | | | | | | | | | 0.000 | 0.000 | 0.000 | - |
| Adjusted Net Income/(Deficit) | | | | | | | | | \$92.280 | \$98.820 | \$6.540 | 7.1 |
| Less: Debt Service | | | | | | | | | 50.206 | 49.563 | 0.643 | 1.3 |
| Income Available for Distribution | | | | | | | | | \$42.074 | \$49.257 | \$7.183 | 17.1 |
| Distributable To: | | | | | | | | | | | | |
| MTA - Investment Income | | | | | | | | | 0.017 | 0.014 | (0.003) | (15.6) |
| MTA - Distributable Income | | | | | | | | | 25.358 | 29.246 | 3.888 | 15.3 |
| NYCTR - Distributable Income | | | | | | | | | 16.699 | 19.997 | 3.298 | 19.8 |
| Total Distributable Income | | | | | | | | | \$42.074 | \$49.257 | \$7.183 | 17.1 |
| Support to Mass Transit: | | | | | | | | | | | | |
| Total Revenues | | | | | | | | | 142.743 | 146.903 | 4.160 | 2.9 |
| Less: Total Operating Expenses | | | | | | | | | <u>46.312</u> | <u>43.485</u> | <u>2.827</u> | 6.1 |
| Net Operating Income/(Deficit) | | | | | | | | | \$96.431 | \$103.418 | \$6.987 | 7.2 |
| Deductions from Net Operating Income: | | | | | | | | | | | | |
| Capitalized Assets | | | | | | | | | 1.992 | 2.440 | (0.448) | (22.5) |
| Reserves | | | | | | | | | 2.158 | 2.158 | 0.000 | 0.0 |
| B&T Debt Service | | | | | | | | | 21.217 | 19.004 | 2.213 | 10.4 |
| GASB Reserves | | | | | | | | | 0.000 | 0.000 | 0.000 | - |
| Total Deductions From Operating Income | | | | | | | | | \$25.368 | \$23.602 | \$1.766 | 7.0 |
| Total Support to Mass Transit | | | | | | | | | \$71.063 | \$79.816 | \$8.753 | 12.3 |

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
September Year-To-Date
(\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|---|----------------------|--------------------|--|-------------|----------------------|-----------------|--|---------------|----------------------|--------------------|--|-------------|
| | Mid-Year Forecast | Actual | Favorable (Unfavorable) Variance | Percent | Mid-Year Forecast | Actual | Favorable (Unfavorable) Variance | Percent | Mid-Year Forecast | Actual | Favorable (Unfavorable) Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Vehicle Toll Revenue | 1,237.601 | 1,253.337 | 15.736 | 1.3 | 0.000 | 0.000 | 0.000 | - | 1,237.601 | 1,253.337 | 15.736 | 1.3 |
| Other Operating Revenue | 15.781 | 17.927 | 2.146 | 13.6 | 0.000 | 0.000 | 0.000 | - | 15.781 | 17.927 | 2.146 | 13.6 |
| Capital & Other Reimbursements | 0.000 | 0.000 | 0.000 | - | 15.674 | 13.900 | (1.774) | (11.3) | 15.674 | 13.900 | (1.774) | (11.3) |
| Investment Income | 0.112 | 0.095 | (0.017) | (15.0) | 0.000 | 0.000 | 0.000 | - | 0.112 | 0.095 | (0.017) | (15.0) |
| Total Revenue | \$1,253.494 | \$1,271.359 | \$17.865 | 1.4 | \$15.674 | \$13.900 | (\$1.774) | (11.3) | \$1,269.169 | \$1,285.259 | \$16.090 | 1.3 |
| Expenses | | | | | | | | | | | | |
| <i>Labor:</i> | | | | | | | | | | | | |
| Payroll | \$89.559 | \$86.740 | \$2.819 | 3.1 | \$6.883 | \$5.554 | \$1.329 | 19.3 | \$96.442 | \$92.294 | \$4.148 | 4.3 |
| Overtime | 16.434 | 15.307 | 1.127 | 6.9 | 0.251 | 0.141 | 0.110 | 43.8 | 16.685 | 15.448 | 1.237 | 7.4 |
| Health and Welfare | 21.338 | 19.466 | 1.872 | 8.8 | 1.584 | 1.402 | 0.182 | 11.5 | 22.922 | 20.868 | 2.054 | 9.0 |
| OPEB Current Payment | 12.058 | 12.098 | (0.040) | (0.3) | 0.000 | 0.000 | 0.000 | - | 12.058 | 12.098 | (0.040) | (0.3) |
| Pensions | 23.265 | 23.808 | (0.543) | (2.3) | 1.731 | 1.187 | 0.544 | 31.4 | 24.996 | 24.995 | 0.001 | 0.0 |
| Other Fringe Benefits | 12.836 | 12.683 | 0.153 | 1.2 | 0.872 | 0.679 | 0.193 | 22.1 | 13.708 | 13.362 | 0.346 | 2.5 |
| Reimbursable Overhead | (4.353) | (4.937) | 0.584 | 13.4 | 4.353 | 4.937 | (0.584) | (13.4) | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenses | \$171.138 | \$165.165 | \$5.973 | 3.5 | \$15.674 | \$13.900 | \$1.774 | 11.3 | \$186.812 | \$179.065 | \$7.747 | 4.1 |
| <i>Non-Labor:</i> | | | | | | | | | | | | |
| Electric Power | \$5.416 | \$4.696 | \$0.720 | 13.3 | \$0.000 | \$0.000 | \$0.000 | - | \$5.416 | \$4.696 | \$0.720 | 13.3 |
| Fuel | 2.471 | 2.361 | 0.110 | 4.5 | 0.000 | 0.000 | 0.000 | - | 2.471 | 2.361 | 0.110 | 4.5 |
| Insurance | 11.614 | 10.926 | 0.688 | 5.9 | 0.000 | 0.000 | 0.000 | - | 11.614 | 10.926 | 0.688 | 5.9 |
| Claims | 0.135 | 0.135 | 0.000 | 0.0 | 0.000 | 0.000 | 0.000 | - | 0.135 | 0.135 | 0.000 | 0.0 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Maintenance and Other Operating Contracts | 77.737 | 68.222 | 9.515 | 12.2 | 0.000 | 0.000 | 0.000 | - | 77.737 | 68.222 | 9.515 | 12.2 |
| Professional Service Contracts | 31.119 | 26.421 | 4.698 | 15.1 | 0.000 | 0.000 | 0.000 | - | 31.119 | 26.421 | 4.698 | 15.1 |
| Materials & Supplies | 3.331 | 2.646 | 0.685 | 20.6 | 0.000 | 0.000 | 0.000 | - | 3.331 | 2.646 | 0.685 | 20.6 |
| Other Business Expenses | 19.567 | 19.674 | (0.107) | (0.5) | 0.000 | 0.000 | 0.000 | - | 19.567 | 19.674 | (0.107) | (0.5) |
| Total Non-Labor Expenses | \$151.391 | \$135.081 | \$16.310 | 10.8 | \$0.000 | \$0.000 | \$0.000 | - | \$151.391 | \$135.081 | \$16.310 | 10.8 |
| Other Expense Adjustments | | | | | | | | | | | | |
| Other | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Total Expenses before Non-Cash Liability Adjs. | \$322.529 | \$300.246 | \$22.283 | 6.9 | \$15.674 | \$13.900 | \$1.774 | 11.3 | \$338.203 | \$314.146 | \$24.057 | 7.1 |
| Depreciation | \$78.230 | \$77.330 | \$0.900 | 1.2 | \$0.000 | \$0.000 | \$0.000 | - | \$78.230 | \$77.330 | \$0.900 | 1.2 |
| OPEB Obligation | 49.019 | 49.019 | 0.000 | 0.0 | 0.000 | 0.000 | 0.000 | - | 49.019 | 49.019 | 0.000 | 0.0 |
| Total Expenses after Non-Cash Liability Adjs. | \$449.778 | \$426.595 | \$23.183 | 5.2 | \$15.674 | \$13.900 | \$1.774 | 11.3 | \$465.452 | \$440.495 | \$24.957 | 5.4 |
| Less: Depreciation | \$78.230 | \$77.330 | \$0.900 | 1.2 | \$0.000 | \$0.000 | \$0.000 | - | \$78.230 | \$77.330 | \$0.900 | 1.2 |
| Less: OPEB Obligation | 49.019 | 49.019 | 0.000 | 0.0 | 0.000 | 0.000 | 0.000 | - | 49.019 | 49.019 | 0.000 | 0.0 |
| Total Expenses | \$322.529 | \$300.246 | \$22.283 | 6.9 | \$15.674 | \$13.900 | \$1.774 | 11.3 | \$338.203 | \$314.146 | \$24.057 | 7.1 |
| Net Surplus/(Deficit) | \$930.966 | \$971.113 | \$40.147 | 4.3 | \$0.000 | \$0.000 | \$0.000 | - | \$930.966 | \$971.113 | \$40.147 | 4.3 |

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
September Year-To-Date
(\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|---|----------------------|--------|----------------------------|---------|----------------------|--------|----------------------------|---------|----------------------|------------------|----------------------------|-------------|
| | Mid-Year Forecast | Actual | Favorable (Unfavorable) | | Mid-Year Forecast | Actual | Favorable (Unfavorable) | | Mid-Year Forecast | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent | | | Variance | Percent |
| Net Income/(Deficit) | | | | | | | | | \$930.966 | \$971.113 | \$40.147 | 4.3 |
| Less: Capitalized Assets | | | | | | | | | 11.866 | 10.500 | \$1.366 | 11.5 |
| Reserves | | | | | | | | | 19.422 | 19.422 | 0.000 | 0.0 |
| GASB Reserves | | | | | | | | | 0.000 | 0.000 | 0.000 | - |
| Adjusted Net Income/(Deficit) | | | | | | | | | \$899.679 | \$941.191 | \$41.512 | 4.6 |
| Less: Debt Service | | | | | | | | | 447.248 | 436.518 | 10.730 | 2.4 |
| Income Available for Distribution | | | | | | | | | \$452.431 | \$504.673 | \$52.242 | 11.5 |
| Distributable To: | | | | | | | | | | | | |
| MTA - Investment Income | | | | | | | | | 0.112 | 0.095 | (0.017) | (15.0) |
| MTA - Distributable Income | | | | | | | | | 266.661 | 292.807 | 26.146 | 9.8 |
| NYCTR - Distributable Income | | | | | | | | | 185.658 | 211.771 | 26.113 | 14.1 |
| Total Distributable Income | | | | | | | | | \$452.431 | \$504.673 | \$52.242 | 11.5 |
| <u>Support to Mass Transit:</u> | | | | | | | | | | | | |
| Total Revenues | | | | | | | | | 1,269.169 | 1,285.259 | 16.090 | 1.3 |
| Less: Total Operating Expenses | | | | | | | | | <u>338.203</u> | <u>314.146</u> | <u>24.057</u> | 7.1 |
| Net Operating Income/(Deficit) | | | | | | | | | \$930.966 | \$971.113 | \$40.147 | 4.3 |
| Deductions from Net Operating Income: | | | | | | | | | | | | |
| Capitalized Assets | | | | | | | | | 11.866 | 10.500 | 1.366 | 11.5 |
| Reserves | | | | | | | | | 19.422 | 19.422 | 0.000 | 0.0 |
| B&T Debt Service | | | | | | | | | 178.182 | 167.160 | 11.022 | 6.2 |
| GASB Reserves | | | | | | | | | 0.000 | 0.000 | 0.000 | - |
| Total Deductions From Operating Income | | | | | | | | | \$209.469 | \$197.082 | \$12.387 | 5.9 |
| Total Support to Mass Transit | | | | | | | | | \$721.498 | \$774.031 | \$52.534 | 7.3 |

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

| | | | September 2014 | | Year-to-Date | | |
|---|---|--------|--|---|--------------|---|--|
| Generic Revenue or Expense Category | Favorable/ (Unfavorable) Variance | | Reason for Variance | Favorable/ (Unfavorable) Variance | | Reason for Variance | |
| | \$ | % | | \$ | % | | |
| Nonreimbursable | | | | | | | |
| Vehicle Toll Revenue | 4.136 | 3.0% | Higher toll revenue primarily due to 2.8% increase in traffic. | 15.736 | 1.3% | Higher toll revenue primarily due to 1.1% increase in traffic. | |
| Other Operating Revenue | 0.600 | 54.3% | Higher Other Operating Revenue primarily due to higher E-ZPass administrative fees (\$0.292M), and higher wireless communication equipment rental fees at the Hugh L. Carey Tunnel and the Queens Midtown Tunnel (\$0.146M). | 2.146 | 13.6% | Higher Other Operating Revenue primarily due to higher E-ZPass administrative fees (\$1.299M), and higher wireless communication equipment rental fees at the Hugh L. Carey Tunnel and the Queens Midtown Tunnel (\$0.372M). | |
| Investment Income | (0.003) | -15.6% | Minor variance. | (0.017) | -15.0% | Minor variance. | |
| Payroll | 0.452 | 4.2% | Lower payroll expenses against the monthly forecast allocation due to vacancies. | 2.819 | 3.1% | Lower payroll expenses against the YTD forecast allocation due to vacancies. | |
| Overtime | 0.280 | 16.3% | See overtime tables. | 1.127 | 6.9% | See overtime tables. | |
| Health and Welfare | 0.541 | 20.1% | Lower Welfare Plan expenses primarily due to vacancies against the monthly forecast allocation. | 1.872 | 8.8% | Lower Welfare Plan expenses primarily due to vacancies against the YTD forecast allocation. | |
| OPEB Current Payment | (0.030) | -2.2% | Minor variance. | (0.040) | -0.3% | Minor variance. | |
| Pensions | (0.173) | -7.2% | Minor variance. | (0.543) | -2.3% | Minor variance. | |
| Other Fringe Benefits | (0.033) | -1.4% | Minor variance. | 0.153 | 1.2% | Minor variance. | |
| | | | | | | | |
| Electric Power | 0.097 | 12.6% | Minor variance. | 0.720 | 13.3% | Lower electricity expenses against the YTD forecast allocation. | |
| Fuel | (0.026) | -19.4% | Minor variance. | 0.110 | 4.5% | Lower fuel expenses against the YTD forecast allocation. | |
| Insurance | 0.188 | 13.6% | Lower expenses primarily due to timing of expenses for General Liability Insurance (\$0.186M) against the monthly forecast allocation. | 0.688 | 5.9% | Lower expenses primarily due to timing of expenses for General Liability Insurance (\$0.674M) against the YTD forecast allocation. | |
| Maintenance and Other Operating Contracts | (0.448) | -3.1% | Higher expenses primarily for Major Maintenance & Painting (\$2.441M) and Maintenance of E-ZPass Equipment (\$0.317M), offset by lower Sandy-related expenses (-\$1.725M), Security and Surveillance Equipment costs (-\$0.470M), and E-ZPass Customer Service Center costs (-\$0.334M) due to timing. | 9.515 | 12.2% | Lower expenses primarily for Sandy-related expenses (\$6.523M), E-ZPass Customer Service Center costs (\$1.781M), Major Maintenance & Painting (\$0.904M), Security and Surveillance Equipment costs (\$0.639M), and other expenses due to timing, offset by higher expense for Maintenance of E-ZPass Equipment (-\$0.515M). | |
| Professional Service Contracts | 0.836 | 19.8% | Lower expenses primarily for Engineering Services (\$0.268M), Legal Expenses (\$0.128M), Other Outside Services (\$0.117M), and Planning Studies Consultants costs (\$0.109M) against the monthly forecast allocation. | 4.698 | 15.1% | Lower expenses primarily for Engineering Services (\$1.785M), Bond Issuance Costs (\$0.844M), Planning Studies Consultants costs (\$0.632M), Other Outside Services (\$0.450M), Legal Expenses (\$0.235M), and other expenses due to timing, against the YTD forecast allocation. | |
| Materials & Supplies | 0.310 | 74.1% | Lower expenses across a variety of small equipment and supply categories against the monthly forecast allocation. | 0.685 | 20.6% | Lower expenses across a variety of small equipment and supply categories against the YTD forecast allocation. | |
| Other Business Expense | 0.073 | 3.3% | Minor variance. | (0.107) | -0.5% | Minor variance. | |
| | | | | | | | |
| Depreciation | 0.284 | 3.3% | Minor variance. | 0.900 | 1.2% | Minor variance. | |
| Other Post Employment Benefits | 0.000 | - | No variance. | 0.000 | - | No variance. | |
| Reimbursable | | | | | | | |
| Capital and Other Reimbursements | (0.574) | -31.0% | Lower capital reimbursements against the monthly forecast allocation. | (1.774) | -11.3% | Lower capital reimbursements against the YTD forecast allocation. | |
| Payroll | 0.449 | 47.2% | Lower than planned reimbursable expenses against the monthly forecast allocation. | 1.329 | 19.3% | Lower than planned reimbursable expenses against the YTD forecast allocation. | |
| Overtime | 0.005 | 9.7% | See overtime tables | 0.110 | 43.8% | See overtime tables | |
| Health and Welfare | 0.071 | 35.8% | Lower than planned reimbursable expenses against the monthly forecast allocation. | 0.182 | 11.5% | Lower than planned reimbursable expenses against the YTD forecast allocation. | |
| OPEB Current Payment | 0.000 | - | No variance. | 0.000 | - | No variance. | |
| Pensions | 0.173 | 61.8% | Lower than planned reimbursable expenses against the monthly forecast allocation. | 0.544 | 31.4% | Lower than planned reimbursable expenses against the YTD forecast allocation. | |
| Other Fringe Benefits | 0.063 | 50.9% | Lower than planned reimbursable expenses against the monthly forecast allocation. | 0.193 | 22.1% | Lower than planned reimbursable expenses against the YTD forecast allocation. | |
| Reimbursable Overhead | (0.187) | -75.7% | Higher than planned reimbursable expenses against the monthly forecast allocation. | (0.584) | -13.4% | Higher than planned reimbursable expenses against the YTD forecast allocation. | |

MTA Bridges and Tunnels
July Financial Plan - 2014 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

| | September | | | | | | September Year-to-Date | | | | | |
|--|-------------------|----------------|---------------|----------------|---------------------|----------------|------------------------|-----------------|----------------|-----------------|---------------------|----------------|
| | Mid-Year Forecast | | Actuals | | Var. - Fav./(Unfav) | | Mid-Year Forecast | | Actuals | | Var. - Fav./(Unfav) | |
| | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ |
| NON-REIMBURSABLE OVERTIME | | | | | | | | | | | | |
| OPERATIONS & MAINTENANCE | | | | | | | | | | | | |
| <u>Scheduled Service</u> | 5,099 | \$0.271 | 4,342 | \$0.231 | 758 | \$0.040 | 34,850 | \$1.911 | 33,380 | \$1.830 | 1,470 | \$0.081 |
| | | | | | 14.9% | 14.8% | | | | | 4.2% | 4.2% |
| <u>Unscheduled Service</u> | 1,184 | \$0.061 | 794 | \$0.041 | 390 | \$0.020 | 7,874 | \$0.427 | 7,263 | \$0.394 | 610 | \$0.033 |
| | | | | | 32.9% | 32.5% | | | | | 7.8% | 7.8% |
| <u>Programmatic/Routine Maintenance</u> | 33 | \$0.003 | 208 | \$0.017 | (174) | (\$0.014) | 292 | \$0.021 | 363 | \$0.026 | (71) | (\$0.005) |
| | | | | | ** | ** | | | | | -24.3% | -26.3% |
| <u>Unscheduled Maintenance</u> | 2,100 | \$0.169 | 2,837 | \$0.228 | (737) | (\$0.059) | 15,186 | \$1.124 | 17,006 | \$1.259 | (1,820) | (\$0.135) |
| | | | | | -35.1% | -35.3% | | | | | -12.0% | -12.0% |
| <u>Vacancy/Absentee Coverage</u> | 12,775 | \$0.697 | 12,368 | \$0.675 | 407 | \$0.022 | 113,390 | \$6.636 | 109,516 | \$6.409 | 3,874 | \$0.227 |
| | | | | | 3.2% | 3.2% | | | | | 3.4% | 3.4% |
| <u>Weather Emergencies</u> | 103 | \$0.008 | 0 | \$0.000 | 103 | \$0.008 | 16,185 | \$1.117 | 15,869 | \$1.096 | 316 | \$0.021 |
| | | | | | 100.0% | 100.0% | | | | | 2.0% | 1.9% |
| <u>Safety/Security/Law Enforcement</u> | 3,169 | \$0.168 | 2,736 | \$0.145 | 433 | \$0.023 | 20,065 | \$1.128 | 16,154 | \$0.908 | 3,911 | \$0.220 |
| | | | | | 13.7% | 13.8% | | | | | 19.5% | 19.5% |
| <u>Other</u> | 911 | \$0.111 | 806 | \$0.098 | 105 | \$0.013 | 6,394 | \$0.568 | 5,548 | \$0.493 | 847 | \$0.075 |
| | | | | | 11.6% | 11.4% | | | | | 13.2% | 13.3% |
| <u>*All Other Departments and Accruals</u> | | \$0.233 | | \$0.006 | | \$0.227 | | \$3.502 | | \$2.892 | | \$0.610 |
| | | | | | | 97.4% | | | | | | 17.4% |
| Subtotal | 25,375 | \$1.721 | 24,090 | \$1.441 | 1,285 | \$0.280 | 214,235 | \$16.434 | 205,098 | \$15.307 | 9,137 | \$1.127 |
| | | | | | 5.1% | 16.3% | | | | | 4.3% | 6.9% |
| REIMBURSABLE OVERTIME | 704 | \$0.052 | 636 | \$0.047 | 68 | \$0.005 | 3,568 | \$0.251 | 1,956 | \$0.141 | 1,612 | \$0.110 |
| | | | | | 9.7% | 9.7% | | | | | 45.2% | 44.0% |
| TOTAL OVERTIME | 26,079 | \$1.773 | 24,726 | \$1.488 | 1,353 | \$0.285 | 217,803 | \$16.685 | 207,054 | \$15.448 | 10,749 | \$1.237 |
| | | | | | 5.2% | 16.1% | | | | | 4.9% | 7.4% |

Figures are preliminary.

Totals may not add due to rounding

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

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

** Exceeds 100%

MTA Bridges and Tunnels
July Financial Plan - 2014 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

| | Monthly | | | Year-to-Date | | |
|--|---------------------|---------------------|---|---------------------|---------------------|--|
| | Var. - Fav./(Unfav) | | Explanations | Var. - Fav./(Unfav) | | Explanations |
| | Hours | \$ | | Hours | \$ | |
| NON-REIMBURSABLE OVERTIME | | | | | | |
| OPERATIONS & MAINTENANCE | | | | | | |
| <u>Scheduled Service</u> | 758 14.9% | \$0.040 14.8% | Lower than planned expenses | 1,470 4.2% | \$0.081 4.2% | Lower than planned expenses |
| <u>Unscheduled Service</u> | 390 32.9% | \$0.020 32.5% | Lower than planned expenses | 610 7.8% | \$0.033 7.8% | Lower than planned expenses |
| <u>Programmatic/Routine Maintenance</u> | (174) ** | (\$0.014) ** | Minor variance | (71) -24.3% | (\$0.005) -26.3% | Minor variance |
| <u>Unscheduled Maintenance</u> | (737) -35.1% | (\$0.059) -35.3% | Higher than planned expenses | (1,820) -12.0% | (\$0.135) -12.0% | Higher than planned expenses |
| <u>Vacancy/Absentee Coverage</u> | 407 3.2% | \$0.022 3.2% | Reduced absenteeism through managerial efforts to monitor and manage availability | 3,874 3.4% | \$0.227 3.4% | Reduced absenteeism through managerial efforts to monitor and manage availability |
| <u>Weather Emergencies</u> | 103 100.0% | \$0.008 100.0% | Minor variance | 316 2.0% | \$0.021 1.9% | Lower than planned expenses |
| <u>Safety/Security/Law Enforcement</u> | 433 13.7% | \$0.023 13.8% | Lower than planned expenses | 3,911 19.5% | \$0.220 19.5% | Lower than planned expenses |
| <u>Other</u> | 105 11.6% | \$0.013 11.4% | Minor variance | 847 13.2% | \$0.075 13.3% | Lower than planned expenses |
| <u>*All Other Departments and Accruals</u> | | \$0.227 97.4% | Primarily due to adjustments for the 28-day OT payroll lag | | \$0.610 17.4% | Primarily due to adjustments for the 28-day OT payroll lag |
| Subtotal | 1,285 5.1% | \$0.280 16.3% | | 9,137 4.3% | \$1.127 6.9% | |
| REIMBURSABLE OVERTIME | 68 9.7% | \$0.005 9.7% | Lower than planned overtime expenses due to the timing of capital project hours billed to the capital program | 1,612 45.2% | \$0.110 44.0% | Lower than planned overtime due to the timing of capital project hours billed to the capital program |
| TOTAL OVERTIME | 1,353 | \$0.285 | | 10,749 | \$1.237 | |

Figures are preliminary.

Totals may not add due to rounding

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

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

** Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2014 Overtime Reporting
Overtime Legend

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA BRIDGES AND TUNNELS
TRAFFIC VOLUME AND REVENUE
(millions)

Month of September

Year to date ending September 2014

Comparison Current Year vs. Prior Year:

| Prior Year | | Current Year | | Percentage Change | | | Prior Year* | | Current Year | | Percentage Change | |
|-------------------|----------------|---------------------|----------------|--------------------------|----------------|----------------------------|--------------------|------------------|---------------------|------------------|--------------------------|----------------|
| Traffic | Revenue | Traffic | Revenue | Traffic | Revenue | | Traffic | Revenue | Traffic | Revenue | Traffic | Revenue |
| 3.3 | \$22.4 | 3.2 | \$21.8 | -3.2% | -2.8% | Bronx-Whitestone | 30.0 | \$198.9 | 28.8 | \$195.1 | -3.8% | -1.9% |
| 0.6 | 1.3 | 0.6 | 1.4 | 4.3% | 4.9% | Cross Bay | 5.9 | 13.0 | 5.7 | 12.4 | -3.5% | -4.9% |
| 1.8 | 5.3 | 1.9 | 5.4 | 4.3% | 2.0% | Henry Hudson | 16.1 | 45.9 | 16.5 | 48.4 | 2.1% | 5.5% |
| 1.4 | 7.9 | 1.5 | 8.6 | 8.3% | 8.0% | Hugh L. Carey | 12.2 | 69.8 | 12.4 | 72.8 | 2.2% | 4.3% |
| 0.6 | 1.3 | 0.6 | 1.4 | 1.7% | 1.6% | Marine Parkway | 6.0 | 13.0 | 5.6 | 12.0 | -6.5% | -7.7% |
| 2.4 | 14.8 | 2.5 | 15.5 | 4.3% | 4.8% | Queens Midtown | 20.6 | 124.5 | 21.6 | 133.2 | 4.8% | 7.0% |
| 2.3 | 16.5 | 2.5 | 17.8 | 7.3% | 8.1% | RFK - Bronx | 20.6 | 143.4 | 21.5 | 152.6 | 4.3% | 6.5% |
| 2.6 | 15.8 | 2.7 | 16.4 | 2.8% | 3.6% | RFK - Manhattan | 22.9 | 136.3 | 23.2 | 141.2 | 1.5% | 3.6% |
| 3.4 | 24.7 | 3.5 | 26.2 | 5.2% | 6.4% | Throgs Neck | 30.1 | 217.9 | 30.5 | 225.4 | 1.4% | 3.4% |
| 5.3 | 29.3 | 5.4 | 29.4 | 0.7% | 0.5% | Verrazano-Narrows | 48.9 | 264.0 | 47.8 | 260.2 | -2.2% | -1.4% |
| 23.8 | \$139.3 | 24.5 | \$143.9 | 2.9% | 3.3% | Total | 213.3 | \$1,226.7 | 213.7 | \$1,253.3 | 0.2% | 2.2% |
| | \$5.852 | | \$5.875 | | 0.4% | Revenue Per Vehicle | | \$5.752 | | \$5.866 | | 2.0% |

*Toll increase implemented March 3, 2013

Note: Numbers may not add due to rounding.

Comparison Actual vs. Mid-Year Forecast:

| Mid-Year Forecast | | Sep Actual | | Percentage Change | | | Mid-Year Forecast | | YTD Actual | | Percentage Change | |
|--------------------------|----------------|-------------------|----------------|--------------------------|----------------|----------------------------|--------------------------|------------------|-------------------|------------------|--------------------------|----------------|
| Traffic | Revenue | Traffic | Revenue | Traffic | Revenue | | Traffic | Revenue | Traffic | Revenue | Traffic | Revenue |
| 23.8 | 139.8 | 24.5 | 143.9 | 2.8% | 3.0% | Total All | 211.3 | \$1,237.6 | 213.7 | \$1,253.3 | 1.1% | 1.3% |
| | \$5.867 | | \$5.875 | | 0.1% | Revenue Per Vehicle | | \$5.858 | | \$5.866 | | 0.1% |

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
September 2014

| Department | Mid-Year Forecast | Actual | Favorable (Unfavorable) Variance | Explanation of Variances |
|----------------------------------|----------------------|--------------|--|--|
| Administration | | | | |
| Executive | 2 | 2 | - | |
| Law ⁽¹⁾ | 23 | 21 | 2 | 1 Professional and 1 Managerial vacancy |
| CFO ⁽²⁾ | 29 | 29 | - | |
| Labor Relations | 5 | 4 | 1 | 1 Professional vacancy |
| Staff Services ⁽³⁾ | 32 | 31 | 1 | 1 Professional vacancy |
| EEO | 1 | 1 | - | |
| Total Administration | 92 | 88 | 4 | |
| Operations | | | | |
| Revenue Management | 41 | 36 | 5 | 5 Professional vacancies |
| Operations (Non-Security) | 726 | 561 | 165 | 129 BTO, 1 Professional, and 35 Managerial vacancies |
| Total Operations | 767 | 597 | 170 | |
| Maintenance | | | | |
| Maintenance | 170 | 167 | 3 | 3 Managerial vacancies |
| Operations - Maintainers | 173 | 169 | 4 | 4 Maintainer vacancies |
| Technology | 54 | 48 | 6 | 1 Professional and 5 Managerial vacancies |
| Internal Security - Tech Svcs | 8 | 10 | (2) | 2 Maintainer overages |
| Total Maintenance | 405 | 394 | 11 | |
| Engineering/Capital | | | | |
| Engineering & Construction | 169 | 156 | 13 | 13 Professional vacancies |
| Law ⁽¹⁾ | 16 | 14 | 2 | 2 Professional vacancies |
| Health & Safety | 10 | 9 | 1 | 1 Professional vacancy |
| CFO-Planning & Budget Capital | 23 | 12 | 11 | 4 Managerial and 7 Professional vacancies |
| Total Engineering/Capital | 218 | 191 | 27 | |
| Public Safety | | | | |
| Operations (Security) | 232 | 232 | - | |
| Internal Security - Operations | 40 | 37 | 3 | 4 Managerial vacancies and 1 Professional overage |
| Total Public Safety | 272 | 269 | 3 | |
| Total Positions | 1,754 | 1,539 | 215 | |
| Non-Reimbursable | 1,666 | 1,451 | 215 | |
| Reimbursable | 88 | 88 | - | |
| Total Full-Time | 1,754 | 1,539 | 215 | |

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

(3) Includes Human Resources and Administration staff.

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
September 2014

| | Mid-Year Forecast | Actual | Favorable (Unfavorable) Variance | Explanation of Variances |
|-------------------------------------|----------------------|--------------|--|---|
| Administration | | | | |
| Managers/Supervisors | 27 | 26 | 1 | 1 Managerial vacancy in Law |
| Professional, Technical, Clerical | 65 | 62 | 3 | 1 vacancy in Law, 1 in Staff Services, and 1 in Labor Relations |
| Operational Hourlies | - | - | - | |
| Total Administration | 92 | 88 | 4 | |
| Operations | | | | |
| Managers/Supervisors | 200 | 165 | 35 | 35 Managerial vacancies in Operations |
| Professional, Technical, Clerical | 38 | 32 | 6 | 5 Professional vacancies in Revenue Management and 1 vacancy in Operations |
| Operational Hourlies ⁽¹⁾ | 529 | 400 | 129 | 129 BTO vacancies in Operations |
| Total Operations | 767 | 597 | 170 | |
| Maintenance | | | | |
| Managers/Supervisors | 35 | 27 | 8 | 5 vacancies in Technology and 3 in Maintenance |
| Professional, Technical, Clerical | 49 | 48 | 1 | 1 vacancy in Technology |
| Operational Hourlies ⁽²⁾ | 321 | 319 | 2 | 4 Maintainer vacancies in Operations and 2 overages in Internal Security |
| Total Maintenance | 405 | 394 | 11 | |
| Engineering/Capital | | | | |
| Managers/Supervisors | 46 | 42 | 4 | 4 vacancies in CFO |
| Professional, Technical, Clerical | 172 | 149 | 23 | 13 vacancies in Engineering, 2 in Law, 1 in Health and Safety, and 7 in Planning and Budget |
| Operational Hourlies | - | - | - | |
| Total Engineering/Capital | 218 | 191 | 27 | |
| Public Safety | | | | |
| Managers/Supervisors | 46 | 42 | 4 | 4 vacancies in Internal Security |
| Professional, Technical, Clerical | 28 | 29 | (1) | 1 overage in Internal Security |
| Operational Hourlies ⁽³⁾ | 198 | 198 | - | |
| Total Public Safety | 272 | 269 | 3 | |
| Total Positions | | | | |
| Managers/Supervisors | 354 | 302 | 52 | |
| Professional, Technical, Clerical | 352 | 320 | 32 | |
| Operational Hourlies | 1,048 | 917 | 131 | |
| Total Positions | 1,754 | 1,539 | 215 | |

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

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

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



Bridges and Tunnels

Capital Program Project Status Report October 2014

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
STATUS REPORT
OCTOBER 31, 2014

Introduction

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

Year to Date Progress

Commitments

In October there were sixteen commitments made with a total value of \$17.4 million (*See Attachment 1, 2014 Commitment Chart; Attachment 7 – 2014 Commitment Plan*). Year-to-date, 125 commitments have been made with a total value \$160.4 million against a plan calling for 130 commitments with a total value of \$453.4 million. The most notable commitments made in October are:

- **QM01**, Service & FE Building Rehabilitation, Construction: Queens Service Building Garage Renovations (Ph 2& 3) for \$3.4M
- **RK75**, Interim Repairs – Toll Plaza Deck, Phase 2 Construction for \$3.3M
- **VN34**, Verrazano-Narrows Bridge Main Cable Testing, Design for \$2.6M

Completions

As of September, Bridges and Tunnels achieved 100% of the 2014 Completion Plan calling for five project completions with a value of \$156 million.

(*See Attachment 3 - 2013 Completion Chart; Attachment 4 – 2013 Major Project Completions; Attachment 5 - 2013 Project Completion Plan*).

Close-outs

There were six task level closeouts in October. Year-to-date there are 45 task level closeouts totaling \$60.0 million. (*See Attachment 6 – 2014 Task Level Closeouts*).

Award Date Changes for Significant Remaining Commitments

The following date changes have been made for significant remaining commitments (*See Attachment 7 – 2014 Commitment Plan*).

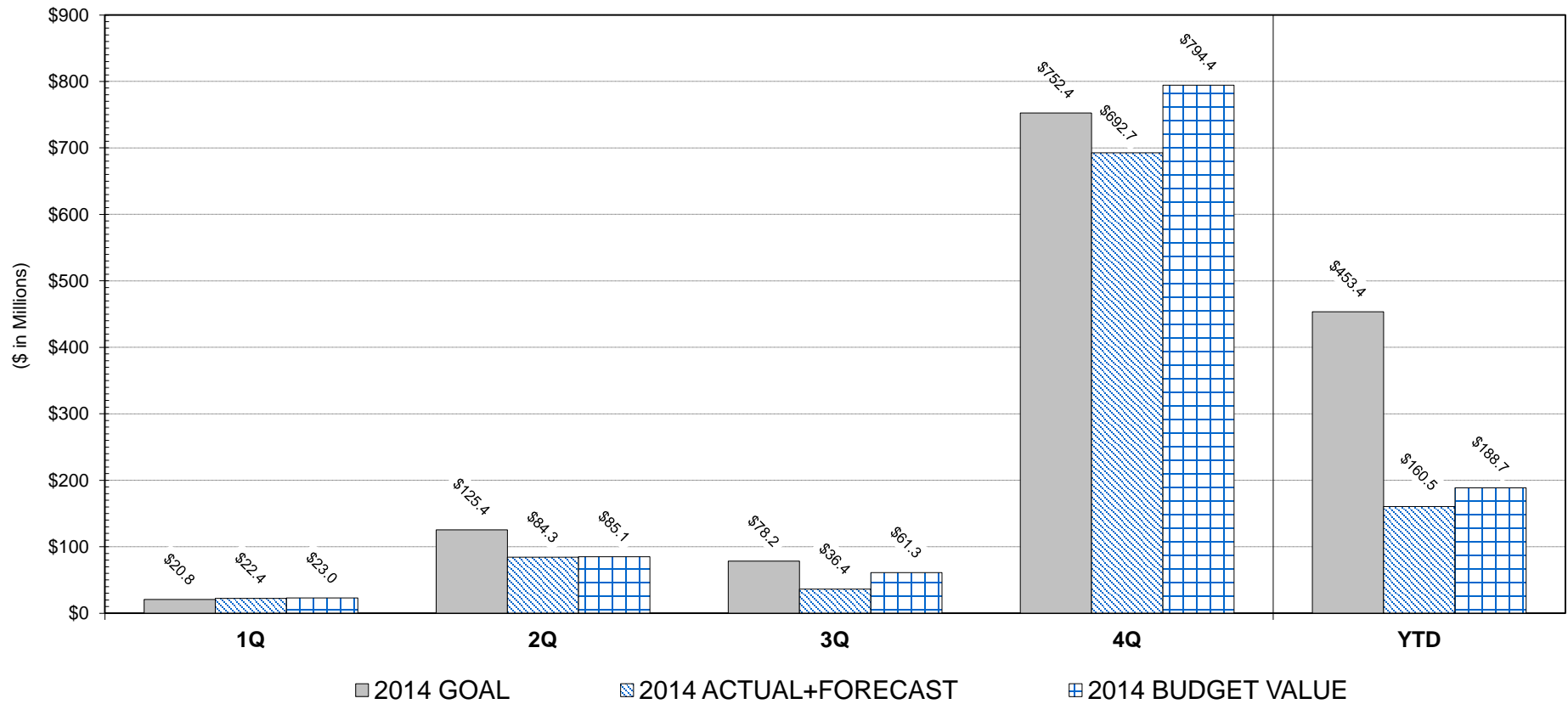
- **TN52**, Miscellaneous Structural Rehabilitation, Construction, planned for award in October for \$6.6 million is now forecast for November. Bids are being reviewed and recommendation of award was made. Award is in process.
- **MP21**, Rehabilitate Rockaway Point Boulevard Overpass, Design/Build, planned for award in October for \$7.5 million is now forecast for December. Project in final stages of procurement.

Completion Date Changes for Remaining Projects

All planned completions for 2014 have been made (*See Attachment 5 - 2014 Completion Plan*).

MTA Bridges and Tunnels Commitments as of October 31, 2014

| | | |
|----------------------|---------|---------------------|
| 2014 Budget Goal: | \$976.8 | |
| 2014 Annual Forecast | \$835.7 | |
| YTD Goal: | \$453.4 | |
| YTD Actual: | \$160.5 | (35.4% of YTD Goal) |
| YTD Budgeted Value: | \$188.7 | (41.6% of YTD Goal) |
| Left to Commit: | \$675.2 | |



MTA Bridges and Tunnels: Status of Major Commitments as of October 31, 2014

| Project | | Budget (\$ in Millions) | | | Award Date | | | Notes |
|----------|---|-------------------------|--------------------|----------------|------------|--------------------|-------------------|-------|
| | | 2014 Goal | Actual / Forecast* | Budgeted Value | 2014 Goal | Advertisement Date | Actual / Forecast | |
| D604VN87 | Substation #1 Rehabilitation - Design/Build | \$12.1 | \$12.0 | \$12.1 | Mar-14 | Oct-13 | Feb-14 | A |
| ED010228 | Restore Hugh L. Carey Tunnel - Structural - Construction Administration | \$11.7 | \$8.5 | \$11.7 | May-14 | Nov-13 | May-14 | A |
| D602RK65 | Deck Replacement - Bronx Toll Plaza - Training Facility, Design/Build | \$11.8 | \$13.1 | \$11.8 | Jun-14 | Dec-13 | Jun-14 | A |
| D602RK65 | Deck Replacement - Bronx Toll Plaza - RK65A -Construction | \$190.0 | \$190.0 | \$190.0 | Oct-14 | Jun-14 | Dec-14 | F 2 |
| D607RK65 | Paint - Plaza and Approach Ramps - Construction | \$16.5 | \$16.5 | \$16.5 | Oct-14 | Jun-14 | Dec-14 | F 2 |
| D601BB28 | Rehab. Walls, Roadway, Firelines, Ceiling Repair - Construction | \$61.0 | \$52.8 | \$61.0 | Nov-14 | Jun-14 | Nov-14 | F 1 |
| D602BB54 | Replacement Brooklyn Plaza Structural Slab - Construction | \$23.7 | \$12.7 | \$23.7 | Nov-14 | Jun-14 | Nov-14 | F 1 |
| ED010228 | Restore Hugh L. Carey Tunnel - Structural - Construction | \$167.1 | \$86.5 | \$167.1 | Nov-14 | Jun-14 | Nov-14 | F 1 |
| ED040243 | Restore Hugh L. Carey Tunnel Utilities - Construction | \$110.8 | \$117.8 | \$110.8 | Nov-14 | Jun-14 | Nov-14 | F 1 |
| D601RK23 | Miscellaneous Rehab - Manhattan Approach Ramps - Construction | \$98.5 | \$98.5 | \$98.5 | Dec-14 | Jul-14 | Dec-14 | F |
| D601RK76 | Miscellaneous Structural Repair - Construction | \$12.0 | \$2.6 | \$12.0 | Dec-14 | Aug-14 | Dec-14 | F |
| D602HH88 | Replace Upper & Lower Level Plaza & Southbnd. Appr. - Construction | \$23.5 | \$23.5 | \$23.5 | Dec-14 | Jul-14 | Dec-14 | F |

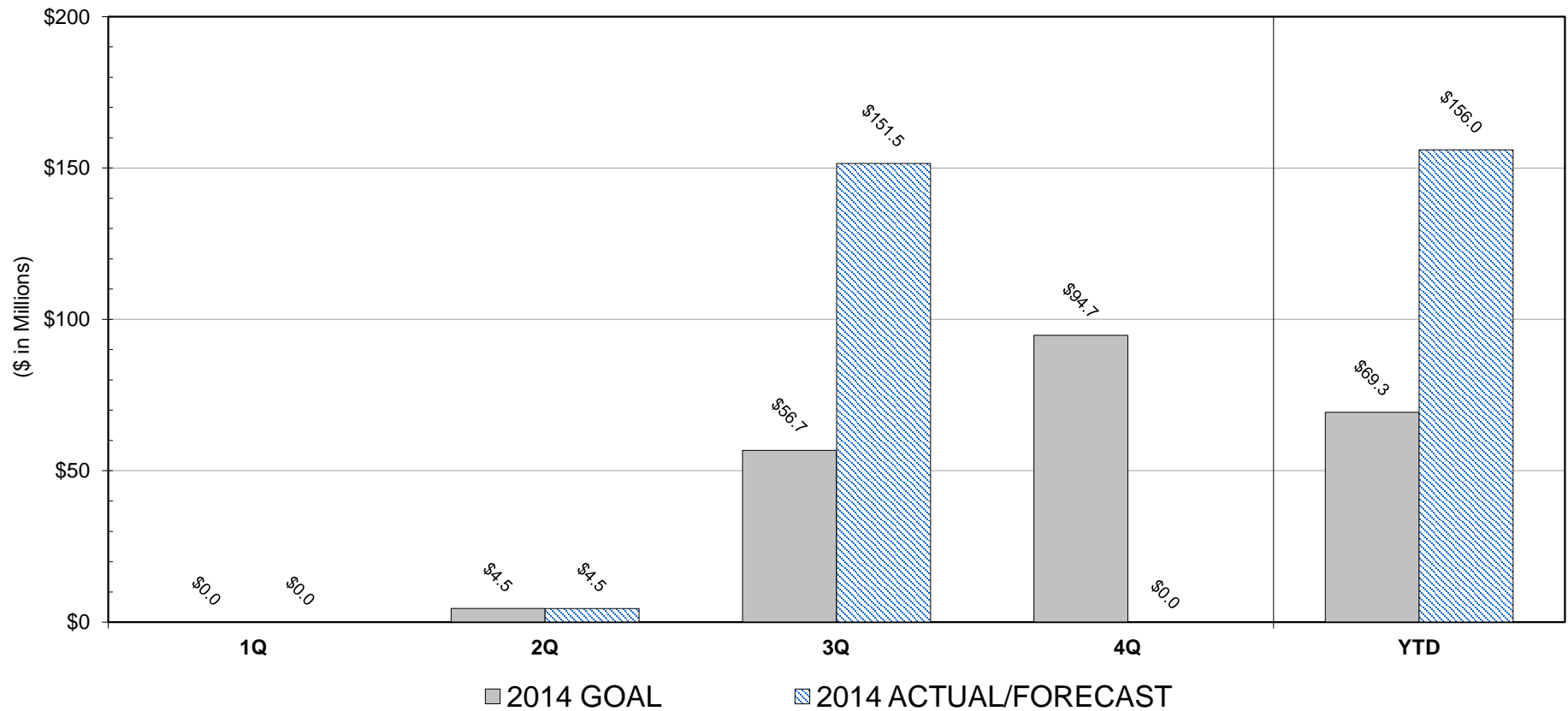
* Forecast is equal to the most current approved engineer's estimate at award for a project that is scheduled to be committed.

1 Advertised for Pre-Qualification of Contractors in March 2014.

2 Additional Time Required to Answer Bidder's Questions

MTA Bridges and Tunnels Completions as of October 31, 2014

| | | |
|-----------------------|---------|----------------------|
| 2014 Budget Goal: | \$156.0 | |
| 2014 Annual Forecast: | \$156.0 | |
| YTD Goal: | \$69.3 | |
| YTD Actual: | \$156.0 | (225.1% of YTD Goal) |
| Left to Complete: | \$0.0 | |



MTA Bridges and Tunnels: Status of Major Completions as of October 31, 2014

| Project | Budget (\$ in Millions) | | Completions Status | | Completion Date | | | Notes |
|---|-------------------------|--------------------|---------------------|---------------------|-----------------|-------------------|---|-------|
| | 2014 Goal | Actual / Forecast* | Physical % Complete | % Contingency Spent | 2014 Goal | Actual / Forecast | | |
| D604BB45 Replace Electrical Switchgear & Equipment | \$56.7 | \$56.7 | 100% | 28% | Sep-14 | Sep-14 | A | |
| D601BW97 Concrete Anchorage Repairs | \$8.0 | \$8.0 | 99% | 11% | Oct-14 | Aug-14 | A | |
| D602RK73 Deck Replacement - RFK MQ Ramp | \$63.6 | \$63.6 | 94% | 22% | Nov-14 | Aug-14 | A | |
| D602RK65 Deck Replacement - Bronx Manhattan Ramps/ Toll Plaza - Maintenance Facility Design Build | \$23.1 | \$23.1 | 95% | 0% | Nov-14 | Aug-14 | A | |

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

**MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
2014 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 |
|----------------------|---|-------------------------------------|---------------------|----------------------|----------------------|--------------------|----------------------|----------------------|-------------------|
| D405BB43 | Rehab Battery Parking Garage (Phase IV) | Construction | Apr-14 | \$4,506,839 | \$4,506,839 | Apr-14 | \$4,506,839 | | |
| | | | Apr-14 Total | \$4,506,839 | \$4,506,839 | | | | |
| D604BB45 | Replace Electrical Switchgear & Equipment | Construction | Sep-14 | \$56,736,824 | \$56,736,824 | Sep-14 | \$56,736,824 | | |
| | | | Sep-14 Total | \$56,736,824 | \$56,736,824 | | | | |
| D601BW97 | Concrete Anchorage Repairs | Construction - (Bronx Anchorage) | Oct-14 | \$8,036,222 | \$8,036,222 | Aug-14 | \$8,036,222 | | |
| | | | Oct-14 Total | \$8,036,222 | \$8,036,222 | | | | |
| D602RK73 | Deck Replacement - RFK MQ Ramp | Design/Build Construction | Nov-14 | \$63,589,165 | \$63,589,165 | Aug-14 | \$63,589,165 | | |
| D602RK65 | Deck Replacement - Bronx Manhattan Ramps/ Toll Plaza - Maintenance Facility Design Build | Design/Build Construction | Nov-14 | \$23,103,084 | \$23,103,084 | Aug-14 | \$23,103,084 | | |
| | | | Nov-14 Total | \$86,692,249 | \$86,692,249 | | | | |
| | | | Grand Total | \$155,972,134 | \$155,972,134 | Total | \$155,972,134 | | |
| Remaining | | | | | | | | | \$0 |

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

2014 TASK LEVEL CLOSEOUTS

| PROJECT | PROJECT DESCRIPTION | TASK | TASK DESCRIPTION | CLOSEOUT WAR | CERTIFICATE DATE | CERTIFICATE AMOUNT |
|----------|---|--------|-------------------------------------|-----------------|---------------------|-----------------------|
| D606AW21 | Program Administration | D02458 | 2012 Indirect Prog Adm(TBTA-D1445) | D00001445B | 24-Mar-14 | \$1,896,912.55 |
| D606AW21 | Program Administration | D02460 | 2013 Indirect Prog Adm(TBTA-D1535) | D00001535A | 24-Mar-14 | \$2,017,836.97 |
| D502VN80 | Rehab Decks on Suspended Spans | D02082 | VN80A-PM Constr. F/A(TBTA-D1148) | D00001148A | 24-Mar-14 | \$505,902.45 |
| D501BW97 | Concrete Anchorage Repairs | D02398 | PM Construction F/A(TBTA-1210) | D00001210B | 25-Mar-14 | \$794,634.51 |
| D604QM81 | Controls / Communication System | D02909 | BC Development F/A(TBTA-D1475) | D00001475A | 25-Mar-14 | \$4,009.50 |
| D503VN03 | New Toll Plaza - Phase 1 | D02379 | PM Constr F/A Ph A&C(TBTA-D1217) | D00001217C | 03-Apr-14 | \$642,589.00 |
| D605BB43 | Misc. Repairs at BP Garage | D03050 | BC Development F/A(TBTA-D1455) | D00001455A | 03-Apr-14 | \$0.00 |
| D401TN87 | Fender Improvements & Scour Backfill | D01583 | Const.Adm. (PSC-03-2686) | D00000901B | 08-Apr-14 | \$1,252,805.12 |
| D503VN03 | New Toll Plaza - Phase 1 | D02427 | Constr-HVAC Reloc- VN03C | D00001302B | 30-Apr-14 | \$2,277,282.80 |
| D502BW89 | Elevated & On Grade (Bx) Appr. | D02328 | GASB-Const(BW89) | D00001186B | 30-Apr-14 | \$429,063.50 |
| D602TN49 | Suspended Span Replacement - Phase A | D03018 | Cns - Overlay Installation -N/bound | D00001480A | 30-Apr-14 | \$2,546,114.48 |
| D502HH04 | Replace Cross Drainage | D02005 | Constr. Adm (PSC05-2749C-#22) | D00001176B | 12-May-14 | \$227,090.44 |
| D606AW21 | Program Administration | D02457 | 2012 Program Adm.(TBTA-D1444) | D00001444B | 30-May-14 | \$915,668.22 |
| D606AW21 | Program Administration | D02455 | 2011 Program Adm.(TBTA-D1333) | D00001333A | 30-May-14 | \$932,778.09 |
| D605BB21 | Service Building Rehabilitation | D02552 | PM Design F/A(TBTA-D1460) | D00001460B | 30-May-14 | \$481,444.51 |
| D601TN52 | Miscellaneous Structural Rehabilitation | D02912 | BC Development F/A(TBTA-D1339) | D00001339A | 30-May-14 | \$0.00 |
| D501TB23 | HRD Ramp | D02941 | PM Const F/A(TBTA-D1423) | D00001423B | 30-May-14 | \$335,187.62 |
| D502VN80 | Rehab Decks on Suspended Spans | D01842 | PM Design F/A(TBTA-D976) | D00000976D | 25-Jun-14 | \$2,728,400.32 |
| D603AW48 | 2nd Generation E-Zpass In-Lane | D02828 | AET Proj Mgmt.F/A E&C(TBTA-D1264) | D00001264B | 25-Jun-14 | \$974,508.17 |
| D502TN50 | Replace Concrete Deck | D02059 | PM Construction F/A(TBTA-D1036) | D00001036B | 10-Jun-14 | \$1,407,455.44 |
| D502VN84 | Widening of Belt Parkway Ramps | D02085 | PM Design F/A(TBTA-D1089) | D00001089C | 10-Jun-14 | \$873,621.17 |
| G5140109 | 08PSGP TN ElectSecurity | G03578 | Equipment Purchase for HHB | G00002537D | 02-Jul-14 | \$273,854.13 |
| G5140109 | 08PSGP TN ElectSecurity | G03577 | Equipment Purchase for CBB | G00002536D | 02-Jul-14 | \$322,557.89 |
| G5140109 | 08PSGP TN ElectSecurity | G03580 | Equipment Purchase for QMT | G00002540B | 01-Jul-14 | \$168,629.94 |
| G5140109 | 08PSGP TN ElectSecurity | G03579 | Equipment Purchase for MPB | G00002539D | 01-Jul-14 | \$328,839.98 |
| G5140109 | 08PSGP TN ElectSecurity | G03576 | Equipment Purchase for BBT | G00002526C | 01-Jul-14 | \$357,001.44 |
| D603AW48 | 2nd Generation E-Zpass In-Lane | D02826 | AET-RAAS Audit Sys.Modif. F/A | D00001305B | 12-Aug-14 | \$416,866.79 |
| D607VN88 | Tower Painting - Below Roadway Level | D02809 | Painting - Cns. | D00001290C | 05-Aug-14 | \$20,263,119.00 |
| D501TN87 | Anchorage and Tower Protection | D02073 | PM Const F/A(TBTA-D1208) | D00001208C | 19-Aug-14 | \$794,484.82 |
| D503VN03 | New Toll Plaza - Phase 1 | D02143 | PM Design F/A(TBTA-D1114) | D00001114C | 19-Aug-14 | \$926,030.69 |

2014 TASK LEVEL CLOSEOUTS

| PROJECT | PROJECT DESCRIPTION | TASK | TASK DESCRIPTION | CLOSEOUT WAR | CERTIFICATE DATE | CERTIFICATE AMOUNT |
|--------------|--|--------|-------------------------------------|-----------------|------------------------|-----------------------|
| D604BW15 | Necklace Lighting | D02585 | PM Design F/A(TBTA-D1408) | D00001408A | 19-Aug-14 | \$336,892.39 |
| D405AW42 | Expand/Upgrade Control Center | D01595 | Const. Adm. (PSC-05-2780) | D00000793C | 26-Aug-14 | \$196,626.00 |
| D406AW28 | Scope Development | D01643 | Dsgn MP20-Bike PathPSC01-2622C | D00000868B | 11-Sep-14 | \$147,349.16 |
| D604AW80 | Advanced Traveler Infomation Systems | D02882 | BC Development F/A(TBTA-D1340) | D00001340A | 10-Sep-14 | \$47,108.90 |
| G5140103 | B&T Bronx Whitestone Hardening | G01816 | Consultant Constr Mgmt Svces | G00001292A | 19-Sep-14 | \$2,166,582.95 |
| G5140102 | B&T Throgs Neck Hardening | G01671 | Consultant Constr Admin | G00001187C | 19-Sep-14 | \$2,316,771.83 |
| D606AW21 | Program Administration | D02453 | 2010 Prog Adm.(TBTA-D1268) | D00001268B | 30-Sep-14 | \$1,675,862.71 |
| D601VN34 | Verrazano-Narrows Bridge Main Cable Testing | D02915 | BC Development F/A(TBTA-D1531) | D00001531A | 30-Sep-14 | \$49,096.64 |
| D503AW35 | Weather Information Systems | D01904 | PM Const F/A(TBTA-D1236) | D00001236B | 30-Sep-14 | \$195,158.95 |
| D402BB28 | Rehab Tunnel Walls Rdway & Dra | D02877 | FireHarden-Risk-Insp. (PSC-00-2570B | D00001379 | 15-Oct-14 | \$1,255,833.55 |
| D402BB28 | Rehab Tunnel Walls Rdway & Dra | D01257 | Design (PSC-00-2570) | D00000676 | 15-Oct-14 | \$3,245,154.73 |
| G5140110 | B&T 2008 BZPP Grant | G02996 | VNB - BZPP Grant Cns. | G00002489 | 15-Oct-14 | \$338,675.00 |
| D602RK65 | Deck Replacement - Bronx/Manhattan Ramps/TollPlaza | D02841 | RK65R-Demo. Bldg.104(GFM-474B wo87) | D00001324 | 15-Oct-14 | \$2,690,234.88 |
| D502TB64 | Replace Deck-RI Viaduct | D02404 | TB64C-Steel Repairs @ RFK Bridge#36 | D00001219 | 15-Oct-14 | \$25,037.62 |
| D502TB64 | Replace Deck-RI Viaduct | D02376 | TB64C-Misc. Steel & Concrete Rehab | D00001291 | 14-Oct-14 | \$276,805.00 |
| Total | | | | 45 | \$60,057,879.85 | |

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
2014 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

| ACEP | Project Description | Task | Task Description | Goal Start | Goal Value | Budget Value | Actual Start Date | Actual Value | Forecast | Forecast Value |
|----------|--|--------|--|---------------------|---------------------|---------------------|-------------------|--------------|------------|----------------|
| | | | | Date | | | | | Start Date | |
| D604MP03 | Programmable Logic Controller & Mechanical Rehab. | D03187 | Ph 1 - Design/Build RFP (PSC-06-2807D) wo#17 | Jan-14 | \$139,622 | \$139,622 | Jan-14 | \$139,622 | | |
| ED040207 | Replace MPB Electrical Equipmt at North Abutment | E02156 | Design RFP (PSC-06-2807D)wo#19 | Jan-14 | \$301,018 | \$301,018 | Jan-14 | \$301,018 | | |
| ED050202 | Hugh L. Carey Tunnel Environmental Cleanup | E02664 | Construction Admin Ph 1 | Jan-14 | \$61,610 | \$61,610 | Jan-14 | \$61,610 | | |
| D606AW15 | MTA Independent Engineer | D02446 | 2014 IEC M+D Opt Yr 3 | Jan-14 | \$557,693 | \$557,693 | Jan-14 | \$557,693 | | |
| | | | | Jan-14 Total | \$1,059,943 | \$1,059,943 | | | | |
| D605BB21 | Service Building Rehabilitation | D02555 | Construction Adm. | Mar-14 | \$486,000 | \$486,000 | Jun-14 | \$655,045 | | |
| D604QM81 | Controls / Communication System | D02684 | Design | Mar-14 | \$3,051,527 | \$3,051,527 | Apr-14 | \$2,137,691 | | |
| D604VN87 | Substation #1 Rehabilitation | D02806 | Design-Build | Mar-14 | \$12,064,170 | \$12,064,170 | Feb-14 | \$12,003,600 | | |
| D605BB21 | Service Building Rehabilitation | D03246 | Design during CNS-CSS (PSC06-2807E#11B) | Mar-14 | \$120,000 | \$120,000 | Mar-14 | \$119,751 | | |
| D605BB43 | Misc. Repairs at BP Garage | D03054 | PM Construction F/A(TBTA-D1636) | Mar-14 | \$325,000 | \$325,000 | Mar-14 | \$325,000 | | |
| D605BB43 | Misc. Repairs at BP Garage | D03055 | Const. Adm (PSC-13-2923 wo4) | Mar-14 | \$526,200 | \$526,200 | May-14 | \$564,133 | | |
| D605BB43 | Misc. Repairs at BP Garage | D03056 | Design During Cns (CSS) | Mar-14 | \$88,500 | \$88,500 | | | | \$0 |
| D601RK76 | Miscellaneous Structural Repair | D03079 | P.M. Design F/A | Mar-14 | \$500,000 | \$500,000 | | | | \$0 |
| D601RK76 | Miscellaneous Structural Repair | D03080 | Design | Mar-14 | \$500,000 | \$500,000 | | | | \$0 |
| D601MP06 | Substructure and Underwater Scour protection | D03165 | SBMP-Const Adm (PSC-13-2924) | Mar-14 | \$200,000 | \$200,000 | Jun-14 | \$119,998 | | |
| D601MP06 | Substructure and Underwater Scour protection | D03166 | Const - North Abutment - SBMP - MP06A | Mar-14 | \$630,000 | \$630,000 | Feb-14 | \$753,816 | | |
| D601MP06 | Substructure and Underwater Scour protection | D03167 | Const - South Abutment - SBMP - MP06B | Mar-14 | \$1,006,635 | \$1,006,635 | Feb-14 | \$594,146 | | |
| D602MP21 | Rehabilitate Rockaway Point Blvd Overpass | D03186 | Design/Build RFP (PSC-11-2896) | Mar-14 | \$141,275 | \$141,275 | Apr-14 | \$280,896 | | |
| D604MP03 | Programmable Logic Controller & Mechanical Rehab. | D03204 | Ph1-PM Dsgn/Bld RFP F/A(TBTA-D1618) | Mar-14 | \$55,000 | \$55,000 | Jan-14 | \$55,000 | | |
| ED040207 | Replace MPB Electrical Equipmt at North Abutment | E02155 | PM Design/Build RFP F/A (TBTA-E1514) | Mar-14 | \$47,500 | \$47,500 | Jan-14 | \$47,500 | | |
| | | | | Mar-14 Total | \$19,741,807 | \$19,741,807 | | | | |
| ED040208 | Replace MPB Lighting Systems | E02166 | SBMP Construction MP-99S | Apr-14 | \$600,000 | \$600,000 | May-14 | \$707,092 | | |
| D606AW21 | Program Administration | D02461 | 2014 Program Adm. | Apr-14 | \$1,300,000 | \$1,300,000 | Mar-14 | \$1,300,000 | | |
| D606AW21 | Program Administration | D02462 | 2014 Indirect Prog Adm(TBTA-D1633) | Apr-14 | \$2,200,000 | \$2,200,000 | Mar-14 | \$2,200,000 | | |
| D605BB21 | Service Building Rehabilitation | D03245 | PM Construction F/A(TBTA-D1601) | Apr-14 | \$405,000 | \$405,000 | Mar-14 | \$405,000 | | |
| D605AW12 | Hazardous Materials Abatement | D02978 | Air Monit/DsgnMgt(PSC-12-2907A) | Apr-14 | \$105,000 | \$105,000 | May-14 | \$105,000 | | |
| D605AW12 | Hazardous Materials Abatement | D02982 | Air Monit/DsgnMgt(PSC-12-2907B) | Apr-14 | \$105,000 | \$105,000 | May-14 | \$105,000 | | |
| D605AW12 | Hazardous Materials Abatement | D02984 | Air Monit/DsgnMgt(PSC-12-2907D) | Apr-14 | \$105,000 | \$105,000 | May-14 | \$105,000 | | |
| D602RK65 | Deck Replacement - Bronx/Manhattan Ramps/TollPlaza | D03135 | RK65R2-CM-Training(PSC-13-2937) | Apr-14 | \$1,764,000 | \$1,764,000 | Jun-14 | \$1,575,647 | | |
| D602HH88 | Replace Upper & Lower Level Plza & Southbnd. Appr. | D03209 | PM ORT F/A | Apr-14 | \$70,000 | \$70,000 | | | | \$0 |
| D607RK65 | Paint - Plaza and Approach Ramps | D03222 | PM Design F/A | Apr-14 | \$125,000 | \$125,000 | | | | \$0 |
| D607RK65 | Paint - Plaza and Approach Ramps | D03223 | Design | Apr-14 | \$320,800 | \$320,800 | | | | \$0 |
| ED050201 | Restore CBB Service Bldg | E01999 | PM Const. F/A | Apr-14 | \$54,379 | \$54,379 | Jan-14 | \$54,379 | | |
| ED010209 | Restore VNB TwrBase Elect/Lightg Sys+Ped Access Br | E02035 | PM Const. F/A | Apr-14 | \$19,720 | \$19,720 | Jul-14 | \$89,145 | | |
| ED010209 | Restore VNB TwrBase Elect/Lightg Sys+Ped Access Br | E02036 | Constr.Adm. PSC-08-2849A, Task#34 | Apr-14 | \$165,000 | \$165,000 | Mar-14 | \$157,367 | | |
| ED010209 | Restore VNB TwrBase Elect/Lightg Sys+Ped Access Br | E02037 | Construction GFM-495D,WO#76 | Apr-14 | \$1,099,259 | \$1,099,259 | Apr-14 | \$942,900 | | |
| ED040208 | Replace MPB Lighting Systems | E02164 | PM Construction F/A(TBTA-E1709) | Apr-14 | \$26,000 | \$26,000 | May-14 | \$26,000 | | |
| ED040208 | Replace MPB Lighting Systems | E02165 | Const. Admin. PSC-08-2849A Task #35 | Apr-14 | \$50,000 | \$50,000 | Apr-14 | \$100,116 | | |
| ED010324 | MPB/CBB Master Plan & Resiliency Needs | E02667 | PM Design F/A | Apr-14 | \$250,000 | \$250,000 | Aug-14 | \$804,876 | | |
| ED010324 | MPB/CBB Master Plan & Resiliency Needs | E02668 | Scoping/ScopingStudy/Dsgn BriefPSC-12-2922 | Apr-14 | \$8,750,000 | \$8,750,000 | May-14 | \$8,433,054 | | |
| ED05032A | Flood Mitigation -Studies/Conceptual Design HCT | E02670 | BBT Study/Dsgn(PSC-06-2807C)Task#51 | Apr-14 | \$718,443 | \$718,443 | Mar-14 | \$754,365 | | |
| ED05032A | Flood Mitigation -Studies/Conceptual Design HCT | E02672 | BBT PM Design F/A(TBTA-E1767) | Apr-14 | \$287,377 | \$287,377 | Jul-14 | \$346,390 | | |
| ED05032B | Flood Mitigation -Studies/Conceptual Design QMT | E02671 | QMT Study/Dsgn(PSC-06-2807C)Task#52 | Apr-14 | \$713,414 | \$713,414 | Mar-14 | \$749,085 | | |
| ED05032B | Flood Mitigation -Studies/Conceptual Design QMT | E02673 | QMT PM Design F/A(TBTA-E1768) | Apr-14 | \$285,366 | \$285,366 | Jul-14 | \$352,123 | | |

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
2014 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

| ACEP | Project Description | Task | Task Description | Goal Start Date | Goal Value | Budget Value | Actual Start Date | Actual Value | Forecast Start Date | Forecast Value |
|----------|---|--------|-------------------------------------|---------------------|---------------------|---------------------|-------------------|--------------|---------------------|----------------|
| | | | | Apr-14 Total | \$19,518,758 | \$19,518,758 | | | | |
| D601QM18 | Entrance and Exit Plazas Structural Rehabilitation | D02667 | PM Constr. F/A - Ph.1 | May-14 | \$1,268,643 | \$1,268,643 | | | Nov-14 | \$523,791 |
| D601QM18 | Entrance and Exit Plazas Structural Rehabilitation | D02668 | CM -Plaza Ph.1 (PSC-13-2940) | May-14 | \$1,575,495 | \$1,575,495 | May-14 | \$1,510,659 | | |
| D601QM40 | Tunnel Wall and Ceiling Repairs and Leak Control | D02679 | PM Constr. F/A -Ph.1 | May-14 | \$1,500,503 | \$1,500,503 | | | Nov-14 | \$1,224,000 |
| D601QM40 | Tunnel Wall and Ceiling Repairs and Leak Control | D02681 | Const. Adm.-Ph.1 (PSC-13-2940) | May-14 | \$1,726,291 | \$1,726,291 | May-14 | \$3,644,381 | | |
| D602RK75 | Interim Repairs - Toll Plaza Deck | D03173 | Const. Ph I wo#3 | May-14 | \$7,978,051 | \$7,978,051 | May-14 | \$11,053,171 | | |
| D602HH88 | Replace Upper & Lower Level Plza & Southbnd. Appr. | D03200 | ORT Integrator(PSC-13-2949) | May-14 | \$4,058,057 | \$4,058,057 | Jul-14 | \$4,308,283 | | |
| ED010240 | Restore Queens Midtown Tunnel - Structural | E02056 | PM Const. F/A | May-14 | \$3,595,000 | \$3,595,000 | | | Nov-14 | \$4,330,000 |
| ED010240 | Restore Queens Midtown Tunnel - Structural | E02059 | Const. Adm. (PSC-13-2940) | May-14 | \$6,292,000 | \$6,292,000 | May-14 | \$5,999,561 | | |
| ED020203 | Restore Queens Midtown Tunnel Roadway | E02118 | PM Const. F/A | May-14 | \$175,000 | \$175,000 | | | | \$0 |
| ED020203 | Restore Queens Midtown Tunnel Roadway | E02120 | Const. Adm. (PSC-13-2940) | May-14 | \$306,000 | \$306,000 | May-14 | \$422,846 | | |
| ED040281 | Restore QMT Cntrl/Comm Sys, CCTV,Traffic Signals | E02186 | PM Const. F/A | May-14 | \$2,720,000 | \$2,720,000 | | | | \$0 |
| ED040281 | Restore QMT Cntrl/Comm Sys, CCTV,Traffic Signals | E02187 | Const. Adm. (PSC-13-2940) | May-14 | \$4,758,000 | \$4,758,000 | May-14 | \$5,979,153 | | |
| ED050203 | Queens Midtown Tunnel Environmental Cleanup | E02204 | Const. Adm. (PSC-13-2940) | May-14 | \$421,000 | \$421,000 | May-14 | \$771,904 | | |
| ED050204 | Restore Queens Midtown Tunnel Vent Buildings | E02211 | PM Const. F/A | May-14 | \$500 | \$500 | | | | \$0 |
| ED050204 | Restore Queens Midtown Tunnel Vent Buildings | E02213 | Const. Adm. | May-14 | \$800 | \$800 | | | | \$0 |
| D601BB28 | Rehab. Walls, Roadway, Firelines, Ceiling Repair | D02560 | P.M. Construction F/A | May-14 | \$2,021,006 | \$2,021,006 | | | Nov-14 | \$1,100,000 |
| D601BB28 | Rehab. Walls, Roadway, Firelines, Ceiling Repair | D02561 | Construction Adm.(PSC-13-2939) | May-14 | \$5,379,720 | \$5,379,720 | May-14 | \$3,454,708 | | |
| D602BB54 | Replacement Brooklyn Plaza Structural Slab | D02573 | Constr. Adm.(PSC-13-2939) | May-14 | \$1,704,450 | \$1,704,450 | May-14 | \$1,683,706 | | |
| ED050201 | Restore CBB Service Bldg | E02004 | Ph 3 - Construction | May-14 | \$683,000 | \$683,000 | | | 2015 | \$0 |
| ED010228 | Restore Hugh L. Carey Tunnel - Structural | E02049 | Const. Adm.(PSC-13-2939) | May-14 | \$11,696,000 | \$11,696,000 | May-14 | \$8,538,568 | | |
| ED020202 | Restore Hugh L. Carey Tunnel Roadway | E02067 | Const. Adm.(PSC-13-2939) | May-14 | \$521,000 | \$521,000 | May-14 | \$951,555 | | |
| ED040243 | Restore Hugh L. Carey Tunnel Utilities | E02180 | Const. Adm.(PSC-13-2939) | May-14 | \$7,754,000 | \$7,754,000 | May-14 | \$6,568,745 | | |
| ED050202 | Hugh L. Carey Tunnel Environmental Cleanup | E02194 | PM Design F/A | May-14 | \$141,000 | \$141,000 | Sep-14 | \$26,870 | | |
| ED050202 | Hugh L. Carey Tunnel Environmental Cleanup | E02197 | Const. Adm.(PSC-13-2939) | May-14 | \$432,390 | \$432,390 | May-14 | \$422,438 | | |
| ED050221 | Restore Hugh L. Carey Tunnel Vent Bldgs | E02197 | Const. Adm.(PSC-13-2939) | May-14 | \$304,000 | \$304,000 | | | | \$0 |
| ED010228 | Restore Hugh L. Carey Tunnel - Structural | E02047 | PM Const. F/A | May-14 | \$6,684,000 | \$6,684,000 | | | Nov-14 | \$5,000,000 |
| ED050221 | Restore Hugh L. Carey Tunnel Vent Bldgs | E02219 | PM Const. F/A | May-14 | \$174,000 | \$174,000 | | | | \$0 |
| ED020202 | Restore Hugh L. Carey Tunnel Roadway | E02065 | PM Const. F/A | May-14 | \$298,000 | \$298,000 | | | | \$0 |
| D602BB54 | Replacement Brooklyn Plaza Structural Slab | D02572 | P.M. Const. F/A | May-14 | \$1,379,462 | \$1,379,462 | | | Nov-14 | \$550,000 |
| ED040243 | Restore Hugh L. Carey Tunnel Utilities | E02178 | PM Const. F/A | May-14 | \$4,431,000 | \$4,431,000 | | | | \$0 |
| | | | | May-14 Total | \$79,978,369 | \$79,978,369 | | | | |
| D505QM01 | Service & FE Building Rehabilitation | D03190 | QSB Garage Renovations (Ph 2 & 3) | Jun-14 | \$3,090,638 | \$3,090,638 | Oct-14 | \$3,369,241 | | |
| ED050201 | Restore CBB Service Bldg | E02003 | Ph 2a - Construction | Jun-14 | \$1,000,000 | \$1,000,000 | | | 2015 | \$0 |
| D605BB21 | Service Building Rehabilitation | D02556 | Construction | Jun-14 | \$5,606,900 | \$5,606,900 | Jul-14 | \$6,030,476 | | |
| D602RK65 | Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza | D02696 | RK65R2 -Staff Reloc.D/B-TrainingFac | Jun-14 | \$11,810,000 | \$11,810,000 | Jun-14 | \$13,130,700 | | |
| D605BB43 | Misc. Repairs at BP Garage | D03057 | Construction | Jun-14 | \$4,385,000 | \$4,385,000 | | | | \$0 |
| | | | | Jun-14 Total | \$25,892,538 | \$25,892,538 | | | | |
| D606AW18 | Protective Liability Insurance | D02452 | 2014 APPL | Jul-14 | \$2,618,111 | \$2,618,111 | Jun-14 | \$1,221,040 | | |
| D602MP21 | Rehabilitate Rockaway Point Blvd Overpass | D02656 | Construction Adm. | Jul-14 | \$608,917 | \$608,917 | | | Nov-14 | \$608,917 |
| D601RK23 | Miscellaneous Rehab - Manhattan Approach Ramps | D02686 | P.M. Construction F/A | Jul-14 | \$1,900,000 | \$1,900,000 | Jul-14 | \$1,900,000 | | |
| D601RK23 | Miscellaneous Rehab - Manhattan Approach Ramps | D02687 | Construction Adm. | Jul-14 | \$4,818,700 | \$4,818,700 | | | Dec-14 | \$4,818,700 |
| D602RK65 | Deck Replacement - Bronx/Manhattan Ramps/TollPlaza | D02704 | RK65B-P.M. Design F/A | Jul-14 | \$500,000 | \$500,000 | Sep-14 | \$500,000 | | |
| D604MP03 | Programmable Logic Controller & Mechanical Rehab. | D03202 | Ph1- PM D/B Cns F/A | Jul-14 | \$350,000 | \$350,000 | | | 2015 | \$0 |

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
2014 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

| ACEP | Project Description | Task | Task Description | Goal Start Date | Goal Value | Budget Value | Actual Start Date | Actual Value | Forecast Start Date | Forecast Value |
|----------|---|--------|---|---------------------|---------------------|---------------------|-------------------|--------------|---------------------|----------------|
| D604MP03 | Programmable Logic Controller & Mechanical Rehab. | D03203 | Ph 1-PM Construction Adm. | Jul-14 | \$400,000 | \$400,000 | | | 2015 | \$0 |
| ED040207 | Replace MPB Electrical Equipmt at North Abutment | E02158 | Const. Adm. | Jul-14 | \$262,500 | \$262,500 | | | 2015 | \$0 |
| ED040210 | Repl CBB Mech&Elect Equip-S. Abutment & Svc Bldg | E02172 | Const. Adm. | Jul-14 | \$675,000 | \$675,000 | | | 2015 | \$0 |
| ED040207 | Replace MPB Electrical Equipmt at North Abutment | E02157 | PM Design/Build F/A | Jul-14 | \$212,250 | \$212,250 | | | 2015 | \$0 |
| ED040210 | Repl CBB Mech&Elect Equip-S. Abutment & Svc Bldg | E02171 | PM Const. F/A | Jul-14 | \$138,000 | \$138,000 | | | 2015 | \$0 |
| | | | | Jul-14 Total | \$12,483,478 | \$12,483,478 | | | | |
| D602RK65 | Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza | D02701 | RK65A-P.M. Construction F/A | Aug-14 | \$6,061,801 | \$6,061,801 | Sep-14 | \$4,100,000 | | |
| D607RK65 | Paint - Plaza and Approach Ramps | D02711 | Bx.Plz & Appr Ramps-Paint PM Constr | Aug-14 | \$973,691 | \$973,691 | Sep-14 | \$640,000 | | |
| D602RK75 | Interim Repairs - Toll Plaza Deck | D02719 | P.M. Construction F/A Ph.II | Aug-14 | \$1,199,220 | \$1,199,220 | Oct-14 | \$1,150,000 | | |
| | | | | Aug-14 Total | \$8,234,712 | \$8,234,712 | | | | |
| D601VN34 | Verrazano-Narrows Bridge Main Cable Testing | D02767 | Design | Sep-14 | \$2,932,230 | \$2,932,230 | Oct-14 | \$2,601,098 | | |
| D601VN34 | Verrazano-Narrows Bridge Main Cable Testing | D02768 | P.M. Design F/A | Sep-14 | \$700,172 | \$700,172 | Sep-14 | \$700,172 | | |
| D602RK75 | Interim Repairs - Toll Plaza Deck | D02843 | Const. Support Svcs | Sep-14 | \$1,000,000 | \$1,000,000 | | | Nov-14 | \$295,724 |
| D601RK23 | Miscellaneous Rehab - Manhattan Approach Ramps | D02902 | Design During Cns(CSS) | Sep-14 | \$4,420,502 | \$4,420,502 | Oct-14 | \$1,995,275 | | |
| D601QM18 | Entrance and Exit Plazas Structural Rehabilitation | D02947 | Design During Cns(CSS) | Sep-14 | \$610,700 | \$610,700 | | | Nov-14 | \$610,700 |
| D602BB54 | Replacement Brooklyn Plaza Structural Slab | D02993 | Design During CNS (CSS) | Sep-14 | \$395,064 | \$395,064 | Jul-14 | \$345,040 | | |
| D602RK65 | Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza | D03006 | RK65A-DsgnDuring Cns-CSS | Sep-14 | \$4,689,878 | \$4,689,878 | | | Nov-14 | \$4,689,878 |
| D601BB28 | Rehab. Walls, Roadway, Firelines, Ceiling Repair | D03011 | Design during Constr. (CSS) | Sep-14 | \$764,680 | \$764,680 | Jul-14 | \$793,567 | | |
| D601QM40 | Tunnel Wall and Ceiling Repairs and Leak Control | D03016 | Design During Cns. (CSS) | Sep-14 | \$500,000 | \$500,000 | | | Nov-14 | \$1,039,095 |
| D601RK76 | Miscellaneous Structural Repair | D03081 | P.M. Construction F/A | Sep-14 | \$750,000 | \$750,000 | | | Nov-14 | \$750,000 |
| D601RK76 | Miscellaneous Structural Repair | D03082 | Construction Admin | Sep-14 | \$2,000,000 | \$2,000,000 | Oct-14 | \$641,558 | | |
| D604MP03 | Programmable Logic Controller & Mechanical Rehab. | D03188 | Ph1-Design/Build - Generator | Sep-14 | \$2,500,470 | \$2,500,470 | | | 2015 | \$0 |
| D604MP03 | Programmable Logic Controller & Mechanical Rehab. | D03201 | Ph 1-Design Build Stipend Generator | Sep-14 | \$50,400 | \$50,400 | | | 2015 | \$0 |
| D601RK23 | Miscellaneous Rehab - Manhattan Approach Ramps | D03213 | NYC Dept of Parks - HRD Ramp Mitigation | Sep-14 | \$2,000,000 | \$2,000,000 | | | Dec-14 | \$2,000,000 |
| D602RK75 | Interim Repairs - Toll Plaza Deck | D03219 | Construction Phill (1) | Sep-14 | \$1,400,000 | \$1,400,000 | | | | \$0 |
| D607RK65 | Paint - Plaza and Approach Ramps | D03224 | PM Const. F/A | Sep-14 | \$276,000 | \$276,000 | Sep-14 | \$276,000 | | |
| D607RK65 | Paint - Plaza and Approach Ramps | D03225 | Paint-Constr. Adm | Sep-14 | \$828,000 | \$828,000 | Oct-14 | \$1,079,672 | | |
| D607RK65 | Paint - Plaza and Approach Ramps | D03226 | RK44-Construction (GFM513) | Sep-14 | \$5,420,000 | \$5,420,000 | Sep-14 | \$4,726,949 | | |
| ED010228 | Restore Hugh L. Carey Tunnel - Structural | E02048 | Design During Constr (PSC-12-2913) | Sep-14 | \$7,172,819 | \$7,172,819 | Jul-14 | \$1,961,710 | | |
| ED010240 | Restore Queens Midtown Tunnel - Structural | E02058 | Design during Constr | Sep-14 | \$3,452,780 | \$3,452,780 | | | Nov-14 | \$3,452,780 |
| ED020203 | Restore Queens Midtown Tunnel Roadway | E02119 | Design During Constr | Sep-14 | \$163,235 | \$163,235 | | | Nov-14 | \$163,235 |
| ED040207 | Replace MPB Electrical Equipmt at North Abutment | E02159 | Design/Build | Sep-14 | \$3,675,000 | \$3,675,000 | | | 2015 | \$0 |
| ED040210 | Repl CBB Mech&Elect Equip-S. Abutment & Svc Bldg | E02173 | Design/Build | Sep-14 | \$6,300,000 | \$6,300,000 | | | 2015 | \$0 |
| ED040243 | Restore Hugh L. Carey Tunnel Utilities | E02179 | Design During Constr (PSC-12-2913) | Sep-14 | \$3,389,807 | \$3,389,807 | Jul-14 | \$1,508,373 | | |
| ED040281 | Restore QMT Cntrl/Comm Sys, CCTV,Traffic Signals | E02188 | Design during Constr | Sep-14 | \$1,587,129 | \$1,587,129 | | | Nov-14 | \$1,587,129 |
| ED050202 | Hugh L. Carey Tunnel Environmental Cleanup | E02195 | Design & CSS | Sep-14 | \$378,000 | \$378,000 | Jul-14 | \$97,536 | | |
| ED050204 | Restore Queens Midtown Tunnel Vent Buildings | E02210 | Design & CSS | Sep-14 | \$602 | \$602 | | | | \$0 |
| ED050221 | Restore Hugh L. Carey Tunnel Vent Bldgs | E02467 | Design During Constr (PSC-12-2913) | Sep-14 | \$146,331 | \$146,331 | | | | \$0 |
| | | | | Sep-14 Total | \$57,503,799 | \$57,503,799 | | | | |
| D602MP21 | Rehabilitate Rockaway Point Blvd Overpass | D02655 | PM D/B Construction F/A | Oct-14 | \$450,000 | \$450,000 | | | Nov-14 | \$450,000 |
| D602RK65 | Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza | D02699 | RK65A-Construction | Oct-14 | \$190,000,000 | \$190,000,000 | | | Dec-14 | \$190,000,000 |
| D602RK65 | Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza | D02703 | RK65B-Design | Oct-14 | \$4,000,000 | \$4,000,000 | | | Nov-14 | \$4,000,000 |
| D607RK65 | Paint - Plaza and Approach Ramps | D02709 | Bx.Plz & Appr Ramps-Painting - Cns. | Oct-14 | \$16,500,000 | \$16,500,000 | | | Dec-14 | \$16,500,000 |
| D601TN52 | Miscellaneous Structural Rehabilitation | D03024 | Design (TN-52A)PSC-06-2807A #42B | Oct-14 | \$797,282 | \$797,282 | Mar-14 | \$227,326 | | |
| D601TN52 | Miscellaneous Structural Rehabilitation | D03025 | P.M. Construction F/A (TN-52A) | Oct-14 | \$600,000 | \$600,000 | Oct-14 | \$640,000 | | |

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
2014 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

| | | | | Goal Start | | | | | Forecast | |
|------------------------------|--|--------|--|--------------|---------------|---------------|-------------------|--------------|------------|----------------|
| ACEP | Project Description | Task | Task Description | Date | Goal Value | Budget Value | Actual Start Date | Actual Value | Start Date | Forecast Value |
| D601TN52 | Miscellaneous Structural Rehabilitation | D03026 | Construction (TN-52A) | Oct-14 | \$6,600,000 | \$6,600,000 | | | Nov-14 | \$7,294,350 |
| D601TN52 | Miscellaneous Structural Rehabilitation | D03027 | Construction Admin. (TN-52A) | Oct-14 | \$600,000 | \$600,000 | Oct-14 | \$810,467 | | |
| D602MP21 | Rehabilitate Rockaway Point Blvd Overpass | D03210 | Design/Build | Oct-14 | \$7,500,000 | \$7,500,000 | | | Dec-14 | \$7,500,000 |
| D602MP21 | Rehabilitate Rockaway Point Blvd Overpass | D03211 | Design/Build Stipend | Oct-14 | \$152,000 | \$152,000 | | | Nov-14 | \$152,000 |
| D602RK75 | Interim Repairs - Toll Plaza Deck | D03220 | Construction Ph. II (GFM509J WO#18) | Oct-14 | \$1,800,000 | \$1,800,000 | Oct-14 | \$3,279,203 | | |
| | | | | Oct-14 Total | \$228,999,282 | \$228,999,282 | | | | |
| D601BB28 | Rehab. Walls, Roadway, Firelines, Ceiling Repair | D02562 | Construction | Nov-14 | \$61,000,000 | \$61,000,000 | | | Nov-14 | \$52,764,868 |
| D601BB28 | Rehab. Walls, Roadway, Firelines, Ceiling Repair | D02563 | Operations - F/A (Maintenance Crews) | Nov-14 | \$500,000 | \$500,000 | | | Nov-14 | \$260,000 |
| D602BB54 | Replacement Brooklyn Plaza Structural Slab | D02574 | Construction | Nov-14 | \$23,700,000 | \$23,700,000 | | | Nov-14 | \$12,675,850 |
| D602HH88 | Replace Upper & Lower Level Plza & Southbnd. Appr. | D03062 | Design During Cns (CSS) | Nov-14 | \$1,500,000 | \$1,500,000 | | | Nov-14 | \$1,500,000 |
| D602RK75 | Interim Repairs - Toll Plaza Deck | D03221 | SBMP-Cns PhII (3) | Nov-14 | \$2,800,000 | \$2,800,000 | | | | \$0 |
| ED010228 | Restore Hugh L. Carey Tunnel - Structural | E02050 | Construction | Nov-14 | \$167,088,000 | \$167,088,000 | | | Nov-14 | \$86,509,086 |
| ED020202 | Restore Hugh L. Carey Tunnel Roadway | E02068 | Construction | Nov-14 | \$7,440,000 | \$7,440,000 | | | Nov-14 | \$5,408,672 |
| ED040243 | Restore Hugh L. Carey Tunnel Utilities | E02181 | Construction | Nov-14 | \$110,769,000 | \$110,769,000 | | | Nov-14 | \$117,783,306 |
| ED050221 | Restore Hugh L. Carey Tunnel Vent Bldgs | E02221 | Construction | Nov-14 | \$4,346,000 | \$4,346,000 | | | | \$0 |
| ED050202 | Hugh L. Carey Tunnel Environmental Cleanup | E02307 | Construction Ph II | Nov-14 | \$6,244,600 | \$6,244,600 | | | Nov-14 | \$14,066,626 |
| | | | | Nov-14 Total | \$385,387,600 | \$385,387,600 | | | | |
| D605AW12 | Hazardous Materials Abatement | D02983 | Air Monit/DsgnMgt(PSC-12-2907 C) | Dec-14 | \$105,000 | \$105,000 | Jul-14 | \$105,000 | | |
| D601RK23 | Miscellaneous Rehab - Manhattan Approach Ramps | D02688 | Construction (125/124 St., & HRD Ramps) | Dec-14 | \$98,500,000 | \$98,500,000 | | | Dec-14 | \$98,500,000 |
| D602VN03 | Toll Plaza - East & West Bound Ramps Improvements | D02765 | Operations F/A | Dec-14 | \$628,000 | \$628,000 | | | | \$0 |
| D602HH88 | Replace Upper & Lower Level Plza & Southbnd. Appr. | D03063 | Construction | Dec-14 | \$23,500,000 | \$23,500,000 | | | Dec-14 | \$23,500,000 |
| D602HH88 | Replace Upper & Lower Level Plza & Southbnd. Appr. | D03064 | Construction Admin | Dec-14 | \$2,000,000 | \$2,000,000 | Sep-14 | \$2,415,321 | | |
| D602HH88 | Replace Upper & Lower Level Plza & Southbnd. Appr. | D03065 | PM Construction F/A | Dec-14 | \$1,000,000 | \$1,000,000 | | | Dec-14 | \$1,000,000 |
| D602HH88 | Replace Upper & Lower Level Plza & Southbnd. Appr. | D03070 | Operations F/A | Dec-14 | \$300,000 | \$300,000 | Jul-14 | \$300,000 | | |
| D601RK76 | Miscellaneous Structural Repair | D03083 | Construction | Dec-14 | \$12,000,000 | \$12,000,000 | | | Dec-14 | \$2,635,295 |
| | | | | Dec-14 Total | \$138,033,000 | \$138,033,000 | | | | |
| | | | | Grand Total | \$976,833,285 | \$976,833,285 | | | | |
| Unplanned Commitments | | | | | | | | | | |
| D604AW80 | Advanced Traveler Information Systems | D02531 | AW80 Equipment Purchase | | | \$42,000 | Feb-14 | \$42,000 | | |
| D604AW28 | Scope Development | D03208 | Scoping Svcs HH07A (PSC-12-2916D) | | | \$62,467 | Feb-14 | \$313,625 | | |
| D604AW28 | Scope Development | D03198 | ScopeDev-TN54-Amd #2 /wo #53 | | | \$78,158 | Feb-14 | \$78,158 | | |
| D604AW28 | Scope Development | D03199 | ScopeDev-TN-53A-Amd #3/Task #54 | | | \$115,574 | Feb-14 | \$115,574 | | |
| D604AW28 | Scope Development | D03229 | TN58 Scope Development (PSC-06-2807D, TASK#22) | | | \$134,352 | Mar-14 | \$134,352 | | |
| D606AW22 | Miscellaneous | D03235 | VE-BCOR-RK23A(PSC-06-2807D wo#23,A) | | | \$169,665 | Mar-14 | \$165,099 | | |
| D606AW22 | Miscellaneous | D03236 | Const Rev-QM18 PSC-06-2807D wo#25 | | | \$41,761 | Mar-14 | \$41,761 | | |
| D606AW22 | Miscellaneous | D03237 | VE-BCOR-BB28/BB54(PSC-12-2891Ewo#5) | | | \$519,044 | Mar-14 | \$519,044 | | |
| D604VN87 | Substation #1 Rehabilitation | D03176 | D/B Stipend #2-T.Moriarty | | | \$72,000 | Mar-14 | \$72,000 | | |
| D604VN87 | Substation #1 Rehabilitation | D03179 | D/B Stipend #3-Welsbach Elec. | | | \$72,000 | Mar-14 | \$72,000 | | |
| D606AW22 | Miscellaneous | D03242 | Const Rev-MP03-PSC-06-2807E wo #16 | | | \$60,946 | Apr-14 | \$60,946 | | |
| D505QM01 | Service & FE Building Rehab | D02019 | QM01X-CM.(Ph2&3)PSC-13-2923Ewo3 | | | \$657,250 | Apr-14 | \$657,250 | | |
| D505AW12 | Hazardous Material Abatement | D03244 | Asb.Abatement-QM01x (05-HS-2729D#43) | | | \$46,486 | May-14 | \$46,486 | | |
| D505AW12 | Hazardous Material Abatement | D03196 | Asb.Abatement-QM30 (05-HS-2729A#45) | | | \$55,188 | May-14 | \$55,188 | | |
| D606AW28 | Scope Development | D03218 | Scope Dev.-CB18 (PSC-06-2807C wo56) | | | \$415,323 | May-14 | \$415,323 | | |
| D606AW22 | Miscellaneous | D03251 | Risk Assess, Est.RK23A-PSC-12-2891E | | | \$374,177 | May-14 | \$374,177 | | |

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
2014 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

| | | | | Goal Start | | | | | Forecast | |
|-------------|--|--------|---|------------|---------------|---------------|-------------------|---------------|-------------|----------------|
| ACEP | Project Description | Task | Task Description | Date | Goal Value | Budget Value | Actual Start Date | Actual Value | Start Date | Forecast Value |
| D606AW22 | Miscellaneous | D03243 | Value Engineering/Constrability Review/Risk Assess-QM40/S-VE/RA-QM18-2891E 10 | | | \$708,870 | May-14 | \$708,870 | | |
| D602RK65 | Deck Replacement - Bronx/Manhattan Ramps/TollPlaza | D03250 | RK-65A-OperaFA Retrofit(TBTA-D1663) | | | \$51,000 | Jun-14 | \$51,000 | | |
| D602RK65 | Deck Replacement - Bronx/Manhattan Ramps/TollPlaza | D03249 | RK-65A-Mat'ls for Retrofit | | | \$46,000 | Jun-14 | \$46,000 | | |
| D606AW28 | Scope Development | D03231 | Scope Dev-HH13(PSC-12-2891A,wo14) | | | \$310,195 | Jun-14 | \$310,195 | | |
| ED040301 | Flood Mitigation-Equip.Relocations-Agency-Wide | E02662 | BBT(BB-21)CMFloodHardPSC-13-2923E-F | | | \$21,368 | Jun-14 | \$21,368 | | |
| ED040301 | Flood Mitigation-Equip.Relocations-Agency-Wide | E02657 | BBT(BB-21)CMEqRelocatPSC-13-2923E-F | | | \$274,830 | Jun-14 | \$274,830 | | |
| D602RK75 | Interim Repairs - Toll Plaza Deck | D03183 | RK-75-Air Monit (12-2907A WO 1) | | | \$22,621 | Jun-14 | \$22,621 | | |
| D602RK75 | Interim Repairs - Toll Plaza Deck | D03184 | RK-75-Proj Monit-(07-2815C WO 171A) | | | \$16,628 | Jun-14 | \$16,628 | | |
| D605AW12 | Hazardous Material Abatement | D03253 | Asb. Abatement-QMT (05-HS-2729D#42) | | | \$20,134 | Jun-14 | \$20,134 | | |
| ED040301 | Flood Mitigation-Equip.Relocations-Agency-Wide | E02661 | (BB-21)Constr FA Hardng(TBTA-E1776 | | | \$6,993 | Jul-14 | \$6,993 | | |
| ED040301 | Flood Mitigation-Equip.Relocations-Agency-Wide | E02663 | BBT(BB-21)Operations FA(TBTA-E1775) | | | \$50,413 | Jul-14 | \$50,413 | | |
| D603AW48 | 2nd Generation E-Zpass In-Lane | D03261 | AET-Scoping PSC-13-2941B wo#1 | | | \$52,408 | Jul-14 | \$52,408 | | |
| D606AW22 | Miscellaneous | D3241 | Per Rev-HH89 PSC-12-2891G wo#25 | | | \$198,402 | Jul-14 | \$198,402 | | |
| ED020202 | Restore Hugh L. Carey Tunnel Roadway | E02066 | Design During CNS (PSC-12-2913) | | | \$217,968 | Jul-14 | \$217,968 | | |
| ED050202 | Hugh L. Carey Tunnel Environmental Cleanup | E03135 | Design & CSS Ph1(PSC-12-2913) | | | \$181,395 | Jul-14 | \$181,395 | | |
| ED040301 | Flood Mitigation-Equip.Relocations-Agency-Wide | E02656 | BBT(BB-21)Constr FA Eqp(TBTA-E1777) | | | \$118,231 | Jul-14 | \$118,231 | | |
| ED040301 | Flood Mitigation-Equip.Relocations-Agency-Wide | E02658 | BBT(BB-21) Constr. Equip Relocation | | | \$2,000,941 | Jul-14 | \$2,000,941 | | |
| ED040301 | Flood Mitigation-Equip.Relocations-Agency-Wide | E02660 | BBT(BB-21) Constr. Flood Hardening | | | \$125,744 | Jul-14 | \$125,744 | | |
| ED010228 | Restore Hugh L. Carey Tunnel - Structural | E03060 | Dsgn-Prototype(PSC-12-2913)-nonFema | | | \$706,254 | Jul-14 | \$706,254 | | |
| D603AW48 | 2nd Generation E-Zpass In-Lane | D03262 | Develop AET Database PSC13-2941B #2 | | | \$62,306 | Aug-14 | \$62,306 | | |
| D606AW22 | Miscellaneous | D03260 | VE/BCOR-TN60(PSC-12-2891 Task #18) | | | \$128,632 | Aug-14 | \$128,632 | | |
| D606AW22 | Miscellaneous | D03264 | VE-HH88B (PSC-12-2891G Task #17) | | | \$91,207 | Aug-14 | \$91,207 | | |
| D606AW22 | Miscellaneous | D03265 | CR/OS-MP16/03ph2 (PSC12-2891C wo21) | | | \$116,902 | Sep-14 | \$116,902 | | |
| ED050301 | Flood Mitigation-Relocate Rev Equip -VN | E03332 | Asbestos/Lead survey | | | \$3,524 | Oct-14 | \$3,524 | | |
| ED040302 | Flood Mitigation-Equip.Relocations-QMT | E03320 | QMT-Relocation Equipment | | | \$82,434 | Oct-14 | \$82,434 | | |
| D602RK65 | Deck Replacement - Bronx/Manhattan Ramps/TollPlaza | D03275 | RK-65A -CSXT Flagging Svc.MOU14-65A | | | \$25,728 | Oct-14 | \$25,728 | | |
| D602RK65 | Deck Replacement - Bronx/Manhattan Ramps/TollPlaza | D03279 | RK-65A-Toll Equip. Retrofit 4 Lanes | | | \$14,020 | Oct-14 | \$14,020 | | |
| D601RK65 | Deck Replacement - Bronx/Manhattan Ramps/TollPlaza | D03136 | RK65R2-PM Cns F/A Training Fac | | | \$1,200,000 | Oct-14 | \$1,200,000 | | |
| ED040302 | Flood Mitigation-Equip.Relocations-QMT | E03235 | QMT-Raise Generator (QM30) | | | \$456,493 | Oct-14 | \$456,493 | | |
| D601RK76 | Miscellaneous Structural Repair | D03276 | RK-76 - CSXT Flagging Svc.MOU14-65B | | | \$105,744 | Oct-14 | \$105,744 | | |
| Grand Total | | | | | \$976,833,285 | \$987,167,060 | YTD Total | \$160,491,697 | Remaining | \$675,244,002 |
| | | | | | | | | | Grand Total | \$835,735,699 |



Bridges and Tunnels

Procurements November 2014



Staff Summary

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

| | |
|--------------------------------|------------------|
| Date | November 5, 2014 |
| Vendor Name | |
| Contract Number | |
| Contract Manager Name | |
| Table of Contents Ref # | |

| Board Action | | | | | |
|--------------|-------------------|----------|--------------------|------|-------|
| Order | To | Date | Approval | Info | Other |
| 1 | President | 11/5/14 | <i>[Signature]</i> | | |
| 2 | MTA B&T Committee | 11/17/14 | | | |
| 3 | MTA Board | 11/19/14 | | | |

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

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

PURPOSE:

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

DISCUSSION:

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

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

| <u>Schedules Requiring Majority Vote</u> | | <u># of Actions</u> | <u>\$ Amount</u> |
|--|------------------------------------|---------------------|------------------|
| Schedule C | Competitive Requests for Proposals | 1 | \$ 282.454M |

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

| | | |
|-------|---|-------------|
| TOTAL | 1 | \$ 282.454M |
|-------|---|-------------|

BUDGET IMPACT:

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

RECOMMENDATION:

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

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

MTA BRIDGES & TUNNELS
TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
NOVEMBER 2014

MTA BRIDGES & TUNNELS

Procurements Requiring Majority Vote:

C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)
(Staff Summaries required for items requiring Board approval)

- | | | | |
|----|---|-------------------------|--------------------------------------|
| 1. | Tully Construction Company, Inc. Contract No. BB-28S | \$282,454,276.12 | <u>Staff Summary Attached</u> |
| | 4 yr. contract – Competitive RFP – 8 Proposals Sandy Restoration and Project BB-28, Phase II/BB-54 Rehabilitation of the Tunnel and Brooklyn Plaza at the Hugh L. Carey Tunnel. | | |

Staff Summary

Page 1 of 3

| | | | | | |
|---|--|----------|--|------|-------|
| Item Number 1 (Final) | | | | | |
| Dept & Dept Head Name: Joe Keane, P.E. <i>Joe Keane</i> | | | | | |
| Division & Division Head Name: Romolo DeSantis, P.E. <i>Romolo de Santis</i> | | | | | |
| Board Reviews | | | | | |
| Order | To | Date | Approval | Info | Other |
| 1 | President | 11/05/14 | <i>[Signature]</i> | | |
| 2 | MTA B&T Committee | 11/17/14 | | | |
| 3 | MTA Board | 11/19/14 | | | |
| Internal Approvals | | | | | |
| Order | Approval | Order | Approval | | |
| 1 | Chief Financial Officer <i>DJ</i> | 4 | Executive Vice President <i>[Signature]</i> | | |
| 2 | General Counsel <i>mmt</i> | 5 | President <i>[Signature]</i> | | |
| 3 | Chief Procurement Office <i>[Signature]</i> | | | | |

| | |
|---|---------------------------|
| SUMMARY INFORMATION | |
| Vendor Name Tully Construction Company, Inc. | Contract Number BB-28S |
| Description: Sandy Restoration and Projects BB-28, Phase II Rehabilitation of the Tunnel and Brooklyn Plaza at the Hugh L. Carey Tunnel | |
| Total Amount \$282,454,276.12 | |
| Contract Term (including Options, if any) Four (4) Years | |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive | |
| Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: | |
| Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other: | |

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval in accordance with the All Agency Procurement Guidelines to award the competitively procured public work contract, Contract BB-28S, Sandy Restoration and Project BB-28, Phase II/BB-54 Rehabilitation of the Tunnel and Brooklyn Plaza at Hugh L. Carey Tunnel to Tully Construction Company, Inc., located at 127-50 Northern Boulevard, New York, New York 11368 in the low bid amount of \$282,454,276.12 and the duration of four (4) years.

II. DISCUSSION

In September 2013, the MTA Board adopted a resolution authorizing B&T to enter into a two-step competitive Request For Proposal (RFP) for the award of Contract BB-28S, Sandy Restoration and Projects BB-28, Phase II/BB-54, Rehabilitation of the Tunnel and Brooklyn Plaza at the Hugh L. Carey Tunnel (HCT). The initial step enabled B&T to pre-qualify prospective proposers based on their prior tunnel experience, responsibility, safety, as well as their technical and financial capabilities due to the magnitude and complexities of the project, thereby maximizing competition and advancing the procurement phase while the designs were being finalized. The Project requirements were publicly advertised and twenty-four (24) firms or teams submitted qualification information. Fourteen (14) firms/teams were deemed eligible to receive the RFP.

B&T issued the RFP to the fourteen (14) eligible firms/teams to commence the second step of the process and held three (3) site tours to provide the contractors access to the site. B&T shall award the Contract to the low responsive responsible bidder in accordance with standard procurement practice.

(rev. 1/22/14)

Staff Summary

Page 2 of 3

The Scope of Work required to restore the HCT to a pre-storm state of good repair include system replacements as follows: tunnel pumping; electrical; lighting; communications, monitoring and control systems; tunnel structural and civil repairs; tunnel wall tile, ceiling panels, polymer panels, curbs and gutters; and tunnel ventilation building rehabilitation as well as asbestos and incidental lead abatement and maintenance and protection of traffic. Also, Capital Program Projects BB-28, Ph. II and BB-54 scopes include fire line replacements and rehabilitation of the Brooklyn Plaza. The Contract includes an incentive for early substantial completion of \$14,000/day for up to 275 calendar days, which shall not exceed \$3,850,000.

On September 30, 2014 eight (8) bids were received and verified as follows:

| | |
|---|------------------|
| Tully Construction Company, Inc. | \$282,454,276.12 |
| Picone/Schiavone III | \$288,593,000.00 |
| CCA Civil/Plaza Construction, JV | \$314,849,480.60 |
| Judlau Contracting, Inc. | \$326,760,000.00 |
| Tutor-Perini Corporation | \$351,377,000.00 |
| Michels - Halmar, JV | \$411,603,837.00 |
| Granite/Railworks, JV | \$433,803,350.98 |
| Silverite Construction Co., Inc./ECCO III, JV | \$448,175,000.00 |

On October 14, 2014 a qualification hearing was conducted with Tully to determine whether they were technically, professionally and financially qualified to perform the Work required under the Contract. Tully satisfactorily responded to the Authority's questions regarding their technical approach, previous work experience, on-going projects, management team and ability to perform the Work for the bid price. Tully also noted their prior similar experience at the HCT under Contract BB-28, Phase I, Rehabilitation of the Tunnel Walls, Roadway and Drainage System, Rebuild Tunnel Water System at the Brooklyn Battery Tunnel awarded in November 2002 in the amount of \$63.7M. Tully has provided a letter from their surety expressing the surety's willingness to provide performance and payment bonds and Tully is deemed financially capable to perform the Work. Tully's bid compares favorably to the Engineer's estimate. The Engineering and Construction Department (E&C) has determined that Tully is technically qualified to perform the Work and recommends award. Tully is deemed the low responsive, responsible bidder for the award of the Contract. Based on competition the bid is fair and reasonable.

III. D/M/WBE INFORMATION

The MTA Department of Diversity and Civil Rights has established goals of 10% MBE and 10% WBE for the Contract. Tully has achieved its MWBE goals on prior B&T and other MTA agency contracts.

IV. IMPACT ON FUNDING

Funding for the Project totals \$282,454,276.12 with allocations for: BB-28S Sandy Restoration - \$215,261,880.86; BB-28, Phase II - \$50,252,254.78; BB-54 - \$12,072,238.60 and Major Maintenance - \$4,867,901.88. Funding reallocation totaling \$9,000,000 is required from Sandy Restoration ACEP ED010228 to Sandy Restoration ACEP ED050202.

| <u>ACEP</u> | <u>Task</u> | <u>Funding</u> |
|---------------------------------------|---------------|-------------------------|
| ED010228-Structures | E02050 | \$ 82,389,605.95 |
| ED020202-Roadway | E02068 | \$ 5,151,116.64 |
| ED040243-Utilities | E02181 | \$112,174,576.93 |
| ED040243-Utilities | E03245 | \$ 2,149,795.00 |
| <u>ED050202-Environmental Cleanup</u> | <u>E02307</u> | <u>\$ 13,396,786.34</u> |
| BB-28S Sandy Subtotal | | \$215,261,880.86 |
| D601BB28, Phase II | D02562 | \$ 50,252,254.78 |
| D602BB54 | D02574 | \$ 12,072,238.60 |
| Major Maintenance | | \$ 4,867,901.88 |

Staff Summary

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V. ALTERNATIVES

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



Bridges and Tunnels

Diversity Report Third Quarter 2014



OVERVIEW

MTA Bridges and Tunnels has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing Bridges and Tunnels' September 30th, 2014 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

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

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

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

Professionals

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

Protective Services

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

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

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.

2014 THIRD QUARTER EEO REPORT

AGENCY NAME: **Bridges and Tunnels**

NEW HIRES AS OF 9/30/2014

| JOB CATEGORY | TOTAL ¹ | FEMALES ² | | Minorities | | Non-Minorities | | BLACKS | | HISPANICS | | ASIANS | | AI/AN | | NHOPI | | OTHER | |
|----------------------------|--------------------|----------------------|------------|------------|------------|----------------|------------|-----------|------------|-----------|------------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|
| | | # | % | # | % | # | % | # | % | # | % | # | % | # | % | # | % | # | % |
| Officials & Administrators | 8 | 4 | 50% | 5 | 63% | 3 | 38% | 3 | 38% | 1 | 13% | 1 | 13% | 0 | 0% | 0 | 0% | 0 | 0% |
| Professionals | 12 | 5 | 42% | 5 | 42% | 7 | 58% | 2 | 17% | 3 | 25% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| Technicians | 0 | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| Protective Services | 2 | 0 | 0% | 2 | 100% | 0 | 0% | 0 | 0% | 2 | 100% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| Paraprofessionals | 0 | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| Administrative Support | 2 | 1 | 50% | 2 | 100% | 0 | 0% | 0 | 0% | 2 | 100% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| Skilled Craft | 0 | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| Service Maintenance | 21 | 2 | 10% | 9 | 43% | 12 | 57% | 6 | 29% | 3 | 14% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| Total | 45 | 12 | 27% | 23 | 51% | 22 | 49% | 11 | 24% | 11 | 24% | 1 | 2% | 0 | 0% | 0 | 0% | 0 | 0% |

¹ Total includes males and females, both minority and non-minority.

² Total includes females, both minority and non-minority.

2014 THIRD QUARTER EEO REPORT

AGENCY NAME: **Bridges and Tunnels**

WORKFORCE UTILIZATION ANALYSIS AS OF 9/30/2014

| JOB CATEGORY | FEMALES * | | | BLACKS | | | HISPANICS | | | ASIANS | | | AI/AN ** | | | NHOPI *** | | | OTHER | | |
|----------------------------|-----------|----------|--------------------|-----------|----------|--------------------|-----------|----------|--------------------|-----------|----------|--------------------|-----------|----------|--------------------|-----------|----------|--------------------|-----------|----------|--------------------|
| | Est Avail | Actual % | Met Avail (Yes/No) | Est Avail | Actual % | Met Avail (Yes/No) | Est Avail | Actual % | Met Avail (Yes/No) | Est Avail | Actual % | Met Avail (Yes/No) | Est Avail | Actual % | Met Avail (Yes/No) | Est Avail | Actual % | Met Avail (Yes/No) | Est Avail | Actual % | Met Avail (Yes/No) |
| Officials & Administrators | 29% | 20% | No | 6% | 19% | Yes | 8% | 5% | No | 5% | 9% | Yes | 2% | 0% | No | 0% | 1% | Yes | 1% | 5% | Yes |
| Professionals | 31% | 38% | Yes | 8% | 18% | Yes | 8% | 18% | Yes | 9% | 18% | Yes | 0% | 0% | Yes | 1% | 0% | No | 1% | 2% | Yes |
| Technicians | 12% | 20% | Yes | 12% | 16% | Yes | 11% | 18% | Yes | 4% | 6% | Yes | 0% | 0% | Yes | 3% | 0% | No | 0% | 5% | Yes |
| Protective Services | 19% | 20% | Yes | 29% | 32% | Yes | 5% | 23% | Yes | 3% | 4% | Yes | 0% | 0% | Yes | 0% | 0% | Yes | 0% | 2% | Yes |
| Paraprofessionals | 0% | 0% | Yes | 0% | 0% | Yes | 0% | 0% | Yes | 0% | 0% | Yes | 0% | 0% | Yes | 0% | 0% | Yes | 0% | 0% | Yes |
| Administrative Support | 53% | 71% | Yes | 18% | 55% | Yes | 22% | 14% | No | 2% | 9% | Yes | 2% | 0% | No | 4% | 0% | No | 1% | 0% | No |
| Skilled Craft | 0% | 0% | Yes | 0% | 0% | Yes | 0% | 0% | Yes | 0% | 0% | Yes | 0% | 0% | Yes | 0% | 0% | Yes | 0% | 0% | Yes |
| Service Maintenance | 1% | 3% | Yes | 11% | 18% | Yes | 15% | 15% | Yes | 3% | 4% | Yes | 0% | 3% | Yes | 1% | 0% | No | 1% | 2% | Yes |

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

**American Indian/Alaskan Native

***Native Hawaiian Other Pacific Islander

2014 THIRD QUARTER EEO REPORT

AGENCY NAME: **Bridges and Tunnels**

EEO AND TITLE VI COMPLAINTS

AS OF 9/30/2014

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

| Category | Race | National Origin | Color | Total Issues ³ | Total Cases | Status (# Open) |
|----------|------|-----------------|-------|---------------------------|-------------|-----------------|
| Title VI | 0 | 0 | 0 | 0 | 0 | 0 |

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

² "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

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

2014 THIRD QUARTER EEO REPORT

AGENCY NAME: **Bridges and Tunnels**

EEO DISCRIMINATION COMPLAINT RESOLUTIONS FROM JANUARY 1, 2014 THROUGH September 30, 2014

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

2014 THIRD QUARTER EEO REPORT

AGENCY NAME: **Bridges and Tunnels**

TITLE VI DISCRIMINATION COMPLAINT RESOLUTIONS FROM JANUARY 1, 2014 THROUGH JUNE 30, 2014

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



Bridges and Tunnels

Customer Satisfaction Survey

2014 Customer Satisfaction Survey MTA Bridges and Tunnels



Context

- Key events which occurred over the last 12 months include:
 - Intense winter storms brought over 50 inches of snowfall
 - Year Two of the AET pilot implemented at the Henry Hudson Bridge
 - Ongoing construction at the Verrazano-Narrows, Bronx-Whitestone, and Robert F. Kennedy Bridges



Key Findings

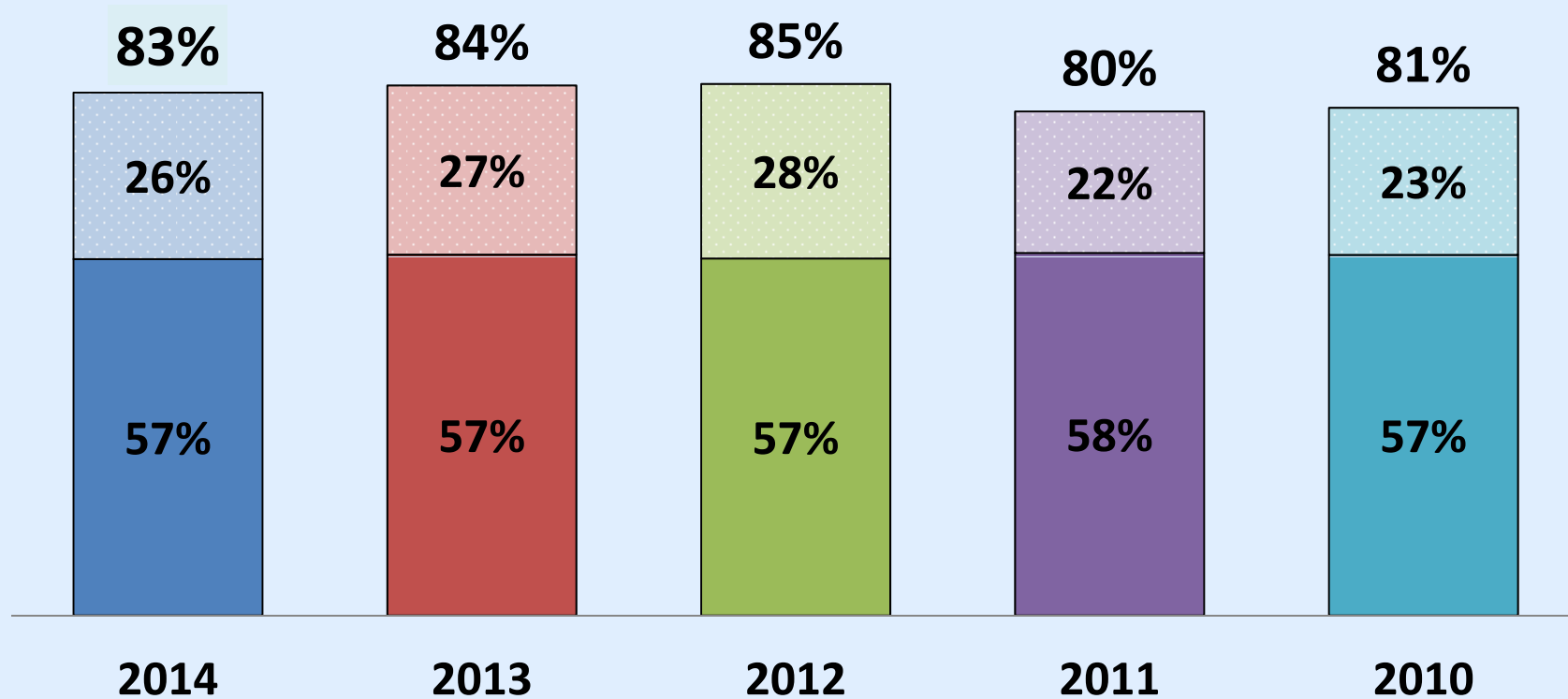
- **Overall B&T satisfaction levels are similar to 2013 levels**
- **Customers are very satisfied with All-Electronic Tolling at the Henry Hudson Bridge**
- **Consistent with previous years, travelers are most satisfied with the following service attributes: E-ZPass performance, appearance and cleanliness, lighting, and safety and security**
- **Ease of Crossing and Road Conditions are the strongest drivers of overall satisfaction**
 - Frustration with the most recent winter may have led to a decrease in Road Conditions. Despite the challenges of winter, overall satisfaction only decreased marginally for these attributes.



MTA BRIDGES & TUNNELS SURVEY RESULTS



Overall Satisfaction



Top Area = Very Satisfied Bottom Area = Satisfied

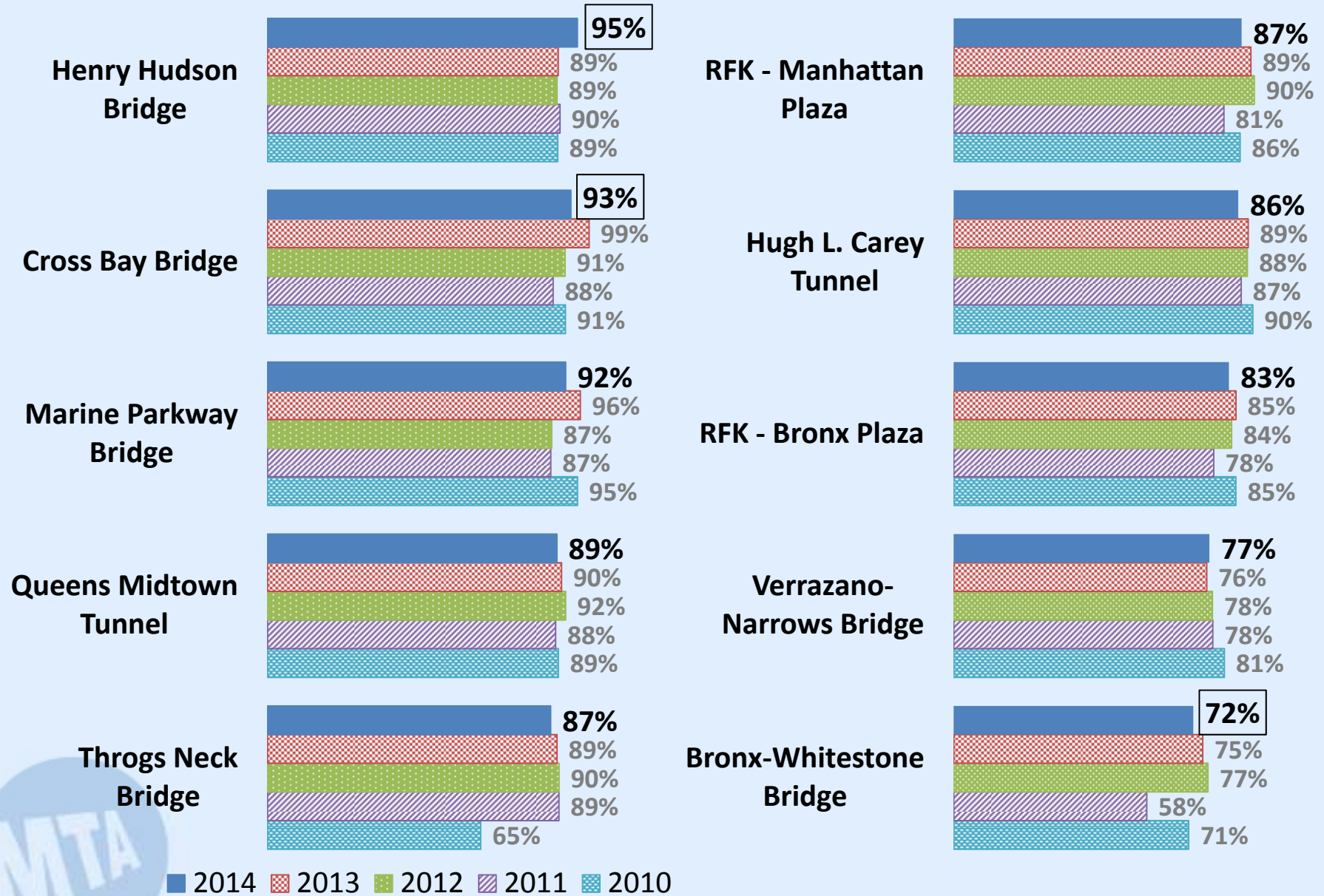


MTA Bridges and Tunnels

Scale of 1-10; satisfied customers are coded as respondents who rate overall satisfaction between 6 and 10

Boxed numbers indicate statistical change from 2013 at the 95% confidence level

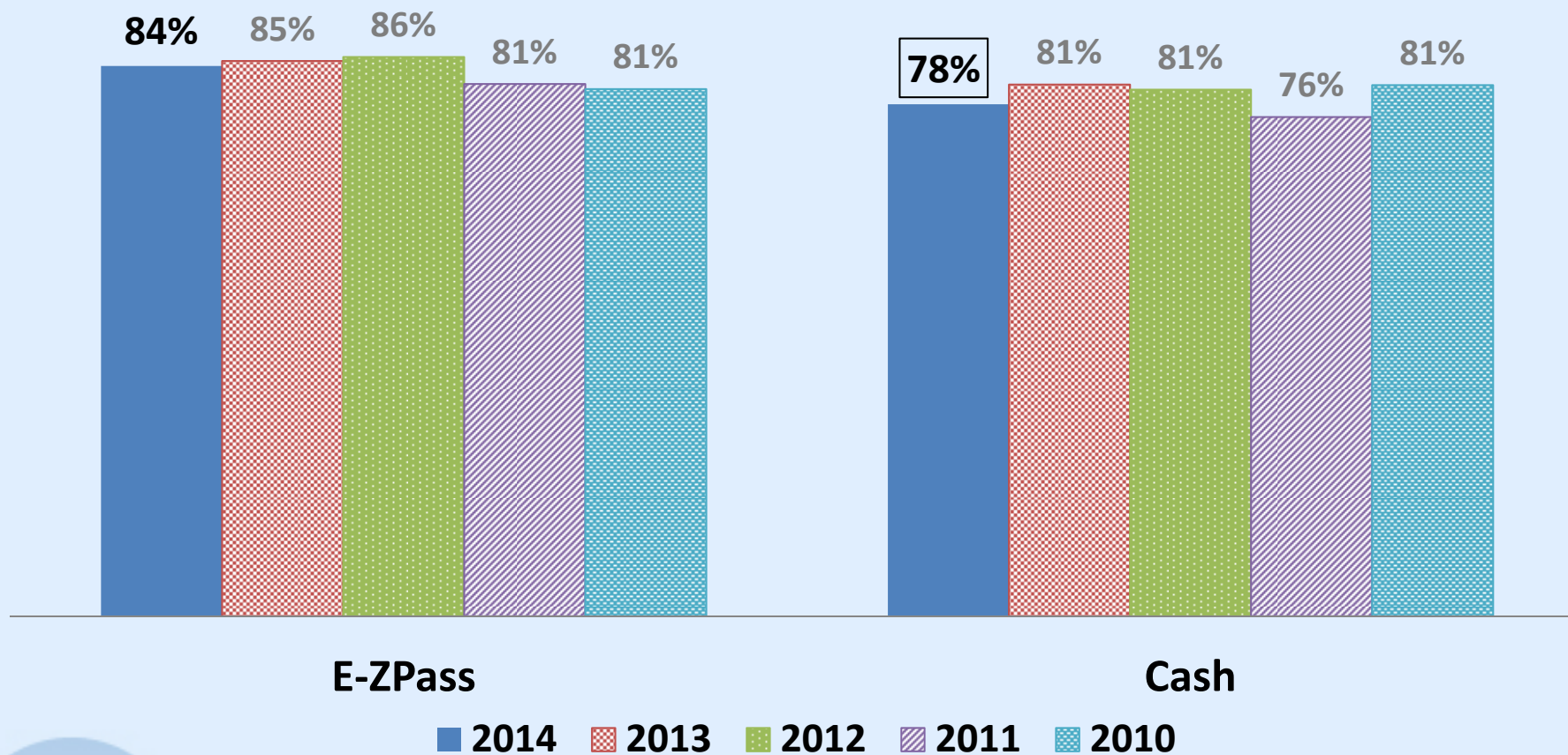
Overall Satisfaction by Facility



MTA Bridges and Tunnels

Boxed numbers indicate statistical change from 2013 at the 95% confidence level

Overall Satisfaction by Payment Type

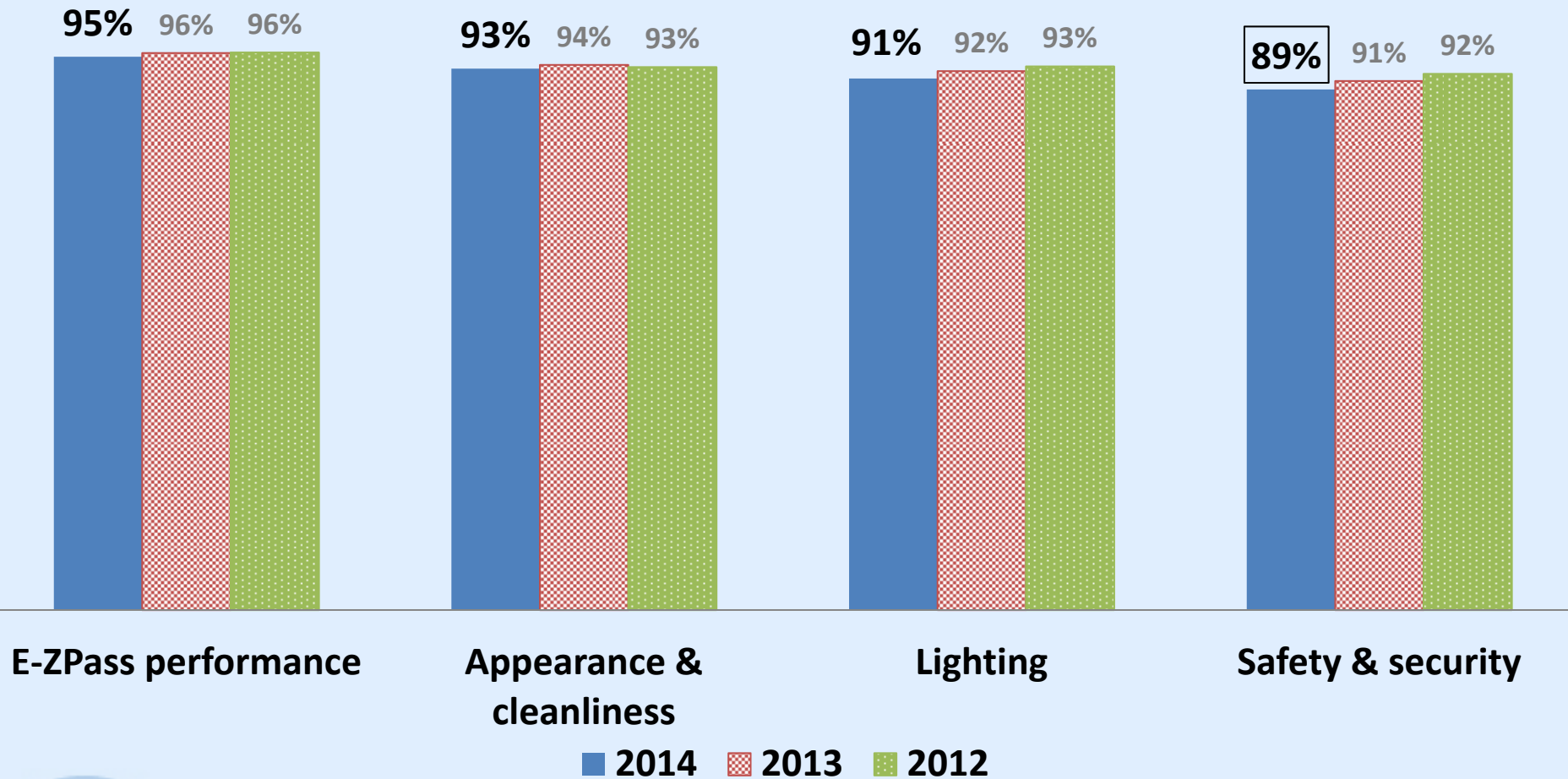


Boxed numbers indicate statistical change from 2013 at the 95% confidence level

MTA Bridges and Tunnels



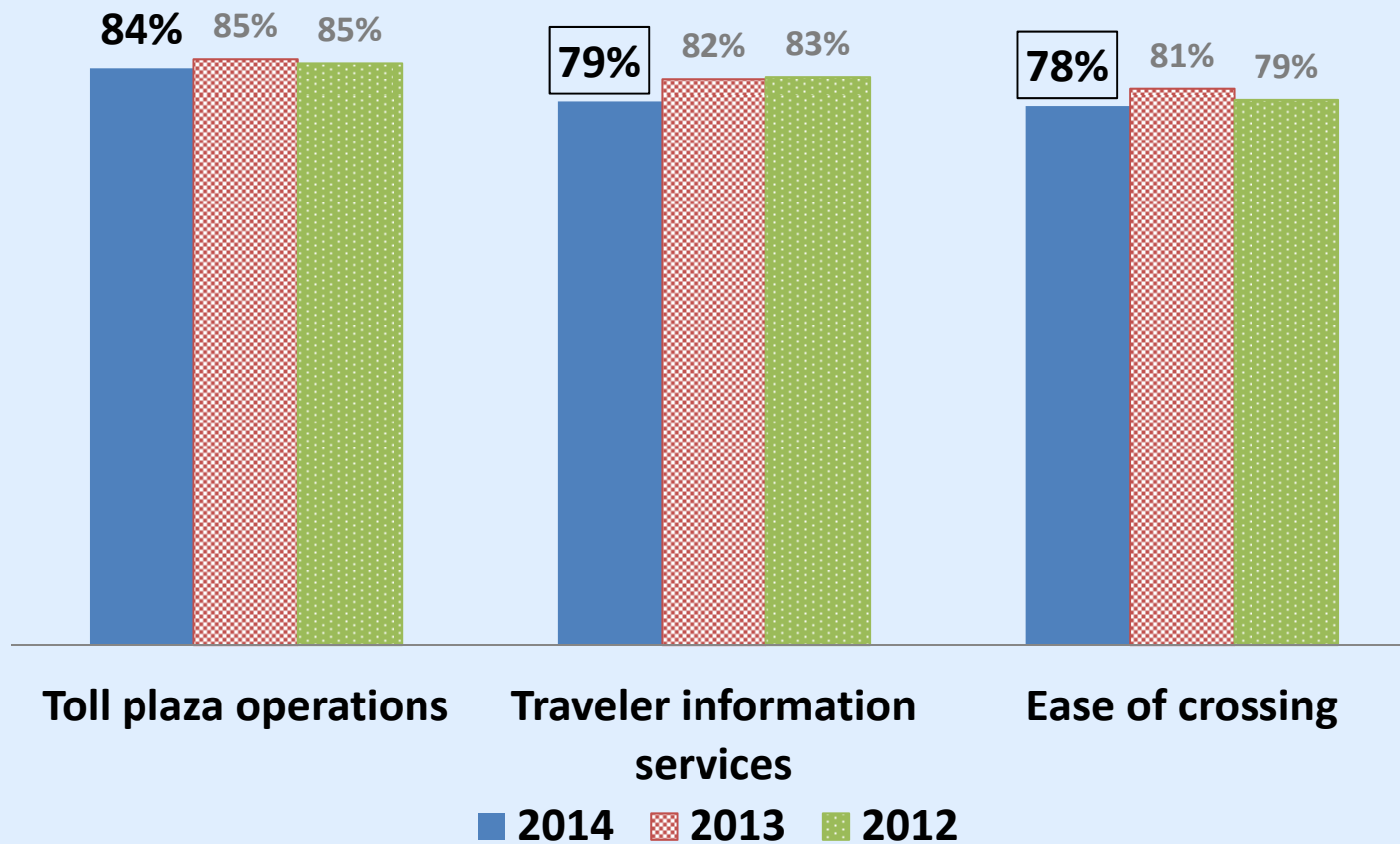
Overall Category Satisfaction



Boxed numbers indicate statistical change from 2013 at the 95% confidence level

MTA Bridges and Tunnels

Overall Category Satisfaction (cont.)

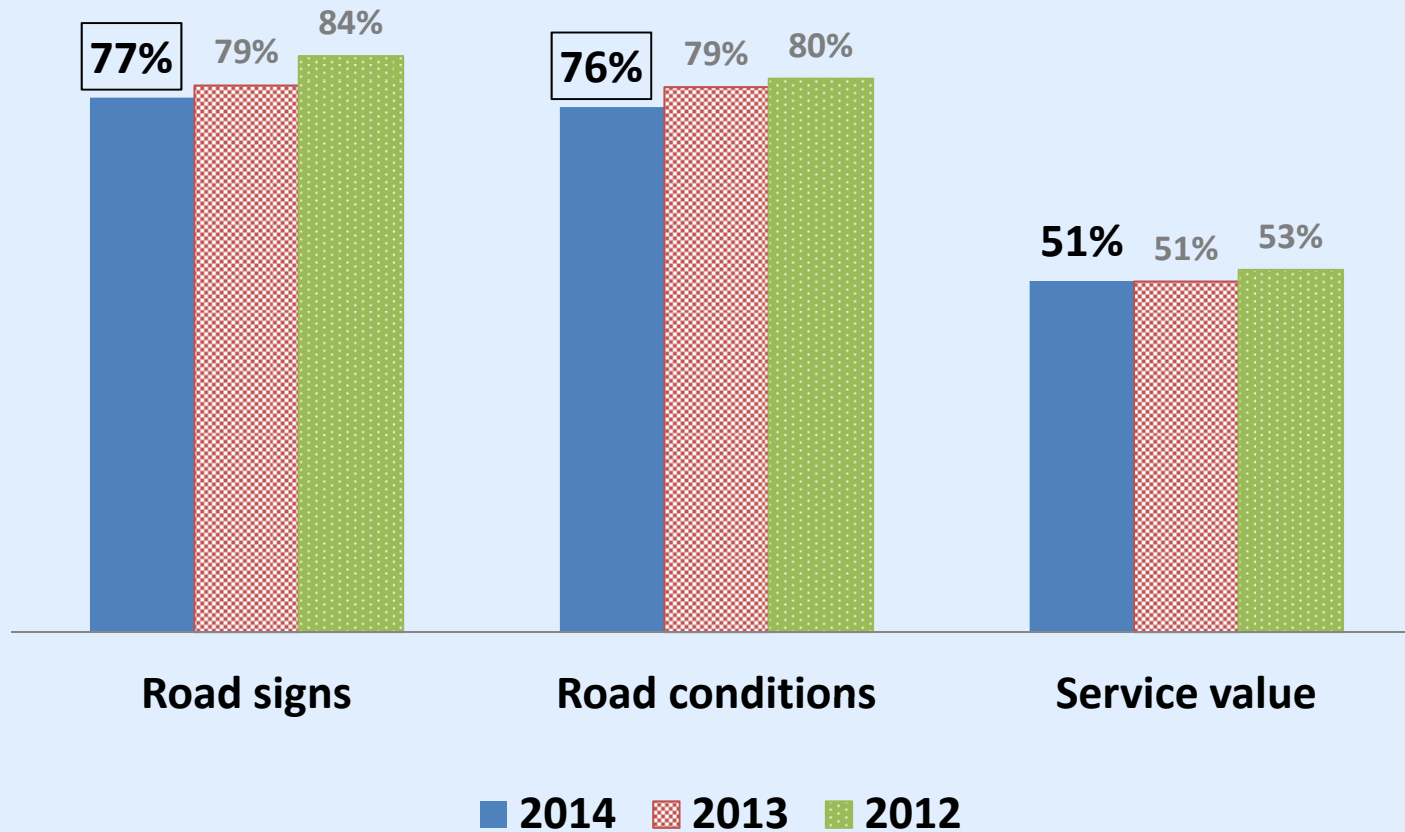


Boxed numbers indicate statistical change from 2013 at the 95% confidence level

MTA Bridges and Tunnels



Overall Category Satisfaction (cont.)



Boxed numbers indicate statistical change from 2013 at the 95% confidence level

MTA Bridges and Tunnels



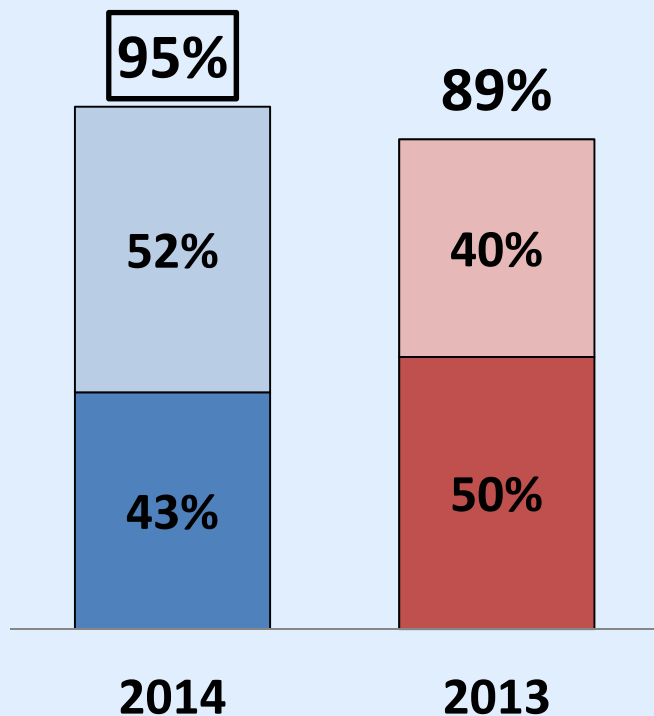
All-Electronic Tolling

- **Henry Hudson Bridge satisfaction has increased significantly in the last year, likely due to the completion of construction as well as All-Electronic Tolling (AET)**
- **Customers are also very satisfied with AET at the Henry Hudson Bridge**

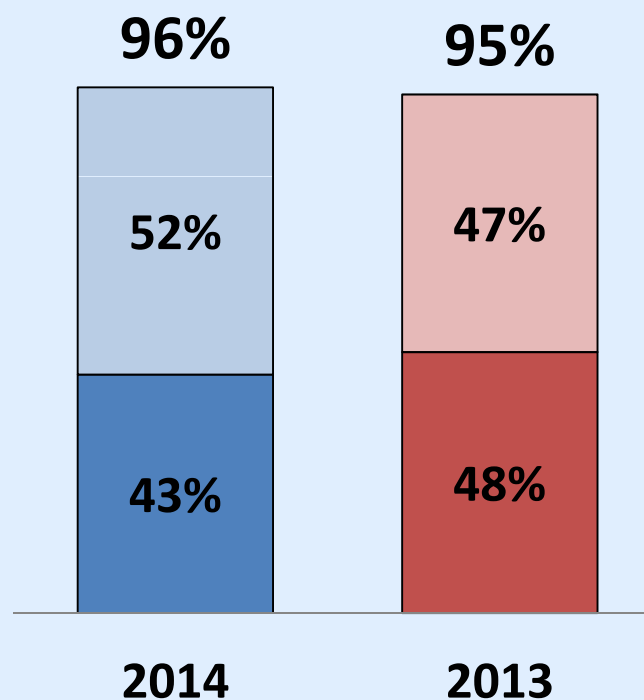


AET Satisfaction

Overall satisfaction with the Henry Hudson Bridge



Travel experience now that AET has been implemented



Top Area = Very Satisfied Bottom Area = Satisfied

MTA Bridges and Tunnels

Scale of 1-10; satisfied customers are coded as respondents who rate overall satisfaction between 6 and 10

Boxed numbers indicate statistical change from 2013 at the 95% confidence level



Methodology Overview

- **Approximately 65,000 surveys were distributed to MTA B&T customers between May 31st and June 8th, 2014**
 - E-ZPass surveys were mailed (electronically or via USPS) to a subset of E-ZPass customers who traveled on one of the facilities during the survey period
 - Cash surveys were distributed on the toll plazas for one weekday and half a day on both Saturday and Sunday
 - Additionally, email invitations were sent to over 24,000 screened B&T ePanelists from past research projects
- **A total of 6,776 completed surveys were obtained**

| Payment Type | New Recruit | e-Panelist | Total |
|--------------|-------------|------------|-------|
| E-ZPass* | 1,845 | 4,342 | 6,039 |
| Cash | 406 | 183 | 589 |

*Includes Tolls by Mail customers at the Henry Hudson Bridge

MTA Bridges and Tunnels



Attribute Ratings by Year



Overall Satisfaction by Year

| | 2010 | 2011 | 2012 | 2013 | 2014 |
|----------------------|------|------|------|------|------|
| Overall satisfaction | 81% | 80% | 85% | 84% | 83% |

MTA Bridges and Tunnels

Scale of 1-10; satisfied customers are coded as respondents who rate satisfaction between 6 and 10



Service Value Attribute Satisfaction by Year

| | 2010 | 2011 | 2012 | 2013 | 2014 |
|--|------|------|------|------|------|
| Availability of discount pricing options | 57% | 58% | 62% | 60% | 61% |
| Variety of payment methods available | 81% | 90% | 90% | 90% | 90% |
| Overall value for the money | 54% | 50% | 53% | 51% | 51% |

MTA Bridges and Tunnels

Scale of 1-10; satisfied customers are coded as respondents who rate satisfaction between 6 and 10



Lighting Attribute Satisfaction by Year

| | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|------|------|------|------|------|
| Level of lighting approaching and at toll plaza | 93% | 92% | 93% | 93% | 92% |
| Level of lighting on actual crossing | 92% | 92% | 93% | 92% | 91% |
| Overall lighting | 93% | 92% | 93% | 92% | 91% |

MTA Bridges and Tunnels

Scale of 1-10; satisfied customers are coded as respondents who rate satisfaction between 6 and 10



Safety and Security Attribute Satisfaction by Year

| | 2010 | 2011 | 2012 | 2013 | 2014 |
|--|------|------|------|------|------|
| Availability of emergency road service | 86% | 85% | 85% | 82% | 83% |
| Signs and roadway markings to improve traffic safety | 81% | 80% | 85% | 81% | 79% |
| Width of lanes leading to and through the toll plaza | 81% | 77% | 80% | 81% | 81% |
| Enforcement of speed and traffic rules | 86% | 86% | 86% | 85% | 85% |
| Uniformed security presence at this facility | 90% | 88% | 89% | 87% | 86% |
| Safety from traffic accidents while driving on this facility | 85% | 83% | 86% | 84% | 83% |
| Personal security while driving on this facility | 93% | 91% | 93% | 92% | 91% |
| Overall level of safety and security at this facility | 91% | 89% | 92% | 91% | 89% |

MTA Bridges and Tunnels

Scale of 1-10; satisfied customers are coded as respondents who rate satisfaction between 6 and 10



Road Signs Attribute Satisfaction by Year

| | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|------|------|------|------|------|
| Ability to choose proper lane when approaching toll plaza | 74% | 73% | 76% | 77% | 75% |
| Signs indicating what lanes to use | 86% | 88% | 89% | 80% | 79% |
| Signs providing current roadway or construction information | 74% | 74% | 76% | 73% | 71% |
| Overall usefulness of road signs | 79% | 80% | 84% | 79% | 77% |

MTA Bridges and Tunnels

Scale of 1-10; satisfied customers are coded as respondents who rate satisfaction between 6 and 10



Road Conditions Attribute Satisfaction by Year

| | 2010 | 2011 | 2012 | 2013 | 2014 |
|-----------------------------------|------|------|------|------|------|
| Condition of the road surface | 71% | 62% | 71% | 69% | 67% |
| Road-handling when surface is wet | 81% | 76% | 80% | 78% | 77% |
| Removal of snow in the winter | 89% | 85% | 90% | 89% | 86% |
| Overall road conditions | 80% | 72% | 80% | 79% | 76% |

MTA Bridges and Tunnels

Scale of 1-10; satisfied customers are coded as respondents who rate satisfaction between 6 and 10



Toll Plaza Operations Attribute Satisfaction by Year

| | 2010 | 2011 | 2012 | 2013 | 2014 |
|--|------|------|------|------|------|
| Courtesy and helpfulness of employees | 83% | 83% | 82% | 81% | 80% |
| Speed in completing the toll transaction | 82% | 76% | 77% | 84% | 77% |
| Overall personnel performance | 86% | 85% | 85% | 85% | 84% |

MTA Bridges and Tunnels

Scale of 1-10; satisfied customers are coded as respondents who rate satisfaction between 6 and 10



Ease of Crossing Attribute Satisfaction by Year

| | 2010 | 2011 | 2012 | 2013 | 2014 |
|--|------|------|------|------|------|
| Arrangement of toll plaza | 76% | 75% | 77% | 78% | 79% |
| Number of lanes in operation | 77% | 74% | 76% | 75% | 75% |
| Speed and operation of tollbooth | 78% | 76% | 74% | 73% | 71% |
| Traffic on the facility during rush hours | 53% | 52% | 52% | 52% | 51% |
| Traffic on the facility during non-rush hours | . | . | . | 85% | 83% |
| Travel experience now that All-Electronic Tolling has been implemented | . | . | . | 95% | 96% |
| Scheduling of construction to minimize delays | 60% | 62% | 62% | 64% | 63% |
| Predictability of travel time on this facility during rush hours | 60% | 60% | 63% | 62% | 62% |
| Predictability of travel time on this facility during non-rush hours | 78% | 77% | 78% | 80% | 77% |
| Overall ease of crossing this facility | 77% | 77% | 79% | 81% | 78% |

MTA Bridges and Tunnels

Scale of 1-10; satisfied customers are coded as respondents who rate satisfaction between 6 and 10



Appearance and Cleanliness Attribute Satisfaction by Year

| | 2010 | 2011 | 2012 | 2013 | 2014 |
|------------------------------------|------|------|------|------|------|
| Cleanliness of lanes in toll plaza | 92% | 91% | 92% | 92% | 92% |
| Absence of graffiti | 96% | 96% | 96% | 97% | 96% |
| Overall appearance and cleanliness | 92% | 92% | 93% | 94% | 93% |

MTA Bridges and Tunnels

Scale of 1-10; satisfied customers are coded as respondents who rate satisfaction between 6 and 10



Traveler Information Services Satisfaction by Year

| | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|------|------|------|------|------|
| Electronic signs displaying current travel times or construction info | 69% | 72% | 78% | 75% | 73% |
| Email alerts about MTA Bridges and Tunnels | 63% | 74% | 70% | 69% | 66% |
| Information available about Bridges and Tunnels on the MTA website | . | 84% | 82% | 81% | 79% |
| Information about Tolls by Mail on the MTA website | . | . | . | 81% | 85% |
| Information about Tolls by Mail on the E-ZPass website | . | . | . | 79% | 85% |
| Travel time information available on the MTA website | . | 80% | 81% | 78% | 77% |
| MTA B&T's Travel Time app | . | . | . | 79% | 77% |
| Overall availability of information | 67% | 82% | 83% | 82% | 79% |

MTA Bridges and Tunnels

Scale of 1-10; satisfied customers are coded as respondents who rate satisfaction between 6 and 10



E-ZPass Attribute Satisfaction by Year

| | 2010 | 2011 | 2012 | 2013 | 2014 |
|--|------|------|------|------|------|
| Sign-up procedures and documentation | 94% | 93% | 94% | 95% | 94% |
| E-ZPass statement accuracy | 95% | 95% | 95% | 96% | 95% |
| Frequency of statement | 93% | 94% | 94% | 95% | 95% |
| Usefulness of statement information | 93% | 94% | 95% | 94% | 93% |
| Response of customer service center to inquiries | 84% | 85% | 86% | 86% | 86% |
| Length of time on hold when calling customer service | 76% | 76% | 80% | 81% | 80% |
| Reduction of waiting time at toll plaza | 84% | 85% | 86% | 89% | 88% |
| Reliability of E-ZPass tag | 95% | 95% | 96% | 96% | 96% |
| Discounts offered to E-ZPass users | 65% | 61% | 66% | 69% | 67% |
| Access to your E-ZPass account online | 90% | 90% | 92% | 91% | 91% |
| Information available on the E-ZPass website | . | 84% | 82% | 80% | 91% |
| Locations of walk-in centers | 75% | 74% | 78% | 77% | 74% |
| Ease of adding funds to your E-ZPass account | . | . | 95% | 95% | 94% |
| Overall E-ZPass performance | 94% | 95% | 96% | 96% | 95% |

MTA Bridges and Tunnels

Scale of 1-10; satisfied customers are coded as respondents who rate satisfaction between 6 and 10

