



**Bridges and Tunnels**

# **Bridges and Tunnels Committee Meeting**

## **March 2012**

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### **Committee Members**

A. Cappelli, Chair

R. Bickford

J. Blair

M. Lebow

M. Pally

A. Saul

V. Tessitore



## MEETING AGENDA

### MTA BRIDGES AND TUNNELS COMMITTEE

March 26, 2012 – 12:15 p.m.

347 Madison Avenue  
Fifth Floor Board Room  
New York, NY

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#### AGENDA ITEMS

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9. ANNUAL PROCUREMENT CONTRACTS REPORT – FISCAL YEAR 2011 (UNDER SEPARATE COVER)	

Date of next meeting: Monday, April 23, 2012 at 12:15 p.m.



# **Bridges and Tunnels**

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## **Minutes of Committee Meeting February 2012**



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

**February 27, 2012**

**12:15 p.m.**

In attendance were the Honorable:

Allen P. Cappelli, Chairman  
Andrew Albert  
Robert C. Bickford  
James F. Blair  
Mark D. Lebow  
Mitchell H. Pally  
Charles G. Moerdler participated in the meeting

James Ferrara, President  
Gloria Colon, Chief Equal Employment Opportunity Officer  
James Elkin, Controller  
James Fortunato, Vice President Operations  
Joseph Keane, Chief Engineer  
Anthony Koestler, Chief Procurement Officer  
Sharon Gallo Kotcher, Vice President Labor Relations  
Donald Look, Chief Security Officer  
David Moretti, Executive Vice President  
Andrew Petrovich, Chief Health and Safety Officer  
Donald Spero, Chief Financial Officer  
Cathy Sweeney, Vice President Staff Services/Chief of Staff  
M. Margaret Terry, General Counsel

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

**February 27, 2012**

Minutes of TBTA Committee held February 27, 2012 at 12:15 p.m. A list of those in attendance is attached.

**Public Speakers**

There was one public speaker, Mr. Murray Bodin. In response to Commissioner Pally's comment that he recently had an opportunity to use New Hampshire's new high speed ( 65 mph) E-ZPass lanes, Mr. Bodin stated that highway speed lanes are all over citing the New Jersey Turnpike and the New York State Thruway, except on the Henry Hudson Parkway. Mr. Bodin said that the four lanes on the Henry Hudson Parkway are broken up into four lanes, instead of two highway speed lanes, which he feels is unsafe and the result of poor planning. B&T is spending hundreds of millions of dollars on the wrong design for toll booths. Mr. Bodin complained about the cost to build a gantry to hold an E-ZPass reader on the Henry Hudson Bridge, and suggested that it could have been attached to the underside of the Upper Level.

Commissioner Moerdler asked if there were an appropriate number of lanes on the Henry Hudson Bridge and was the construction of the gantry necessary. Mr. Ferrara responded that since AET is a pilot program at the Henry Hudson Bridge it started the pilot with one less lane then it has now. It was determined to be inadequate and an additional lane was added to move the traffic through the toll plaza at a greater rate of vehicles per lane. The AET Pilot Program is not highway speed tolling, but all-electronic tolling. B&T used its existing infrastructure including the current toll system. B&T budgeted \$10 million for the project and did a lot of in-house work. The gantry is necessary.

**Minutes**

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on January 23, 2012 were approved.

**Committee Work Plan**

Mr. Ferrara stated that there are no changes to the work plan for this month.

**Operations/Safety**

Mr. Moretti stated that since it is the end of the year the Report on Operations is divided into three parts this month. It compares December 2011 traffic to December 2010. It also compares 2011 performance to 2010, and the last part looks at performance over the last five years.

In December 2011 there were 23,665,000 crossings, which is an increase of 696,000 crossings over the prior December. Unlike last year, there was no snow accumulation in December. In addition the weather in December was considerably warmer by an average of nine degrees, and rainfall was comparable to the prior year. The average price of gasoline per gallon was \$3.49 which was 31 cents higher as compared to last December, but it continued its decline from a high of \$4.13 which was reached in May 2011. E-ZPass crossings increased by 7.2% this December; cash crossings declined 11.2% for the month. Passenger vehicle traffic was up 3%, and truck traffic increased by 2.8%. All crossings showed a gain in December from 1.4% at the Henry Hudson Bridge to 6.3% at the two Rockaway Crossings.

The second part of the report compares 2011 performance to 2010. Factors that influenced traffic over the year include gasoline prices which averaged \$3.71 per gallon for the year 2011 which was 28% higher than the average price in 2010. The average price per gallon peaked at over \$4.00 in 2011. The average tolls for 2011 were \$5.30, or about 9% higher than 2010. Lastly, total precipitation was considerably higher in 2011 there was more than 65 inches of rain over 121 days, compared to 41 inches in 2010. Snowfall totals were slightly below 2010, but still well above the average for a typical winter in New York City. The combination of these major factors and others resulted in 283.5 million crossings in 2011 which was 8.1 million less than 2010. Average daily crossings were almost 777,000 vehicles. February and December were the only two months where there were year-to-year increases in traffic; all the other ten months traffic was lower than the prior year. E-ZPass traffic totaled 225.1 million crossings for the year, or almost 617,000 per day which was 1.8% more than in 2010. Cash averaged 159,000 crossings which was 17.3 % lower. Passenger vehicle traffic declined by 2.9%. Trucks averaged 53,500 crossings which was about 1.5 % lower. Year over year all crossings were down and the decline ranged from 0.7% at the major Manhattan crossings to 5.1% at the two Rockaway crossings.

Mr. Moretti referred the Committee Members to the Report of Operations and Safety and Exhibit 11 contained on page 26 which graphs the total traffic during the five year period 2007-2011. During this period average daily traffic peaked in October 2007 at almost 835,000 crossings, and has declined reaching almost 777,000 by the end of 2011. As previously discussed, traffic seems to have been affected by higher or lower gas prices; weather, especially significant storms; and the price of the toll. Traffic declined from 2007 and 2008 and stabilized in 2009 and 2010 during the period when gas remained on average below \$3.00 per gallon. E-ZPass has been on an upward trend since August 2009, and at the end of 2011 it has reached its highest daily average ever. Cash has been on the decline for almost the entire period dropping from 225,000 per day in January 2007 to 167,000 transactions in December 2011.

Chairman Cappelli stated that he had received a letter from Kenneth Poppler, President and Chief Executive Officer of the Staten Island Mental Health Society. During the month of January B&T has a second suicide on the Verrazano Narrows Bridge, and suggested some safety measures that B&T may want to consider. Chairman Cappelli asked Mr. Ferrara to look at Mr. Poppler's suggestions as to what is being done at other facilities to deal with suicide prevention. Mr. Ferrara stated that he would review the letter, and report back to the Committee at the next meeting.

Commissioner Blair stated that in reviewing the Committee minutes for the previous month he thought that Commissioner Albert's comments regarding the possible diversion of traffic to the City's free bridges is worthy of further discussion. Commissioner Blair stated that he supported Commissioner Albert's observations, and thought that the B&T Committee had more of a connection with that issue than other agency committees. Commissioner Blair asked if B&T had any research that would help the Committee understand whether there is a basis for some other actions which would support the view that the free New York City bridges needed to be tolled. Mr. Ferrara responded that he did not have a comment on the tolling issue, but with respect to the traffic numbers the City of New York Department of Transportation ("DOT") conducts a yearly traffic count on its facilities which he can provide to the Committee at the next meeting. This is the only statistical information that B&T has. Mr. Ferrara stated that B&T does not conduct origin or destination studies or research traffic patterns on New York City DOT facilities.

Commissioner Blair thought it would be beneficial to ascertain if there are any capacity issues that need to be addressed if those bridges were tolled and traffic was diverted to B&T facilities. Ms. Terry responded that in 2009 as part of the Ravitch bill there was a proposal to

transfer ownership of the Harlem River and East River bridges to the MTA for tolling with the implementation through Bridges and Tunnels. A preliminary analysis was conducted, but it was highly complicated. Ms. Terry stated that she did not believe that the capacity issue was reached. There were issues with each and every City bridge, because they were built or rebuilt using Federal funds, and that there are restrictions on the use of tolls where bridges have been built or rebuilt using Title 23 Funds. One of the restrictions is that the tolls have to be used primarily to maintain the facilities that are tolled. There were preliminary discussions with Washington regarding the MTA as a unified transportation system and using those funds to support mass transit. The Feds were resistant to that issue, but since the bill did not pass the discussions were not continued. Ms. Terry stated that in association with a toll increase, an environmental study is conducted and it considers diversions from the B&T facilities due to the proposed increase in tolls. This would include diversions to non-tolled facilities as well as people deciding not to take trips as well moving to transit. This is done by analysis as opposed to going back and looking at the data primarily due to the fact that the City conducts a traffic count once a year, and that there is a long lag time between the count and when the data is made available.

Commissioner Albert stated that he would not be surprised that when the City's data is available, it reflects a huge increase in the use of the Brooklyn Bridge, as well as the 59th Street, Willis and Third Avenue Bridges after the last toll increase.

Mr. Petrovich referred the Committee to two graphs and charts, Five Year Summary of Customer Collisions and Injuries Through December, contained on pages 34 and 35 in the Committee report. Mr. Petrovich stated that the collision rate per million vehicles has remained the same as last year. The customer injury rate per million vehicles has declined by 3.3%. Initiatives include the deployment of a Special Operations Division at facilities based on a percentage of motor vehicle accidents that occur at each facility, and truck enforcement inspection of trucks for safety infractions.

Mr. Petrovich referred the Committee to page 41 which contains two graphs and charts, entitled Five Year Summary of Employee Accident Reports and Injuries Through December. Mr. Petrovich stated that in December 2011 there were eight fewer employee lost time injuries compared to the previous year, with the frequency rate dropping 5.3%. Page 42 contains a chart entitled Employee Lost Time Injury Incidents by Type. The largest category is slips, trips and falls. One area with a slight increase is moving vehicle incidents. To address this, facility supervision continues to stress awareness on the plaza during roll calls, and has reviewed signage, improved striping, and conducts safety interviews following each incident.

Commissioner Pally stated that he has the impression that the customer collision rate increases or decreases with maintenance work or construction work at a facility. Mr. Petrovich indicated that Commissioner Pally was correct that they have a direct relationship to each other.

#### **Henry Hudson Bridge Pilot Program**

Mr. Ferrara introduced Mr. Robert Redding, Senior Director for New Toll Initiatives, who provided a status report on the All Electronic Tolling (AET) Pilot Project at the Henry Hudson Bridge.

Mr. Redding stated that in September 2010 the Committee was given an overview of the project. It is a year later, and Mr. Redding will provide an update on the project and discuss where it is headed. Mr. Redding stated that there are three major components of the project. The first is to remove the gates at the Henry Hudson Bridge and to allow customers with E-ZPass tags to drive through the facility nonstop and investigate the technology necessary to do that. The second is to move as many people from paying cash to paying with E-ZPass. The last piece

is to run that plaza in a cashless configuration. The Henry Hudson Bridge was selected for a number of reasons. It is a fairly small facility. There is a high E-ZPass market share going into the project, and the facility does not support truck traffic. All of which minimizes revenue risk for the Pilot. From a safety and operations perspective there are no entrances and exits near the plaza which complicates the operation of the plaza. Also, the Henry Hudson Bridge deck and toll plaza are due for replacement, and if B&T can show that gateless or cashless operations can be used, the Authority can significantly reduce the amount of construction work that needs to be done to replace the infrastructure.

The gates were removed in January 2011. During the rest of 2011 there were 21.3 million crossings. The technology which has been installed there, cameras, sensors and software, have performed well. B&T has collected the toll from 99.7% of the crossings. Overall this has been revenue neutral taking into account the cost of collecting from those vehicles. There is a \$50 violation fee that is waived for first time violators. The payment of that fee is what has allowed this to be revenue neutral. The operations at the plaza have been able to handle up to 25% more traffic during peak periods. The results have been very promising for moving to the cashless step at the Henry Hudson Bridge.

Commissioner Blair stated that the Pilot program appeared to be working well. He asked if the 99.7% toll collection rate included tolls that were not paid at the time of crossing and were collected through other toll collection measures. Mr. Redding responded that the 99.7% includes customers who had a valid E-ZPass at the time of crossing; customers who have an E-ZPass account but on that day did not have their E-ZPass tag or did not mount it properly on their windshield so an image of their license plate was used for the purpose of identifying the account and payment of the toll; and people who drove through without an account who were sent a violation notice and paid the toll. About .1% is considered a technical loss where the license plate image for whatever reason was not captured for toll collection purposes; and the Authority is pursuing the remaining .2% for payment of the toll.

Commissioner Albert asked if the Authority was required to have agreements with the Department of Motor Vehicles in other states to collect from people who do not pay the toll, and if so, does the Authority have agreements with all the Northeastern states. Mr. Redding responded affirmatively and said those agreements are for violation processing for all-electronic tolling, not cashless tolling which are being worked on.

Commissioner Lebow asked why the first time violation fee of \$50 is waived. Mr. Redding responded that it has been a long held policy of the New York Customer Service Center and B&T's partners, which include the New York Thruway Authority and the Port Authority of New York and New Jersey.

Commissioner Blair asked if with the Pilot program there was an increase in the number of people crossing the Henry Hudson Bridge without either a valid E-ZPass tag or E-ZPass account. Mr. Redding responded that before the Pilot program the E-ZPass gates would have prevented that from happening, so he would assume that there has been an increase since there is currently no gate to stop them.

Commissioner Pally asked how the 99.7% toll collection rate compared with other agencies in the region which have gateless tolling. Mr. Redding said that the Henry Hudson Bridge is very favorable in this respect, because there are no trucks; there is a high percentage of E-ZPass market share; and the customer demographics are favorable. Mr. Redding said that because of these factors, the Authority does not expect this to be the same at other B&T facilities. Mr. Redding stated that most likely this is the best that it will be.



Mr. Redding stated that B&T has undertaken a number of initiatives to move people to E-ZPass because it the most accurate, efficient and least expensive way to collect the toll, and it is cheapest for B&T's customers. In June, B&T began selling E-ZPass On-The-Go tags in the cash toll lanes at the Henry Hudson Bridge. The program has been quite successful, approaching 9,000 tags sold since June. The Authority is looking to expand the program to other facilities by Memorial Day. In January B&T released Spanish versions of its website, IVR (phone system) and printed materials. Later this year the Authority is releasing Pay per Trip which allows people to provide their checking account number, and their tolls will be deducted from that account every day, for that day, at the end of the day so they would not have to have a pre-paid balance on their E-ZPass account.

On February 21, the Authority launched its new Reload Card. The card looks like a credit card. The Authority is using the existing Visa Readylink Network. There are roughly 3,000 locations (such as Duane Reade and 7-Elevens) in the Metropolitan area and across the nation as well. It makes it convenient for customers to take the card, which identifies their account, and use cash to put money into their E-ZPass account. Currently if you want to use cash you would have to go to one of three Customer Service Center locations in the Metropolitan area. This is a huge increase in convenience for customers to use cash to reload their E-ZPass accounts.

Commissioner Blair asked how long that program had been in the works. Mr. Redding responded approximately one year. Commissioner Lebow stated that the E-ZPass On-The-Go and Reload Card are two extraordinary initiatives, and complimented the Authority on innovating and accomplishing this in such a short period of time.

Chairman Cappelli stated that the presentation regarding cashless operations at the Henry Hudson Bridge would continue next month.

#### **Customer Environment Survey Fourth Quarter 2011**

Mr. Fortunato stated that in 2011 Bridges and Tunnels striped 314,396 linear feet of roadway; 201,449 linear feet in the fourth quarter alone. B&T repaired 1,006 potholes in the fourth quarter and 8,323 potholes at year-end 2011. The overall collision rate with injuries is the lowest it has been in eight years at a rate of 0.87.

#### **E-ZPass**

Mr. Spero stated that in 2011 the year end E-ZPass market share was 80.3% the highest year end percent ever. The 2010 year end market share was 77.1%. which is the second highest. Every facility showed an increase this year, and eight of the ten plazas now have market shares above 80% weekdays compared to five out of ten last year. E-ZPass accounts at the end of the year reached more than 2.5 million, which is 7% higher than last year. More than 3,100 E-ZPass On-The-Go accounts were opened in December, which is more than one third of the total accounts opened for the month. More than 46,000 On-The-Go accounts were opened for the year, which is 27% of the total. At the Henry Hudson Bridge the program has been very successful; 625 tags were sold in December, or 8,900 to-date.

#### **Finance**

Mr. Spero stated that this month the report covers the preliminary 2011 actuals against the 2011 final estimates. It is good news for the year. B&T's revenues were approximately

\$1.53 billion which is \$3.4 million or 0.2% above the final estimate. Toll revenue makes up about 98% of that revenue, and was \$3 million above the final estimate. The mild weather in December helped significantly. Total expenses were \$373.1 million; \$18.4 million or 4.7% below the final estimate. Most of the positive variance was on the non-labor side, primarily in maintenance and other operating expenses, professional services contracts, material and supplies. The total non-labor positive variance was approximately \$16.3 million. The Authority was also under on the labor side; the total was \$222.6 million, or 2.1% lower than the final estimate. This is in part due to lower payroll in the amount of \$800,000 and lower overtime of \$1 million. Overtime continues to be one of the Authority's successes. It is down 5.2% against the final estimate, which is a testament to management's continuing efforts which it has undertaken in that area.

Total support to mass transit in 2011 was \$939.6 million; \$ 37.3 million (4%) above the final estimate. Since B&T joined the MTA in 1968 it has contributed \$18.7 billion in support to mass transit.

#### **2012 Adopted Budget/Financial Plan 2012-2015**

Mr. Spero referred the Committee to the 2012 Adopted Budget/Financial Plan 2012-2015 which is contained in the Committee report as an informational item. It includes a monthly allocation of monthly 2012 expenses, revenue and traffic, which the Authority will use to compare its expenses and revenue against through the first half of the year. The Adopted Budget incorporates the MTA adjustments that were presented in the November Financial Plan and adopted by the Board this past December 11th.

#### **2011 Bridges and Tunnels Operating Surplus**

Upon a motion duly made and seconded, the Committee moved to the Board the following resolutions which will:

- Certify and transfer \$527,658,028 operating surplus to the MTA and NYCTA pursuant to Section 1219-a(2)(b) of the Public Authorities Law of the State of New York.
- Transfer \$85,100 representing 2011 investment income to the MTA pursuant to Section 569-c of the Public Authorities Law of the State of New York.
- Deduct from the operating revenues of the Triborough Bridge and Tunnel Authority for its fiscal year ending December 31, 2012 the amount of \$14,548,000 which amount shall be paid into the Necessary Reconstruction Reserve established by the Authority by resolution adopted March 29, 1968.
- Deduct from the operating revenues of the Triborough Bridge and Tunnel Authority for its fiscal year ending December 31, 2012 and set aside into a special account, an amount determined from time to time by such Authority to help fund post-retirement liabilities other than pension benefits of its employees.
- Advance monthly the FY 2012 TBTA surplus to the MTA and NYCT in an aggregate amount not to exceed 90% of the estimate of the sum of that month's operations, if available, with the first \$1.8 million going to NYCT and the remaining sum split 50% to NYCT (less applicable bond service) and 50% to MTA (less applicable bond service).

A copy of the resolutions, staff summary and details of the above item are filed with the minutes of this meeting.

### **Capital Program**

Mr. Keane stated that this month's report provides an overview of the 2012 Capital Plan.

In 2012 B&T plans to award 73 tasks with a budgeted value of \$578.6 million. B&T plans to complete six projects with a budgeted value of \$285.8 million.

Mr. Keane referred the Committee to the Capital Program Status Report contained in the Committee Report for a detailed description of the three major commitments planned for the year. The Authority is currently on-target to meet all of its 2012 awards and completions.

### **Procurements**

Mr. Koestler stated that there were no non-competitive procurements this month.

### **Competitive Procurements**

Mr. Koestler stated that there are four competitive procurements this month totaling \$1.69 million.

The first procurement is a request for a one year miscellaneous procurement contract with Shared Solutions and Services, Inc. to maintain and repair Ciena hardware and software in the amount of \$25,687. The next is a personal service contract with Hardesty & Hanover, LLP to provide construction management and inspection services for Project HH-07, Structural Rehabilitation at the Henry Hudson Bridge for \$878,368 over a period of two years, six months. The third procurement is a two year personal service contract with EnviroMed Services, Inc. to provide independent safety monitoring services for ongoing construction projects in the amount of \$734,085. The last item is a three year miscellaneous service contract with Verrazano Exterminating Corp. to perform indoor and outdoor exterminating services at various facilities in the amount of \$49,695.

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

### **Miscellaneous Procurement Contracts**

Shared Solutions and Services, Inc.	Contract No. 3000000827 Contractor to provide all labor and materials required to maintain, repair and provide spare parts for Ciena Dense Wavelength Division Multiplexing (DWDM) hardware and software.	\$25,686.38
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**Personal Service Contracts**

Hardesty & Hanover, LLP	Contract No. PSC-11-2892 Consultant to provide construction management and inspection services for Project HH-07, Structural Rehabilitation at the Henry Hudson Bridge (HHB).	\$878,368.00
EnviroMed Services, Inc.	Contract No. PSC-11-2898 Consultant to provide independent safety monitoring services for ongoing construction projects.	\$734,085.00

**Miscellaneous Service Contracts**

Verrazano Exterminating Corp.	Contract No. 11-MNT-2889 Contractor to provide all labor, materials and equipment necessary to perform indoor and outdoor extermination services at various facilities.	\$49,695.00
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Mr. Koestler stated that there are no ratifications.

**Adjournment**

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

Respectfully submitted,

*Cindy L. Dugan/mmt*  
Cindy L. Dugan  
Assistant Secretary





# **Bridges and Tunnels**

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## **Committee Work Plan**

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# BRIDGES & TUNNELS COMMITTEE WORK PLAN

## I. RECURRING AGENDA ITEMS

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

## II. SPECIFIC AGENDA ITEMS

	<u>Responsibility</u>
<u>April 2012</u>	
Final Review of 2011 Year-End Operating Results	Planning & Budget
<u>May 2012</u>	
Customer Environment Survey – 1st Quarter 2012	Operations
Diversity Report – 1 <sup>st</sup> Quarter 2012	EEO
<u>June 2012</u>	
No items scheduled	
<u>July 2012</u>	
No items scheduled.	
<u>August 2012</u>	
No meeting scheduled.	
<u>September 2012</u>	
Customer Environment Survey – 2nd Quarter 2012	Operations
2013 Preliminary Budget	Planning & Budget
Diversity Report – 2 <sup>nd</sup> Quarter 2012	EEO
<u>October 2012</u>	
2013 Preliminary Budget	Planning & Budget

## **II. SPECIFIC AGENDA ITEMS (cont'd)**

### **Responsibility**

#### **November 2012**

Customer Environment Survey – 3rd Quarter 2012  
2013 Preliminary Budget  
B&T Committee Charter – Review  
Diversity Report – 3<sup>rd</sup> Quarter 2012

Operations  
Planning & Budget  
MTA Board  
EEO

#### **December 2012**

2013 Proposed Final Budget

Planning & Budget

#### **January 2013**

Approval of 2013 Work Plan

Committee Chair & Members

#### **February 2013**

Customer Environment Survey – 4th Quarter 2012  
Preliminary Review of 2012 Operating Budget Results  
2013 Adopted Budget/Financial Plan 2013-2016  
2012 B&T Operating Surplus  
Diversity Report – 4<sup>th</sup> Quarter 2012

Operations  
Planning & Budget  
Planning & Budget  
Controller  
EEO

#### **March 2013**

Annual Procurement Contracts Report

Procurement & Materials/  
Finance



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

### **Detailed Summary**

#### **I. RECURRING**

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

Approval of the official proceedings of the Committee Meeting.

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

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

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

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

##### **Financial Report**

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

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

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

##### **Procurements**

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

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

## **II. SPECIFIC AGENDA ITEMS**

### **APRIL 2012**

#### Final Review of 2011 Year-End Operating Result

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 2012**

#### Customer Environment Survey – 1st Quarter 2012

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; enhance the customer environment of bridge and tunnel facilities.

#### Diversity Report – 1<sup>st</sup> Quarter 2012

Review and discuss EEO-4 Employee Summary, report of state and local government required by the U.S. Equal Employment Opportunity Commission ("EEOC"), noting workforce analysis as presented to the Board's Diversity Committee quarterly meeting.

### **JUNE 2012**

No items scheduled.

### **JULY 2012**

No items scheduled.

### **AUGUST 2012**

No meeting scheduled.

### **SEPTEMBER 2012**

#### Customer Environment Survey – 2nd Quarter 2012

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; enhance the customer environment of bridge and tunnel facilities.

#### 2013 Preliminary Budget

Agency will present highlights of the Preliminary Budget to the Committee. Public comment will be accepted on the 2013 Preliminary Budget.

#### Diversity Report – 2<sup>nd</sup> Quarter 2012

Review and discuss EEO-4 Employee Summary, report of state and local government required by the U.S. Equal Employment Opportunity Commission ("EEOC"), noting workforce analysis as presented to the Board's Diversity Committee quarterly meeting.

## **OCTOBER 2012**

### 2013 Preliminary Budget

Public comment will be accepted on the 2013 Preliminary Budget.

## **NOVEMBER 2012**

### Customer Environment Survey – 3rd Quarter 2012

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; enhance the customer environment of bridge and tunnel facilities.

### 2013 Preliminary Budget

Public comment will be accepted on the 2013 Budget.

### B&T Committee Charter - Review

Review and assess the adequacy of this Charter annually.

### Diversity Report – 3<sup>rd</sup> Quarter 2012

Review and discuss EEO-4 Employee Summary, report of state and local government required by the U.S. Equal Employment Opportunity Commission ("EEOC"), noting workforce analysis as presented to the Board's Diversity Committee quarterly meeting.

## **DECEMBER 2012**

### 2013 Proposed Final Budget

The Committee will recommend action to the Board.

## **JANUARY 2013**

### Approval of Work Plan for 2013

The committee will have already received a draft work plan for 2013 at the December 2012 meeting. The committee will be requested to approve the amended work plan for the year.

## **FEBRUARY 2013**

### Customer Environment Survey – 4th Quarter 2012

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; enhance the customer environment of bridge and tunnel facilities.

### Preliminary Review of 2012 Operating Budget Results

The agency will present a brief review of its 2012 Operating Budget results.

### 2013 Adopted Budget and February Financial Plan 2013-2016

The Agency will present its revised 2013 Adopted Budget and Financial Plan which will incorporate any changes made by the Board at the December 2012 meeting and any Agency technical adjustments.

2012 B&T Operating Surplus

The Committee will recommend action to the Board.

Diversity Report – 4<sup>th</sup> Quarter 2012

Review and discuss EEO-4 Employee Summary, report of state and local government required by the U.S. Equal Employment Opportunity Commission ("EEOC"), noting workforce analysis as presented to the Board's Diversity Committee quarterly meeting.

**MARCH 2013**

Annual Procurement Contracts Report

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



# **Bridges and Tunnels**

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## **Report on Operations/Safety January 2012**



## **MTA Bridges and Tunnels January 2012 Traffic Trends**

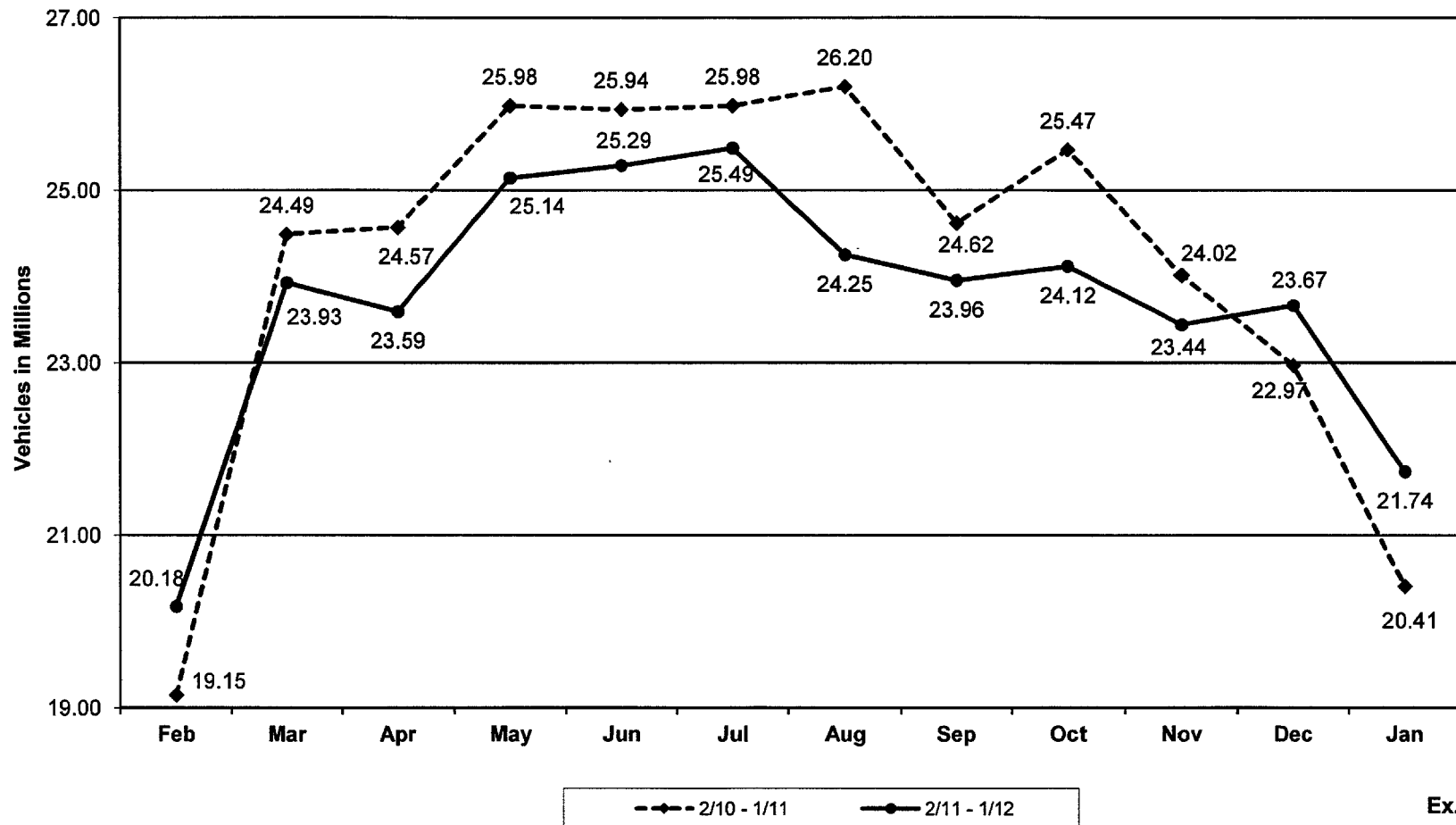
### **Summary**

There were 21.7 million traffic crossings this month, an increase of 1.3 million from the prior January (Exhibit 1).

There were 10 days of precipitation in both 2012 and 2011, but accumulations were significantly less this year. Snowfall totaled 2.5 inches in 2012 compared to 32.6 inches in 2011, and rainfall totaled 3.4 inches this year vs. 4.0 inches last year. Gas averaged \$3.58 per gallon this January, which was \$0.31 more per gallon than last year at this time.

E-ZPass volume increased by 9.5% this January vs. January 2011 and cash crossings declined 4.8% for the month (Exhibit 7). Passenger cars were up 6.7% and other vehicles were up 4.5% from last January (Exhibits 8).

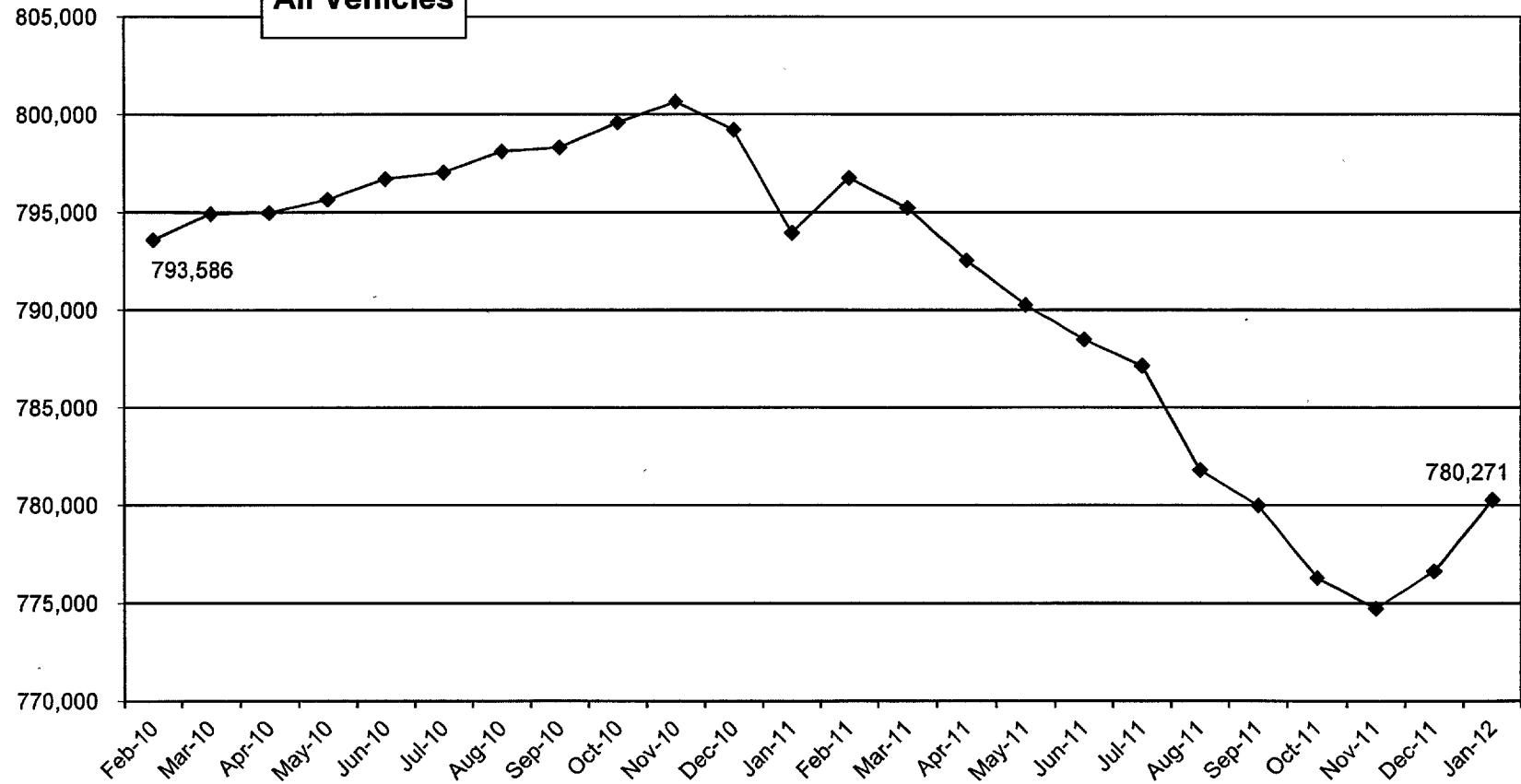
# **MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending - January 2012**



**Ex. 1**

**MTA Bridges and Tunnels**  
**Average Daily Traffic: February 2010- January 2012**  
**12-Month Rolling Averages**

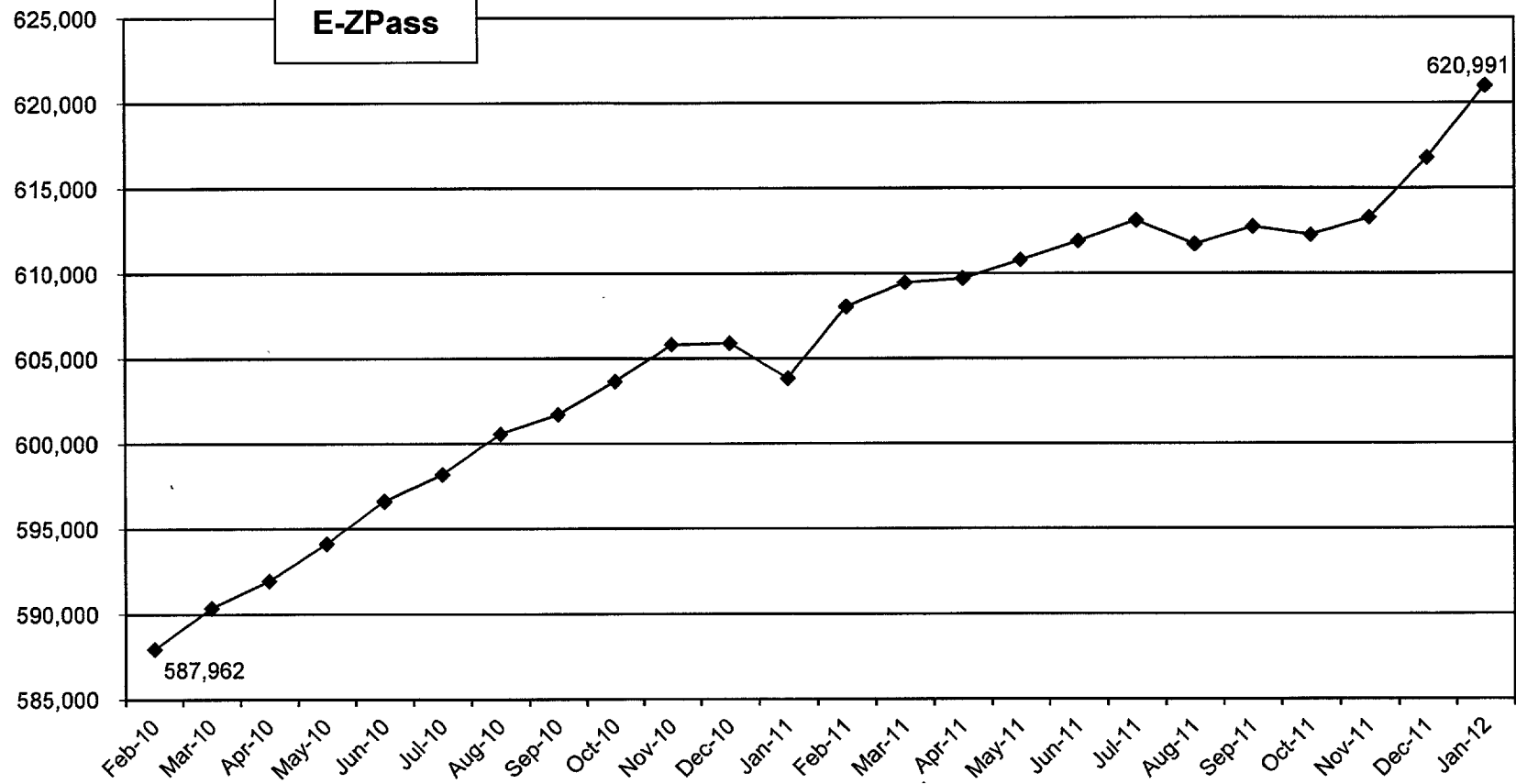
**All Vehicles**



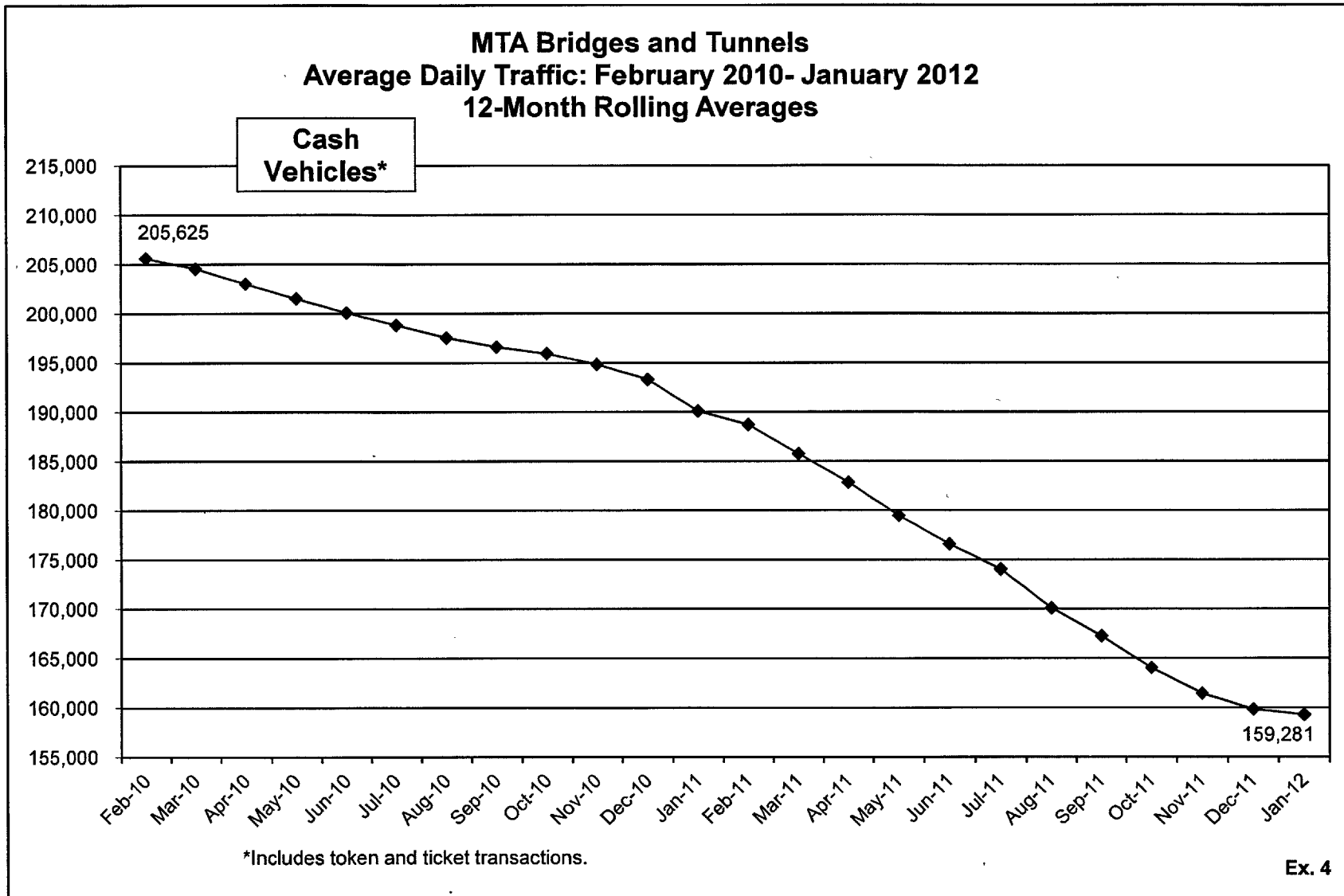
Ex. 2



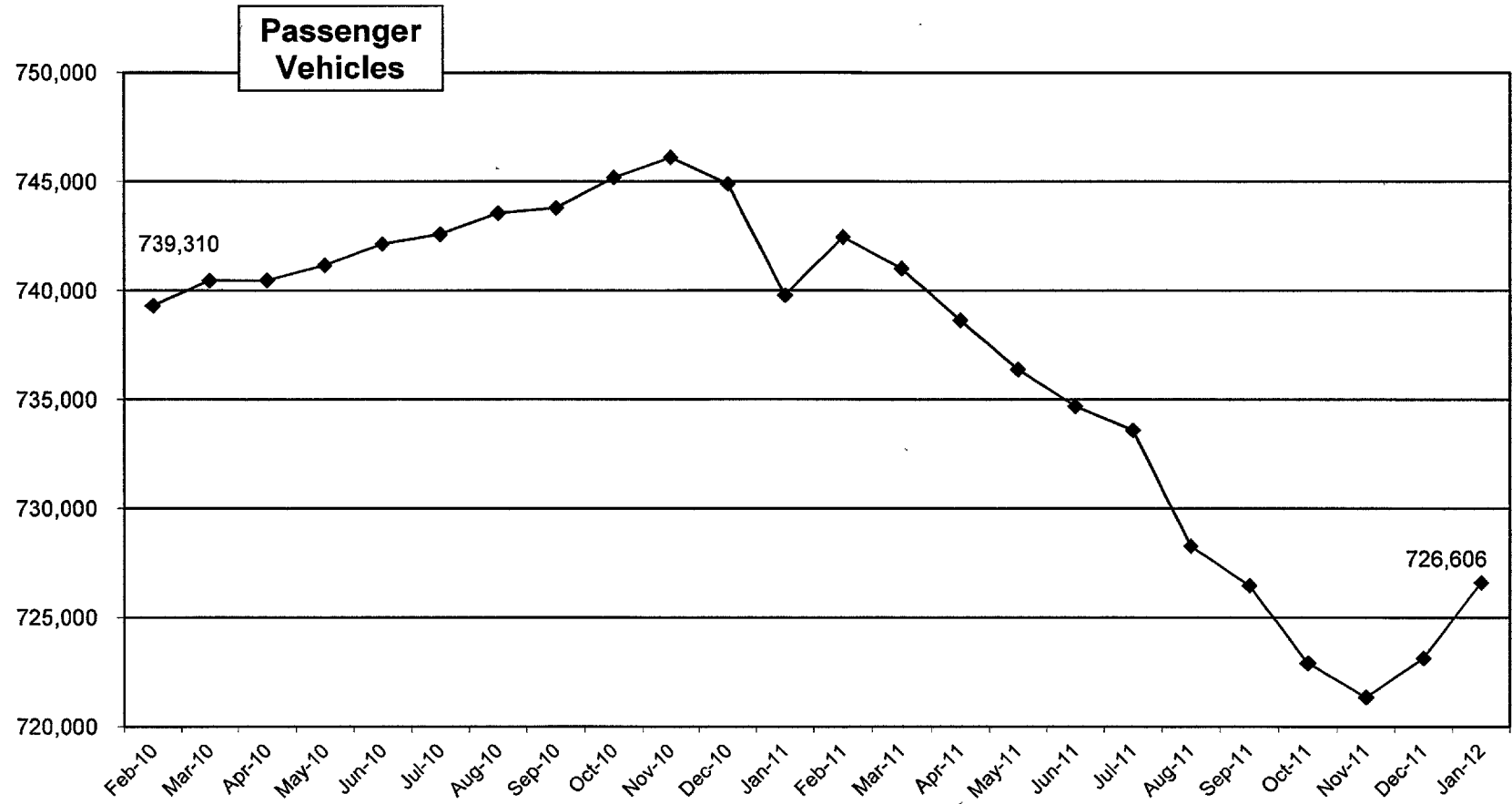
**MTA Bridges and Tunnels**  
**Average Daily Traffic: February 2010- January 2012**  
**12-Month Rolling Averages**



Ex. 3

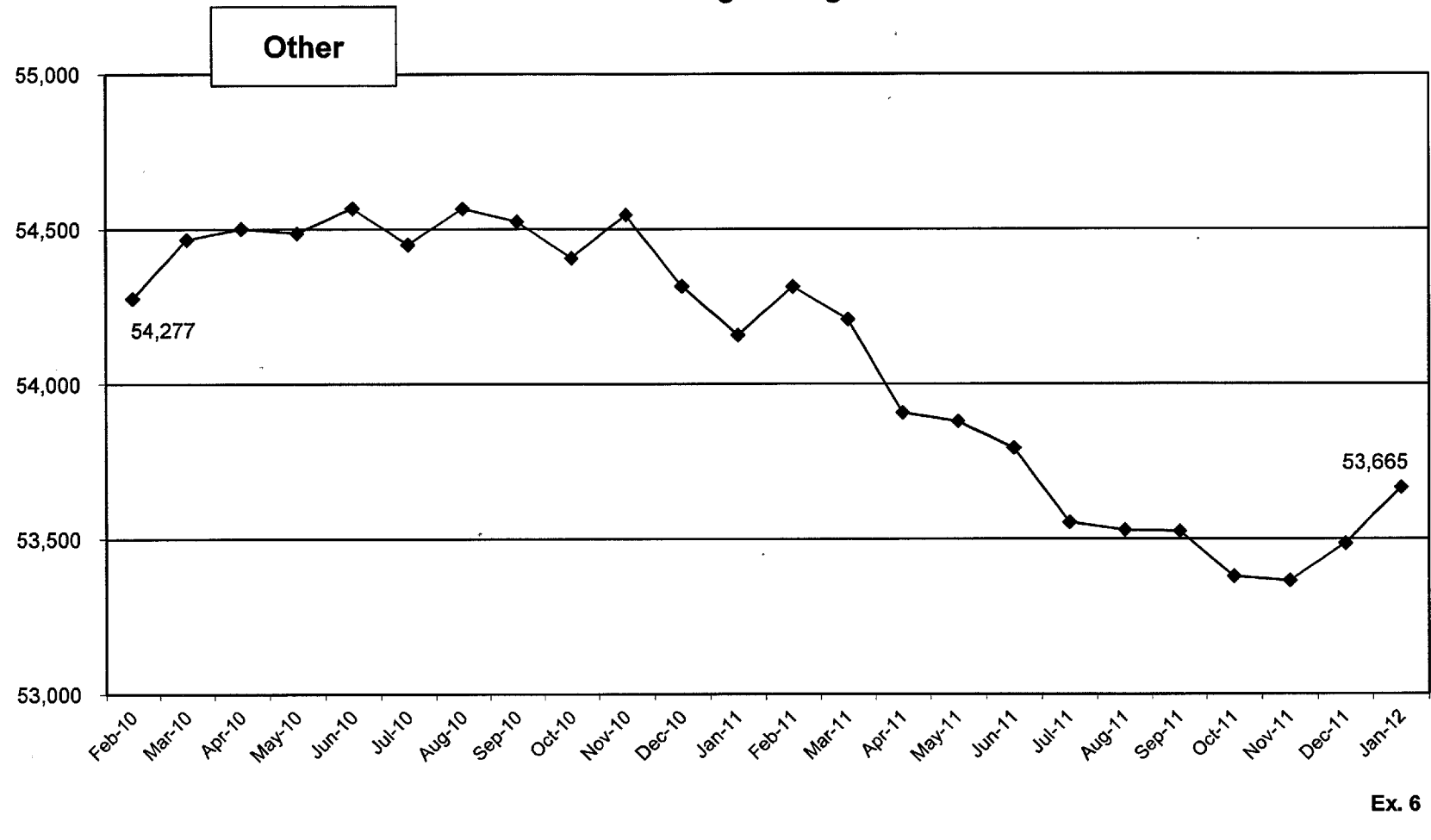


**MTA Bridges and Tunnels  
Average Daily Traffic: February 2010- January 2012  
12-Month Rolling Averages**



Ex. 5

**MTA Bridges and Tunnels  
Average Daily Traffic: February 2010- January 2012  
12-Month Rolling Averages**



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

Corridor	Toll Media	Jan <sup>(1)</sup>	3 Months <sup>(2)</sup> (Nov-Jan)	6 Months <sup>(3)</sup> (Aug-Jan)	9 Months <sup>(4)</sup> (May-Jan)	12 Months <sup>(5)</sup> (Feb-Jan)
All Facilities	Total Vehicles	6.5%	2.2%	-1.7%	-2.0%	-1.7%
	E-ZPass	9.5%	6.1%	2.6%	2.4%	2.8%
	Cash <sup>(6)</sup>	-4.8%	-11.6%	-16.2%	-16.3%	-16.2%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	5.1%	1.5%	-2.2%	-2.6%	-2.6%
	E-ZPass	8.7%	6.6%	3.4%	3.3%	3.5%
	Cash <sup>(6)</sup>	-4.9%	-11.4%	-16.0%	-16.6%	-16.7%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Brooklyn-Battery Tunnel	Total Vehicles	7.2%	2.5%	-0.5%	-0.3%	0.2%
	E-ZPass	9.8%	6.0%	3.4%	3.8%	4.5%
	Cash <sup>(6)</sup>	-5.0%	-12.6%	-16.5%	-16.2%	-16.5%
Verrazano-Narrows Bridge	Total Vehicles	5.9%	2.4%	-1.9%	-2.4%	-1.9%
	E-ZPass	7.9%	5.1%	1.1%	0.6%	1.1%
	Cash <sup>(6)</sup>	-2.9%	-8.5%	-13.7%	-14.0%	-13.6%
Henry Hudson Bridge	Total Vehicles	11.7%	2.0%	-3.3%	-2.9%	-2.1%
	E-ZPass	16.3%	6.7%	1.6%	1.7%	2.3%
	Cash <sup>(6)</sup>	-14.2%	-22.3%	-27.0%	-24.8%	-23.0%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	8.2%	3.9%	-1.5%	-3.2%	-3.8%
	E-ZPass	10.2%	6.7%	1.6%	-0.5%	-1.4%
	Cash <sup>(6)</sup>	-0.8%	-8.0%	-13.5%	-13.0%	-12.8%

(1) January 2012 vs. January 2011.

(2) November 2011 to January 2011 vs. November 2010 to January 2011.

(3) August 2011 to January 2012 vs. August 2010 to January 2011.

(4) May 2011 to January 2012 vs. May 2010 to January 2011.

(5) February 2011 to January 2012 vs. February 2010 to January 2011.

(6) Includes token and ticket transactions.

Ex. 7

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

Corridor	Vehicle Type	Jan <sup>(1)</sup>	3 Months <sup>(2)</sup> (Nov-Jan)	6 Months <sup>(3)</sup> (Aug-Jan)	9 Months <sup>(4)</sup> (May-Jan)	12 Months <sup>(5)</sup> (Feb-Jan)
All Facilities	Total Vehicles	6.5%	2.2%	-1.7%	-2.0%	-1.7%
	Passenger	6.7%	2.1%	-1.9%	-2.1%	-1.8%
	Other	4.5%	2.2%	0.4%	-0.6%	-0.9%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	5.1%	1.5%	-2.2%	-2.6%	-2.6%
	Passenger	5.1%	1.4%	-2.5%	-2.9%	-2.8%
	Other	5.4%	2.6%	1.1%	0.1%	-0.4%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Brooklyn-Battery Tunnel	Total Vehicles	7.2%	2.5%	-0.5%	-0.3%	0.2%
	Passenger	7.5%	2.6%	-0.6%	-0.2%	0.3%
	Other	3.9%	1.8%	0.1%	-0.9%	-1.2%
Verrazano-Narrows Bridge	Total Vehicles	5.9%	2.4%	-1.9%	-2.4%	-1.9%
	Passenger	6.2%	2.5%	-2.0%	-2.5%	-2.0%
	Other	2.1%	1.6%	-0.8%	-1.7%	-1.5%
Henry Hudson Bridge	Total Vehicles	11.7%	2.0%	-3.3%	-2.9%	-2.1%
	Passenger	11.6%	1.9%	-3.3%	-3.0%	-2.2%
	Other	28.3%	14.1%	9.0%	9.0%	9.0%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	8.2%	3.9%	-1.5%	-3.2%	-3.8%
	Passenger	8.3%	4.0%	-1.5%	-3.2%	-3.8%
	Other	7.8%	2.2%	-0.7%	-2.8%	-3.9%

(1) January 2012 vs. January 2011.

(2) November 2011 to January 2011 vs. November 2010 to January 2011.

(3) August 2011 to January 2012 vs. August 2010 to January 2011.

(4) May 2011 to January 2012 vs. May 2010 to January 2011.

(5) February 2011 to January 2012 vs. February 2010 to January 2011.

Ex. 8

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

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

<b><u>Month</u></b>	<b><u>All Vehicles<sup>1</sup></u></b>	<b><u>E-ZPass</u></b>	<b><u>Cash<sup>2</sup></u></b>	<b><u>Passenger</u></b>	<b><u>Other</u></b>
Feb-10	793,586	587,962	205,625	739,310	54,277
Mar-10	794,930	590,365	204,565	740,463	54,467
Apr-10	794,984	591,961	203,023	740,482	54,502
May-10	795,660	594,133	201,528	741,173	54,487
Jun-10	796,711	596,623	200,088	742,144	54,568
Jul-10	797,044	598,194	198,850	742,593	54,451
Aug-10	798,121	600,562	197,559	743,555	54,567
Sep-10	798,323	601,704	196,619	743,799	54,524
Oct-10	799,601	603,654	195,947	745,194	54,406
Nov-10	800,661	605,819	194,842	746,115	54,546
Dec-10	799,217	605,905	193,312	744,901	54,316
Jan-11	793,951	603,835	190,116	739,792	54,159
Feb-11	796,770	608,046	188,723	742,455	54,314
Mar-11	795,232	609,461	185,771	741,023	54,209
Apr-11	792,555	609,700	182,856	738,648	53,908
May-11	790,265	610,794	179,471	736,386	53,880
Jun-11	788,490	611,894	176,595	734,696	53,793
Jul-11	787,145	613,107	174,038	733,591	53,553
Aug-11	781,806	611,711	170,094	728,277	53,528
Sep-11	779,993	612,729	167,264	726,468	53,525
Oct-11	776,296	612,255	164,040	722,916	53,379
Nov-11	774,725	613,272	161,453	721,359	53,366
Dec-11	776,632	616,784	159,849	723,147	53,485
Jan-12	780,271	620,991	159,281	726,606	53,665

1. Numbers may not add due to rounding.

2. Includes token and ticket transactions.

## Supplemental Data Page for the Report on Operations

**TABLE 1 - Traffic, Gas and Weather Data**

Traffic & Average Gas Price <sup>1</sup>			Weather <sup>2</sup>			
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
Feb-10	19,147,302	\$2.79	34	5.0	30.4	10
Mar-10	24,489,353	\$2.83	48	9.3	-	12
Apr-10	24,570,400	\$2.91	58	2.6	-	6
May-10	25,980,868	\$3.00	67	2.9	-	8
Jun-10	25,937,063	\$2.86	76	1.7	-	9
Jul-10	25,981,715	\$2.83	83	2.5	-	7
Aug-10	26,202,259	\$2.83	79	2.4	-	8
Sep-10	24,617,701	\$2.76	73	2.6	-	8
Oct-10	25,470,647	\$2.89	60	4.6	-	10
Nov-10	24,016,670	\$3.01	49	1.8	-	8
Dec-10 <sup>(3)</sup>	22,969,330	\$3.17	35	3.5	14.6	6
Jan-11	20,408,730	\$3.27	32	4.0	32.6	10
Feb-11	20,176,144	\$3.32	37	3.3	4.1	9
Mar-11	23,928,232	\$3.63	42	6.0	0.9	10
Apr-11	23,593,365	\$3.91	53	5.1	-	14
May-11	25,144,889	\$4.13	64	4.0	-	10
Jun-11	25,289,003	\$3.95	73	3.9	-	10
Jul-11	25,490,788	\$3.90	81	2.9	-	6
Aug-11	24,253,530	\$3.89	76	17.2	-	14
Sep-11	23,956,001	\$3.78	71	7.6	-	11
Oct-11	24,121,221	\$3.66	59	4.6	1.7	11
<b>Nov-11</b>	<b>23,443,442</b>	<b>\$3.60</b>	<b>52</b>	<b>2.9</b>	-	<b>7</b>
<b>Dec-11</b>	<b>23,665,382</b>	<b>\$3.44</b>	<b>44</b>	<b>3.9</b>	-	<b>9</b>
<b>Jan-12</b>	<b>21,737,036</b>	<b>\$3.58</b>	<b>38</b>	<b>3.4</b>	<b>2.5</b>	<b>10</b>

Note: Bold numbers are preliminary.

**TABLE 2 - Year-over-Year Differences<sup>4</sup>**

Traffic & Gas Monthly Inc/(Dec)			Weather Monthly Inc/(Dec)			
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
<b>2011 vs. 2010</b>						
February	1,028,842	\$0.53	3	(1.6)	(26.3)	(1)
March	(561,121)	\$0.81	(6)	(3.3)	0.9	(2)
April	(977,035)	\$1.00	(5)	2.5	-	8
May	(835,979)	\$1.13	(3)	1.1	-	2
June	(648,060)	\$1.09	(3)	2.2	-	1
July	(490,927)	\$1.07	(2)	0.4	-	(1)
August	(1,948,729)	\$1.06	(3)	14.9	-	6
September	(661,700)	\$1.02	(2)	5.1	-	3
October	(1,349,426)	\$0.77	(1)	(0.1)	1.7	1
November	(573,228)	\$0.59	3	1.1	-	(1)
December	696,052	\$0.27	9	0.4	(14.6)	3
January	1,328,306	\$0.31	6	(0.6)	(30.1)	0

1. Average gasoline (all types) price per gallon data are from the U.S. Bureau of Labor Statistics, NY-NJ-CT-PA area.

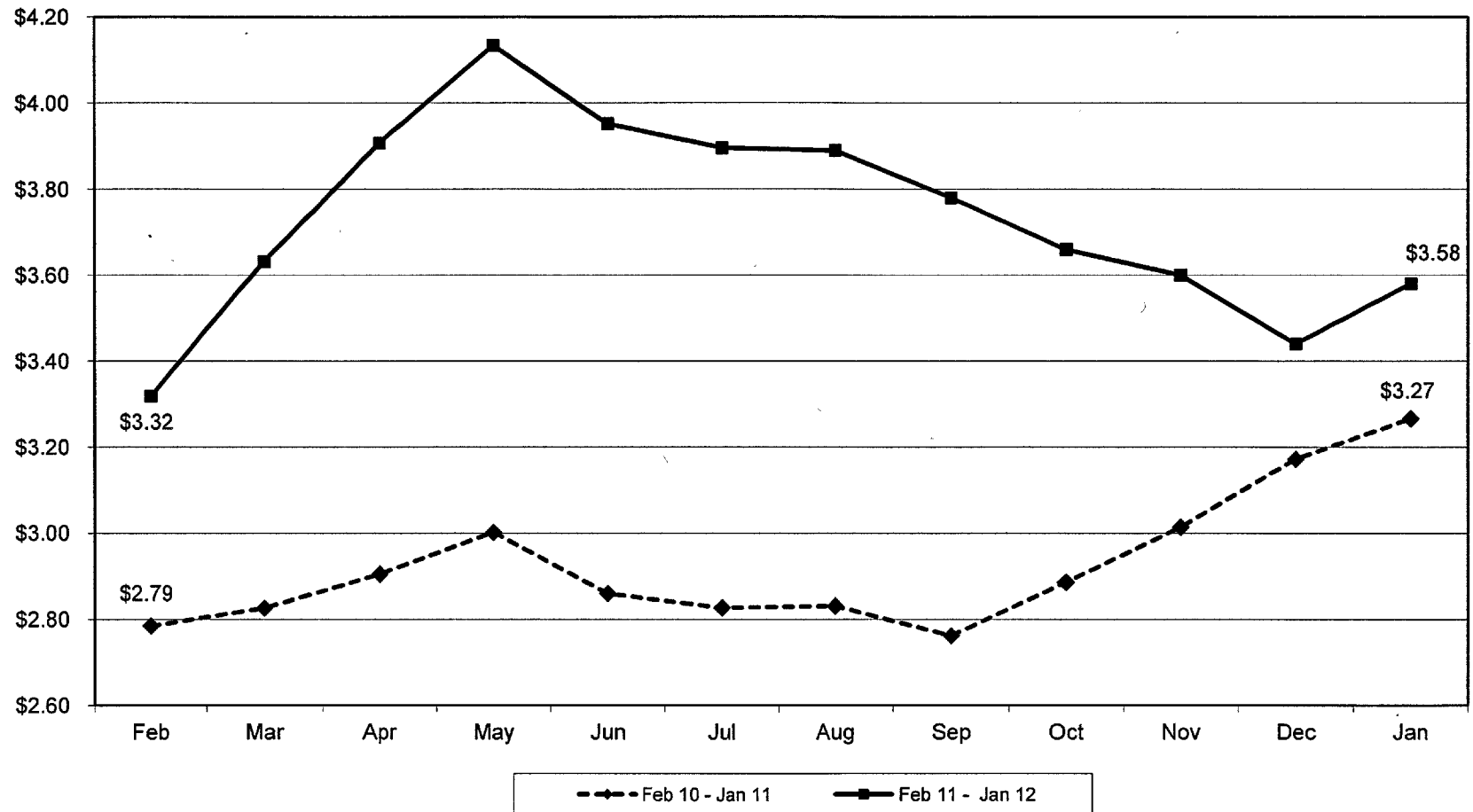
2. Local weather data are from the National Weather Service, LaGuardia Airport Station.

3. Toll increase implemented on December 30, 2010.

4. Numbers may not add due to rounding.



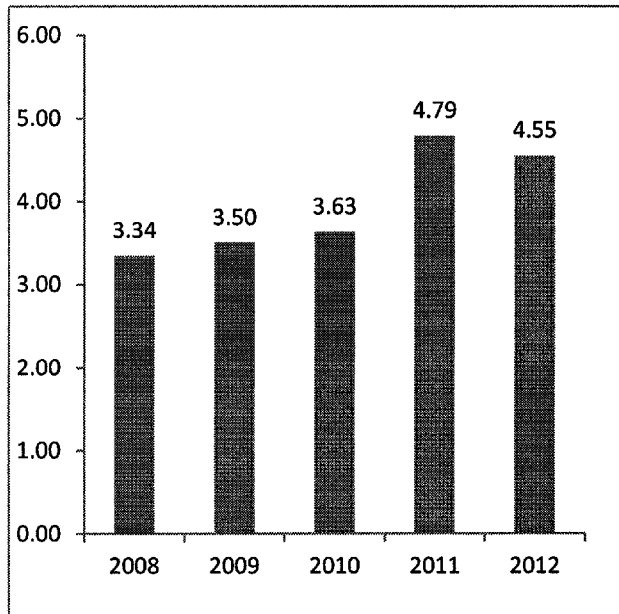
**Supplemental Graph**  
**Gas Prices in the NY-NJ-CT-PA Area**  
**February 2010 - January 2012**



## **SAFETY REPORT**

## MTA Bridges & Tunnels

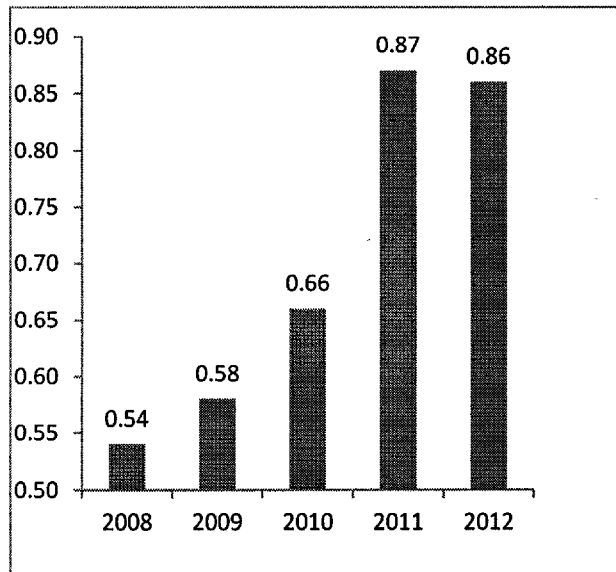
### 5 Yr Summary of Customer Collisions & Injuries thru January



Total Customer Collisions

Year	Total Collisions	Collision Rate/M Vehicles
2008	80	3.34
2009	78	3.50
2010	82	3.63
2011	99	4.79
2012	100	4.55

% change from last year: -5.0%  
 5 year Average 3.96



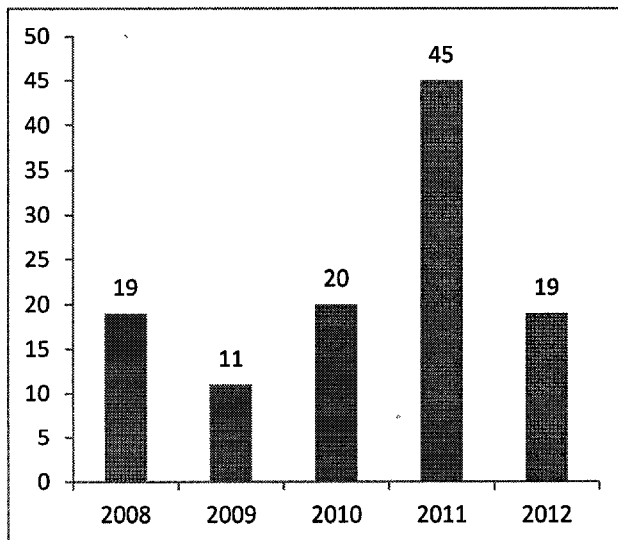
Total Injury Collisions

Year	Injury Collisions	Injury Rate/M Vehicles
2008	13	0.54
2009	13	0.58
2010	15	0.66
2011	18	0.87
2012	19	0.86

% change from last year: -1.1%  
 5 year Average 0.70

# MTA Bridges & Tunnels

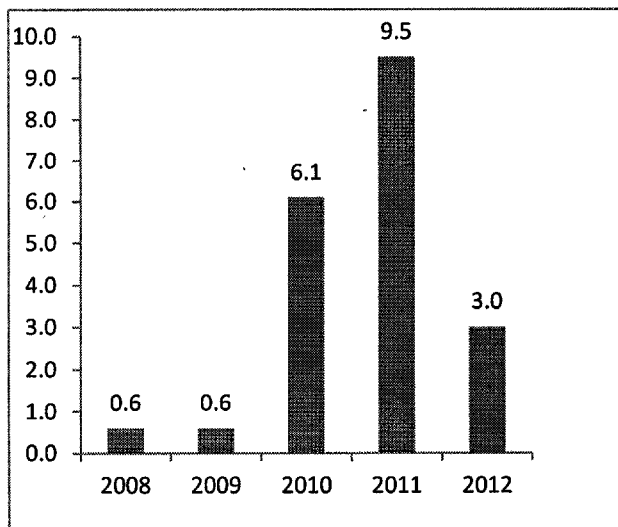
## 5 Yr Summary of Employee Accident Reports & Injuries thru January



Total Employee Accident Reports (C-2's)

Year	Total
2008	19
2009	11
2010	20
2011	45
2012	19

% change from last year: -57.8%  
5 year Average 23



Employee Lost Time Injuries

Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2008	1	0.6
2009	1	0.6
2010	9	6.1
2011	13	9.5
2012	4	3.0

% change from last year: -68.4%  
5 year Average 3.96





# **Bridges and Tunnels**

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## **E-ZPass Performance Report January 2012**

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**MTA Bridges and Tunnels**  
**E-ZPASS Performance Report**  
**January 2012**  
Preliminary data subject to final audit

<b>E-ZPass Performance at All B&amp;T Facilities<sup>1</sup></b>			
	January 2012	Year to Date	January 2011
Total E-ZPass Traffic <sup>2</sup>	17,658,939	17,658,939	16,123,422
E-ZPass Market Share: Total	81.2%	81.2%	79.0%
Cars	80.5%	80.5%	78.1%
Trucks	91.6%	91.6%	90.2%

<b>Weekday E-ZPass Performance by Facility<sup>1,2</sup></b>			
Facility	January Average E-ZPass Weekday Traffic and Market Share		
	2012 Average Traffic	2012 Market Share	2011 Market Share
Bronx-Whitestone Bridge	75,926	76.9%	75.0%
Brooklyn-Battery Tunnel	41,426	88.7%	87.5%
Cross Bay Veterans Memorial Bridge	16,026	82.9%	81.5%
Henry Hudson Bridge	53,434	89.5%	85.7%
Marine Parkway-Gil Hodges Memorial Bridge	17,010	86.7%	85.3%
Queens Midtown Tunnel	67,714	87.4%	85.4%
Robert F. Kennedy Bridge - Bronx Plaza	52,373	73.9%	70.0%
Robert F. Kennedy Bridge - Manhattan Plaza	65,305	83.4%	81.3%
Throgs Neck Bridge	83,615	82.6%	80.6%
Verrazano-Narrows Bridge	<u>149,190</u>	85.1%	83.8%
All Facilities	622,019	83.2%	81.1%

**Notes:**

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

**MTA Bridges and Tunnels**  
**E-ZPASS Performance Report**  
**January 2012**  
Preliminary data subject to final audit

<b>Weekday Peak Hour E-ZPass Performance by Facility<sup>4</sup></b>				
Facility	January E-ZPass Market Share			
	2012 AM Peak	2011 AM Peak	2012 PM Peak	2011 PM Peak
Bronx-Whitestone Bridge	82.8%	81.6%	77.9%	76.7%
Brooklyn-Battery Tunnel	90.9%	90.9%	88.7%	87.9%
Cross Bay Veterans Memorial Bridge	86.8%	85.0%	84.2%	82.9%
Henry Hudson Bridge	91.9%	88.8%	90.4%	86.8%
Marine Parkway-Gil Hodges Memorial Bridge	90.0%	89.0%	87.3%	86.3%
Queens Midtown Tunnel	88.7%	88.0%	87.8%	86.4%
Robert F. Kennedy Bridge - Bronx Plaza	80.1%	76.9%	75.4%	71.1%
Robert F. Kennedy Bridge - Manhattan Plaza	86.8%	87.2%	84.2%	83.1%
Throgs Neck Bridge	87.8%	86.4%	83.4%	82.4%
Verrazano-Narrows Bridge <sup>5</sup>	N/A	N/A	88.5%	87.7%
All Facilities	86.8%	85.5%	84.5%	82.9%

<b>Weekend E-ZPass Performance by Facility<sup>1</sup></b>			
Facility	January Average E-ZPass Weekend Traffic and Market Share		
	2012 Avg. Traffic	2012 Market Share	2011 Market Share
Bronx-Whitestone Bridge	61,234	69.7%	68.3%
Brooklyn-Battery Tunnel	27,736	84.6%	83.3%
Cross Bay Veterans Memorial Bridge	11,447	78.6%	76.7%
Henry Hudson Bridge	40,494	85.8%	83.1%
Marine Parkway-Gil Hodges Memorial Bridge	11,698	83.1%	81.5%
Queens Midtown Tunnel	50,157	82.9%	80.5%
Robert F. Kennedy Bridge - Bronx Plaza	37,933	64.6%	60.4%
Robert F. Kennedy Bridge - Manhattan Plaza	46,626	77.2%	75.6%
Throgs Neck Bridge	65,878	76.4%	74.5%
Verrazano-Narrows Bridge	<u>119,161</u>	78.9%	76.8%
All Facilities	472,364	77.0%	74.8%

Notes:

4. 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 for each facility.
5. AM peak figures are not compiled for the eastbound direction because tolls are collected in westbound lanes only.



**MTA Bridges and Tunnels  
E-ZPASS Performance Report  
January 2012**  
Preliminary data subject to final audit

**E-ZPass Interoperability Statistics**

<b>B&amp;T E-ZPass Transactions From Other Agencies <sup>6</sup></b>			
Customer's E-ZPass Agency	January 2012 Total B&T E-ZPass Transactions	January 2012 Percentage of B&T Total Transactions	January 2011 Percentage of B&T Total Transactions
New York State Thruway Authority <sup>7</sup>	1,449,722	7.57%	7.55%
Port Authority of NY and NJ	1,060,041	5.54%	5.84%
New Jersey Toll Agencies <sup>8</sup>	1,018,481	5.32%	5.64%
Massachusetts Turnpike Authority <sup>9</sup>	97,495	0.51%	0.50%
Pennsylvania Turnpike Commission	56,022	0.29%	0.32%
Maryland Transportation Authority	27,897	0.15%	0.14%
Virginia Department of Transportation <sup>10</sup>	16,839	0.09%	0.08%
Delaware River Joint Toll Bridge Commission	10,580	0.05%	0.06%
Delaware Department of Transportation	10,501	0.06%	0.06%
New Hampshire Department of Transportation	9,916	0.05%	0.05%
Other <sup>11</sup>	<u>28,808</u>	<u>0.15%</u>	<u>0.13%</u>
Total	3,786,302	19.77%	20.37%

<b>Other Agency B&amp;T E-ZPass Transactions</b>			
Agency Used By B&T Customers	January 2012	YTD 2012	January 2011
New York State Thruway Authority <sup>7</sup>	2,048,841	2,048,841	2,051,947
Port Authority of NY and NJ	2,832,405	2,832,405	2,678,117
New Jersey Toll Agencies <sup>8</sup>	4,215,746	4,215,746	4,030,658
New York State Bridge Authority	191,642	191,642	187,196
Massachusetts Turnpike Authority <sup>9</sup>	366,597	366,597	339,741
Pennsylvania Turnpike Commission	183,087	183,087	180,510
Maryland Transportation Authority	185,672	185,672	160,979
Virginia Department of Transportation <sup>10</sup>	83,705	83,705	79,743
Delaware River Joint Toll Bridge Commission	170,566	170,566	167,888
Delaware Department of Transportation	163,254	163,254	151,475
New Hampshire Department of Transportation	66,574	66,574	62,101
Other <sup>11</sup>	<u>189,174</u>	<u>189,174</u>	<u>186,267</u>
Total	10,697,263	10,697,263	10,276,622

**Notes:**

6. "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."
7. Includes Buffalo and Fort Erie Public Bridge Authority beginning in July 2011.
8. Includes South Jersey Transportation Authority, New Jersey Turnpike Authority, Garden State Parkway, Delaware River Port Authority, Delaware River and Bay Authority and the Burlington County Bridge Commission.
9. Includes Massachusetts Port Authority.
10. 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.
11. 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, and Ohio Turnpike Commission.

## **E-ZPASS Performance Report**

**January 2012**

Preliminary data subject to final audit

### **E-ZPass Customer Service Statistics**

<b>MTA Bridges and Tunnels Customers</b>				
	January 2012	YTD 2012	YTD 2011	
Accounts Opened:				
Internet	3,592	3,592	7,276	
Walk-In	1,770	1,770	2,490	
Mail/Phone	1,374	1,374	854	
On-The-Go	<u>2,455</u>	<u>2,455</u>	<u>2,876</u>	
Total Accounts Opened	9,191	9,191	13,496	
Total Active Accounts		2,206,725	2,023,094	
Number of E-ZPass Tags Issued <sup>11</sup>	26,598	26,598	35,335	
Total Active Tags <sup>12</sup>		3,669,673	3,425,087	

<b>Customer Service Indicators</b>				
	January 2012	YTD 2012	YTD 2011	
Phone Calls Answered by Customer Service Center:				
Customer Service Representatives	210,750	210,750	194,511	
Automated System	<u>321,388</u>	<u>321,388</u>	<u>280,602</u>	
Total Phone Calls Answered	532,138	532,138	475,113	
Average Phone Call Waiting Time (in min.):				
Customer Service Representatives	0.18	0.18	0.88	
Commercial Unit	0.27	0.27	0.47	
Avg. Monthly B&T E-ZPass Trips Per Account	6.36	6.36	6.18	
Average Number of Active Tags Per Account	1.66	1.66	1.69	

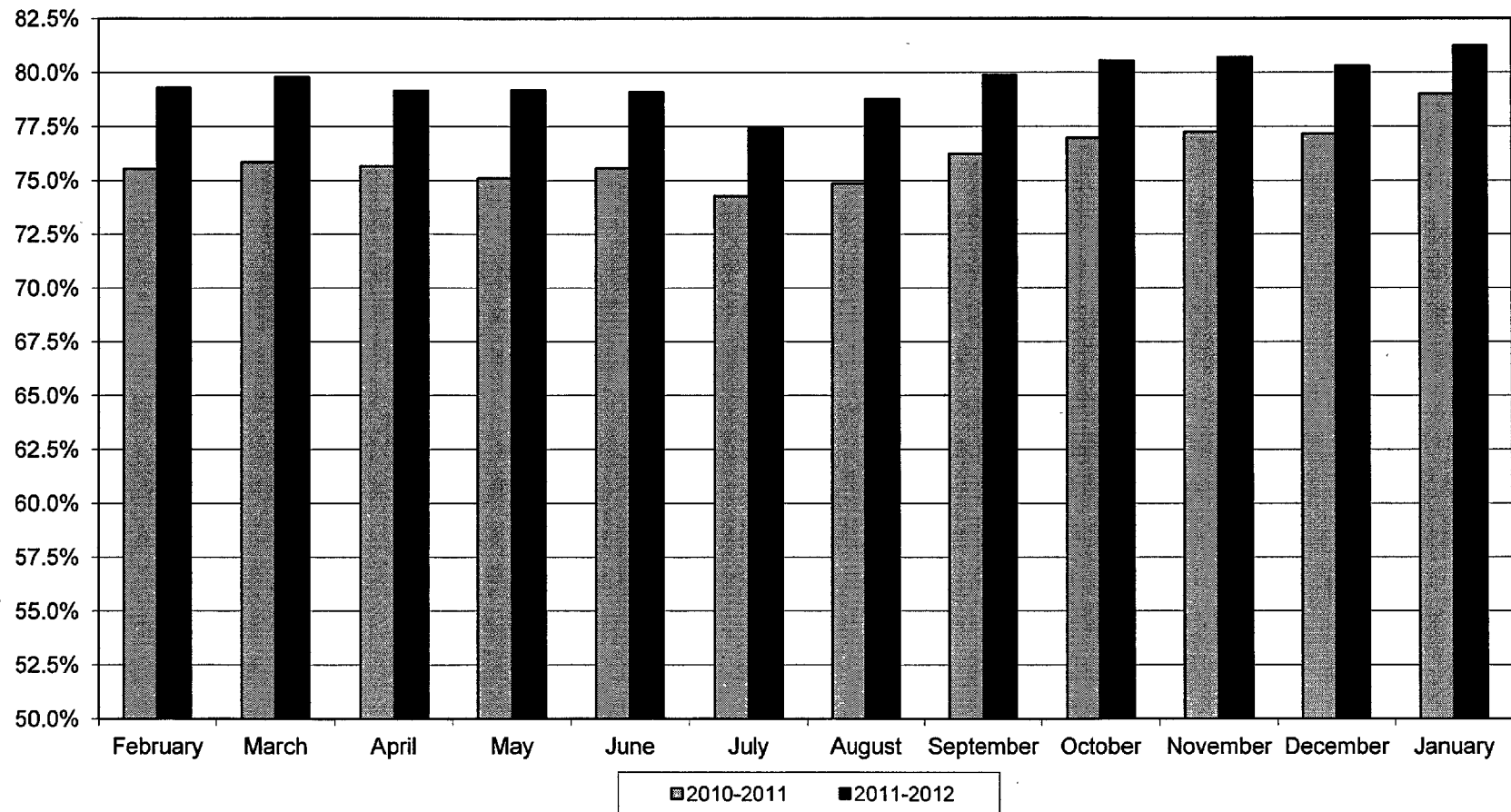
<b>E-ZPass Tag Replacement Program</b>				
	January 2012	YTD 2012	2011-2012	
Number of Replacement Tags Mailed	59,775	59,775	791,980	
Number of Tags Returned <sup>13</sup>	42,448	42,448	733,285	
Number of Tags Pending Return	N/A	N/A	58,695	

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

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

13. Includes tags returned, reported as lost or stolen by the customer, and deactivated.

**MTA Bridges and Tunnels  
E-ZPass Market Shares  
February 2010 to January 2012**







# **Bridges and Tunnels**

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## **Financial Report January 2012**

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**MTA BRIDGES & TUNNELS**  
**BALANCE SHEET**  
**As of JANUARY 31, 2012**  
(in thousands)

**ASSETS**

**CURRENT ASSETS:**

Cash-Unrestricted	\$14,346
Investments:	
Unrestricted	67,075
Restricted	49,519
Accrued interest receivable	622
Accounts receivable	18,171
Tolls due from other agencies	23,322
Prepaid expenses	<u>13,570</u>
 Total current assets	 <u>186,625</u>

**NONCURRENT ASSETS:**

Investments:	
Unrestricted	44,783
Restricted	458,993
Facilities, less acc. dep of \$1,044,820	3,909,206
Capital lease 2 Broadway net acc. dep.	44,638
Deferred financing costs	329,414
Derivative Hedge Assets	265,894
Security Deposits	<u>11,940</u>
 Total noncurrent assets	 <u>5,064,868</u>

<b>TOTAL ASSETS</b>	<b><u><u>\$5,251,493</u></u></b>
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**MTA BRIDGES & TUNNELS**  
**BALANCE SHEET**  
**As of JANUARY 31, 2012**  
(in thousands)

**LIABILITIES**

**CURRENT LIABILITIES:**

Current portion-long term debt	\$158,500
Interest Payable	72,364
Accounts Payable	47,717
Payable to MTA-CAP	20,725
Due to MTA-Operating Expenses	3,754
Due to TA-Operating Expenses	715
Accrued salaries	18,846
Accrued Vac & Sick Benefits	17,788
Current portion of estimated liability arising from injury	10,682
Current portion of capital lease obligation	6,329
Pollution remediation projects	917
Due to New York City Transit Authority	38,705
Due to Metropolitan Transportation Authority	70,185
Unredeemed Tolls	116,475
Tolls due to other agencies	44,436
E-ZPass Airport Toll Liability	<u>6,144</u>
 Total current liabilities	 <u>634,282</u>

**NONCURRENT LIABILITIES:**

Long term debt	8,559,696
Post Employment Benefits Other than Pensions	297,687
Estimated liability arising from injury	14,560
Capital lease obligations	132,332
Derivative Hedge Liabilities	268,418
Security deposits-Contra	<u>11,940</u>
 Total noncurrent liabilities	 <u>9,284,633</u>

**TOTAL LIABILITIES** 9,918,915

**FUND BALANCES** (4,667,422) \*

**TOTAL LIABILITIES & FUND BALANCES** \$5,251,493

\*The negative Fund Balance of \$4,667,422 (net of GASB reserves of \$15,291) consists of various fund balances such as surplus monies and purchase of assets on behalf of MTA and TA. The negative balance occurs because the assets are transferred to MTA and TA during the year, and taken off the B&T balance sheet: while the debt to purchase these assets remains as a liability on the balance sheet of B&T.

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**January 2012**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	111.898	113.650	1.752	1.6	0.000	0.000	0.000	-	111.898	113.650	1.752	1.6
Other Operating Revenue	1.147	1.088	(0.059)	(5.1)	0.000	0.000	0.000	-	1.147	1.088	(0.059)	(5.1)
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.171	0.928	(0.243)	(20.8)	1.171	0.928	(0.243)	(20.8)
Investment Income	0.009	0.007	(0.002)	(22.2)	0.000	0.000	0.000	-	0.009	0.007	(0.002)	(22.2)
<b>Total Revenue</b>	<b>\$113.054</b>	<b>\$114.745</b>	<b>\$1.691</b>	<b>1.5</b>	<b>\$1.171</b>	<b>\$0.928</b>	<b>(\$0.243)</b>	<b>(20.8)</b>	<b>\$114.225</b>	<b>\$115.673</b>	<b>\$1.448</b>	<b>1.3</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$10.353	\$9.876	\$0.477	4.6	\$0.465	\$0.304	\$0.161	34.6	\$10.818	\$10.180	\$0.638	5.9
Overtime	1.962	1.364	0.598	30.5	0.017	0.102	(0.085)	*	1.979	1.466	0.513	25.9
Health and Welfare	2.193	1.534	0.659	30.1	0.093	0.058	0.035	37.6	2.286	1.592	0.694	30.4
OPEB Current Payment	1.342	1.219	0.123	9.2	0.000	0.000	0.000	-	1.342	1.219	0.123	9.2
Pensions	2.259	2.308	(0.049)	(2.2)	0.114	0.065	0.049	43.0	2.373	2.373	0.000	0.0
Other Fringe Benefits	1.977	1.982	(0.005)	(0.3)	0.056	0.042	0.014	25.0	2.033	2.024	0.009	0.4
Reimbursable Overhead	(0.426)	(0.357)	(0.069)	(16.2)	0.426	0.357	0.069	16.2	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$19.660</b>	<b>\$17.926</b>	<b>\$1.734</b>	<b>8.8</b>	<b>\$1.171</b>	<b>\$0.928</b>	<b>\$0.243</b>	<b>20.8</b>	<b>\$20.831</b>	<b>\$18.854</b>	<b>\$1.977</b>	<b>9.5</b>
<b>Non-Labor:</b>												
Electric Power	\$0.702	\$0.431	\$0.271	38.6	\$0.000	\$0.000	\$0.000	-	\$0.702	\$0.431	\$0.271	38.6
Fuel	0.342	0.123	0.219	64.0	0.000	0.000	0.000	-	0.342	0.123	0.219	64.0
Insurance	0.582	0.464	0.118	20.3	0.000	0.000	0.000	-	0.582	0.464	0.118	20.3
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	4.918	4.180	0.738	15.0	0.000	0.000	0.000	-	4.918	4.180	0.738	15.0
Professional Service Contracts	1.950	0.839	1.111	57.0	0.000	0.000	0.000	-	1.950	0.839	1.111	57.0
Materials & Supplies	0.347	0.021	0.326	93.9	0.000	0.000	0.000	-	0.347	0.021	0.326	93.9
Other Business Expenses	1.799	1.504	0.295	16.4	0.000	0.000	0.000	-	1.799	1.504	0.295	16.4
<b>Total Non-Labor Expenses</b>	<b>\$10.640</b>	<b>\$7.562</b>	<b>\$3.078</b>	<b>28.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$10.640</b>	<b>\$7.562</b>	<b>\$3.078</b>	<b>28.9</b>
<b>Other Expense Adjustments:</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$30.300</b>	<b>\$25.488</b>	<b>\$4.812</b>	<b>15.9</b>	<b>\$1.171</b>	<b>\$0.928</b>	<b>\$0.243</b>	<b>20.8</b>	<b>\$31.471</b>	<b>\$26.416</b>	<b>\$5.055</b>	<b>16.1</b>
Depreciation	\$7.494	\$7.330	\$0.164	2.2	\$0.000	\$0.000	\$0.000	-	\$7.494	\$7.330	\$0.164	2.2
OPEB Obligation	4.956	4.956	0.000	0.0	0.000	0.000	0.000	-	4.956	4.956	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$42.750</b>	<b>\$37.774</b>	<b>\$4.976</b>	<b>11.6</b>	<b>\$1.171</b>	<b>\$0.928</b>	<b>\$0.243</b>	<b>20.8</b>	<b>\$43.921</b>	<b>\$38.702</b>	<b>\$5.219</b>	<b>11.9</b>
Less: Depreciation	\$7.494	\$7.330	\$0.164	2.2	\$0.000	\$0.000	\$0.000	-	\$7.494	\$7.330	\$0.164	2.2
Less: OPEB Obligation	4.956	4.956	0.000	0.0	0.000	0.000	0.000	-	4.956	4.956	0.000	0.0
<b>Total Expenses</b>	<b>\$30.300</b>	<b>\$25.488</b>	<b>\$4.812</b>	<b>15.9</b>	<b>\$1.171</b>	<b>\$0.928</b>	<b>\$0.243</b>	<b>20.8</b>	<b>\$31.471</b>	<b>\$26.416</b>	<b>\$5.055</b>	<b>16.1</b>
<b>Net Surplus/(Deficit)</b>	<b>\$82.754</b>	<b>\$89.257</b>	<b>\$6.503</b>	<b>7.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$82.754</b>	<b>\$89.257</b>	<b>\$6.503</b>	<b>7.9</b>

Differences are due to rounding

\*Variance exceeds 100%



**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**January 2012**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
<b>Net Income/(Deficit)</b>									<b>\$82.754</b>	<b>\$89.257</b>	<b>\$6.503</b>	<b>7.9</b>
Less: Capitalized Assets									1.614	0.107	1.507	93.4
Reserves									1.212	1.212	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
<b>Adjusted Net Income/(Deficit)</b>									<b>\$79.928</b>	<b>\$87.938</b>	<b>\$8.010</b>	<b>10.0</b>
Less: Debt Service									51.613	50.506	1.107	2.1
<b>Income Available for Distribution</b>									<b>\$28.315</b>	<b>\$37.432</b>	<b>\$9.117</b>	<b>32.2</b>
Distributable To:												
MTA - Investment Income									0.009	0.007	(0.002)	(22.2)
MTA - Distributable Income									19.181	23.862	4.681	24.4
NYCTR - Distributable Income									9.125	13.563	4.438	48.6
<b>Total Distributable Income</b>									<b>\$28.315</b>	<b>\$37.432</b>	<b>\$9.117</b>	<b>32.2</b>
<b>Support to Mass Transit:</b>												
Total Revenues									114.225	115.673	1.448	1.3
Less: Total Operating Expenses									<u>31.471</u>	<u>26.416</u>	<u>5.055</u>	16.1
<b>Net Operating Income/(Deficit)</b>									<b>\$82.754</b>	<b>\$89.257</b>	<b>\$6.503</b>	<b>7.9</b>
Deductions from Net Operating Income:												
Capitalized Assets									1.614	0.107	1.507	93.4
Reserves									1.212	1.212	0.000	0.0
B&T Debt Service									18.938	16.515	2.423	12.8
GASB Reserves									0.000	0.000	0.000	-
<b>Total Deductions From Operating Income</b>									<b>\$21.764</b>	<b>\$17.834</b>	<b>\$3.930</b>	<b>18.1</b>
<b>Total Support to Mass Transit</b>									<b>\$60.990</b>	<b>\$71.423</b>	<b>\$10.433</b>	<b>17.1</b>

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET**  
**ACCRUAL STATEMENT OF OPERATIONS by CATEGORY**  
**January Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	111.898	113.650	1.752	1.6	0.000	0.000	0.000	-	111.898	113.650	1.752	1.6
Other Operating Revenue	1.147	1.088	(0.059)	(5.1)	0.000	0.000	0.000	-	1.147	1.088	(0.059)	(5.1)
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.171	0.928	(0.243)	(20.8)	1.171	0.928	(0.243)	(20.8)
Investment Income	0.009	0.007	(0.002)	(22.2)	0.000	0.000	0.000	-	0.009	0.007	(0.002)	(22.2)
<b>Total Revenue</b>	<b>\$113.054</b>	<b>\$114.745</b>	<b>\$1.691</b>	<b>1.5</b>	<b>\$1.171</b>	<b>\$0.928</b>	<b>(\$0.243)</b>	<b>(20.8)</b>	<b>\$114.225</b>	<b>\$115.673</b>	<b>\$1.448</b>	<b>1.3</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$10.353	\$9.876	\$0.477	4.6	\$0.465	\$0.304	\$0.161	34.6	\$10.818	\$10.180	\$0.638	5.9
Overtime	1.962	1.364	0.598	30.5	0.017	0.102	(0.085)	*	1.979	1.466	0.513	25.9
Health and Welfare	2.193	1.534	0.659	30.1	0.093	0.058	0.035	37.6	2.286	1.592	0.694	30.4
OPEB Current Payment	1.342	1.219	0.123	9.2	0.000	0.000	0.000	-	1.342	1.219	0.123	9.2
Pensions	2.259	2.308	(0.049)	(2.2)	0.114	0.065	0.049	43.0	2.373	2.373	0.000	0.0
Other Fringe Benefits	1.977	1.982	(0.005)	(0.3)	0.056	0.042	0.014	25.0	2.033	2.024	0.009	0.4
Reimbursable Overhead	(0.426)	(0.357)	(0.069)	(16.2)	0.426	0.357	0.069	16.2	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$19.660</b>	<b>\$17.926</b>	<b>\$1.734</b>	<b>8.8</b>	<b>\$1.171</b>	<b>\$0.928</b>	<b>\$0.243</b>	<b>20.8</b>	<b>\$20.831</b>	<b>\$18.854</b>	<b>\$1.977</b>	<b>9.5</b>
<b>Non-Labor</b>												
Electric Power	\$0.702	\$0.431	\$0.271	38.6	\$0.000	\$0.000	\$0.000	-	\$0.702	\$0.431	\$0.271	38.6
Fuel	0.342	0.123	0.219	64.0	0.000	0.000	0.000	-	0.342	0.123	0.219	64.0
Insurance	0.582	0.464	0.118	20.3	0.000	0.000	0.000	-	0.582	0.464	0.118	20.3
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	4.918	4.180	0.738	15.0	0.000	0.000	0.000	-	4.918	4.180	0.738	15.0
Professional Service Contracts	1.950	0.839	1.111	57.0	0.000	0.000	0.000	-	1.950	0.839	1.111	57.0
Materials & Supplies	0.347	0.021	0.326	93.9	0.000	0.000	0.000	-	0.347	0.021	0.326	93.9
Other Business Expenses	1.799	1.504	0.295	16.4	0.000	0.000	0.000	-	1.799	1.504	0.295	16.4
<b>Total Non-Labor Expenses</b>	<b>\$10.640</b>	<b>\$7.562</b>	<b>\$3.078</b>	<b>28.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$10.640</b>	<b>\$7.562</b>	<b>\$3.078</b>	<b>28.9</b>
<b>Other Expense Adjustments</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$30.300</b>	<b>\$25.488</b>	<b>\$4.812</b>	<b>15.9</b>	<b>\$1.171</b>	<b>\$0.928</b>	<b>\$0.243</b>	<b>20.8</b>	<b>\$31.471</b>	<b>\$26.416</b>	<b>\$5.055</b>	<b>16.1</b>
Depreciation	\$7.494	\$7.330	\$0.164	2.2	\$0.000	\$0.000	\$0.000	-	\$7.494	\$7.330	\$0.164	2.2
OPEB Obligation	4.956	4.956	0.000	0.0	0.000	0.000	0.000	-	4.956	4.956	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$42.750</b>	<b>\$37.774</b>	<b>\$4.976</b>	<b>11.6</b>	<b>\$1.171</b>	<b>\$0.928</b>	<b>\$0.243</b>	<b>20.8</b>	<b>\$43.921</b>	<b>\$38.702</b>	<b>\$5.219</b>	<b>11.9</b>
Less: Depreciation	\$7.494	\$7.330	\$0.164	2.2	\$0.000	\$0.000	\$0.000	-	\$7.494	\$7.330	\$0.164	2.2
Less: OPEB Obligation	4.956	4.956	0.000	0.0	0.000	0.000	0.000	-	4.956	4.956	0.000	0.0
<b>Total Expenses</b>	<b>\$30.300</b>	<b>\$25.488</b>	<b>\$4.812</b>	<b>15.9</b>	<b>\$1.171</b>	<b>\$0.928</b>	<b>\$0.243</b>	<b>20.8</b>	<b>\$31.471</b>	<b>\$26.416</b>	<b>\$5.055</b>	<b>16.1</b>
<b>Net Surplus/(Deficit)</b>	<b>\$82.754</b>	<b>\$89.257</b>	<b>\$6.503</b>	<b>7.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$82.754</b>	<b>\$89.257</b>	<b>\$6.503</b>	<b>7.9</b>

Differences are due to rounding

\*Variance exceeds 100%

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**January Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Net Income/(Deficit)									\$82.754	\$89.257	\$6.503	7.9
Less: Capitalized Assets									1.614	\$0.107	\$1.507	93.4
Reserves									1.212	1.212	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$79.928	\$87.938	\$8.010	10.0
Less: Debt Service									51.613	50.506	1.107	2.1
Income Available for Distribution									\$28.315	\$37.432	\$9.117	32.2
Distributable To:												
MTA - Investment Income									0.009	0.007	(0.002)	(22.2)
MTA - Distributable Income									19.181	23.862	4.681	24.4
NYCTR - Distributable Income									9.125	13.563	4.438	48.6
Total Distributable Income									\$28.315	\$37.432	\$9.117	32.2
<u>Support to Mass Transit:</u>												
Total Revenues									114.225	115.673	1.448	1.3
Less: Total Operating Expenses									<u>31.471</u>	<u>26.416</u>	<u>5.055</u>	16.1
Net Operating Income/(Deficit)									\$82.754	\$89.257	\$6.503	7.9
Deductions from Net Operating Income:												
Capitalized Assets									1.614	0.107	1.507	93.4
Reserves									1.212	1.212	0.000	0.0
B&T Debt Service									18.938	16.515	2.423	12.8
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$21.764	\$17.834	\$3.930	18.1
Total Support to Mass Transit									\$60.990	\$71.423	\$10.433	17.1

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		January 2012  Reason for Variance	Favorable/ (Unfavorable) Variance		Year-to-Date  Reason for Variance
	\$	%		\$	%	
<b>Total</b>						
Vehicle Toll Revenue	1.752	1.6%	Higher toll revenue due to 2.4% higher traffic as compared to the adopted budget, primarily due to favorable weather	1.752	1.6%	Same as month
Other Operating Revenue	(0.059)	-5.1%	Lower Other Operating Revenue primarily due to lower E-ZPass administrative fees (-\$0.327M), partially offset by higher revenue from wireless communication equipment rental fees at the BBT and QMT (\$0.198M).	(0.059)	-5.1%	Same as month
Capital and Other Reimbursements	(0.243)	-20.8%	Lower capital reimbursable expenses against the monthly adopted budget allocation.	(0.243)	-20.8%	Same as month
Investment Income	(0.002)	-22.2%	Minor variance.	(0.002)	-22.2%	Same as month
Payroll	0.638	5.9%	Lower payroll expenses against the monthly adopted budget allocation	0.638	5.9%	Same as month
Overtime	0.513	25.9%	See overtime tables	0.513	25.9%	See overtime tables
Health and Welfare	0.694	30.4%	Lower expenses for Health and Welfare Plans against the monthly adopted budget allocation.	0.694	30.4%	Same as month
OPEB Current Payment	0.123	9.2%	Lower OPEB expenses against the monthly adopted budget allocation.	0.123	9.2%	Same as month
Pensions	0.000	-	No variance.	0.000	-	Same as month
Other Fringe Benefits	0.009	0.4%	Minor variance.	0.009	0.4%	Same as month
Electricity - Non-Traction	0.271	38.6%	Lower electricity expenses mainly due to favorable weather and credits for retroactive meter usage adjustments.	0.271	38.6%	Same as month
Fuel	0.219	64.0%	Lower fuel expenses against the monthly adopted budget allocation.	0.219	64.0%	Same as month
Insurance	0.118	20.3%	Lower expense for Liability Insurance (\$0.110M) against the monthly adopted budget allocation.	0.118	20.3%	Same as month
Maintenance and Other Operating Contracts	0.738	15.0%	Lower expenses primarily for E-ZPass tag purchases (\$0.535M) and E-ZPass Customer Service Center (\$0.340M) against the monthly adopted budget allocation.	0.738	15.0%	Same as month
Professional Service Contracts	1.111	57.0%	Lower expenses for Planning Studies Consultants (\$0.191M), Office Equipment Maintenance and Repair Services (\$0.178M), Procurement Credit Card Purchases (\$0.170M), IT Consultant Services (\$0.112M) and other expenses against the monthly adopted budget allocation.	1.111	57.0%	Same as month
Materials & Supplies	0.326	93.9%	Lower expenses primarily due to less need for de-icing materials.	0.326	93.9%	Same as month
Other Business Expense	0.295	16.4%	Lower expenses for Credit Card Fees (\$0.301M) against the adopted budget allocation, partially offset by minor over-runs in other miscellaneous items	0.295	16.4%	Same as month
Depreciation	0.164	2.2%	Minor variance.	0.164	2.2%	Same as month
Other Post Employment Benefits	0.000	-	No variance	0.000	-	Same as month
<b>Reimbursable</b>						
Payroll	0.161	34.6%	Lower than planned reimbursable expenses against the monthly adopted budget allocation.	0.161	34.6%	Same as month
Overtime	(0.085)	-500.0%	See overtime tables	(0.085)	-500.0%	See overtime tables
Health and Welfare	0.035	37.6%	Lower than planned reimbursable expenses against the monthly adopted budget allocation.	0.035	37.6%	Same as month
OPEB Current Payment	0.000	-	No variance.	0.000	-	Same as month
Pensions	0.049	43.0%	Lower than planned reimbursable expenses against the monthly adopted budget allocation.	0.049	43.0%	Same as month
Other Fringe Benefits	0.014	25.0%	Lower than planned reimbursable expenses against the monthly adopted budget allocation	0.014	25.0%	Same as month
Reimbursable Overhead	0.069	16.2%	Lower than planned reimbursable expenses against the monthly adopted budget allocation.	0.069	16.2%	Same as month

MTA BRIDGES AND TUNNELS  
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET  
2011 NON-REIMBURSABLE/REIMBURSABLE OVERTIME

**NON-REIMBURSABLE OVERTIME**

**SCHEDULED:**

Operations & Maintenance

Direct Service

Programmed Maintenance

Total Scheduled

**UNSCHEDULED:**

Operations & Maintenance

Vacancy/Absentee Coverage

Weather Emergencies

Maintenance

Service Delays

Tour Length

Emergencies

Safety/Security/Law Enforcement

All Other Operations & Maintenance

All Other Departments and Accruals

Total Unscheduled

TOTAL NON-REIMBURSABLE OVERTIME:

**REIMBURSABLE OVERTIME**

TOTAL OVERTIME

January 2012						Year-to-Date					
Adopted budget		Actuals		Var. - Fav./(Unfav)		Adopted budget		Actuals		Var. - Fav./(Unfav)	
Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
4,398	\$0.231	3,068	\$0.169	1,330	\$0.062	4,398	\$0.231	3,068	\$0.169	1,330	\$0.062
				30.2%	26.9%					30.2%	26.9%
0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
4,398	\$0.231	3,068	\$0.169	1,330	\$0.062	4,398	\$0.231	3,068	\$0.169	1,330	\$0.062
				30.2%	26.9%					30.2%	26.9%
15,262	\$0.845	13,497	\$0.733	1,765	\$0.113	15,262	\$0.845	13,497	\$0.733	1,765	\$0.113
				11.6%	13.3%					11.6%	13.3%
5,018	\$0.275	1,917	\$0.099	3,101	\$0.176	5,018	\$0.275	1,917	\$0.099	3,101	\$0.176
				61.8%	63.9%					61.8%	63.9%
1,550	\$0.085	861	\$0.047	689	\$0.038	1,550	\$0.085	861	\$0.047	689	\$0.038
				44.5%	44.4%					44.5%	44.4%
1,388	\$0.073	262	\$0.014	1,126	\$0.059	1,388	\$0.073	262	\$0.014	1,126	\$0.059
				81.1%	80.4%					81.1%	80.4%
69	\$0.004	40	\$0.002	29	\$0.002	69	\$0.004	40	\$0.002	29	\$0.002
				42.0%	44.5%					42.0%	44.5%
158	\$0.009	97	\$0.006	61	\$0.003	158	\$0.009	97	\$0.006	61	\$0.003
				38.6%	34.2%					38.6%	34.2%
3,430	\$0.187	1,562	\$0.082	1,868	\$0.105	3,430	\$0.187	1,562	\$0.082	1,868	\$0.105
				54.5%	56.1%					54.5%	56.1%
1,331	\$0.075	3,783	\$0.201	(2,452)	(\$0.127)	1,331	\$0.075	3,783	\$0.201	(2,452)	(\$0.127)
				-184.2%	-170.2%					-184.2%	-170.2%
	\$0.180		\$0.011		\$0.168		\$0.180		\$0.011		\$0.168
					93.7%						93.7%
28,206	\$1.731	22,019	\$1.196	6,187	\$0.536	28,206	\$1.731	22,019	\$1.196	6,187	\$0.536
				21.9%	30.9%					21.9%	30.9%
32,604	\$1.962	25,087	\$1.364	7,517	\$0.598	32,604	\$1.962	25,087	\$1.364	7,517	\$0.598
				23%	30%					23.1%	30.5%
280	\$0.017	1,685	\$0.102	(1,405)	(\$0.085)	280	\$0.017	1,685	\$0.102	(1,405)	(\$0.085)
				-501.6%	-503.3%					-502%	-503%
32,884	\$1.979	26,772	\$1.466	6,113	\$0.513	32,884	\$1.979	26,772	\$1.466	6,113	\$0.513
				19%	26%					19%	26%

Notes: (1) Numbers may not add due to rounding. (2) Preliminary data subject to final audit.

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET**  
**2012 NON-REIMBURSABLE/REIMBURSABLE OVERTIME**

		January 2012			Year-to-Date		
		Var. - Fav./Unfav)		Explanations	Var. - Fav./Unfav)		Explanations
		Hours	\$		Hours	\$	
<b>SCHEDULED:</b>							
Operations & Maintenance							
<u>Direct Service</u>		1,330	\$0.062	Lower than expected scheduled BTO overtime	1,330	\$0.062	Lower than expected scheduled BTO overtime
		30.2%	26.9%		30.2%	26.9%	
<u>Programmed Maintenance</u>		0	\$0.000		0	\$0.000	
	Total Scheduled	1,330	\$0.062		1,330	\$0.062	
		30.2%	26.9%		30.2%	26.9%	
<b>UNSCHEDULED:</b>							
Operations & Maintenance							
<u>Vacancy/Absentee Coverage</u>		1,765	\$0.113	Some vacancies were left uncovered due to various operational considerations such as rescheduling, lower than expected traffic congestion, and others	1,765	\$0.113	Some vacancies were left uncovered due to various operational considerations such as rescheduling, lower than expected traffic congestion, and others
		11.6%	13.3%		11.6%	13.3%	
<u>Weather Emergencies</u>		3,101	\$0.176	Less coverage required due to favorable weather	3,101	0.176	Less coverage required due to favorable weather
		61.8%	63.9%		61.8%	63.9%	
<u>Maintenance</u>		689	\$0.038	Less coverage needed due to continued reorganization efforts, favorable weather and more coverage provided through additional straight-time tours	689	0.038	Less coverage needed due to continued reorganization efforts, favorable weather and more coverage provided through additional straight-time tours
		44.5%	44.4%		44.5%	44.4%	
<u>Service Delays</u>		1,126	\$0.059	Less coverage required for heavy traffic flows and E-ZPass interventions due to lower than expected traffic congestion	1,126	\$0.059	Less coverage required for heavy traffic flows and E-ZPass interventions due to lower than expected traffic congestion
		81.1%	80.4%		81.1%	80.4%	
<u>Tour Length</u>		29	\$0.002	Lower than planned expenses	29	\$0.002	Lower than planned expenses
		42.0%	44.5%		42.0%	44.5%	
<u>Emergencies</u>		61	\$0.003	Lower than planned expenses	61	\$0.003	Lower than planned expenses
		38.6%	34.2%		38.6%	34.2%	
<u>Safety/Security/Law Enforcement</u>		1,868	\$0.105	More efficient use of law enforcement related overtime including condensing court appearances to one day a month when possible	1,868	\$0.105	More efficient use of law enforcement related overtime including condensing court appearances to one day a month when possible
		54.5%	56.1%		54.5%	56.1%	
<u>All Other Operations &amp; Maintenance</u>		(2,452)	(\$0.127)	Higher than planned expenses due to coverage needed for radiation detection training	(2,452)	(\$0.127)	Higher than planned expenses due to coverage needed for radiation detection training
		-184.2%	-170.2%		-184.2%	-170.2%	
<u>All Other Departments and Accruals</u>			\$0.168	Primarily due to adjustments for the 28-day OT payroll lag		\$0.168	Primarily due to adjustments for the 28-day OT payroll lag
			93.7%			93.7%	
	Total Unscheduled	6,187	\$0.536		6,187	\$0.536	
		21.9%	30.9%		21.9%	30.9%	
	<b>TOTAL NON-REIMBURSABLE OVERTIME:</b>	<b>7,517</b>	<b>\$0.598</b>		<b>7,517</b>	<b>\$0.598</b>	
		<b>23%</b>	<b>30%</b>		<b>23%</b>	<b>30.5%</b>	
<b>REIMBURSABLE OVERTIME</b>		<b>(1,405)</b>	<b>(\$0.085)</b>	Lower than planned expenses	<b>(1,405)</b>	<b>(\$0.085)</b>	Lower than planned expenses
		<b>-501.6%</b>	<b>-503.3%</b>		<b>-502%</b>	<b>-503.3%</b>	
	<b>TOTAL OVERTIME</b>	<b>6,113</b>	<b>\$0.513</b>		<b>6,113</b>	<b>\$0.513</b>	
		<b>19%</b>	<b>26%</b>		<b>19%</b>	<b>25.9%</b>	

Notes: (1) Numbers may not add due to rounding (2) Preliminary data subject to final audit

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

Month of January

Year to date ending January 2012.

Comparison Current Year vs. Prior Year:

Prior Year		Current Year		Percentage Change			Prior Year		Current Year		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
2.8	\$17.3	3.0	\$18.0	4.9%	3.9%	Bronx-Whitestone	2.8	\$17.3	3.0	\$18.0	4.9%	3.9%
1.2	6.3	1.3	6.8	10.2%	8.5%	Brooklyn Battery	1.2	6.3	1.3	6.8	10.2%	8.5%
0.5	1.0	0.5	1.1	8.2%	7.7%	Cross Bay	0.5	1.0	0.5	1.1	8.2%	7.7%
1.5	4.2	1.7	4.5	11.7%	7.1%	Henry Hudson	1.5	4.2	1.7	4.5	11.7%	7.1%
0.5	0.9	0.5	1.0	8.3%	8.3%	Marine Parkway	0.5	0.9	0.5	1.0	8.3%	8.3%
2.0	11.5	2.2	12.2	8.1%	6.4%	Queens Midtown	2.0	11.5	2.2	12.2	8.1%	6.4%
2.0	12.9	2.1	13.1	3.9%	1.6%	RFK - Bronx	2.0	12.9	2.1	13.1	3.9%	1.6%
2.1	11.8	2.2	12.2	4.8%	2.9%	RFK - Manhattan	2.1	11.8	2.2	12.2	4.8%	2.9%
2.8	19.0	3.0	19.6	6.1%	3.2%	Throgs Neck	2.8	19.0	3.0	19.6	6.1%	3.2%
4.9	24.6	5.2	25.2	5.9%	2.4%	Verrazano-Narrows	4.9	24.6	5.2	25.2	5.9%	2.4%
20.4	\$109.5	21.7	\$113.6	6.5%	3.8%	Total	20.4	\$109.5	21.7	\$113.6	6.5%	3.8%
	\$5.366		\$5.228		-2.6%	Revenue Per Vehicle		\$5.366		\$5.228		-2.6%

Note: Numbers may not add due to rounding.

Comparison Actual vs. Budget:

Jan Budget		Jan Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
21.2	111.9	21.7	113.6	2.4%	1.6%	Total All	21.2	\$111.9	21.7	\$113.6	2.4%	1.6%
	\$5.272		\$5.228		-0.8%	Revenue Per Vehicle		\$5.272		\$5.228		-0.8%

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
**January 2012**

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	2	2	-	
Law	7	8	(1)	1 Professional over headcount
CFO <sup>(1)</sup>	27	26	1	1 Managerial vacancy
Labor Relations	5	3	2	2 Professional vacancies
Staff Services <sup>(2)</sup>	31	26	5	1 Managerial and 4 Professional vacancies
EEO	1	1	-	
<b>Total Administration</b>	<b>73</b>	<b>66</b>	<b>7</b>	
<b>Operations</b>				
Revenue Management	41	36	5	1 BTO and 4 Professional vacancies
Operations (Non-Security)	728	661	67	5 Professional and 65 Bridge and Tunnel Officer vacancies offset by 1 Superior Officer and 2 Managerial overages
<b>Total Operations</b>	<b>769</b>	<b>697</b>	<b>72</b>	
<b>Maintenance</b>				
Maintenance	168	177	(9)	3 Professionals and 6 Maintainers over headcount
Operations - Maintainers	170	169	1	1 Maintainer vacancy
Technology	56	52	4	1 Managerial and 3 Professional vacancies
Internal Security - Tech Svcs	8	10	(2)	2 Maintainers over headcount
<b>Total Maintenance</b>	<b>402</b>	<b>408</b>	<b>(6)</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	128	117	11	11 Professional vacancies
Health & Safety	8	7	1	1 Professional vacancy
CFO-Planning & Budget Capital	12	12	-	
<b>Total Engineering/Capital</b>	<b>148</b>	<b>136</b>	<b>12</b>	
<b>Public Safety</b>				
Operations (Security)	236	236	-	
Internal Security - Operations	38	34	4	1 Managerial and 3 Professional vacancies
<b>Total Public Safety</b>	<b>274</b>	<b>270</b>	<b>4</b>	
<b>Total Positions</b>	<b>1,666</b>	<b>1,577</b>	<b>89</b>	
Non-Reimbursable	1,622	1,533	89	
Reimbursable	44	44	-	
<b>Total Full-Time</b>	<b>1,666</b>	<b>1,577</b>	<b>89</b>	

(1) Includes Capital Accounting, General Accounting, Payroll and Operating Budget staff.

(2) Includes Human Resources and Administration staff.



**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET**  
**TOTAL POSITIONS BY FUNCTION AND OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
January 2012

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	29	27	2	2 Managerial vacancies (1 in Staff Services and 1 in Planning and Budget).
Professional, Technical, Clerical	44	39	5	5 Professional vacancies (4 in Staff Services, and 2 in Labor Relations) offset by 1 Professional overage in Law.
Operational Hourlies	-	-	-	
<b>Total Administration</b>	<b>73</b>	<b>66</b>	<b>7</b>	
<b>Operations</b>				
Managers/Supervisors	48	50	(2)	2 Managerial overages in Operations
Professional, Technical, Clerical	42	33	9	9 Professional vacancies (5 in Operations and 4 in Revenue Management).
Operational Hourlies <sup>(1)</sup>	679	614	65	66 BTO vacancies (65 in Operations and 1 in Revenue Management), offset by 1 Superior Officer overages in Operations.
<b>Total Operations</b>	<b>769</b>	<b>697</b>	<b>72</b>	
<b>Maintenance</b>				
Managers/Supervisors	33	32	1	1 Managerial vacancy in Technology
Professional, Technical, Clerical	56	56	-	
Operational Hourlies <sup>(2)</sup>	313	320	(7)	7 Maintainers over head count (6 overages in Maintenance and 2 in Internal Security, offset by 1 vacancy in Operations).
<b>Total Maintenance</b>	<b>402</b>	<b>408</b>	<b>(6)</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	31	31	-	
Professional, Technical, Clerical	117	105	12	11 Professional vacancies in Engineering and 1 in Health and Safety
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>148</b>	<b>136</b>	<b>12</b>	
<b>Public Safety</b>				
Managers/Supervisors	9	8	1	1 Managerial vacancy in Internal Security.
Professional, Technical, Clerical	28	25	3	3 Professional vacancies in Internal Security.
Operational Hourlies <sup>(3)</sup>	237	237	-	
<b>Total Public Safety</b>	<b>274</b>	<b>270</b>	<b>4</b>	
<b>Total Positions</b>				
Managers/Supervisors	150	148	2	
Professional, Technical, Clerical	287	258	29	
Operational Hourlies	1,229	1,171	58	
<b>Total Positions</b>	<b>1,666</b>	<b>1,577</b>	<b>89</b>	

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

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

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



# **Bridges and Tunnels**

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## **Capital Program Project Status Report February 2012**

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MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
STATUS REPORT  
FEBRUARY 29, 2012

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 February there were thirteen commitments made with a total value of \$5.5 million (*See Attachment 1, 2012 Commitment Chart; Attachment 7 – 2012 Commitment Plan*). Year-to-date commitments total of \$5.5 million against a plan year-to-date total of \$10.5 million.

Completions

There were no completions planned or made in February (*See Attachment 3 - 2012 Completion Chart; Attachment 4 – 2012 Major Project Completions; Attachment 5 - 2012 Project Completion Plan*).

Close-outs

There were three task level closeouts in February for \$33.5 million. Year-to-date there have been six task level closeouts with a total value of \$33.6 million (*See Attachment 6 – 2012 Task Level Closeouts*).

Award Date Changes for Remaining Commitments

The following date changes have been made for remaining commitments (*See Attachment 7 - 2011 Commitment Plan*).

- **TN49**, Suspended Span Replacement-Phase A, Design, forecast for a \$5.1 million commitment in February is now forecast for commitment in March. The delay is attributable to additional time required to resolve contractual issues.
- **VN35**, Steel Repair, Concrete Rehabilitation and Drainage Systems, PM Design Force Account, forecast for a \$0.6 million commitment in February, is now forecast for commitment in March. The Business Case for the project is currently undergoing review.

Completion Date Changes for Remaining Projects

There were no changes for remaining completions (*See Attachment 5 - 2012 Completion Plan*).



# **Bridges and Tunnels**

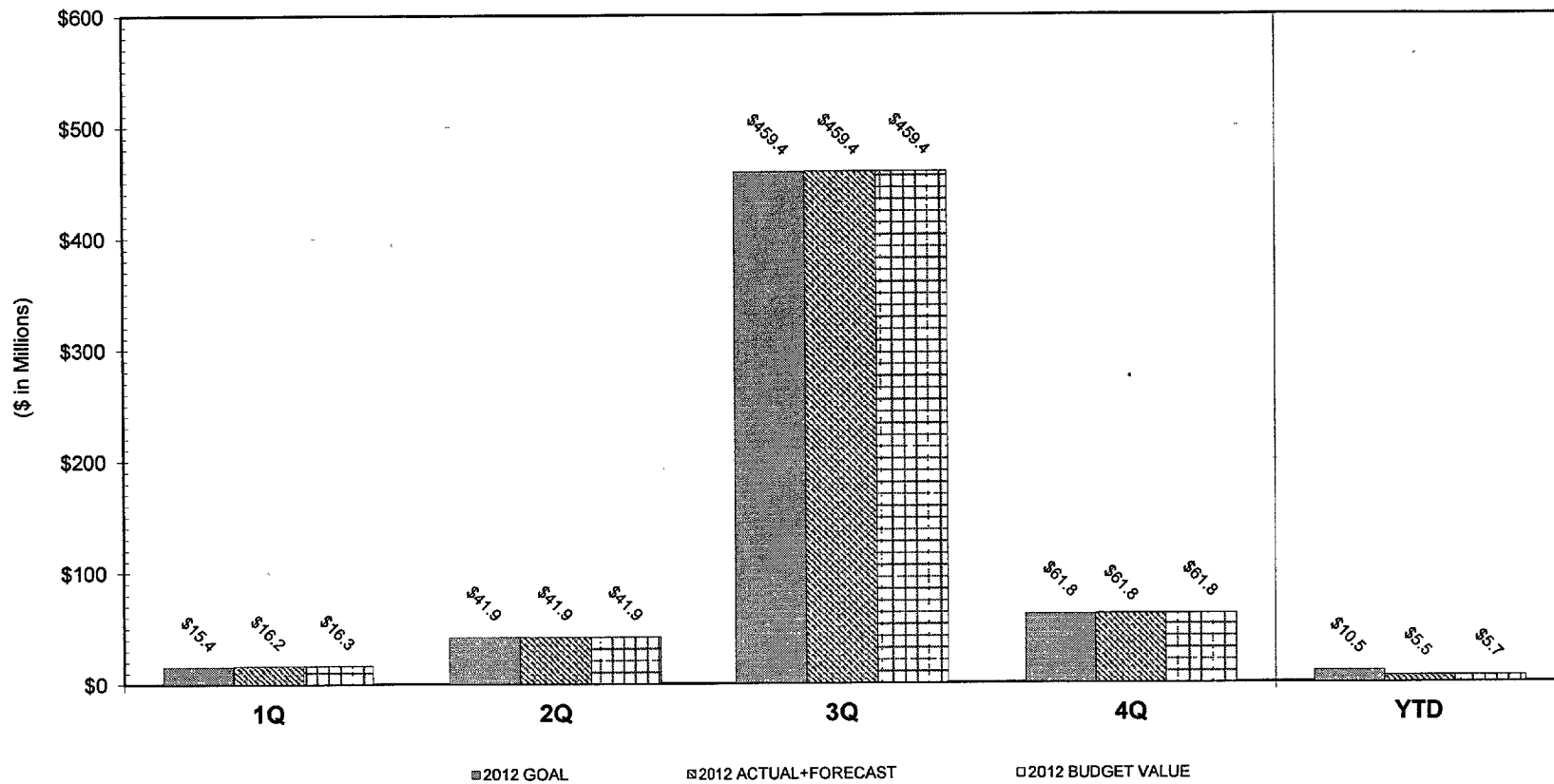
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## **Procurements March 2012**

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# **MTA Bridges and Tunnels** **Commitments as of February 29, 2012**

2012 Budget Goal:	\$578.6	
2012 Annual Forecast	\$579.3	
YTD Goal:	\$10.5	
YTD Actual:	\$5.5	(52.9% of YTD Goal)
YTD Budgeted Value:	\$5.7	(52.9% of YTD Goal)
Left to Commit:	\$573.8	



### MTA Bridges and Tunnels: Status of Major Commitments as of February 29 2012

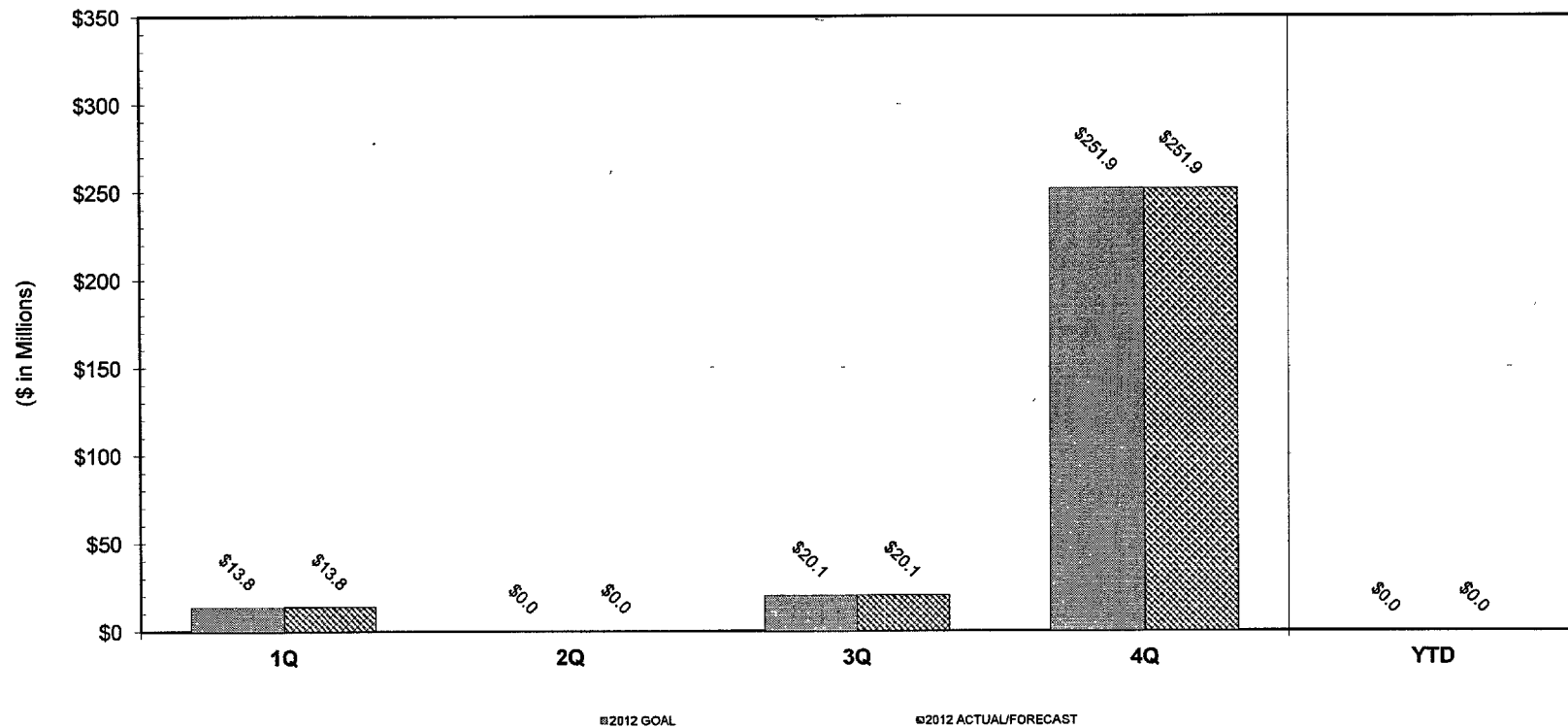
Project	Budget (\$ in Millions)			Award Date			Notes
	2012 Goal	Actual / Forecast*	Budgeted Value	2012 Goal	Advertisement Date	Actual / Forecast	
RK23 Miscellaneous Rehab - Manhattan Approach Ramps (Design)	\$9.1	\$9.1	\$9.1	May-12	Nov-11	May-12	F
VN80 Replace Upper Level Suspended Span (Construction Support Service)	\$8.5	\$8.5	\$8.5	May-12	Mar-12	May-12	F 1
RK73 Deck Replacement- RFK MQ Ramp (Design/Build)	\$64.8	\$64.8	\$64.8	Jul-12	Aug-11	Jul-12	F
BW97 Concrete Anchorage Repairs (Construction)	\$8.0	\$8.0	\$8.0	Jul-12	Mar-12	Jul-12	F
RK65 Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza (Design/Build)	\$13.6	\$13.6	\$13.6	Jul-12	Jan-12	Jul-12	F
VN80 Replace Upper Level Suspended Span (Construction Administration)	\$20.5	\$20.5	\$20.5	Jul-12	Dec-11	Jul-12	F
HH88 Replace Upper & Lower Level Plazas and Southbound Approach (Design)	\$8.5	\$8.5	\$8.5	Sep-12	Mar-12	Sep-12	F
VN80 Replace Upper Level Suspended Span (Construction)	\$314.5	\$300.5	\$314.5	Sep-12	Mar-12	Sep-12	F
QM30 Tunnel Ventilation Building Electrical Upgrade (Construction)	\$55.0	\$55.0	\$55.0	Oct-12	Apr-12	Oct-12	F

1. VN80 - Replace Upper Level Suspended Span (Construction Support Service) - advertisement date reflects date of intent to negotiate.

# **MTA Bridges and Tunnels**

## **Completions as of February 29, 2012**

2012 Budget Goal:	\$285.8
2012 Annual Forecast:	\$285.8
YTD Goal:	\$285.8
YTD Actual:	\$0.0 (0% of YTD Goal)
Left to Complete:	\$285.8



## MTA Bridges and Tunnels: Status of Major Completions as of February 29, 2012

Project	Budget (\$ in Millions)		Completions Status		Completion Date			Notes
	2012 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2012 Goal	Actual / Forecast		
VN03 Toll Plaza Improvements: Removal of Toll Booths and Utility Relocation	\$13.8	\$13.8	90%	41%	Mar-12	Mar-12	F	
TN87 Anchorage and Tower Protection	\$20.1	\$20.1	92%	33%	Sep-12	Sep-12	F	
BW89 Elevated & On Grade (Bronx) Appr.	\$212.3	\$212.3	87%	-13%	Oct-12	Oct-12	F	
VN88 Tower Painting - Below Roadway Level	\$30.4	\$30.4	73%	16%	Oct-12	Oct-12	F	
BW97 Concrete Anchorage Repairs (Queens)	\$9.2	\$9.2	85%	60%	Dec-12	Dec-12	F	

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



**MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2012 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
D503VN03	Toll Plaza Improvements: Removal of Toll Booths and Utility Relocation	Construction	Mar-12	\$13,795,225	\$13,795,225			Mar-12	\$13,795,225
			<b>Mar-12 Total</b>	\$13,795,225					
D501TN87	Anchorage and Tower Protection	Construction	Sep-12	\$11,807,782	\$11,807,782			Sep-12	\$11,807,782
D607TN87	Paint - Bronx and Queens Tower Fender Systems	Construction	Sep-12	\$8,306,173	\$8,306,173			Sep-12	\$8,306,173
			<b>Sep-12 Total</b>	\$20,113,955					
D502BW89	Elevated & On Grade (Bronx) Appr.	Construction	Oct-12	\$212,269,160	\$212,269,160			Oct-12	\$212,269,160
D607VN88	Tower Painting - Below Roadway Level	Construction	Oct-12	\$30,356,011	\$30,356,011			Oct-12	\$30,356,011
			<b>Oct-12 Total</b>	\$242,625,171					
D501BW97	Concrete Anchorage Repairs (Queens)	Construction	Dec-12	\$9,240,306	\$9,240,306			Dec-12	\$9,240,306
			<b>Dec-12 Total</b>	\$9,240,306					
			<b>Grand Total</b>	\$285,774,657				<b>Remaining</b>	<b>\$285,774,657</b>

Attachment 6  
2012 Task Level Closeouts

**2012 TASK LEVEL CLOSEOUTS**

PROJECT	PROJECT DESCRIPTION	TASK	TASK DESCRIPTION	CLOSEOUT WAR	CERTIFICATE DATE	CERTIFICATE AMOUNT
D505QM01	Service & FE Building Rehab	D02933	BC Development F/A	D00001343A	Jan-12	\$36,828
D505QM01	Service & FE Building Rehab	D02432	Title Survey	D00001258A	Jan-12	\$6,350
D505QM01	Service & FE Building Rehab	D02838	Property Apprasial 2-15Borden Ave.	D00001284A	Jan-12	\$3,500
D401BW82	Truss Removal & Fairing Instal	D01787	BW82A-Truss Rem.& Fairing Install	D00000956C	Feb-12	\$32,700,604
D502TB64	Replace Deck-RI Viaduct	D02402	TB64C-Pedestal Rprs @ Qns appr#38	D00001220A	Feb-12	\$556,550
D603AW48	2nd Generation E-Zpass In-Lane	D02814	AET-Phi-Gantry Supply & Install	D00001286A	Feb-12	\$273,313
				<b>Total</b>	<b>6</b>	<b><u>\$33,577,145</u></b>

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2012 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

ACEP	Project Description	Task	Task Description	Goal	Goal Value	Budget Value	Actual		Forecast	
				Start Date			Date	Actual Value	Start Date	Forecast Value
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D03041	RK65R-Haz.Mat Rpt-Maint. Shop	Jan-12	\$12,680.00	\$12,680.00	Jan-12	\$12,680.00		
			Jan-12 Total		\$12,680.00	\$12,680.00				
D606AW21	Program Administration	D02457	2012 Program Adm.	Feb-12	\$1,555,199.00	\$1,555,199.00	Feb-12	\$1,555,199.00		
D606AW21	Program Administration	D02458	2012 Indirect Program Admin	Feb-12	\$1,650,611.00	\$1,650,611.00	Feb-12	\$1,650,611.00		
D606AW28	Scope Development	D02472	ITS - PM Scope Dev. F/A	Feb-12	\$79,802.00	\$79,802.00	Feb-12	\$79,802.00		
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	D02890	BC Development F/A	Feb-12	\$50,000.00	\$50,000.00	Feb-12	\$50,000.00		
D605BB43	Miscellaneous Repairs at BPG	D03050	B.C. Development F/A	Feb-12	\$50,000.00	\$50,000.00	Feb-12	\$50,000.00		
D601HH07	Structural Rehabilitation - Phase I	D02614	Constr. Adm.(PSC-11-2892)	Feb-12	\$1,084,545.00	\$1,084,545.00	Feb-12	\$922,286.00		
D601MP16	Miscellaneous Steel Repairs	D02904	BC Development F/A	Feb-12	\$50,000.00	\$50,000.00	Feb-12	\$50,000.00		
D601RK76	Miscellaneous Structural Repair	D03078	BC Development F/A	Feb-12	\$50,000.00	\$50,000.00	Feb-12	\$50,000.00		
D602TN49	Suspended Span Replacement - Phase A	D02724	Design (PSC-11-2897)	Feb-12	\$5,079,067.00	\$5,079,067.00			Mar-12	\$5,079,067.00
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	D02770	P.M. Design F/A	Feb-12	\$613,519.90	\$613,519.90			Mar-12	\$613,519.90
D505QM01	Service & FE Building Rehab	D02921	PM Design F/A	Feb-12	\$200,000.00	\$200,000.00	Feb-12	\$200,000.00		
			Feb-12 Total		\$10,462,743.90	\$10,462,743.90				
D605BB21	Service Building Rehabilitation	D02552	P.M. Design F/A	Mar-12	\$175,000.00	\$175,000.00			Mar-12	\$175,000.00
D605BB21	Service Building Rehabilitation	D02553	Design	Mar-12	\$360,000.00	\$360,000.00			Mar-12	\$360,000.00
D602BB54	Replacement Brooklyn Plaza Structural Slab	D02570	P.M. Design F/A	Mar-12	\$969,123.21	\$969,123.21			Mar-12	\$969,123.21
D602BB54	Replacement Brooklyn Plaza Structural Slab	D02571	Design (PSC-11-2895)	Mar-12	\$1,367,899.00	\$1,367,899.00			Mar-12	\$1,367,899.00
D602MP21	Rehabilitate Rockaway Point Blvd Overpass	D02654	Design (PSC-11-2896)	Mar-12	\$1,110,055.00	\$1,110,055.00			Mar-12	\$1,110,055.00
D607MP21	Paint - Rockaway Point Overpass	D02660	Painting - Design (PSC-11-2896)	Mar-12	\$17,500.00	\$17,500.00			Mar-12	\$17,500.00
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control	D02908	BC Development F/A	Mar-12	\$50,000.00	\$50,000.00			Mar-12	\$50,000.00
D505QM01	Service & FE Building Rehab	D02923	Design	Mar-12	\$900,000.00	\$900,000.00			Mar-12	\$900,000.00
			Mar-12 Total		\$4,949,577.21	\$4,949,577.21				
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D03003	RK65R-Maint.Fac. PM Cns F/A	Apr-12	\$940,000.00	\$940,000.00			Apr-12	\$940,000.00
D602TN49	Suspended Span Replacement - Phase A	D03018	Construction - Overlay Installation	Apr-12	\$6,300,000.00	\$6,300,000.00			Apr-12	\$6,300,000.00
D602TN49	Suspended Span Replacement - Phase A	D03019	CM - Overlay Installation	Apr-12	\$300,000.00	\$300,000.00			Apr-12	\$300,000.00
			Apr-12 Total		\$7,540,000.00	\$7,540,000.00				
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	D02691	Design 124/125/FDR Ramps	May-12	\$9,059,132.00	\$9,059,132.00			May-12	\$9,059,132.00
D604QM81	Controls / Communication System	D02909	BC Development F/A	May-12	\$50,000.00	\$50,000.00			May-12	\$50,000.00
D602VN80	Replace Upper Level Suspended Span	D02780	P.M. Construction F/A	May-12	\$3,406,880.70	\$3,406,880.70			May-12	\$3,406,880.70
D602VN80	Replace Upper Level Suspended Span	D02782	Design During Cns(CSS)	May-12	\$8,500,000.00	\$8,500,000.00			May-12	\$8,500,000.00
D607VN80	Paint - Upper Level Superstructure	D02792	Paint PM Constr. F/A	May-12	\$522,437.00	\$522,437.00			May-12	\$522,437.00
D604VN87	Substation #1 Rehabilitation	D02802	P.M. Design F/A	May-12	\$200,000.00	\$200,000.00			May-12	\$200,000.00
			May-12 Total		\$21,738,449.70	\$21,738,449.70				
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	D02558	P.M. Design F/A	Jun-12	\$1,000,000.00	\$1,000,000.00			Jun-12	\$1,000,000.00
D605BB43	Miscellaneous Repairs at BPG	D03052	PM Design F/A	Jun-12	\$350,800.00	\$350,800.00			Jun-12	\$350,800.00

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2012 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

ACEP	Project Description	Task	Task Description	Goal	Goal Value	Budget Value	Actual		Forecast	
				Start Date			Date	Actual Value	Start Date	Forecast Value
D602RK73	Deck Replacement- RFK MQ Ramp	D02973	PM Dsgn/Build F/A (MQ Ramp)	Jun-12	\$1,911,277.00	\$1,911,277.00			Jun-12	\$1,911,277.00
D602RK73	Deck Replacement- RFK MQ Ramp	D02974	Const. Adm. (MQ Ramp)PSC-11-2894	Jun-12	\$4,500,000.00	\$4,500,000.00			Jun-12	\$4,500,000.00
D604QM30	Tunnel Ventilation Building Electrical Upgrade	D02671	P.M. Construction F/A	Jun-12	\$2,602,235.28	\$2,602,235.28			Jun-12	\$2,602,235.28
D604QM30	Tunnel Ventilation Building Electrical Upgrade	D02672	Construction Support Services	Jun-12	\$811,200.00	\$811,200.00			Jun-12	\$811,200.00
D505QM01	Service & FE Building Rehab	D02922	Borden Ave. Remediation	Jun-12	\$1,200,000.00	\$1,200,000.00			Jun-12	\$1,200,000.00
D405BB43	Rehab Battery Parking Garage	D02952	BB43 IVA -Elevator Const.Adm.	Jun-12	\$200,000.00	\$200,000.00			Jun-12	\$200,000.00
D405BB43	Rehab Battery Parking Garage	D02950	BB43 IVA -Elevator PM Const F/A	Jun-12	\$75,000.00	\$75,000.00			Jun-12	\$75,000.00
Jun-12 Total					\$12,650,512.28	\$12,650,512.28				
D606AW18	Protective Liability Insurance	D02450	2012 APPL	Jul-12	\$243,732.00	\$243,732.00			Jul-12	\$243,732.00
D605AW12	Hazardous Materials Abatement	D02978	Air Monit/DsgnMgt	Jul-12	\$100,000.00	\$100,000.00			Jul-12	\$100,000.00
D605AW12	Hazardous Materials Abatement	D02982	Air Monit/DsgnMgt	Jul-12	\$100,000.00	\$100,000.00			Jul-12	\$100,000.00
D605AW12	Hazardous Materials Abatement	D02983	Air Monit/DsgnMgt	Jul-12	\$100,000.00	\$100,000.00			Jul-12	\$100,000.00
D605AW12	Hazardous Materials Abatement	D02984	Air Monit/DsgnMgt	Jul-12	\$100,000.00	\$100,000.00			Jul-12	\$100,000.00
D601BW97	Concrete Anchorage Repairs	D02604	P.M. Construction F/A (Bronx Anchor	Jul-12	\$668,303.29	\$668,303.29			Jul-12	\$668,303.29
D601BW97	Concrete Anchorage Repairs	D02605	Construction (Bronx Anchorage)	Jul-12	\$8,000,000.00	\$8,000,000.00			Jul-12	\$8,000,000.00
D601BW97	Concrete Anchorage Repairs	D02606	Construction Adm. (Bronx Anchorage)	Jul-12	\$1,138,200.00	\$1,138,200.00			Jul-12	\$1,138,200.00
D604QM30	Tunnel Ventilation Building Electrical Upgrade	D02673	Construction Adm.	Jul-12	\$6,000,000.00	\$6,000,000.00			Jul-12	\$6,000,000.00
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D03002	RK65R-Maint.Fac. CM	Jul-12	\$1,352,000.00	\$1,352,000.00			Jul-12	\$1,352,000.00
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D03004	RK65R-Maint.Fac.Design/Build	Jul-12	\$13,552,000.00	\$13,552,000.00			Jul-12	\$13,552,000.00
D602RK73	Deck Replacement- RFK MQ Ramp	D02975	Design/Build Const. (MQ Ramp)	Jul-12	\$64,846,069.00	\$64,846,069.00			Jul-12	\$64,846,069.00
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	D02771	Design	Jul-12	\$2,073,494.00	\$2,073,494.00			Jul-12	\$2,073,494.00
D602VN80	Replace Upper Level Suspended Span	D02781	Construction Adm.	Jul-12	\$20,475,000.00	\$20,475,000.00			Jul-12	\$20,475,000.00
D607VN80	Paint - Upper Level Superstructure	D02793	Paint C.M.	Jul-12	\$1,575,000.00	\$1,575,000.00			Jul-12	\$1,575,000.00
Jul-12 Total					\$120,323,798.29	\$120,323,798.29				
D601BW84	Cable Investigation / Monitoring	D02896	BC Development F/A	Aug-12	\$50,000.00	\$50,000.00			Aug-12	\$50,000.00
Aug-12 Total					\$50,000.00	\$50,000.00				
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	D02559	Design	Sep-12	\$3,058,718.00	\$3,058,718.00			Sep-12	\$3,058,718.00
D605BB43	Miscellaneous Repairs at BPG	D03053	Design - Structural	Sep-12	\$350,000.00	\$350,000.00			Sep-12	\$350,000.00
D601BW14	Miscellaneous Structural Rehabilitation	D02894	BC Development F/A	Sep-12	\$50,000.00	\$50,000.00			Sep-12	\$50,000.00
D602HH88	Replace Upper & Lower Level Plazas and Southbound Approach	D03060	PM Design F/A	Sep-12	\$906,272.00	\$906,272.00			Sep-12	\$906,272.00
D602HH88	Replace Upper & Lower Level Plazas and Southbound Approach	D03061	Design	Sep-12	\$8,500,000.00	\$8,500,000.00			Sep-12	\$8,500,000.00
D601MP16	Miscellaneous Steel Repairs	D02650	P.M. Design F/A	Sep-12	\$700,000.00	\$700,000.00			Sep-12	\$700,000.00
D601MP16	Miscellaneous Steel Repairs	D02651	Design	Sep-12	\$1,500,000.00	\$1,500,000.00			Sep-12	\$1,500,000.00
D601RK19	Seismic and Wind Study	D03075	P.M. Design Brief F/A	Sep-12	\$500,000.00	\$500,000.00			Sep-12	\$500,000.00
D601RK19	Seismic and Wind Study	D03076	Scoping StudyDesign Brief	Sep-12	\$4,500,000.00	\$4,500,000.00			Sep-12	\$4,500,000.00
D602VN80	Replace Upper Level Suspended Span	D02783	Construction Ph. II Deck	Sep-12	\$300,494,919.60	\$300,494,919.60			Sep-12	\$300,494,919.60

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2012 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

ACEP	Project Description	Task	Task Description	Goal	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast	Forecast Value
				Start Date					Start Date	
D607VN80	Paint - Upper Level Superstructure	D02794	Painting - Cns.	Sep-12	\$14,000,000.00	\$14,000,000.00			Sep-12	\$14,000,000.00
D602VN84	Widening of Belt Parkway Ramps	D02918	BC Development F/A	Sep-12	\$50,000.00	\$50,000.00			Sep-12	\$50,000.00
D604VN87	Substation #1 Rehabilitation	D02803	Design	Sep-12	\$750,000.00	\$750,000.00			Sep-12	\$750,000.00
D405BB43	Rehab Battery Parking Garage	D02953	BB43 IVA -Elevator Construction	Sep-12	\$3,700,000.00	\$3,700,000.00			Sep-12	\$3,700,000.00
Sep-12 Total					\$339,059,909.60	\$339,059,909.60				
D604QM30	Tunnel Ventilation Building Electrical Upgrade	D02674	Construction	Oct-12	\$55,000,000.00	\$55,000,000.00			Oct-12	\$55,000,000.00
D601RK76	Miscellaneous Structural Repair	D03079	P.M. Design F/A	Oct-12	\$500,000.00	\$500,000.00			Oct-12	\$500,000.00
Oct-12 Total					\$55,500,000.00	\$55,500,000.00				
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control	D02677	P.M. Design F/A	Nov-12	\$1,674,187.96	\$1,674,187.96			Nov-12	\$1,674,187.96
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control	D02678	Design	Nov-12	\$3,500,000.00	\$3,500,000.00			Nov-12	\$3,500,000.00
Nov-12 Total					\$5,174,187.96	\$5,174,187.96				
D606AW28	Scope Development	D02474	2012 Scope Development	Dec-12	\$1,124,769.33	\$1,124,769.33			Dec-12	\$1,124,769.33
Dec-12 Total					\$1,124,769.33	\$1,124,769.33				
Grand Total					\$578,586,628.27	\$578,586,628.27				
Unplanned Commitments:										
D606AW15	MTA Independent Engineer	D03048	2012 Independent Eng. M+D Opt Yr 1			\$159,767.84	Feb-12	\$159,767.84		
D605AW12	Hazardous Materials Abatement	D03045	Asbestos survey-RK73 MQ Ramp RFP			\$39,843.00	Feb-12	\$39,843.00		
D502TN50	Replace Concrete Deck	D02990	Cns - C52052 -Fire Claim Settlement			\$126,403.71	Feb-12	\$126,403.71		
D606AW85	Traffic Enforcement Support	D03049	NYC TEA for VN-03B (MOU-08-33)			\$598,643.00	Feb-12	\$598,643.00		
Grand Total					\$578,586,628.27	\$579,511,285.82	To Date Total	\$5,545,235.55	Remaining	\$573,803,791.27
									Grand Total	\$579,349,026.82

# Staff Summary



<b>Subject:</b>	Request for Authorization to Award Various Procurements
<b>Department:</b>	Procurement
<b>Department Head Name</b>	Anthony W. Koestler
<b>Department Head Signature</b>	<i>Anthony W. Koestler</i>
<b>Project Manager Name</b>	Various

<b>Date</b>	March 7, 2012
<b>Vendor Name</b>	
<b>Contract Number</b>	
<b>Contract Manager Name</b>	
<b>Table of Contents Ref #</b>	

Board Action					
Order	To	Date	Approval	Info	Other
1	President	3/7/12			
2	MTA B&T Committee	3/26/12			
3	MTA Board	3/28/12			

Internal Approvals			
Order	Approval	Order	Approval
	President		VP Operations
	Executive Vice President		Chief Procurement Officer
	VP Staff Services/COS		Chief Engineer
	General Counsel		VP Labor Relations

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

## PURPOSE:

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

## DISCUSSION:

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

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

Schedules Requiring Majority Vote		# of Actions	\$ Amount
Schedule G	Miscellaneous Service Contracts	1	\$ .768M
Schedule I	Modifications to Purchase & Public Works Contracts	1	\$ .884M
SUBTOTAL		2	\$1.652M

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

TOTAL	2	\$1.652M
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## BUDGET IMPACT:

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

## RECOMMENDATION:

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

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

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

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

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

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

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

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

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**  
**MARCH 2012**

**MTA BRIDGES & TUNNELS**

**Procurements Requiring Majority Vote:**

**G: Miscellaneous Service Contracts**

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

- |    |  |                      |
|----|--|----------------------|
| 1. | <b>Transpo Industries</b>              | <b>\$ 654,414.00</b> |
|    | <b>Traffic Safety Service, LLC</b>     | <b>\$ 113,490.00</b> |
|    | <b>Contract No. 10-MNT-2864A and B</b> |                      |

3 yr. contracts – Competitive Bid – One bid each Schedule

On August 24, 2011 B&T issued a solicitation for contractors to repair, maintain and replace impact attenuators (collision energy absorbing devices) at various locations since B&T neither has the personnel nor the equipment to perform this work. All repaired impact attenuator systems shall meet the requirements of the Federal Highway Administration. Two Price Schedules were included in the solicitation based on equipment currently owned by B&T; one for attenuators manufactured by Energy Absorption Systems (Schedule A) and one for attenuators manufactured by SCI Inc. (Schedule B). Bidders were advised that they may submit a bid under one or both Schedules and the award would be made to the lowest responsive and responsible bidder for each Schedule. The solicitation was publicly advertised and notices were sent to two hundred firms. Three firms requested copies of the solicitation. On September 28, 2011 two bids were received, one bid under each Schedule. Both Transpo Industries and Traffic Safety Service, LLC are authorized distributors for the attenuator manufacturers. A market survey was conducted to determine why additional bids were not received; we were unable to identify any other firms authorized to maintain this equipment. Schedule A contained seven additional equipment line items compared with those included in the current contract. The prices for items in Schedule A are 6.9% higher compared with the same items in the current contract. Items included in Schedule B are not included under any B&T maintenance contract. The total bid amount under Schedule A is 4.1% higher than the user's estimate of \$628,781; under Schedule B it is 2.2% above the user's estimate of \$111,051. The prices are fixed for a three year period. After evaluation of the bids, it was determined that Transpo Industries and Traffic Safety Service, LLC are considered responsive, responsible bidders. In comparison with the estimates, the prices are considered fair and reasonable. Funding is available in the Operating Budget under GL #713011.

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

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

- |    |  |                      |                                      |
|----|--|----------------------|--------------------------------------|
| 2. | <b>El Sol Contracting and Construction Corp/El Sol Limited Enterprises Inc.,<br/>(a Joint Venture)</b> | <b>\$ 884,399.00</b> | <b><u>Staff Summary Attached</u></b> |
|    | <b>Contract No. TN-85C</b>   |                      |                                      |

Additional work to upgrade the existing suspended span under deck shield to current OSHA standards, which is necessary to allow the Contractor to access and perform the required structural repairs under Contract TN-85C, Suspended Span Repairs at the Throgs Neck Bridge.



# Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: 2

(Final)

<b>Vendor Name (&amp; Location)</b> El Sol Contracting and Construction Corp./El Sol Limited Enterprises Inc., (a Joint Venture), Maspeth, New York		<b>Contract Number</b> TN-85C	<b>AWO/Modification #</b>
<b>Description</b> Suspended Span Repairs at the Throgs Neck Bridge		<b>Original Amount:</b> \$24,369,700.00	
<b>Contract Term (Including Options, if any)</b> June 30, 2011 – February 28, 2013		<b>Prior Modifications:</b> \$0.00	
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		<b>Prior Budgetary Increases:</b> \$0.00	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		<b>Current Amount:</b> \$0.00	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		<b>This Request:</b> \$884,399.00	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>% of This Request to Current Amount:</b> 3.6%	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Vincent Montanti, P.E.		<b>% of Modifications (including This Request) to Original Amount:</b> 3.6%	

## Discussion:

B&T is seeking the Board's approval under the All-Agency Procurement Guidelines to modify the Contract with El Sol Contracting and Construction Corp./El Sol Limited Enterprises Inc., (a Joint Venture) (El Sol) to upgrade the existing suspended span under deck shield (work platform) to current OSHA standards for a net increase of \$884,399, which is necessary to allow El Sol to access and perform the required structural repairs at the Throgs Neck Bridge.

The Contract TN-85C scope includes an under deck work platform that had been previously installed under Project TN-85, Main Cable and Suspender Rope Investigation, Structural Steel Repairs, Painting and Catwalk Replacement. Utilizing this approach resulted in reduced construction costs, ensured the availability of the work platform during the required biennial inspections and eliminated safety risks involved in removing and reinstalling a work platform. Contract TN-85C required El Sol to inspect and provide a detailed engineering report for the upgrades to the work platform to comply with OSHA standards. The passage of time and harsh environment has resulted in a greater number of work platform elements that require hands-on inspection, replacement or upgrade than originally anticipated. El Sol submitted a proposal in the amount totaling \$1,560,252. The Engineer's estimate is \$1,128,083. Negotiations resulted in B&T and El Sol agreeing to an amount totaling \$1,384,399, which is considered fair and reasonable. Since the Contract included an allowance of \$500,000 to re-work the platform, the net increase to this contract equates to \$884,399. The cost of removing and installing a new platform would have been considerably higher than performing these repairs. Funding for this amendment is available in the 2010-2014 Capital Program under Project TN-85C.