



Bridges and Tunnels

Bridges and Tunnels Committee Meeting

April 2012

Committee Members

A. Cappelli, Chair

R. Bickford

J. Blair

M. Lebow

M. Pally

A. Saul

V. Tessitore



MEETING AGENDA

MTA BRIDGES AND TUNNELS COMMITTEE

April 23, 2012 – 12:15 p.m.

347 Madison Avenue
Fifth Floor Board Room
New York, NY

AGENDA ITEMS

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PUBLIC COMMENTS PERIOD	
1. APPROVAL OF MINUTES – MARCH 2012	1
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9. PROCUREMENTS	81
Non-Competitive (None)	--
Competitive	83
Ratifications (None)	--

Date of next meeting: Monday, May 21, 2012 at 12:15 p.m.



Bridges and Tunnels

Minutes of Committee Meeting March 2012



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

March 26, 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

James Ferrara, President
Gloria Colon, Chief Equal Employment Opportunity Officer
James Elkin, Controller
James Fortunato, Vice President Operations
Tariq Habib, Chief Technology Officer
Joseph Keane, Chief Engineer
Anthony Koestler, Chief Procurement Officer
Sharon Gallo Kotcher, Vice President Labor Relations
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**

March 26, 2012

Minutes of TBTA Committee held March 26, 2012 at 12:15 p.m. A list of those in attendance is attached.

Public Speakers

There was one public speaker Mr. Murray Bodin. Mr. Bodin stated that since the last Committee meeting enormous progress had been made on the Henry Hudson Bridge. Mr. Bodin stated that he met with several senior Bridges and Tunnels engineers, and indicated that the Henry Hudson Bridge has been restriped. Mr. Bodin stated that he felt the restriping makes it clearer for the drivers as to what lane they should be in. Mr. Bodin stated that this is a national issue and this time Bridges and Tunnels has led the way. He has pictures of the restriping and is going to send the photos to the Federal Highway Administration and the people in Washington who write the laws. Mr. Bodin asked to meet with a senior Bridges and Tunnels executive to discuss how B&T can use this striping in other areas on its facilities.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on February 27, 2012 were approved.

Committee Work Plan

Mr. Ferrara stated that there is a change to the work plan. The Fourth Quarter 2012 Diversity Report will be presented to the Committee in March 2013.

Operations/Safety

Mr. Moretti stated that in January there were 21,737,000 crossings, which is an increase of 1, 328,000 crossings over the prior January. Weather was an important factor this month. Rain and snow fell over ten days which is the same number for the prior January, but accumulations were considerably less this year versus last year. The average price per gallon of gasoline was \$3.58 which is 31 cents higher per gallon than last year, and 14 cents higher than December's average of \$3.44. E-ZPass crossings for the month were up 9.5%, and cash crossings in January were down 4.8% compared to January 2011. Passenger vehicle traffic was up 6.7%, and truck traffic increased by 4.5%. All facilities showed a gain from the prior year; the increases range from 5.1% at the major Bronx crossings to 11.7% at the Henry Hudson Bridge.

Preliminary results for February show that there were 21.2 million crossings which is 1 million more crossings than February 2011. Mr. Moretti stated there was a leap day this year which accounts for a large part of the increase.

Mr. Petrovich referred the Committee to four graphs and four charts which show the Five Year Summary of Customer Collisions and Injuries and the Five Year Summary of Employee Accident Reports and Injuries through January, which are contained on pages 30 and 31 in the Safety report. Mr. Petrovich stated that the injury rate per million vehicles has remained steady at last year's levels. In January 2012 there were nine less employee lost time injuries compared to the prior January.

E-ZPass

Mr. Spero stated that the E-ZPass market share for January was 81.2%, which is more than 2.0% higher than the previous January (79%). This continues the trend of higher market shares that B&T started seeing in 2011. More than 9,100 E-ZPass accounts were opened in January including more than 2,400 E-ZPass On-The-Go accounts, which is 26% of the total. B&T has expanded the in-lane sales of the On-The-Go tags to the Throgs Neck, Bronx Whitestone, and RFK Bridges. The results have been extremely positive. Sales at the Throgs Neck and Bronx Whitestone Bridges began March 5th. In this three week period 3,230 and 1,990 On-The-Go tags have been sold at the Bronx Whitestone and Throgs Neck Bridges respectively. The sales began at the RFK Bridge one week ago today, and in one week more than 1,000 tags have been sold at the Bronx Plaza, and almost 800 have been sold at the Manhattan Plaza. Sales at the Queens Midtown Tunnel began this morning. All the facilities should be selling On-The-Go tags by the middle of April. Sales continue at the Henry Hudson Bridge where more than 9,300 have been sold since the program began. Commissioner Lebow complimented B&T on its success with the On-The-Go program.

Henry Hudson Bridge Pilot Program

Mr. Ferrara stated that he would like to continue with last month's presentation 'Status Report All Electronic Tolling (AET) Pilot Project Henry Hudson Bridge' regarding cashless operations at the Henry Hudson Bridge. Mr. Ferrara stated that the design and development of the pilot program is on-going. Testing of the pilot program will continue through the spring and summer of 2012. B&T plans to commence the second phase of the pilot program, cashless operations, during the summer or fall of 2012. Mr. Ferrara stated that as noted by Mr. Spero, B&T is trying to increase its E-ZPass market share which will assist the Authority in moving through the cashless pilot phase at the Henry Hudson Bridge. The success of that program is hand-in-hand with the pilot in terms of having B&T customers engage in the E-ZPass process.

Chairman Cappelli asked if the Authority had a profile of who is not using E-ZPass. Mr. Spero responded that based on market research it generally appears to be people with lower incomes who prefer to use cash on a regular basis. There is a small element of people who do not use E-ZPass out of concern that their movements can be tracked.

Finance

Mr. Spero stated for the month of January toll revenue was 1.6 % higher than budget primarily due to the favorable weather. Expenses were approximately \$5 million (16%) below the adopted budget. Non-labor expenses were down about \$3 million (29%). The largest variances were due to the timing of professional service contracts and maintenance and other operating expenses. Labor expenses ran about \$2 million lower against the budget. Total support to mass transit through January was \$71.4 million or \$10.4 million (17%) better than budget.

Mr. Spero stated that at the request of the MTA, agencies have been asked to report on year end overtime results, in addition to the results of the most recent month. For January alone B&T's overtime is about \$500,000 (26%) lower against the budget. The actual overtime in 2011 was \$18.8 million, or about 5.2 % lower than the final estimate and 15% lower than the 2011 adopted budget. The 2010 actual was approximately the same as the 2011 actual at about \$18.8 million. The budget reduction program was introduced in 2010, which helped the Authority immeasurably in reducing overtime through a variety of initiatives undertaken by B&T. The 2009 overtime actual was \$26.8 million. This means in 2011 B&T has been able to maintain the enormous reduction it generated through the budget reduction program. In looking

at the 2011 numbers, overtime was almost 30% lower than what the Authority actually expended in 2009. Mr. Spero stated that this effort to reduce overtime has been a great success and that Mr. Fortunato would discuss some of the Authority's initiatives in this area.

Mr. Fortunato stated that beginning in 2009 some maintenance was rescheduled. The heavy construction groups were rescheduled so more off-hour work was undertaken to reduce overtime which was needed to respond to emergency requests. The directed patrols were expanded for the officers at all the facilities so the Authority is able to utilize them for more duties by putting them in a more general title. If there is a miss-out, the Sergeants' patrol has been expanded so they can cover at multiple facilities instead of just one. The Authority has also realized scheduling efficiencies due to the expansion of the E-ZPass market share.

Cross Bay Bridge Toll Rebate Program

Ms. Terry stated that B&T has learned that the new budget to be adopted by the New York State Legislature is expected to include funds appropriated to the MTA which are intended to be used for the restoration of the Cross Bay Bridge toll rebate program to its prior level. The Board began using MTA funds to rebate tolls on the Cross Bay Bridge for participating residents of the Rockaways and Broad Channel in 1998. This program was modified in 2010 to eliminate the rebate for tolls on the first two trips taken across the Bridge within a calendar day. Only subsequent trips were eligible for the rebate.

In anticipation of the budget being adopted by the Legislature this week the Board will be asked on Wednesday to authorize the MTA and TBTA to take the steps necessary to restore the rebate program to its prior level. The restored program will not go into effect until the Legislature appropriates the money to the MTA, and the MTA transfers the money to Bridges and Tunnels. An environmental analysis of the restoration program must be completed and the E-ZPass Customer Service Center must do the necessary reprogramming.

Chairman Cappelli asked the dollar impact of the restoration of the program. Mr. Spero responded that the incremental change is about \$3.9 million. The Authority is spending about \$600,000 for the current rebate program so the total amount will be \$4.5 million. Chairman Cappelli asked if the MTA would provide B&T with \$4 million upfront which it would draw down against. Mr. Spero responded at this time he was not certain as to how it will work.

Commissioner Albert asked that once this happens is it likely that people who now use the Marine Parkway Bridge might use the Cross Bay Bridge because it will save them money. Commissioner Albert also asked if B&T saw an increase in traffic at the Marine Parkway Bridge when the rebate program was removed in 2010. Mr. Spero responded that Authority did not see a sharp drop in traffic at the Cross Bay Bridge, but it would make sense that there was a slight decrease. Commissioner Albert asked if this is money the Legislature is going to appropriate independent of the State budget or is it happening at the same time. Ms. Terry responded that it is her understanding it is happening at the same time.

Capital Program

Mr. Keane stated that year-to-date B&T has awarded 10 of 12 planned capital commitments with a value of \$5.5 million. Two tasks which had not been awarded in February have been awarded in March. Mr. Keane referred the Committee to page 54 of the Capital Program Report and the chart entitled 'Commitments as of February 29, 2012'. He stated that by far the largest percentage of the planned total of \$579 million in 2012 commitments occur later in the year. Most of them occur in the third quarter with almost \$460 million is to be committed

or almost 80% of the annual goal. To-date B&T is on target to make its third quarter commitments. There were no completions planned or made in February. Overall, B&T remains on target to achieve the six project completions which are shown on page 56 of the Capital Program Report. There were three task level closeouts in February for \$33.5 million. This brings the year-to-date total for closeouts to \$33.6 million.

Procurements

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

Competitive Procurements

Mr. Koestler stated that are two procurements this month totaling about \$1.65 million.

The first procurement is a request for an award of two, 3 year miscellaneous service contracts to Transpo Industries in the amount of \$654,414 and Traffic Safety Service, LLC in the amount of \$113,490 to repair, maintain and replace impact attenuators at various facilities.

The second procurement is a modification to a public work contract with the joint venture of El Sol Contracting and Construction Corp. and El Sol Limited Enterprises Inc. in the net amount of \$884,399 to upgrade the existing suspended span under deck work platform to current OSHA standards. This effort will enable the contractor to access and perform required structural repairs under Contract TN-85C, Suspended Span Repairs at the Throgs Neck Bridge.

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

Miscellaneous Service Contracts

Transpo Industries	Contract No. 10-MNT-2864A and B	\$654,414.00
Traffic Safety Service, LLC	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.	\$113,490.00

Modifications to Purchase & Public Works Contracts

El Sol Contracting and Construction Corp./El Sol Limited Enterprises, Inc. (a Joint Venture)	Contract No. TN-85C Additional work to upgrade the existing suspended span under deck work platform to current OSHA standards, which is necessary to allow the Contractor to access and perform required structural repairs under Contract TN-85C, Suspended Span Repairs at the Throgs Neck Bridge.	\$884,399.00
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Mr. Koestler stated that there are no ratifications.

President's Concluding Remarks

Mr. Ferrara stated that at last month's Committee meeting Chairman Cappelli asked the Authority to review recommendations made by Dr. Kenneth Poppler, President of the Staten Island Children's Mental Health Society concerning improvements to B&T's suicide prevention efforts at the Verrazano-Narrows Bridge. B&T has conducted a review of its program and will meet tomorrow with representatives from the New York State Bridge Authority and ask for their recommendations on improvements to the suicide prevention telephone signs and other aspects of the Authority's program at the Verrazano-Narrows Bridge.


Chairman Cappelli stated that he has noticed in public media a discussion by Mr. Sam Schwartz involving a plan to toll the East River bridges. The plan has many similarities to what Chairman Cappelli and other Board members have been calling for over the past few years. Chairman Cappelli asked if the Authority has a copy of Mr. Schwartz's proposal. Ms. Terry responded that B&T had obtained a copy of the Schwartz proposal from his website. She is not aware of Mr. Schwartz consulting with the MTA or B&T on his plan. At Chairman Cappelli's request, Ms. Terry said that she would provide Chairman Cappelli and the other Committee members with a copy of the plan.

Commissioner Lebow congratulated B&T's management team on its accomplishments such as the reduction of expenses especially overtime; improvement of the bottom line; and leading with innovations such as the sale of E-ZPass tags in the cash lanes on its facilities and gateless tolling. Chairman Cappelli stated that Commissioner Lebow's praise is well founded and he concurs with his remarks.

Adjournment

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

Respectfully submitted,


Cindy L. Dugan
Assistant Secretary



Bridges and Tunnels

Committee Work Plan

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>May 2012</u>	
Customer Environment Survey – 1st Quarter 2012	Operations
Diversity Report – 1 st 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 nd Quarter 2012	EEO
<u>October 2012</u>	
2013 Preliminary Budget	Planning & Budget
<u>November 2012</u>	
Customer Environment Survey – 3rd Quarter 2012	Operations
2013 Preliminary Budget	Planning & Budget
B&T Committee Charter – Review	MTA Board
Diversity Report – 3 rd Quarter 2012	EEO
<u>December 2012</u>	
2013 Proposed Final Budget	Planning & Budget

II. SPECIFIC AGENDA ITEMS (cont'd)

Responsibility

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

Operations
Planning & Budget
Planning & Budget
Controller

March 2013

Annual Procurement Contracts Report

Procurement & Materials/
Finance
EEO

Diversity Report – 4th Quarter 2012

April 2013

Final Review of 2012 Year-End Operating Results

Planning & Budget

BRIDGES & TUNNELS COMMITTEE WORK PLAN

Detailed Summary

I. RECURRING

Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

Report on Operations/Safety

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

E-ZPass Performance Report

Summary presentation of the performance of E-ZPass, which includes various E-ZPass statistics, such as performance at all facilities, weekday and weekend performance by facility, interoperability statistics, 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

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 – 1st Quarter 2012

Review and discuss workforce analysis and activities 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 – 2nd Quarter 2012

Review and discuss workforce analysis and activities 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 – 3rd Quarter 2012

Review and discuss workforce analysis and activities 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.

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.

Diversity Report – 4th Quarter 2012

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

APRIL 2013**Final Review of 2012 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.



Bridges and Tunnels

Report on Operations/Safety February 2012



MTA Bridges and Tunnels February 2012 Traffic Trends

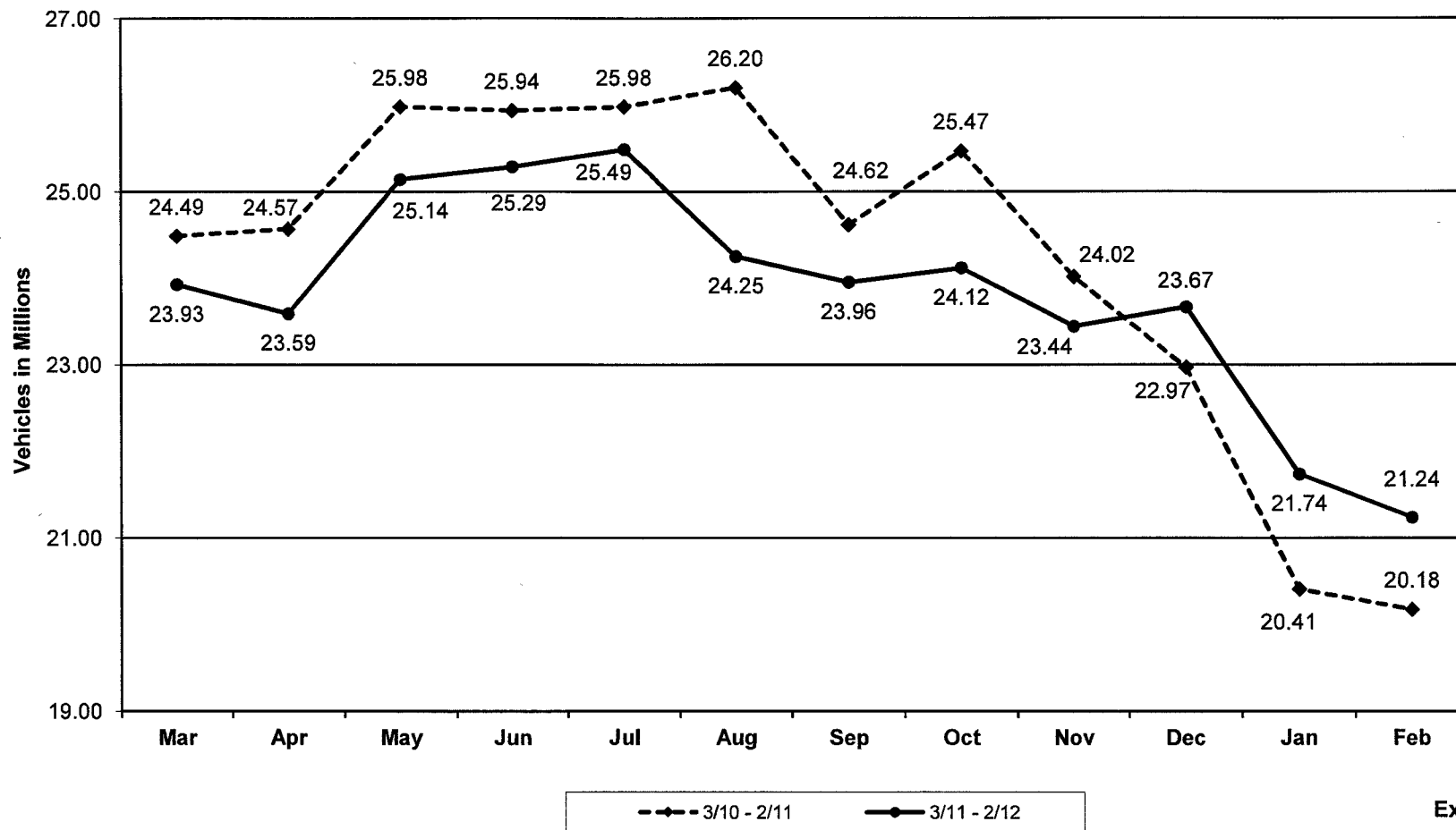
Summary

There were 21.2 million traffic crossings this month, an increase of 1.1 million from the prior February (Exhibit 1).

In 2012, there was one extra day due to the leap year, which accounted for 0.7 million additional vehicles. There were 10 days of precipitation in 2012, but there was no snow and rainfall totaled only 1.3 inches. Last year, there were 9 days of precipitation, with snow accumulations of 4.1 inches and total rainfall of 3.3 inches. Gas averaged \$3.77 per gallon this February, which was \$0.45 more per gallon than last year at this time.

E-ZPass volume increased by 4.0% this February vs. February 2011 and cash crossings declined 7.6% for the month (Exhibit 7). Passenger cars were up 1.6% and other vehicles were up 1.4% from last February (Exhibits 8).

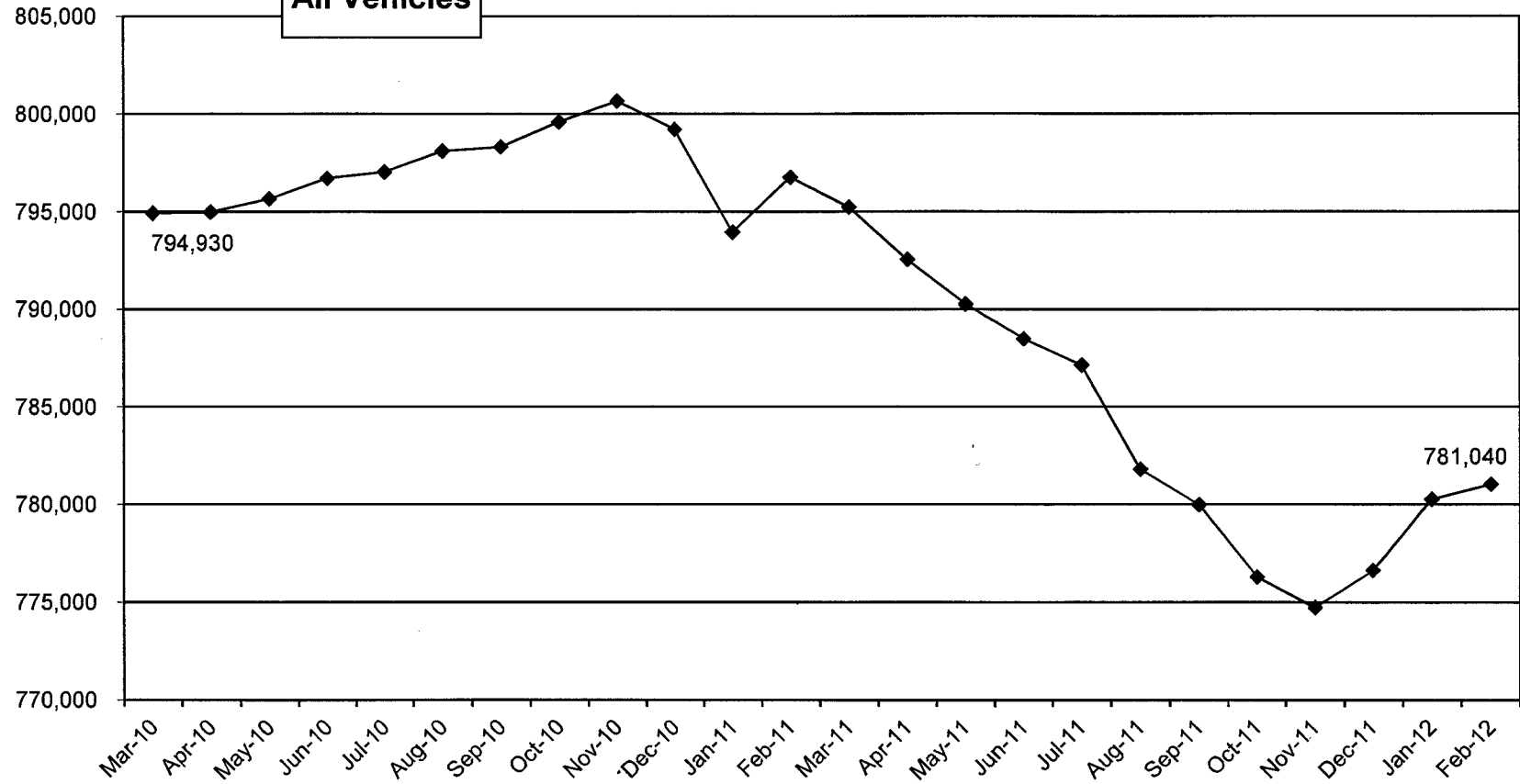
MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending - February 2012



Ex. 1

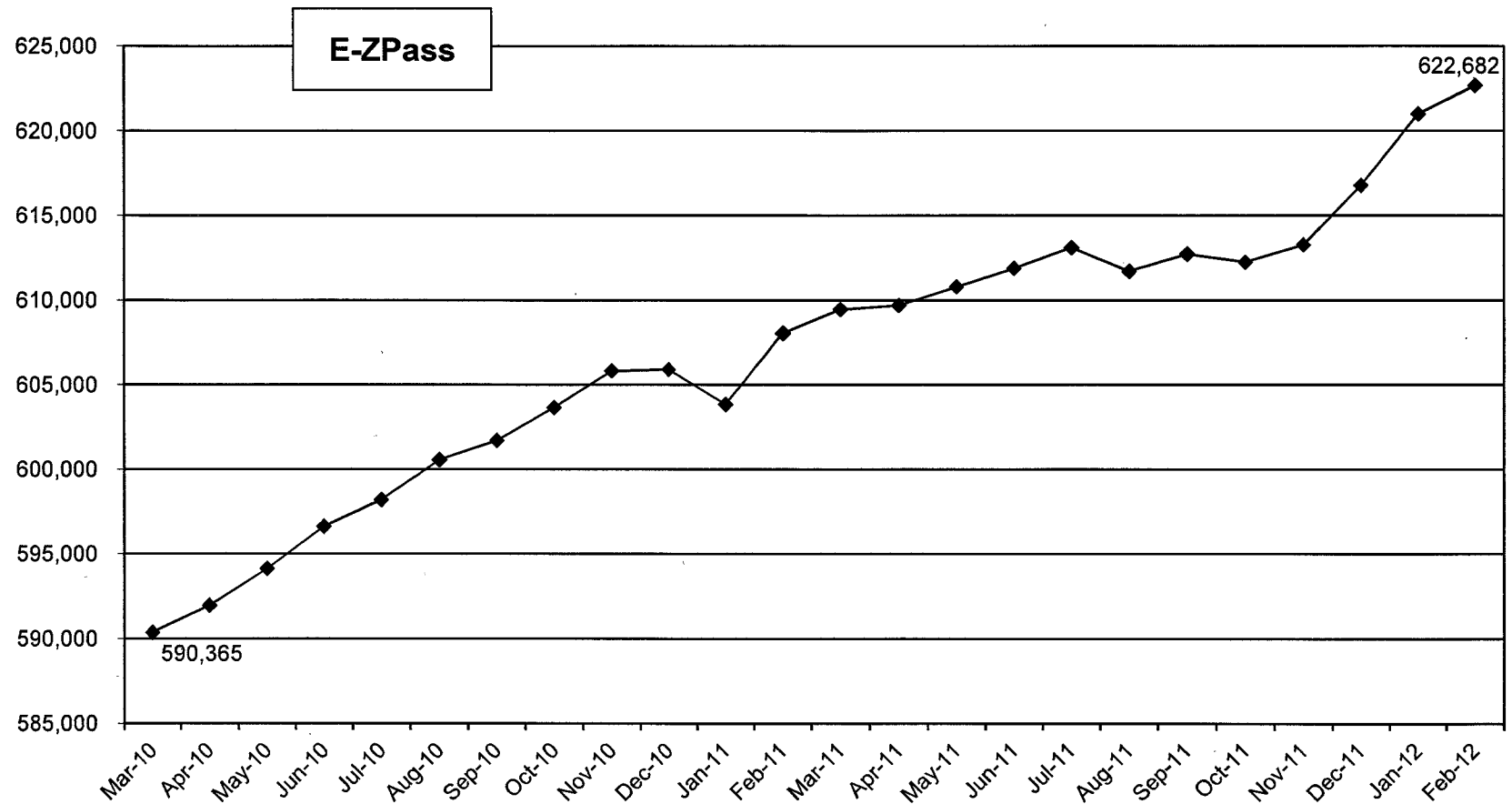
MTA Bridges and Tunnels
Average Daily Traffic: March 2010 - February 2012
12-Month Rolling Averages

All Vehicles



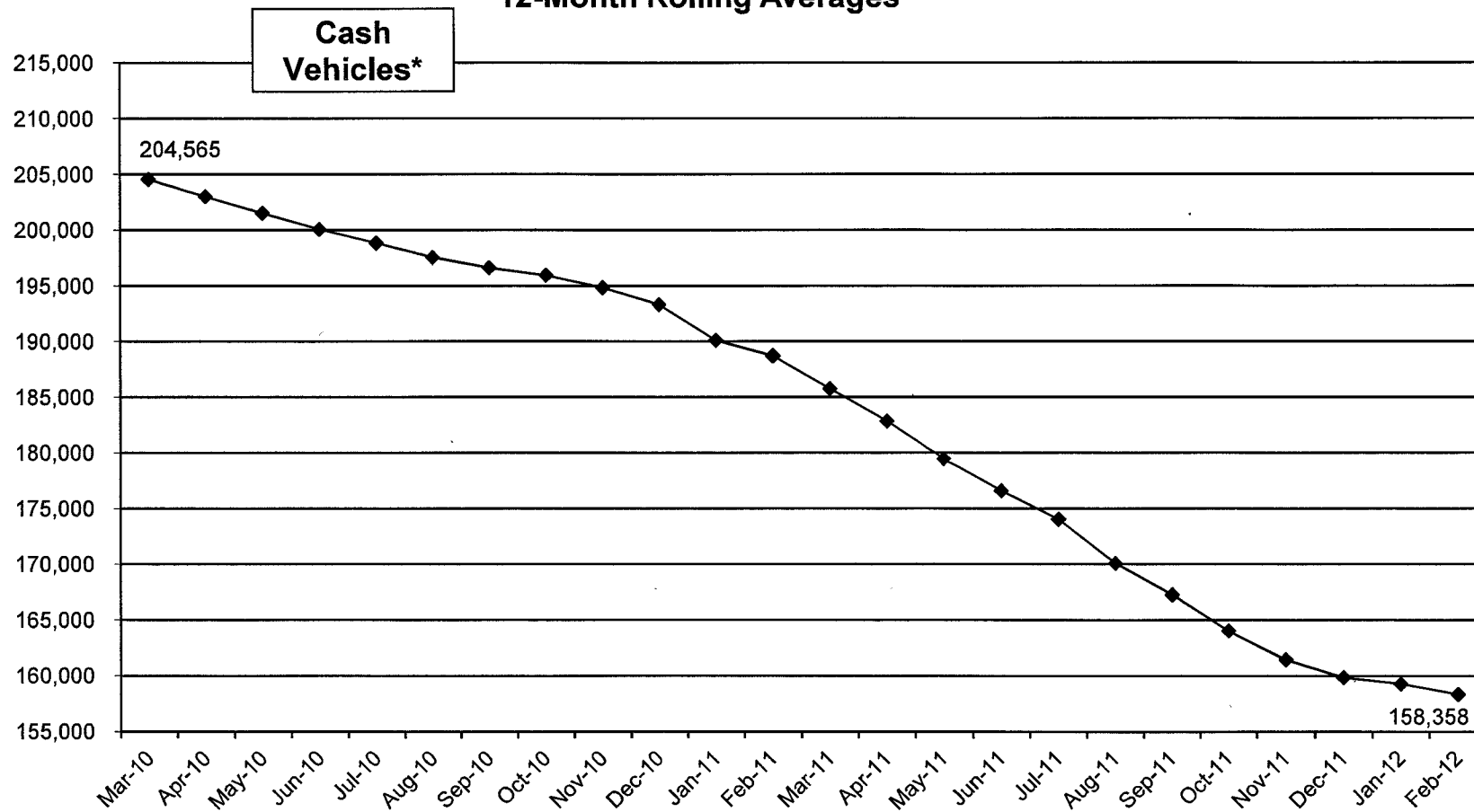
Ex. 2

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



Ex. 3

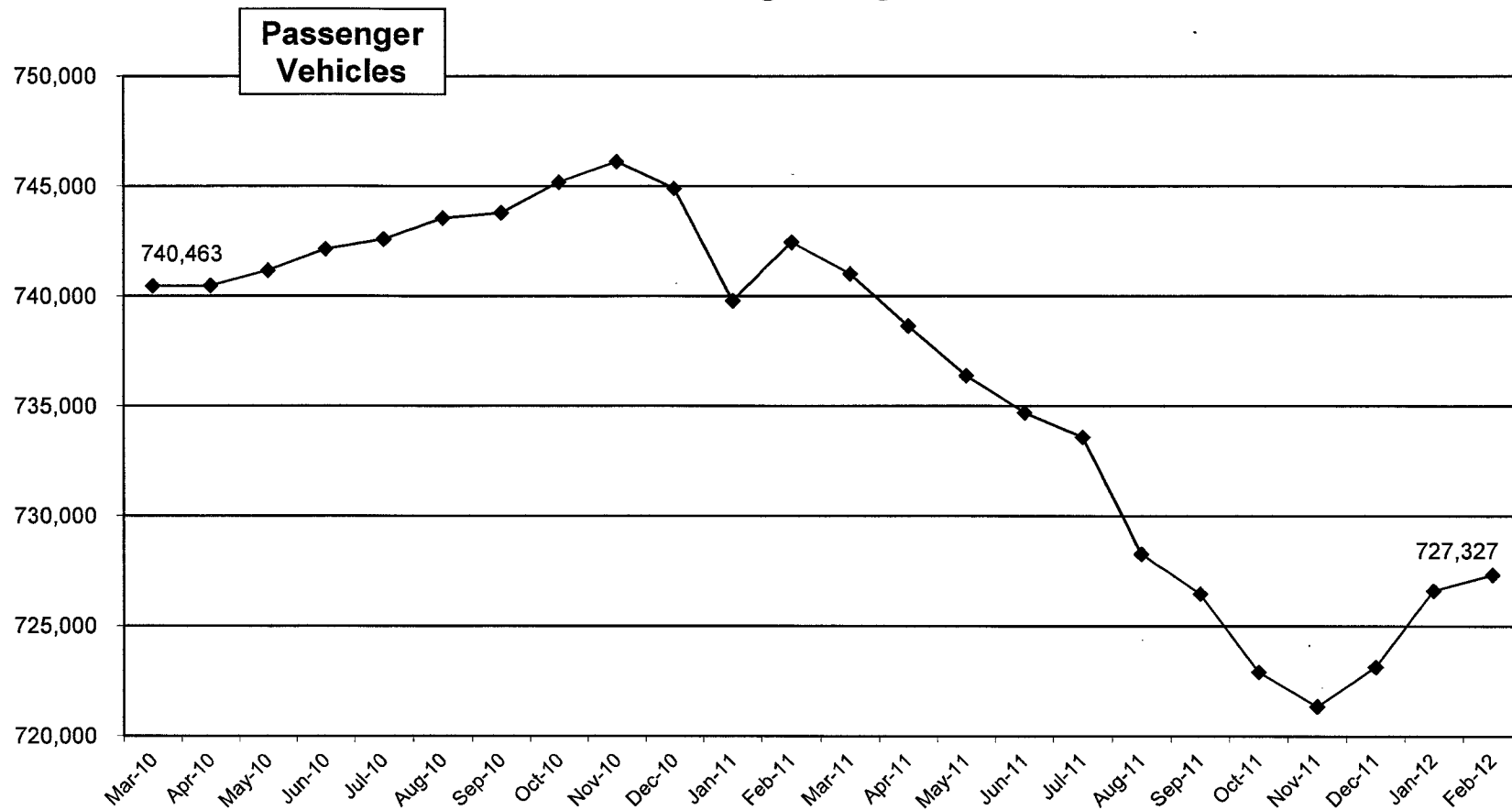
MTA Bridges and Tunnels
Average Daily Traffic: March 2010 - February 2012
12-Month Rolling Averages



*Includes token and ticket transactions.

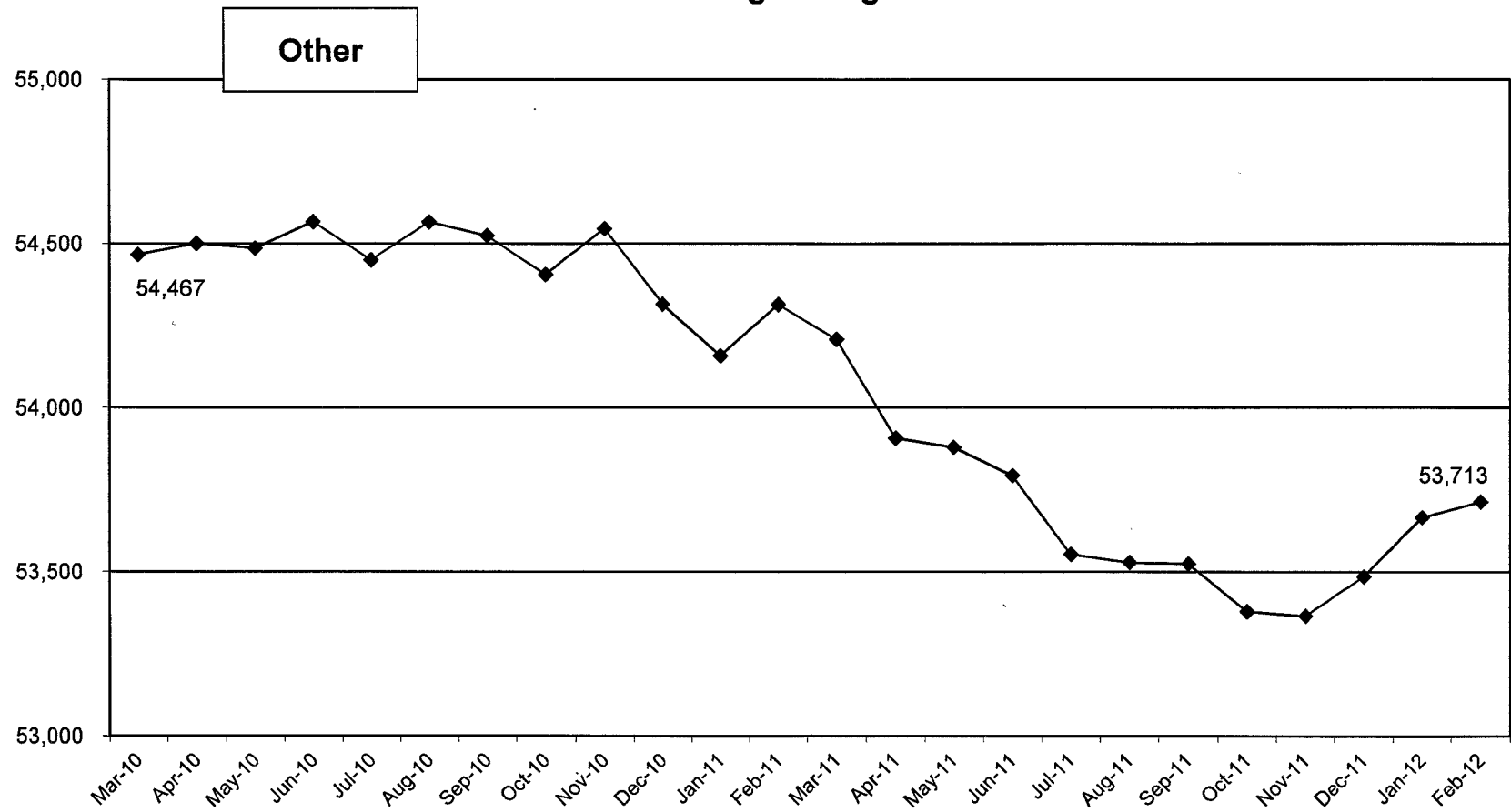
Ex. 4

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



Ex. 5

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



Ex. 6

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

Corridor	Toll Media	Feb ⁽¹⁾	3 Months ⁽²⁾ (Dec-Feb)	6 Months ⁽³⁾ (Sep-Feb)	9 Months ⁽⁴⁾ (Jun-Feb)	12 Months ⁽⁵⁾ (Mar-Feb)
All Facilities	Total Vehicles	1.6%	3.7%	-0.2%	-1.6%	-2.0%
	E-ZPass	4.0%	7.0%	3.8%	2.6%	2.4%
	Cash ⁽⁶⁾	-7.6%	-8.1%	-13.8%	-15.3%	-16.1%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.2%	3.3%	-0.4%	-1.9%	-2.6%
	E-ZPass	5.2%	7.4%	4.7%	3.6%	3.2%
	Cash ⁽⁶⁾	-6.2%	-7.4%	-13.4%	-15.3%	-16.4%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Brooklyn-Battery Tunnel	Total Vehicles	1.5%	3.5%	0.5%	-0.2%	-0.2%
	E-ZPass	3.6%	6.4%	4.1%	3.5%	3.8%
	Cash ⁽⁶⁾	-8.8%	-9.9%	-14.5%	-15.4%	-16.4%
Verrazano-Narrows Bridge	Total Vehicles	1.0%	3.8%	-0.4%	-2.0%	-2.3%
	E-ZPass	2.7%	6.1%	2.4%	0.9%	0.7%
	Cash ⁽⁶⁾	-7.0%	-5.7%	-11.6%	-13.1%	-13.7%
Henry Hudson Bridge	Total Vehicles	0.7%	4.3%	-1.8%	-2.7%	-2.6%
	E-ZPass	4.0%	8.6%	2.9%	1.9%	1.8%
	Cash ⁽⁶⁾	-18.7%	-18.6%	-25.4%	-24.7%	-23.7%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	3.3%	6.0%	0.8%	-2.1%	-3.7%
	E-ZPass	5.1%	8.3%	3.5%	0.5%	-1.2%
	Cash ⁽⁶⁾	-4.5%	-4.3%	-10.7%	-12.0%	-12.9%

(1) February 2012 vs. February 2011.

(2) December 2011 to February 2012 vs. December 2010 to February 2011.

(3) September 2011 to February 2012 vs. September 2010 to February 2011.

(4) June 2011 to February 2012 vs. June 2010 to February 2011.

(5) March 2011 to February 2012 vs. March 2010 to February 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	Feb(1)	3 Months(2) (Dec-Feb)	6 Months(3) (Sep-Feb)	9 Months(4) (Jun-Feb)	12 Months(5) (Mar-Feb)
All Facilities	Total Vehicles	1.6%	3.7%	-0.2%	-1.6%	-2.0%
	Passenger	1.6%	3.8%	-0.3%	-1.6%	-2.0%
	Other	1.4%	2.9%	0.7%	-0.4%	-1.1%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.2%	3.3%	-0.4%	-1.9%	-2.6%
	Passenger	2.1%	3.3%	-0.6%	-2.1%	-2.8%
	Other	2.5%	3.6%	1.4%	0.4%	-0.5%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Brooklyn-Battery Tunnel	Total Vehicles	1.5%	3.5%	0.5%	-0.2%	-0.2%
	Passenger	1.5%	3.6%	0.6%	-0.2%	-0.2%
	Other	0.6%	2.4%	0.4%	-0.8%	-1.3%
Verrazano-Narrows Bridge	Total Vehicles	1.0%	3.8%	-0.4%	-2.0%	-2.3%
	Passenger	1.1%	4.0%	-0.3%	-2.0%	-2.3%
	Other	-0.8%	1.4%	-0.6%	-1.8%	-2.0%
Henry Hudson Bridge	Total Vehicles	0.7%	4.3%	-1.8%	-2.7%	-2.6%
	Passenger	0.6%	4.2%	-1.9%	-2.7%	-2.7%
	Other	7.5%	14.5%	8.9%	8.1%	7.9%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	3.3%	6.0%	0.8%	-2.1%	-3.7%
	Passenger	3.3%	6.0%	0.8%	-2.2%	-3.7%
	Other	4.1%	4.5%	0.8%	-1.4%	-3.8%

(1) February 2012 vs. February 2011.

(2) December 2011 to February 2012 vs. December 2010 to February 2011.

(3) September 2011 to February 2012 vs. September 2010 to February 2011.

(4) June 2011 to February 2012 vs. June 2010 to February 2011.

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

Ex. 8

Supplemental Data Page for Exhibits 2 through 6

Average Daily Traffic: 12-Month Rolling Averages

<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Cash²</u>	<u>Passenger</u>	<u>Other</u>
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
Feb-12	781,040	622,682	158,358	727,327	53,713

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 ¹			Weather ²			
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
Mar-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 ⁽³⁾	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
Nov-11	23,443,442	\$3.60	52	2.9	-	7
Dec-11	23,665,382	\$3.44	44	3.9	-	9
Jan-12	21,737,036	\$3.58	38	3.4	2.5	10
Feb-12	21,237,686	\$3.77	42	1.3	-	10

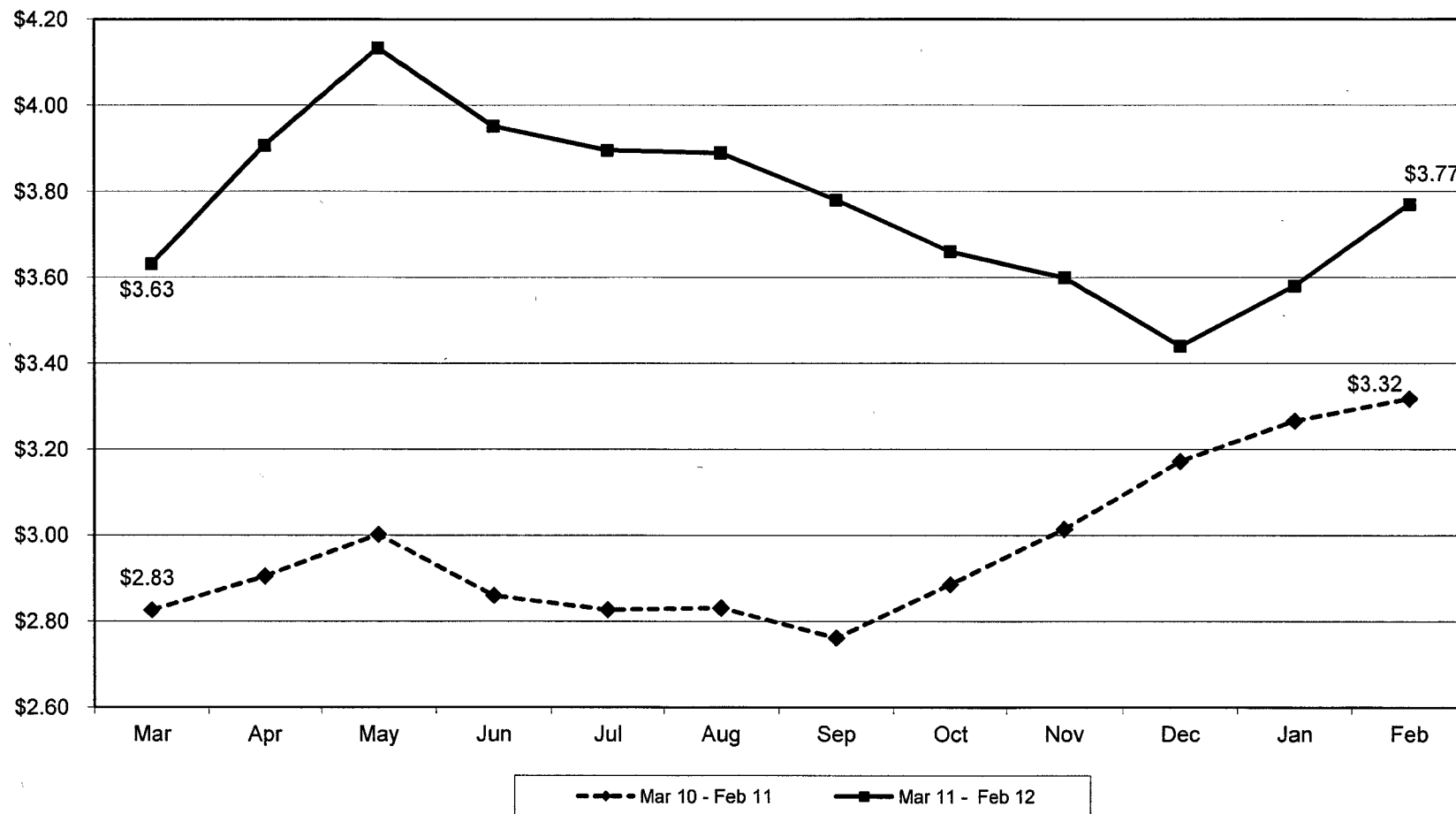
Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences⁴

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>
2011 vs. 2010						
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
February	1,061,542	\$0.45	5	(2.0)	(4.1)	1

1. Average gasoline (all types) price per gallon data are from the U.S. Bureau of Labor Statistics, NY-NJ-CT-PA area.
2. Local weather data are from the National Weather Service, LaGuardia Airport Station.
3. Toll increase implemented on December 30, 2010.
4. Numbers may not add due to rounding.

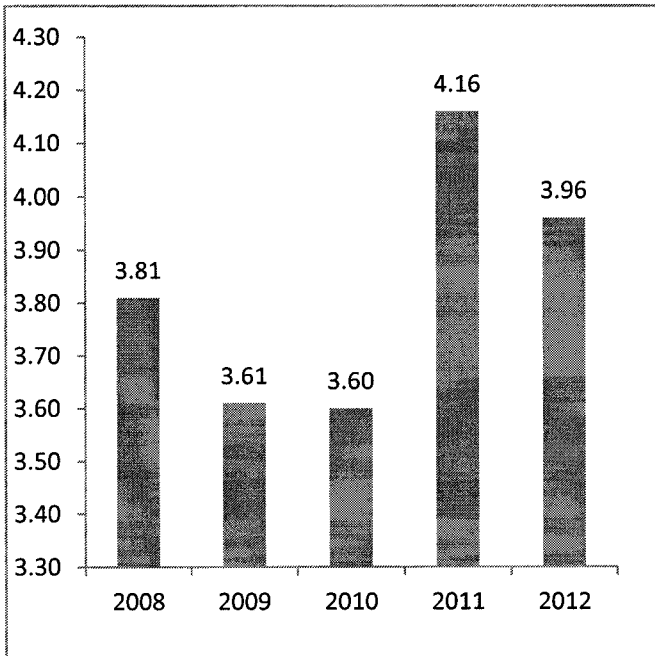
Supplemental Graph
Gas Prices in the NY-NJ-CT-PA Area
March 2010 - February 2012



SAFETY REPORT

MTA Bridges & Tunnels

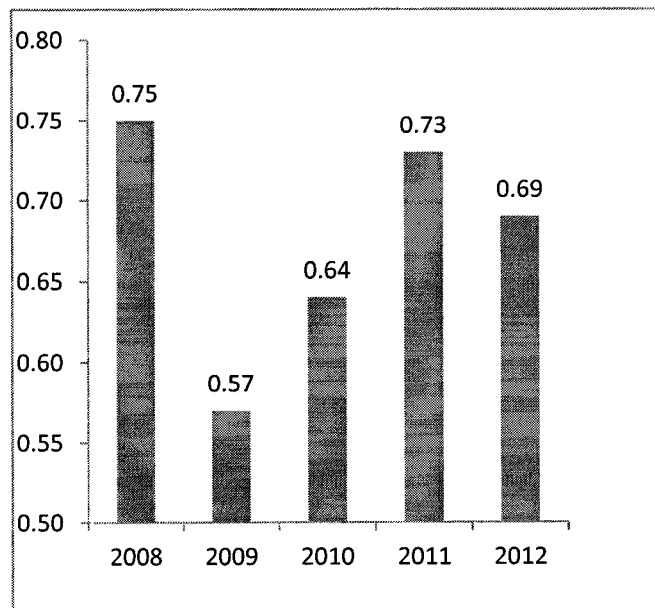
5 Yr Summary of Customer Collisions & Injuries thru February



Total Customer Collisions

Year	Total Collisions	Collision Rate/M Vehicles
2008	177	3.81
2009	158	3.61
2010	151	3.60
2011	171	4.16
2012	172	3.96

% change from last year: -4.8%
 5 year Average 3.83



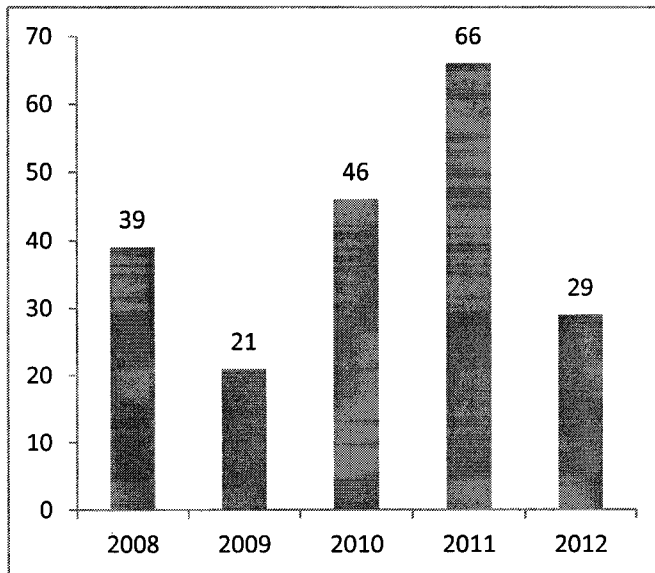
Total Injury Collisions

Year	Injury Collisions	Injury Rate/M Vehicles
2008	35	0.75
2009	25	0.57
2010	27	0.64
2011	30	0.73
2012	30	0.69

% change from last year: -5.5%
 5 year Average 0.68

MTA Bridges & Tunnels

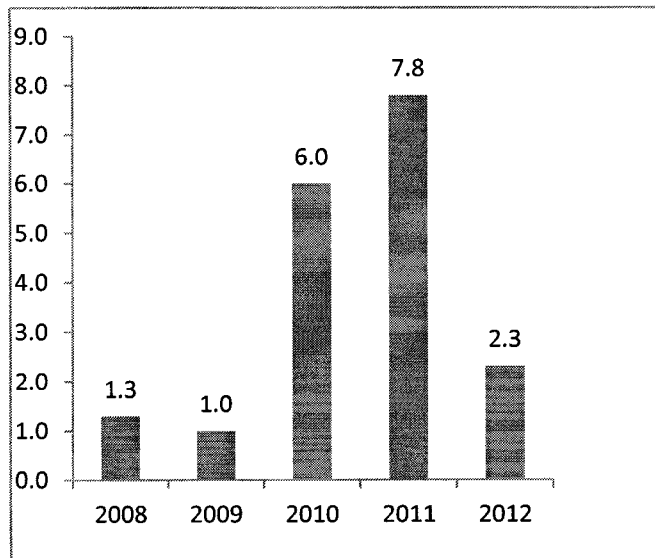
5 Yr Summary of Employee Accident Reports & Injuries thru February



Total Employee Accident Reports (C-2's)

Year	Total
2008	39
2009	21
2010	46
2011	66
2012	29

% change from last year: -56.1%
5 year Average 40



Employee Lost Time Injuries

Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2008	4	1.3
2009	3	1.0
2010	17	6.0
2011	20	7.8
2012	6	2.3

% change from last year: -70.5%
5 year Average 3.68



Bridges and Tunnels

E-ZPass Performance Report February 2012



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

E-ZPass Performance at All B&T Facilities¹			
	February 2012	Year to Date	February 2011
Total E-ZPass Traffic ²	17,238,656	34,897,595	15,998,731
E-ZPass Market Share: Total	81.2%	81.2%	79.3%
Cars	80.4%	80.4%	78.5%
Trucks	91.5%	91.6%	90.1%

Weekday E-ZPass Performance by Facility^{1,2}			
Facility	February Average E-ZPass Weekday Traffic and Market Share		
	2012 Average Traffic	2012 Market Share	2011 Market Share
Bronx-Whitestone Bridge	78,450	76.7%	75.3%
Brooklyn-Battery Tunnel	42,961	88.5%	87.5%
Cross Bay Veterans Memorial Bridge	15,860	82.0%	81.0%
Henry Hudson Bridge	54,782	89.3%	86.5%
Marine Parkway-Gil Hodges Memorial Bridge	16,895	86.3%	85.1%
Queens Midtown Tunnel	70,718	87.3%	85.4%
Robert F. Kennedy Bridge - Bronx Plaza	53,397	73.2%	69.8%
Robert F. Kennedy Bridge - Manhattan Plaza	66,582	82.9%	81.4%
Throgs Neck Bridge	85,494	82.0%	80.6%
Verrazano-Narrows Bridge	<u>151,597</u>	85.0%	83.9%
All Facilities	636,736	82.9%	81.3%

Notes:

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

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

Weekday Peak Hour E-ZPass Performance by Facility⁴				
Facility	February E-ZPass Market Share			
	2012 AM Peak	2011 AM Peak	2012 PM Peak	2011 PM Peak
Bronx-Whitestone Bridge	82.7%	82.2%	77.9%	76.9%
Brooklyn-Battery Tunnel	91.3%	91.0%	88.4%	88.0%
Cross Bay Veterans Memorial Bridge	86.4%	85.1%	83.0%	82.1%
Henry Hudson Bridge	91.9%	89.0%	90.0%	87.1%
Marine Parkway-Gil Hodges Memorial Bridge	89.6%	88.8%	86.4%	86.2%
Queens Midtown Tunnel	89.1%	87.5%	87.8%	86.2%
Robert F. Kennedy Bridge - Bronx Plaza	79.9%	76.9%	74.9%	70.3%
Robert F. Kennedy Bridge - Manhattan Plaza	85.9%	87.2%	84.2%	83.8%
Throgs Neck Bridge	87.1%	86.5%	82.4%	81.8%
Verrazano-Narrows Bridge ⁵	N/A	N/A	88.4%	87.6%
All Facilities	86.6%	85.6%	84.2%	82.8%

Weekend E-ZPass Performance by Facility¹			
Facility	February Average E-ZPass Weekend Traffic and Market Share		
	2012 Avg. Traffic	2012 Market Share	2011 Market Share
Bronx-Whitestone Bridge	66,189	69.4%	67.6%
Brooklyn-Battery Tunnel	28,956	83.6%	82.7%
Cross Bay Veterans Memorial Bridge	11,985	77.4%	75.6%
Henry Hudson Bridge	42,877	85.3%	82.8%
Marine Parkway-Gil Hodges Memorial Bridge	12,124	83.0%	80.7%
Queens Midtown Tunnel	51,517	82.0%	80.1%
Robert F. Kennedy Bridge - Bronx Plaza	40,706	63.4%	59.6%
Robert F. Kennedy Bridge - Manhattan Plaza	47,985	76.0%	74.7%
Throgs Neck Bridge	70,383	75.4%	73.8%
Verrazano-Narrows Bridge	<u>126,563</u>	78.5%	76.7%
All Facilities	499,285	76.2%	74.3%

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
February 2012
Preliminary data subject to final audit

E-ZPass Interoperability Statistics

B&T E-ZPass Transactions From Other Agencies ⁶			
Customer's E-ZPass Agency	February 2012 Total B&T E-ZPass Transactions	February 2012 Percentage of B&T Total Transactions	February 2011 Percentage of B&T Total Transactions
New York State Thruway Authority ⁷	1,416,146	7.56%	7.29%
New Jersey Toll Agencies ⁸	1,041,370	5.56%	5.36%
Port Authority of NY and NJ	1,031,755	5.51%	5.55%
Massachusetts Turnpike Authority ⁹	93,930	0.50%	0.46%
Pennsylvania Turnpike Commission	65,101	0.35%	0.29%
Maryland Transportation Authority	23,858	0.13%	0.13%
Virginia Department of Transportation ¹⁰	13,906	0.07%	0.07%
New Hampshire Department of Transportation	10,684	0.06%	0.04%
Delaware River Joint Toll Bridge Commission	9,682	0.05%	0.05%
Delaware Department of Transportation	9,633	0.05%	0.05%
Other ¹¹	<u>27,330</u>	<u>0.15%</u>	<u>0.12%</u>
Total	3,743,395	19.98%	19.40%

Other Agency B&T E-ZPass Transactions			
Agency Used By B&T Customers	February 2012	YTD 2012	February 2011
New York State Thruway Authority ⁷	2,015,445	4,064,286	1,878,282
New Jersey Toll Agencies ⁸	4,101,489	8,317,235	3,856,053
Port Authority of NY and NJ	2,799,779	5,632,184	2,493,457
New York State Bridge Authority	191,550	383,192	167,792
Massachusetts Turnpike Authority ⁹	367,954	734,551	319,597
Pennsylvania Turnpike Commission	183,529	366,616	169,701
Maryland Transportation Authority	194,630	380,302	140,464
Virginia Department of Transportation ¹⁰	86,937	170,642	77,385
New Hampshire Department of Transportation	66,754	133,328	60,750
Delaware River Joint Toll Bridge Commission	172,201	342,767	149,534
Delaware Department of Transportation	170,260	333,514	146,535
Other ¹¹	<u>195,673</u>	<u>384,847</u>	<u>169,885</u>
Total	10,546,201	21,243,464	9,629,435

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 "Other 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

February 2012

Preliminary data subject to final audit

E-ZPass Customer Service Statistics

MTA Bridges and Tunnels Customers			
	February 2012	YTD 2012	YTD 2011
Accounts Opened:			
Internet	3,482	7,074	12,822
Walk-In	2,067	3,837	4,463
Mail/Phone	1,377	2,751	1,468
On-The-Go	<u>3,203</u>	<u>5,658</u>	<u>5,292</u>
Total Accounts Opened	10,129	19,320	24,045
Total Active Accounts		2,216,466	2,032,502
Number of E-ZPass Tags Issued ¹¹	26,885	53,483	62,994
Total Active Tags ¹²		3,682,530	3,471,972

Customer Service Indicators			
	February 2012	YTD 2012	YTD 2011
Phone Calls Answered by Customer Service Center:			
Customer Service Representatives	204,485	415,235	364,646
Automated System	<u>302,750</u>	<u>624,138</u>	<u>530,225</u>
Total Phone Calls Answered	507,235	1,039,373	894,871
Average Phone Call Waiting Time (in min.):			
Customer Service Representatives	0.18	0.18	0.70
Commercial Unit	0.23	0.25	0.42
Avg. Monthly B&T E-ZPass Trips Per Account	6.19	6.27	6.18
Average Number of Active Tags Per Account	1.66	1.66	1.71

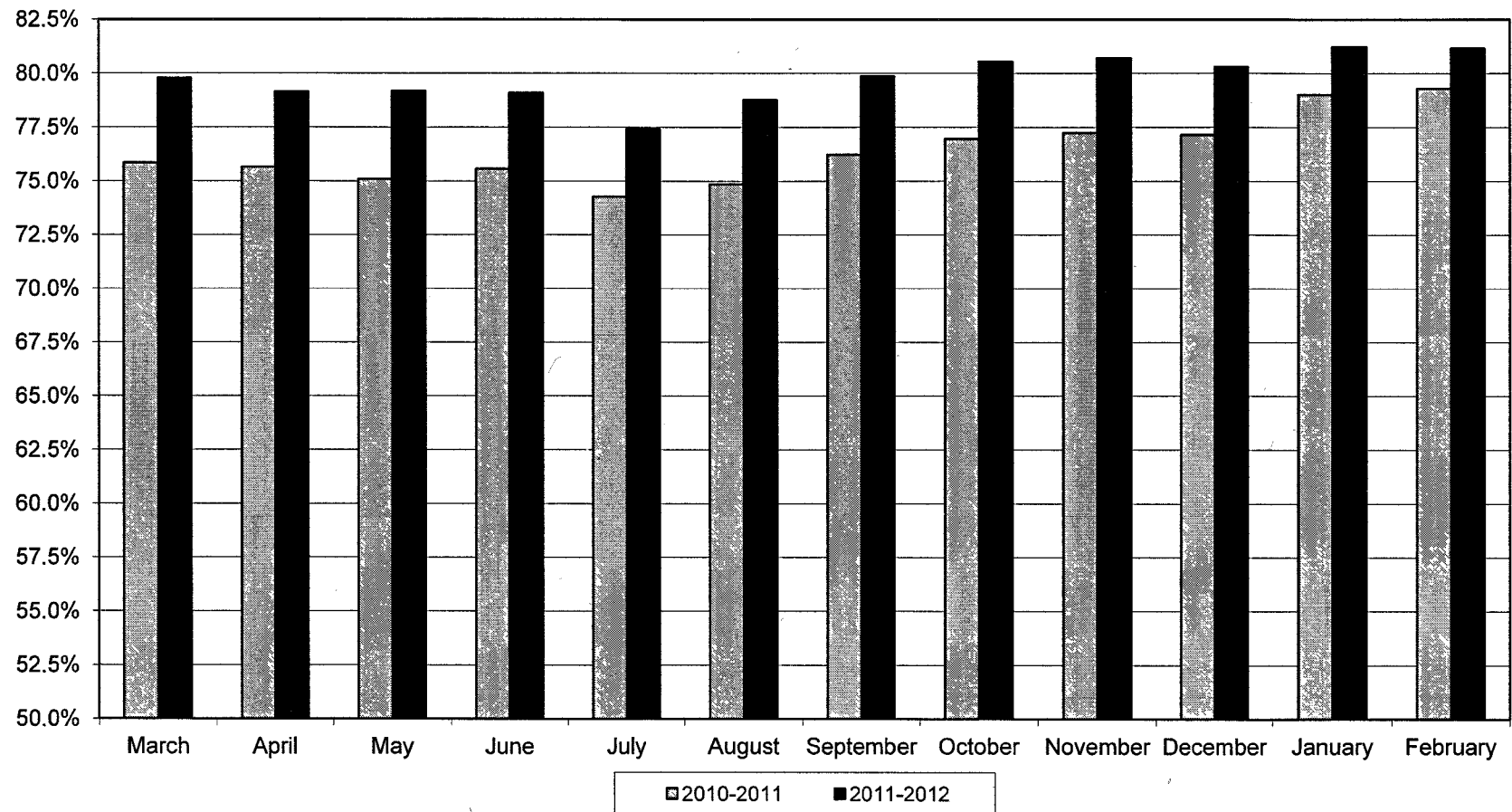
E-ZPass Tag Replacement Program			
	February 2012	YTD 2012	2011-2012
Number of Replacement Tags Mailed	41,899	101,674	833,879
Number of Tags Returned ¹³	41,397	83,845	774,682
Number of Tags Pending Return	N/A	N/A	59,197

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
March 2010 to February 2012**





Bridges and Tunnels

Financial Report February 2012

MTA BRIDGES & TUNNELS
BALANCE SHEET
As of FEBRUARY 29, 2012
(in thousands)

ASSETS

CURRENT ASSETS:

Cash-Unrestricted	\$14,068
Investments:	
Unrestricted	14,180
Restricted	101,230
Accrued interest receivable	618
Accounts receivable	17,724
Tolls due from other agencies	22,029
Prepaid expenses	<u>10,846</u>
 Total current assets	 <u>180,695</u>

NONCURRENT ASSETS:

Investments:	
Unrestricted	68,437
Restricted	434,695
Facilities, less acc. dep of \$1,052,016	3,909,929
Capital lease 2 Broadway net acc. dep.	46,504
Deferred financing costs	336,148
Derivative Hedge Assets	265,894
Security Deposits	<u>11,940</u>
 Total noncurrent assets	 <u>5,073,547</u>

TOTAL ASSETS	<u><u>\$5,254,242</u></u>
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MTA BRIDGES & TUNNELS
BALANCE SHEET
As of FEBRUARY 29, 2012
(in thousands)

LIABILITIES

CURRENT LIABILITIES:

Current portion-long term debt	\$158,500
Interest Payable	103,573
Accounts Payable	38,905
Payable to MTA-CAP	21,639
Due to MTA-Operating Expenses	4,497
Due to TA-Operating Expenses	881
Accrued salaries	19,728
Accrued Vac & Sick Benefits	17,788
Current portion of estimated liability arising from injury	10,100
Current portion of capital lease obligation	6,329
Pollution remediation projects	917
Due to New York City Transit Authority	26,568
Due to Metropolitan Transportation Authority	47,227
Unredeemed Tolls	115,155
Tolls due to other agencies	49,256
E-ZPass Airport Toll Liability	<u>4,030</u>
Total current liabilities	<u>625,093</u>

NONCURRENT LIABILITIES:

Long term debt	8,559,696
Post Employment Benefits Other than Pensions	312,163
Estimated liability arising from injury	14,852
Capital lease obligations	132,332
Derivative Hedge Liabilities	268,418
Security deposits-Contra	<u>11,940</u>
Total noncurrent liabilities	<u>9,299,401</u>

TOTAL LIABILITIES 9,924,494

FUND BALANCES (4,670,252) *

TOTAL LIABILITIES & FUND BALANCES \$5,254,242

*The negative Fund Balance of \$4,670,252 (net of GASB reserves of \$15,293) 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
February 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
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	106.411	111.968	5.557	5.2	0.000	0.000	0.000	-	106.411	111.968	5.557	5.2
Other Operating Revenue	1.109	1.409	0.300	27.1	0.000	0.000	0.000	-	1.109	1.409	0.300	27.1
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.171	1.118	(0.053)	(4.5)	1.171	1.118	(0.053)	(4.5)
Investment Income	0.009	0.011	0.002	22.2	0.000	0.000	0.000	-	0.009	0.011	0.002	22.2
Total Revenue	\$107.529	\$113.388	\$5.859	5.4	\$1.171	\$1.118	(\$0.053)	(4.5)	\$108.700	\$114.506	\$5.806	5.3
Expenses												
Labor:												
Payroll	\$9.502	\$8.530	\$0.972	10.2	\$0.465	\$0.544	(\$0.079)	(17.0)	\$9.967	\$9.074	\$0.893	9.0
Overtime	2.151	1.885	0.266	12.4	0.017	0.000	0.017	100.0	2.168	1.885	0.283	13.1
Health and Welfare	2.193	1.851	0.342	15.6	0.093	0.137	(0.044)	(47.3)	2.286	1.988	0.298	13.0
OPEB Current Payment	1.290	1.020	0.270	20.9	0.000	0.000	0.000	-	1.290	1.020	0.270	20.9
Pensions	2.259	2.277	(0.018)	(0.8)	0.114	0.096	0.018	15.8	2.373	2.373	0.000	0.0
Other Fringe Benefits	0.834	0.876	(0.042)	(5.0)	0.056	0.061	(0.005)	(8.9)	0.890	0.937	(0.047)	(5.3)
Reimbursable Overhead	(0.426)	(0.280)	(0.146)	(34.3)	0.426	0.280	0.146	34.3	0.000	0.000	0.000	-
Total Labor Expenses	\$17.803	\$16.159	\$1.644	9.2	\$1.171	\$1.118	\$0.053	4.5	\$18.974	\$17.277	\$1.697	8.9
Non-Labor:												
Electric Power	\$0.702	\$0.431	\$0.271	38.6	\$0.000	\$0.000	\$0.000	-	\$0.702	\$0.510	\$0.192	27.4
Fuel	0.320	0.153	0.167	52.2	0.000	0.000	0.000	-	0.320	0.153	0.167	52.2
Insurance	0.582	0.438	0.144	24.7	0.000	0.000	0.000	-	0.582	0.438	0.144	24.7
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	5.428	4.831	0.597	11.0	0.000	0.000	0.000	-	5.428	4.831	0.597	11.0
Professional Service Contracts	1.950	1.148	0.802	41.1	0.000	0.000	0.000	-	1.950	1.148	0.802	41.1
Materials & Supplies	0.347	0.180	0.167	48.1	0.000	0.000	0.000	-	0.347	0.180	0.167	48.1
Other Business Expenses	1.663	1.997	(0.334)	(20.1)	0.000	0.000	0.000	-	1.663	1.997	(0.334)	(20.1)
Total Non-Labor Expenses	\$10.992	\$9.178	\$1.814	16.5	\$0.000	\$0.000	\$0.000	-	\$10.992	\$9.257	\$1.735	15.8
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$28.795	\$25.337	\$3.458	12.0	\$1.171	\$1.118	\$0.053	4.5	\$29.966	\$26.534	\$3.432	11.5
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	-
Total Expenses after Non-Cash Liability Adjs.	\$41.245	\$37.623	\$3.622	8.8	\$1.171	\$1.118	\$0.053	4.5	\$42.416	\$38.820	\$3.596	8.5
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
Total Expenses	\$28.795	\$25.337	\$3.458	12.0	\$1.171	\$1.118	\$0.053	4.5	\$29.966	\$26.534	\$3.432	11.5
Net Surplus/(Deficit)	\$78.734	\$88.051	\$9.317	11.8	\$0.000	\$0.000	\$0.000	-	\$78.734	\$87.972	\$9.238	11.7

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
February 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
Net Income/(Deficit)									\$78.734	\$87.972	\$9.238	11.7
Less: Capitalized Assets									1.614	0.006	1.608	99.6
Reserves									1.212	1.212	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$75.908	\$86.754	\$10.846	14.3
Less: Debt Service									51.613	50.391	1.222	2.4
Income Available for Distribution									\$24.295	\$36.363	\$12.068	49.7
Distributable To:												
MTA - Investment Income									0.009	0.011	0.002	22.2
MTA - Distributable Income									17.171	23.347	6.176	36.0
NYCTR - Distributable Income									7.115	13.005	5.890	82.8
Total Distributable Income									\$24.295	\$36.363	\$12.068	49.7
Support to Mass Transit:												
Total Revenues									108.700	114.506	5.806	5.3
Less: Total Operating Expenses									<u>29.966</u>	<u>26.534</u>	<u>3.432</u>	11.5
Net Operating Income/(Deficit)									\$78.734	\$87.972	\$9.238	11.7
Deductions from Net Operating Income:												
Capitalized Assets									1.614	0.006	1.608	99.6
Reserves									1.212	1.212	0.000	0.0
B&T Debt Service									18.938	16.288	2.650	14.0
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$21.764	\$17.506	\$4.258	19.6
Total Support to Mass Transit									\$56.970	\$70.466	\$13.496	23.7

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	218.309	225.618	7.309	3.3	0.000	0.000	0.000	-	218.309	225.618	7.309	3.3
Other Operating Revenue	2.256	2.496	0.240	10.6	0.000	0.000	0.000	-	2.256	2.496	0.240	10.6
Capital & Other Reimbursements	0.000	0.000	0.000	-	2.342	2.045	(0.297)	(12.7)	2.342	2.045	(0.297)	(12.7)
Investment Income	0.018	0.018	0.000	0.0	0.000	0.000	0.000	-	0.018	0.018	0.000	0.0
Total Revenue	\$220.583	\$228.132	\$7.549	3.4	\$2.342	\$2.045	(\$0.297)	(12.7)	\$222.925	\$230.177	\$7.252	3.3
Expenses												
Labor:												
Payroll	\$19.854	\$18.405	\$1.449	7.3	\$0.930	\$0.848	\$0.082	8.8	\$20.784	\$19.253	\$1.531	7.4
Overtime	4.113	3.250	0.863	21.0	0.034	0.102	(0.068)	*	4.147	3.352	0.795	19.2
Health and Welfare	4.387	3.385	1.002	22.8	0.186	0.195	(0.009)	(4.8)	4.573	3.580	0.993	21.7
OPEB Current Payment	2.632	2.239	0.393	14.9	0.000	0.000	0.000	-	2.632	2.239	0.393	14.9
Pensions	4.518	4.586	(0.068)	(1.5)	0.228	0.160	0.068	29.8	4.746	4.746	0.000	0.0
Other Fringe Benefits	2.811	2.858	(0.047)	(1.7)	0.112	0.103	0.009	8.0	2.923	2.961	(0.038)	(1.3)
Reimbursable Overhead	(0.852)	(0.637)	(0.215)	(25.2)	0.852	0.637	0.215	25.2	0.000	0.000	0.000	-
Total Labor Expenses	\$37.463	\$34.086	\$3.377	9.0	\$2.342	\$2.045	\$0.297	12.7	\$39.805	\$36.131	\$3.674	9.2
Non-Labor:												
Electric Power	\$1.404	\$0.941	\$0.463	33.0	\$0.000	\$0.000	\$0.000	-	\$1.404	\$0.941	\$0.463	33.0
Fuel	0.662	0.276	0.386	58.3	0.000	0.000	0.000	-	0.662	0.276	0.386	58.3
Insurance	1.164	0.902	0.262	22.5	0.000	0.000	0.000	-	1.164	0.902	0.262	22.5
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	10.345	9.012	1.333	12.9	0.000	0.000	0.000	-	10.345	9.012	1.333	12.9
Professional Service Contracts	3.900	1.986	1.914	49.1	0.000	0.000	0.000	-	3.900	1.986	1.914	49.1
Materials & Supplies	0.694	0.202	0.492	70.9	0.000	0.000	0.000	-	0.694	0.202	0.492	70.9
Other Business Expenses	3.464	3.500	(0.036)	(1.0)	0.000	0.000	0.000	-	3.464	3.500	(0.036)	(1.0)
Total Non-Labor Expenses	\$21.633	\$16.819	\$4.814	22.3	\$0.000	\$0.000	\$0.000	-	\$21.633	\$16.819	\$4.814	22.3
Other Expense Adjustments												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$59.096	\$50.905	\$8.191	13.9	\$2.342	\$2.045	\$0.297	12.7	\$61.438	\$52.950	\$8.488	13.8
Depreciation	\$14.988	\$14.661	\$0.327	2.2	\$0.000	\$0.000	\$0.000	-	\$14.988	\$14.661	\$0.327	2.2
OPEB Obligation	9.912	9.912	0.000	0.0	0.000	0.000	0.000	-	9.912	9.912	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$83.996	\$75.478	\$8.518	10.1	\$2.342	\$2.045	\$0.297	12.7	\$86.338	\$77.523	\$8.815	10.2
Less: Depreciation	\$14.988	\$14.661	\$0.327	2.2	\$0.000	\$0.000	\$0.000	-	\$14.988	\$14.661	\$0.327	2.2
Less: OPEB Obligation	9.912	9.912	0.000	0.0	0.000	0.000	0.000	-	9.912	9.912	0.000	0.0
Total Expenses	\$59.096	\$50.905	\$8.191	13.9	\$2.342	\$2.045	\$0.297	12.7	\$61.438	\$52.950	\$8.488	13.8
Net Surplus/(Deficit)	\$161.487	\$177.227	\$15.740	9.7	\$0.000	\$0.000	\$0.000	-	\$161.487	\$177.227	\$15.740	9.7

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
February 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)									\$161.487	\$177.227	\$15.740	9.7
Less: Capitalized Assets									3.228	\$0.113	\$3.115	96.5
Reserves									2.424	2.424	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$155.835	\$174.690	\$18.855	12.1
Less: Debt Service									103.226	100.895	2.331	2.3
Income Available for Distribution									\$52.609	\$73.795	\$21.186	40.3
Distributable To:												
MTA - Investment Income									0.018	0.018	0.000	0.0
MTA - Distributable Income									36.352	47.209	10.857	29.9
NYCTR - Distributable Income									16.239	26.568	10.329	63.6
Total Distributable Income									\$52.609	\$73.795	\$21.186	40.3
<u>Support to Mass Transit:</u>												
Total Revenues									222.925	230.177	7.252	3.3
Less: Total Operating Expenses									<u>61.438</u>	<u>52.950</u>	<u>8.488</u>	13.8
Net Operating Income/(Deficit)									\$161.487	\$177.227	\$15.740	9.7
Deductions from Net Operating Income:												
Capitalized Assets									3.228	0.113	3.115	96.5
Reserves									2.424	2.424	0.000	0.0
B&T Debt Service									37.876	32.802	5.074	13.4
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$43.528	\$35.339	\$8.189	18.8
Total Support to Mass Transit									\$117.959	\$141.888	\$23.929	20.3

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		February 2012	Favorable/ (Unfavorable) Variance		Year-to-Date
	\$	%	Reason for Variance	\$	%	Reason for Variance
Total						
Vehicle Toll Revenue	5,557	5.2%	Higher toll revenue due to 5.2% higher traffic as compared to the adopted budget, primarily due to favorable weather.	7,309	3.3%	Higher toll revenue due to 3.8% higher traffic as compared to the adopted budget, primarily due to favorable weather.
Other Operating Revenue	0,300	27.1%	Higher Other Operating Revenue primarily due to higher E-ZPass administrative fees (\$0.173M) and cash receipts from vendor settlements (\$0.105M).	0,240	10.6%	Higher Other Operating Revenue primarily due to higher revenue from wireless communication equipment rental fees at the BBT and QMT (\$0.187M), cash receipts from vendor settlements (\$0.122M), additional revenues from the auctioning of fleet vehicles (\$0.117M), partially offset by lower E-ZPass administrative fees (-\$0.154M).
Capital and Other Reimbursements	(0,053)	-4.5%	Lower capital reimbursable expenses against the monthly adopted budget allocation.	(0,297)	-12.7%	Lower capital reimbursable expenses against the YTD adopted budget allocation.
Investment Income	0,002	22.2%	Minor variance.	0,000	-	No variance.
Payroll	0,893	9.0%	Lower payroll expenses due to vacancies.	1,531	7.4%	Lower payroll expenses due to vacancies.
Overtime	0,283	13.1%	See overtime tables	0,795	19.2%	See overtime tables
Health and Welfare	0,298	13.0%	Lower expenses for Health and Welfare Plans primarily due to vacancies.	0,993	21.7%	Lower expenses for Health and Welfare Plans primarily due to vacancies.
OPEB Current Payment	0,270	20.9%	Lower OPEB expenses against the monthly adopted budget allocation.	0,393	14.8%	Lower OPEB expenses against the YTD adopted budget allocation.
Pensions	0,000	-	No variance.	0,000	-	No variance.
Other Fringe Benefits	(0,047)	-5.3%	Minor variance.	(0,038)	-1.3%	Minor variance.
Electricity - Non-Traction	0,192	27.4%	Lower electricity expenses against the monthly adopted budget allocation.	0,463	33.0%	Lower electricity expenses against the YTD adopted budget allocation.
Fuel	0,167	52.2%	Lower fuel expenses against the monthly adopted budget allocation.	0,386	58.3%	Lower fuel expenses against the YTD adopted budget allocation.
Insurance	0,144	24.7%	Lower expense for Liability Insurance (\$0.136M) against the monthly adopted budget allocation.	0,262	22.5%	Lower expense for Liability Insurance (\$0.245M) against the YTD adopted budget allocation.
Maintenance and Other Operating Contracts	0,597	11.0%	Lower expenses primarily for Major Maintenance and Painting (\$0.710M) and other various expenses, offset by higher expenses primarily for E-ZPass tag purchases (-\$0.422M) and E-ZPass Customer Service Center (-\$0.193M) against the monthly adopted budget allocation.	1,333	12.9%	Lower expenses for Auto and Other Vehicle Purchases (\$0.177M), Security Services (\$0.166M), E-ZPass Customer Service Center (\$0.147M), Telephone Services (\$0.126M), Maintenance of Security Systems (\$0.125M) and other various expenses, offset by higher expenses primarily for Major Maintenance and Painting (-\$0.266M) against the YTD adopted budget allocation.
Professional Service Contracts	0,802	41.1%	Lower expenses for Planning Studies Consultants (\$0.191M), Engineer Services (\$0.135M), Office Equipment Maintenance and Repair Services (\$0.127M) and other expenses against the monthly adopted budget allocation.	1,914	49.1%	Lower expenses for Planning Studies Consultants (\$0.382M), Office Equipment Maintenance and Repair Services (\$0.305M), IT Consultant Services (\$0.192M), MTA Charge-Backs (\$0.167M), Engineer Services (\$0.165M), Procurement Credit Card Purchases (\$0.161M), Medical Services (\$0.123M) and other expenses against the monthly adopted budget allocation.
Materials & Supplies	0,167	48.1%	Lower expenses against the monthly adopted budget allocation.	0,492	70.9%	Lower expenses against the YTD adopted budget allocation.
Other Business Expense	(0,334)	-20.1%	Higher expenses for Credit Card Fees (-\$0.403M) against the monthly adopted budget allocation.	(0,036)	-1.0%	Minor variance.
Depreciation	0,164	2.2%	Minor variance.	0,327	2.2%	Minor variance.
Other Post Employment Benefits	0,000	-	No variance.	0,000	-	No variance.
Reimbursable						
Payroll	(0,079)	-17.0%	Higher than planned reimbursable expenses against the monthly adopted budget allocation.	0,082	8.8%	Lower than planned reimbursable expenses against the YTD adopted budget allocation.
Overtime	0,017	100.0%	See overtime tables	(0,068)	-200.0%	See overtime tables
Health and Welfare	(0,044)	-47.3%	Higher than planned reimbursable expenses against the monthly adopted budget allocation.	(0,009)	-4.8%	Higher than planned reimbursable expenses against the YTD adopted budget allocation.
OPEB Current Payment	0,000	-	No variance.	0,000	-	No variance.
Pensions	0,018	15.8%	Lower than planned reimbursable expenses against the monthly adopted budget allocation.	0,068	29.8%	Lower than planned reimbursable expenses against the YTD adopted budget allocation.
Other Fringe Benefits	(0,005)	-8.9%	Higher than planned reimbursable expenses against the monthly adopted budget allocation.	0,009	8.0%	Lower than planned reimbursable expenses against the YTD adopted budget allocation.
Reimbursable Overhead	0,146	34.3%	Lower than planned reimbursable expenses against the monthly adopted budget allocation.	0,215	25.2%	Lower than planned reimbursable expenses against the YTD adopted budget allocation.

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
2012 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

February 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	2,726	\$0.147	1,672	\$0.084	8,797	\$0.462	6,671	\$0.363	2,126	\$0.098
				38.0%	36.2%					24.2%	21.3%
0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
4,398	\$0.231	2,726	\$0.147	1,672	\$0.084	8,797	\$0.462	6,671	\$0.363	2,126	\$0.098
				38.0%	36.2%					24.2%	21.3%
17,445	\$0.968	13,085	\$0.698	4,360	\$0.270	32,707	\$1.813	29,587	\$1.585	3,120	\$0.228
				25.0%	27.9%					9.5%	12.6%
5,701	\$0.312	978	\$0.049	4,723	\$0.264	10,719	\$0.587	2,968	\$0.151	7,751	\$0.436
				82.8%	84.5%					72.3%	74.2%
1,705	\$0.093	1,129	\$0.063	576	\$0.030	3,255	\$0.178	2,112	\$0.116	1,143	\$0.062
				33.8%	32.7%					35.1%	34.6%
1,105	\$0.058	208	\$0.011	897	\$0.047	2,493	\$0.131	544	\$0.029	1,949	\$0.102
				81.2%	81.1%					78.2%	77.7%
78	\$0.004	27	\$0.001	51	\$0.003	147	\$0.008	80	\$0.004	67	\$0.004
				65.4%	67.7%					45.6%	46.8%
209	\$0.012	48	\$0.003	161	\$0.009	367	\$0.020	155	\$0.009	212	\$0.011
				77.0%	77.5%					57.8%	56.0%
3,641	\$0.198	1,566	\$0.085	2,075	\$0.113	7,071	\$0.385	3,521	\$0.189	3,550	\$0.197
				57.0%	57.2%					50.2%	51.0%
1,451	\$0.081	953	\$0.053	498	\$0.028	2,782	\$0.156	4,964	\$0.266	(2,182)	(\$0.111)
				34.3%	34.2%					-78.4%	-71.0%
	\$0.194		\$0.775		(\$0.582)		\$0.374		\$0.537		(\$0.163)
					-300.1%						-43.6%
31,335	\$1.920	17,994	\$1.738	13,341	\$0.183	59,541	\$3.652	43,931	\$2.887	15,610	\$0.765
				42.6%	9.5%					26.2%	20.9%
35,733	\$2.151	20,720	\$1.885	15,013	\$0.266	68,338	\$4.113	50,602	\$3.250	17,736	\$0.863
				42%	12%					26.0%	21.0%
280	\$0.017	0	\$0.000	280	\$0.017	560	\$0.034	1,685	\$0.102	(1,125)	(\$0.068)
				100.0%	100.0%					-201%	-202%
36,013	\$2.168	20,720	\$1.885	15,293	\$0.283	68,898	\$4.147	52,287	\$3.352	16,611	\$0.795
				42%	13%					24%	19%

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

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

February 2012			Year-to-Date		
Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
Hours	\$		Hours	\$	
1,672 38.0%	\$0.084 36.2%	Lower than expected scheduled BTO overtime	2,126 24.2%	\$0.098 21.3%	Lower than expected scheduled BTO overtime
0	\$0.000		0	\$0.000	
1,672 38.0%	\$0.084 36.2%		2,126 24.2%	\$0.098 21.3%	
4,360 25.0%	\$0.270 27.9%	Some vacancies were left uncovered due to various operational considerations such as rescheduling, lower than expected traffic congestion, and others	3,120 9.5%	\$0.228 12.6%	Some vacancies were left uncovered due to various operational considerations such as rescheduling, lower than expected traffic congestion, and others
4,723 82.8%	\$0.264 84.5%	Less coverage required due to favorable weather	7,751 72.3%	0.436 74.2%	Less coverage required due to favorable weather
576 33.8%	\$0.030 32.7%	Less coverage needed due to continued reorganization efforts, favorable weather and more coverage provided through additional straight-time tours	1,143 35.1%	0.062 34.6%	Less coverage needed due to continued reorganization efforts, favorable weather and more coverage provided through additional straight-time tours
897 81.2%	\$0.047 81.1%	Less coverage required for heavy traffic flows and E-ZPass interventions due to lower than expected traffic congestion	1,949 78.2%	\$0.102 77.7%	Less coverage required for heavy traffic flows and E-ZPass interventions due to lower than expected traffic congestion
51 65.4%	\$0.003 67.7%	Lower than planned expenses	67 45.6%	\$0.004 46.8%	Lower than planned expenses
161 77.0%	\$0.009 77.5%	Lower than planned expenses	212 57.8%	\$0.011 56.0%	Lower than planned expenses
2,075 57.0%	\$0.113 57.2%	More efficient use of law enforcement related overtime	3,550 50.2%	\$0.197 51.0%	More efficient use of law enforcement related overtime
498 34.3%	\$0.028 34.2%	Lower than planned expenses	(2,182) -78.4%	(\$0.111) -71.0%	Higher than planned expenses due to coverage needed for radiation detection training in January
	(\$0.582) -300.1%	Primarily due to adjustments for the 28-day OT payroll lag		(\$0.163) -43.6%	Primarily due to adjustments for the 28-day OT payroll lag
13,341 42.6%	\$0.183 9.5%		15,610 26.2%	\$0.765 20.9%	
15,013 42%	\$0.266 12%		17,736 26%	\$0.863 21.0%	
280 100.0%	\$0.017 100.0%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program	(1,125) -201%	(\$0.068) -201.7%	Higher than planned overtime needed on projects eligible for reimbursement from the capital program
15,293 42%	\$0.283 13%		16,611 24%	\$0.795 19.2%	

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 February

Year to date ending February 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
2.7	\$16.6	2.9	\$17.8	7.8%	7.5%	Bronx-Whitestone	5.5	\$33.9	5.9	\$35.8	6.4%	5.7%
1.2	6.4	1.3	6.8	6.0%	6.5%	Brooklyn Battery	2.4	12.6	2.6	13.6	8.0%	7.5%
0.5	1.0	0.5	1.0	7.1%	6.7%	Cross Bay	1.0	1.9	1.1	2.1	7.6%	7.2%
1.6	4.3	1.7	4.4	4.3%	3.2%	Henry Hudson	3.1	8.5	3.4	9.0	7.9%	5.1%
0.5	0.9	0.5	1.0	6.9%	8.1%	Marine Parkway	1.0	1.8	1.1	2.0	7.6%	8.2%
2.0	11.4	2.2	12.2	6.7%	7.0%	Queens Midtown	4.1	22.8	4.4	24.4	7.4%	6.7%
2.0	12.6	2.0	13.0	3.9%	3.4%	RFK - Bronx	3.9	25.5	4.1	26.2	3.9%	2.5%
2.1	11.6	2.2	11.9	3.0%	2.9%	RFK - Manhattan	4.3	23.4	4.4	24.1	3.9%	2.9%
2.8	18.3	2.9	19.2	5.3%	5.3%	Throgs Neck	5.6	37.2	5.9	38.8	5.7%	4.3%
4.8	25.7	5.0	24.6	4.6%	-4.3%	Verrazano-Narrows	9.7	50.3	10.2	49.8	5.3%	-1.0%
20.2	\$108.6	21.2	\$112.0	5.3%	3.1%	Total	40.6	\$218.1	43.0	\$225.6	5.9%	3.4%
\$5.383		\$5.272		-2.1%		Revenue Per Vehicle	\$5.374		\$5.250		-2.3%	

Note: Numbers may not add due to rounding.

Comparison Actual vs. Budget:

Feb Budget		Feb Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
20.2	106.4	21.2	112.0	5.2%	5.2%	Total All	41.4	\$218.3	43.0	\$225.6	3.8%	3.3%
\$5.273		\$5.272		0.0%		Revenue Per Vehicle	\$5.272		\$5.250		-0.4%	

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
February 2012

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	2	2	-	
Law	7	8	(1)	1 Professional over headcount
CFO ⁽¹⁾	27	26	1	1 Managerial vacancy
Labor Relations	5	3	2	2 Professional vacancies
Staff Services ⁽²⁾	31	24	7	2 Managerial and 5 Professional vacancies
EEO	1	1	-	
Total Administration	73	64	9	
Operations				
Revenue Management	41	36	5	1 BTO and 4 Professional vacancies
Operations (Non-Security)	728	658	70	7 Professional and 68 Bridge and Tunnel Officer vacancies; 5 Managerial overages
Total Operations	769	694	75	
Maintenance				
Maintenance	168	176	(8)	3 Professionals and 5 Maintainers over headcount
Operations - Maintainers	170	169	1	1 Maintainer vacancy
Technology	56	55	1	1 Professional vacancy
Internal Security - Tech Svcs	8	10	(2)	2 Maintainers over headcount
Total Maintenance	402	410	(8)	
Engineering/Capital				
Engineering & Construction	128	117	11	11 Professional vacancies
Health & Safety	8	7	1	1 Professional vacancy
CFO-Planning & Budget Capital	12	12	-	
Total Engineering/Capital	148	136	12	
Public Safety				
Operations (Security)	236	236	-	
Internal Security - Operations	38	37	1	1 Managerial vacancy
Total Public Safety	274	273	1	
Total Positions	1,666	1,577	89	
Non-Reimbursable	1,622	1,533	89	
Reimbursable	44	44	-	
Total Full-Time	1,666	1,577	89	

(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
February 2012

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	29	26	3	2 Managerial vacancies in Staff Services and 1 in CFO
Professional, Technical, Clerical	44	38	6	7 Professional vacancies (5 in Staff Services and 2 in Labor Relations);
Operational Hourlies	-	-	-	1 Professional overage in Law.
Total Administration	73	64	9	
Operations				
Managers/Supervisors	48	53	(5)	5 Managerial overages in Operations
Professional, Technical, Clerical	42	31	11	11 Professional vacancies (7 in Operations and 4 in Revenue Management).
Operational Hourlies ⁽¹⁾	679	610	69	69 BTO vacancies (68 in Operations and 1 in Revenue Management).
Total Operations	769	694	75	
Maintenance				
Managers/Supervisors	33	33	-	
Professional, Technical, Clerical	56	58	(2)	3 Professional overages in Maintenance; 1 vacancy in Technology.
Operational Hourlies ⁽²⁾	313	319	(6)	6 Maintainers over head count (5 overages in Maintenance and 2 in Internal Security, 1 vacancy in Operations).
Total Maintenance	402	410	(8)	
Engineering/Capital				
Managers/Supervisors	31	30	1	
Professional, Technical, Clerical	117	106	11	11 Professional vacancies in Engineering.
Operational Hourlies	-	-	-	
Total Engineering/Capital	148	136	12	
Public Safety				
Managers/Supervisors	9	8	1	1 Managerial vacancy in Internal Security.
Professional, Technical, Clerical	28	28	-	
Operational Hourlies ⁽³⁾	237	237	-	
Total Public Safety	274	273	1	
Total Positions				
Managers/Supervisors	150	150	-	
Professional, Technical, Clerical	287	261	26	
Operational Hourlies	1,229	1,166	63	
Total Positions	1,666	1,577	89	

(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

Final Review of 2011 Year-End Operating Results



MTA BRIDGES AND TUNNELS 2011 YEAR-END REPORT SUMMARY

Total non-reimbursable revenues for B&T in 2011 were \$1,516.6 million, which was \$3.2 million above the 2011 Final Estimate. Toll revenues reached \$1,501.6 million, which was \$3.1 million above the Final Estimate. Paid traffic for the year totaled 283.5 million vehicles. Revenue from other sources, including parking receipts from the Battery Parking Garage, E-ZPass administrative fees and investment income, totaled \$15.0 million, which was \$0.1 million more than the Final Estimate.

Total non-reimbursable operating expenses were \$358.8 million, which was \$18.7 million below the Final Estimate of \$377.5 million. The lower expenses against the estimate were a result of underspending in both non-labor (\$16.3 million) and labor expenses (\$2.4 million). Over 40% of the favorable non-labor variance was in maintenance and other operating contracts, including lower costs for the E-ZPass Customer Service Center, electricity, heating fuel, and re-estimates of other operating contracts across several areas. The remaining variance was spread across all the other categories. Favorable labor variances totaling \$2.4 million were achieved through lower expenses in payroll, overtime, and net health and welfare/OPEB current payments, partially offset by an actuarial increase to the Worker's Compensation reserve.

Total reimbursable revenues and operating expenses before depreciation were each \$14.2 million. In both cases, this was \$0.2 million or 1.6% above the 2011 Final Estimate.

Total Deductions from Income, which include Capitalized Assets, Capital Reserves, Prepaid Expenses and GASB Reserves, totaled \$21.4 million. This was \$6.3 million below the Final Estimate of \$27.7 million due to lower-than-forecasted capitalized assets.

Total Debt Service expenses were \$608.6 million in 2011, \$3.7 million below the Final Estimate of \$612.3 million. B&T's portion of total debt service was \$196.8 million or \$9.2 million below the Final Estimate.

Total Support to Mass Transit was \$939.6 million, which was \$37.3 million better than the Final Estimate of \$902.2 million. The positive variance against the Final Estimate was a result of favorable revenues (\$3.4 million), lower net operating expenses (\$18.4 million), lower B&T debt service (\$9.2 million), lower capitalized assets (\$7.2 million), partially offset by increased prepaid expenses primarily for pensions (\$0.9 million).

MTA BRIDGES AND TUNNELS
2011 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS

2011 Final Estimate vs. Actual

The following section summarizes actual 2011 results and discusses variances between the 2011 Actual results and the 2011 Final Estimate by generic category.

Non-Reimbursable

Revenues

Total revenues were \$1,516.6 million in 2011, which was \$3.2 million or 0.2% above the 2011 Final Estimate. Toll revenues reached nearly \$1,501.6 million, which was \$3.1 million greater than the Final Estimate. The variance was primarily due to higher traffic stemming from favorable weather in December. All other revenue totaled nearly \$14.9 million, which was \$0.1 million above the Final Estimate primarily resulting from higher receipts from the Battery Parking Garage.

Operating Expenses

Total operating expenses were \$358.8 million in 2011, which was \$18.7 million or 4.9% below the 2011 Final Estimate due to lower non-labor (\$16.3 million) and labor (\$2.4 million) expenses.

Labor

Labor expenses were \$208.3 million in 2011, nearly \$2.4 million below the Final Estimate. Continued efforts to lower overtime costs, including maintaining tight managerial controls and realigning schedules for more efficient workforce utilization, yielded savings of \$1.1 million, or 5.7% against the Final Estimate. Payroll expenses were \$0.9 million lower than the estimate due mainly to vacancies for Bridges & Tunnel Officers. Health and Welfare expenses and current OPEB payments were a combined \$1.0 million under the estimate resulting mostly from lower-than-anticipated welfare plan expenditures for represented employees. These favorable variances were partially offset by a \$0.4 million overage in Other Fringe Benefits stemming from an actuarial adjustment to the Worker's Compensation reserve.

Non-Labor

Non-Labor expenses were \$150.5 million, which was \$16.3 million below the Final Estimate resulting from the following categories:

Insurance costs were \$2.1 million below the Final Estimate due to year-end actuarial adjustments of the liability reserves (\$1.8 million) and lower than expected property insurance costs (\$0.3 million).

Maintenance and Other Operating Contracts were below the Final Estimate by \$6.9 million. Favorable variances resulted from a one-time credit generated through an audit of the previous E-ZPass Customer Service Center (CSC) contract (\$1.3 million) and additional CSC under-runs (\$0.7 million), lower New York Power Authority (\$1.1 million) and heating fuel (\$0.6 million) costs, and the timing of expenditures for some on-going major maintenance and bridge painting projects (\$0.8 million). A total of \$1.0 million in under-spending occurred across various minor maintenance and repair services. Other areas that came in below the Final Estimate were telephone services (\$0.6 million), E-ZPass credit card fees (\$0.4 million), and computer and telecom systems (\$0.2 million).

Professional Service Contracts expenses were lower than the Final Estimate by \$4.5 million primarily due to the timing of planning studies (\$1.2 million) and general engineering services (\$0.4 million), and lower expenses for bond service fees resulting from fewer than expected bonds issued during the year (\$0.9 million). Other lower than estimated expenses include MTA charge-backs (\$0.7 million), IT consultants (\$0.5 million), and medical services (\$0.5 million).

Materials & Supplies were below the Final Estimate by \$2.2 million due mainly to the timing of security and surveillance equipment purchases (\$1.4 million), and under-spending for various miscellaneous equipment (\$0.9 million).

Finally, Other Business Expenses were below the estimate by \$0.5 million primarily due to lower spending on membership dues and subscriptions (\$0.2 million), and other small under-runs across several areas totaling \$0.3 million.

Non-Cash Categories

Depreciation expenses for 2011 were \$84.1 million, \$1.5 million lower than the Final Estimate. The transfer of assets from construction in progress to depreciable asset categories was lower than projected.

Other Post-Employment Benefits Obligations, which are derived by taking the actuarial valuation of post-employment benefit expenses excluding pension expense, reduced by the claims to be paid during the year, were at the Final Estimate level of \$57.3 million.

Environmental Remediation costs related to small projects with potential environmental hazards, as defined by GASB 49, totaled \$6,000.

Net Income

Net income for 2011 was \$1,157.8 million, \$21.9 million higher than the Final Estimate (\$3.2 million due to favorable revenue and \$18.7 million due to lower expenses, primarily non-labor).

Reimbursable

Total reimbursable revenues and operating expenses before depreciation were each \$14.2 million. In both cases, this was \$0.2 million or 1.6% above the 2011 Final Estimate. The variance was a result of higher than estimated time spent on projects eligible for reimbursement from the capital program.

Non-Reimbursable and Reimbursable

Deductions from Income

Total Deductions from Income, which include Capitalized Assets, Capital Reserves and Prepaid Expenses and GASB Reserves, totaled \$21.4 million. This was \$6.3 million below the Final Estimate of \$27.7 million due to lower capitalized assets (\$7.2 million) partially offset by increased prepaid expenses primarily for pensions (\$0.9 million).

Debt Service

Total Debt Service expenses were \$608.6 million in 2011, \$3.7 million below the Final Estimate. B&T's portion of total debt service was \$196.8 million or \$9.2 million below the Final Estimate of \$206.0 million. B&T debt service for NYC Transit projects was below the Final Estimate by \$0.2 million, while B&T debt service for MTA projects was above the estimate by \$5.7 million.

Total Support to Mass Transit

Total Support to Mass Transit for 2011 was \$939.6 million, which was more than \$37.3 million higher than the Final Estimate.

Since 1968, when B&T became part of the MTA, \$18.7 billion has been provided to the MTA for support to mass transit.

2011 Adopted Budget vs. Actual

The following section summarizes actual 2011 results and discusses variances between actual results and the estimates in the 2011 Adopted Budget by generic category.

Non-Reimbursable

Revenues

Total revenues were \$1,516.6 million in 2011, which was nearly \$26.3 million below the 2011 Adopted Budget. Toll revenue, which comprised 99% of total non-reimbursable revenue, was \$1,501.6 million, \$28.2 million lower than the Adopted Budget. The toll revenue shortfall was due to several factors. There were three severe weather events and, overall, it rained or snowed on 144 days with total accumulations far above normal. Traffic was also suppressed by unexpectedly high gas prices, which peaked at over \$4.00 per gallon and averaged \$3.71 per gallon for the year. In addition, there was a 17% year-to-year decline in cash paying crossings, which was higher than planned. Partially offsetting these results were favorable variances from other sources, including parking receipts from the Battery Parking Garage, totaling \$2.0 million.

Operating Expenses

Total operating expenses were \$358.8 million in 2011, which was \$39.9 million below the 2011 Adopted Budget of \$398.7 million due mainly to lower expenses for both non-labor (\$29.2 million) and labor expenses (\$10.7 million).

Labor

Labor expenses were \$208.3 million, \$10.7 million lower than the Adopted Budget. The Accelerated 3 Year-Net Zero Salary/Wage Initiative for represented employees generated \$1.9 million in labor savings, and the third-year wage freeze for non-represented personnel accounted for \$0.9 million. Further, favorable payroll variances resulted from vacancies for Bridge and Tunnel Officers (\$3.7 million) and non-represented employees (\$0.3 million). Continued efforts to lower overtime costs, including maintaining tight managerial controls and realigning schedules for more efficient workforce utilization, yielded savings of \$2.7 million, or 13% against the Adopted Budget. Health and Welfare expenses and current OPEB payments combined were \$0.5 million lower than the budget mainly due to the previously cited vacancies. Pensions costs were revised downward by \$1.4 million to reflect NYCERS' revised billing that began in July. These favorable variances were partially offset by \$0.3 million less in Reimbursable Overhead.

Non-Labor

Non-Labor expenses were \$150.5 million, which was \$29.2 million below the 2011 Adopted Budget. The variance was the result of lower than planned spending in the following categories:

Insurance costs were \$2.8 million below the Adopted Budget due to year-end actuarial adjustments of the liability reserves (\$1.8 million) and lower than expected property insurance costs (\$1.0 million).

Maintenance and Other Operating Contracts were below the Adopted Budget by \$8.6 million. Favorable variances resulted from a one-time credit generated by an audit of the previous E-ZPass Customer Service Center (CSC) contract (\$1.3 million) and additional CSC under-runs (\$0.7 million), lower New York Power Authority (\$1.1 million) and heating fuel (\$0.6 million) costs, and the timing of expenditures for some on-going major maintenance and bridge painting projects (\$0.8 million). A total of \$2.3 million in under-spending occurred across various maintenance and repair services. Other areas that came in below the Adopted Budget were telephone services (\$0.7 million), E-ZPass credit card fees (\$0.4 million), and computer and telecom systems (\$0.2 million).

Professional Service Contracts expenses were lower than the Adopted Budget by \$5.5 million primarily due to the timing of planning studies (\$1.6 million) and general engineering services (\$0.1 million), and lower expenses for bond service fees resulting from fewer than expected bonds issued during the year (\$0.9 million). Other lower than estimated expenses include MTA charge-backs (\$0.7 million), IT consultants (\$0.5 million), medical services (\$0.6 million), and outside training (\$0.5 million).

Materials & Supplies were below the Adopted Budget by \$11.7 million due mainly to the negotiation of lower contractual E-ZPass tag prices and changes in the E-ZPass Tag Replacement Program schedule to leverage those price savings (\$7.9 million), the timing of security and surveillance equipment purchases (\$1.2 million), fewer vehicle purchases through the Non-Revenue Fleet Reduction Initiative (\$0.6 million), and under-spending for various miscellaneous equipment (\$1.0 million).

Finally, Other Business Expenses were below the estimate by \$0.5 million primarily due to lower spending on membership dues and subscriptions (\$0.8 million) and other small under-runs across several areas totaling \$0.3 million, partially offset by a higher re-estimate for the write-off of E-ZPass debt (\$0.6 million).

Non-Cash Categories

Depreciation expenses for 2011 were \$84.1 million, \$1.5 million lower than the Adopted Budget. The transfer of assets from construction in progress to depreciable asset categories was lower than projected.

Other Post-Employment Benefits Obligations, which are derived by taking the actuarial valuation of post-employment benefit expenses excluding pension expense, reduced by the claims to be paid during the year, were at the Adopted Budget level of \$57.3 million.

Environmental Remediation costs related to small projects with potential environmental hazards, as defined by GASB 49, totaled \$6,000.

Net Income

Net income for 2011 was \$1,157.8 million, \$13.6 million higher than the Adopted Budget (\$39.9 million due to lower expenses, primarily non-labor, partially offset by \$26.3 million in revenue losses).

Reimbursable

Total reimbursable revenues and operating expenses before depreciation were each \$14.2 million. In both cases, this was \$3.6 million below the 2011 Adopted Budget. The variance is primarily due to the full implementation of staffing changes made through the 2010 organizational reassessment of the Engineering and Construction department.

Non-Reimbursable and Reimbursable

Deductions from Income

Total Deductions from Income, which include Capitalized Assets, Capital Reserves and Prepaid Expenses and GASB 45 Reserves, totaled \$21.4 million, which was \$11.9 million lower than the Adopted Budget of \$33.3 million. The favorable variance was due to reductions in capitalized assets associated with the Non-Revenue Fleet Reduction Initiative (\$1.0 million), reprogramming of other capitalized assets projects (\$11.2 million), and lower GASB reserve estimates (\$0.6 million), partially offset by increased prepaid expenses primarily for pensions (\$0.9 million).

Debt Service

Total Debt Service expenses were \$608.6 million in 2011, \$9.9 million below the Adopted Budget. B&T's portion of total debt service was \$196.8 million or \$19.0 million below the Adopted Budget of \$215.8 million, while B&T's debt service for MTA and NYC Transit projects were above the Adopted Budget by \$4.5 and \$4.6 million, respectively.

Total Support to Mass Transit

Total Support to Mass Transit for 2011 was \$939.6 million, \$44.5 million higher than the Adopted Budget.

MTA BRIDGES AND TUNNELS
2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
(\$ in millions)

NON-REIMBURSABLE

	2011			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2011 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	1,529.813	1,498.521	1,501.589	(28.224)	(1.8)	3.068	0.2
Other Operating Revenue	12.759	14.749	14.934	2.175	17.0	0.185	1.3
Capital and Other Reimbursements	(0.000)	0.000	0.000	0.000	100.0	0.000	-
Investment Income	0.301	0.126	0.085	(0.216)	(71.8)	(0.041)	(32.5)
Total Revenue	\$1,542.873	\$1,513.396	\$1,516.608	(\$26.265)	(1.7)	\$3.212	0.2
Expenses							
Labor:							
Payroll	\$123.947	\$118.371	\$117.515	\$6.432	5.2	\$0.856	0.7
Overtime	21.294	19.729	18.601	2.693	12.6	1.128	5.7
Health and Welfare	21.821	22.111	21.130	0.691	3.2	0.981	4.4
OPEB Current Payment	13.983	14.126	14.145	(0.162)	(1.2)	(0.019)	(0.1)
Pensions	28.067	26.430	26.665	1.402	5.0	(0.235)	(0.9)
Other Fringe Benefits	15.598	15.267	15.666	(0.068)	(0.4)	(0.399)	(2.6)
Reimbursable Overhead	(5.664)	(5.329)	(5.379)	(0.285)	(5.0)	0.050	0.9
Total Labor Expenses	\$219.047	\$210.706	\$208.343	\$10.704	4.9	\$2.363	1.1
Non-Labor:							
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	7.631	6.878	4.812	2.819	36.9	2.066	30.0
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	118.131	116.397	109.492	8.639	7.3	6.905	5.9
Professional Service Contracts	19.325	18.399	13.863	5.462	28.3	4.536	24.7
Materials & Supplies	31.565	22.078	19.832	11.733	37.2	2.246	10.2
Other Business Expenses	3.039	3.047	2.498	0.541	17.8	0.549	18.0
Total Non-Labor Expenses	\$179.692	\$166.799	\$150.497	\$29.195	16.2	\$16.302	9.8
Total Expenses before Depreciation & GASB Adj.	\$398.739	\$377.505	\$358.840	\$39.899	10.0	\$18.665	4.9
Depreciation	\$85.618	\$85.618	\$84.143	\$1.475	1.7	\$1.475	1.7
OPEB Obligation	57.310	57.310	57.310	0.000	0.000	0.000	0.0
Environmental Remediation	0.000	0.000	0.006	(0.006)	-	(0.006)	-
Total Expenses after Depreciation & GASB Adj.	\$541.667	\$520.433	\$500.299	\$41.368	7.6	\$20.134	3.9
Less: Depreciation	\$85.618	\$85.618	\$84.143	\$1.475	1.7	\$1.475	1.7
Less: OPEB Obligation	57.310	57.310	57.310	0.000	0.000	0.000	0.0
Total Expenses	\$398.739	\$377.505	\$358.846	\$39.893	10.0	\$18.659	4.9
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$1,144.135	\$1,135.891	\$1,157.762	\$13.627	1.2	\$21.871	1.9

Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
(\$ in millions)

REIMBURSABLE

	2011			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2011 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	17.855	13.997	14.222	(3.633)	(20.3)	0.225	1.6
Investment Income	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$17.855	\$13.997	\$14.222	(\$3.633)	(20.3)	\$0.225	1.6
Expenses							
Labor:							
Payroll	\$7.141	\$5.588	\$5.632	\$1.509	21.1	(\$0.044)	(0.8)
Overtime	0.890	0.134	0.220	0.670	75.3	(0.086)	(64.2)
Health and Welfare	2.062	1.006	1.353	0.709	34.4	(0.347)	(34.5)
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	1.254	1.241	1.006	0.248	19.8	0.235	18.9
Other Fringe Benefits	0.844	0.699	0.632	0.212	25.1	0.067	9.6
Reimbursable Overhead	5.664	5.329	5.379	0.285	5.0	(0.050)	(0.9)
Total Labor Expenses	\$17.855	\$13.997	\$14.222	\$3.633	20.3	(\$0.225)	(1.6)
Non-Labor:							
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Professional Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Materials & Supplies	0.000	0.000	0.000	0.000	-	0.000	-
Other Business Expenses	0.000	0.000	0.000	0.000	-	0.000	-
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses before Depreciation & GASB Adj.	\$17.855	\$13.997	\$14.222	\$3.633	20.3	(\$0.225)	(1.6)
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses after Depreciation & GASB Adj.	\$17.855	\$13.997	\$14.222	\$3.633	20.3	(\$0.225)	(1.6)
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Less: OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$17.855	\$13.997	\$14.222	\$3.633	20.3	(\$0.225)	(1.6)
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-

Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE
(Page 1 of 2)

	2011			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2011 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	1,529.813	1,498.521	1,501.589	(28.224)	(1.8)	3.068	0.2
Other Operating Revenue	12.759	14.749	14.934	2.175	17.0	0.185	1.3
Capital and Other Reimbursements	17.855	13.997	14.222	(3.633)	(20.3)	0.225	1.6
Investment Income	0.301	0.126	0.085	(0.216)	(71.8)	(0.041)	(32.5)
Total Revenue	\$1,560.728	\$1,527.393	\$1,530.830	(\$29.898)	(1.9)	\$3.437	0.2
Expenses							
Labor:							
Payroll	\$131.088	\$123.959	\$123.147	\$7.941	6.1	\$0.812	0.7
Overtime	22.184	19.863	18.821	3.363	15.2	1.042	5.2
Health and Welfare	23.883	23.117	22.483	1.400	5.9	0.634	2.7
OPEB Current Payment	13.983	14.126	14.145	(0.162)	(1.2)	(0.019)	(0.1)
Pensions	29.321	27.671	27.671	1.650	5.6	0.000	0.0
Other Fringe Benefits	16.442	15.966	16.298	0.144	0.9	(0.332)	(2.1)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	\$236.902	\$224.703	\$222.565	\$14.337	6.1	\$2.138	1.0
Non-Labor:							
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	7.631	6.878	4.812	2.819	36.9	2.066	30.0
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	118.131	116.397	109.492	8.639	7.3	6.905	5.9
Professional Service Contracts	19.325	18.399	13.863	5.462	28.3	4.536	24.7
Materials & Supplies	31.565	22.078	19.832	11.733	37.2	2.246	10.2
Other Business Expenses	3.039	3.047	2.498	0.541	17.8	0.549	18.0
Total Non-Labor Expenses	\$179.692	\$166.799	\$150.497	\$29.195	16.2	\$16.302	9.8
Total Expenses before Depreciation & GASB Adj.	\$416.594	\$391.502	\$373.062	\$43.532	10.4	\$18.440	4.7
Depreciation	\$85.618	\$85.618	\$84.143	\$1.475	1.7	\$1.475	1.7
OPEB Obligation	57.310	57.310	57.310	0.000	0.000	0.000	0.0
Environmental Remediation	0.000	0.000	0.006	(0.006)	-	(0.006)	-
Total Expenses after Depreciation & GASB Adj.	\$559.522	\$534.430	\$514.521	\$45.001	8.0	\$19.909	3.7
Less: Depreciation	\$85.618	\$85.618	\$84.143	\$1.475	1.7	\$1.475	1.7
Less: OPEB Obligation	57.310	57.310	57.310	0.000	0.000	0.000	0.0
Total Expenses	\$416.594	\$391.502	\$373.068	\$43.526	10.4	\$18.434	4.7
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$1,144.135	\$1,135.891	\$1,157.762	\$13.627	1.2	\$21.871	1.9

Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE
(Page 2 of 2)

	2011			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2011 Adopted Budget		Final Estimate	
				\$	%	\$	%
Net Surplus/(Deficit)	\$1,144.135	\$1,135.891	\$1,157.762	\$13.627	1.2	\$21.871	1.9
<u>Deductions from Income:</u>							
Less: Capitalized Assets	\$16.559	\$11.543	\$4.364	\$12.195	73.6	\$7.179	62.2
Reserves and Prepaid Expenses	14.353	14.353	15.276	(0.923)	(6.4)	(0.923)	(6.4)
GASB Reserve	2.365	1.787	1.787	0.578	24.4	0.000	0.0
Adjusted Baseline Net Surplus/(Deficit)	\$1,110.857	\$1,108.207	\$1,136.335	\$25.478	2.3	\$28.128	2.5
Less: Debt Service	618.462	612.275	608.592	9.870	1.6	3.683	0.6
Income Available for Distribution	\$492.395	\$495.932	\$527.743	\$35.348	7.2	\$31.811	6.4
Distributable To:							
MTA - Investment Income	\$0.301	\$0.126	\$0.085	(\$0.216)	(71.8)	(\$0.041)	(32.5)
MTA - Distributable Income	308.288	313.156	326.113	17.825	5.8	12.957	4.1
NYCT - Distributable Income	183.806	182.650	201.545	17.739	9.7	18.895	10.3
Total Distributable Income:	\$492.395	\$495.932	\$527.743	\$35.348	7.2	\$31.811	6.4
SUPPORT TO MASS TRANSIT:							
Total Revenues	\$1,560.728	\$1,527.393	\$1,530.830	(\$29.898)	(1.9)	\$3.437	0.2
Less: Net Operating Expenses	416.594	391.502	373.068	43.526	10.4	18.434	4.7
Net Surplus/(Deficit)	\$1,144.135	\$1,135.891	\$1,157.762	\$13.627	1.2	\$21.871	1.9
Deductions from Operating Income:							
B&T Debt Service	\$215.765	\$205.959	\$196.750	\$19.015	8.8	\$9.209	4.5
Capitalized Assets	16.559	11.543	4.364	12.195	73.6	7.179	62.2
Reserves and Prepaid Expenses	14.353	14.353	15.276	(0.923)	(6.4)	(0.923)	(6.4)
GASB Reserve	2.365	1.787	1.787	0.578	24.4	0.000	0.0
Total Deductions from Operating Inc.	\$249.043	\$233.642	\$218.177	\$30.866	12.4	\$15.465	6.6
Total Support to Mass Transit:	\$895.092	\$902.248	\$939.585	\$44.493	5.0	\$37.337	4.1

Totals may not add due to rounding

MTA BRIDGES and TUNNELS
2011 YEAR-END REPORT
2011 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

NON-REIMBURSABLE	Favorable/(Unfavorable) Variance				
	Final Estimate	Actual	Total	Real	Timing
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	1,498.521	1,501.589	3.068	3.068	0.000
Other Operating Revenue	14.749	14.934	0.185	0.185	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Investment Income	0.126	0.085	(0.041)	(0.041)	0.000
Total Revenue	\$1,513.396	\$1,516.608	\$3.212	\$3.212	\$0.000
Expenses					
Labor:					
Payroll	\$118.371	\$117.515	\$0.856	\$0.856	\$0.000
Overtime	19.729	18.601	1.128	1.128	0.000
Health and Welfare	22.111	21.130	0.981	0.981	0.000
OPEB Current Payment	14.126	14.145	(0.019)	(0.019)	0.000
Pensions	26.430	26.665	(0.235)	(0.235)	0.000
Other Fringe Benefits	15.267	15.666	(0.399)	(0.399)	0.000
Reimbursable Overhead	(5.329)	(5.379)	0.050	0.050	0.000
Total Labor Expenses	\$210.706	\$208.343	\$2.363	\$2.363	\$0.000
Non-Labor:					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	6.878	4.812	2.066	2.066	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	116.397	109.492	6.905	6.359	0.767
Professional Service Contracts	18.399	13.863	4.536	2.891	1.645
Materials & Supplies	22.078	19.832	2.246	0.863	1.383
Other Business Expenses	3.047	2.498	0.549	0.549	0.000
Total Non-Labor Expenses	\$166.799	\$150.497	\$16.302	\$12.728	\$3.795
Total Expenses before Depreciation & GASB Adj.	\$377.505	\$358.840	\$18.665	\$15.091	\$3.795
Depreciation	\$85.618	\$84.143	\$1.475	\$1.475	\$0.000
OPEB Obligation	57.310	57.310	0.000	0.000	0.000
Environmental Remediation	0.000	0.006	(0.006)	(0.006)	0.000
Total Expenses after Depreciation & GASB Adj.	\$520.433	\$500.299	\$20.134	\$16.560	\$3.795
Less: Depreciation	\$85.618	\$84.143	\$1.475	\$1.475	\$0.000
Less: OPEB Obligation	57.310	57.310	0.000	0.000	0.000
Total Expenses	\$377.505	\$358.846	\$18.659	\$15.085	\$3.795
Net Income/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$1,135.891	\$1,157.762	\$21.871	\$18.297	\$3.795

Totals may not add due to rounding

MTA BRIDGES and TUNNELS
2011 YEAR-END REPORT
2011 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

REIMBURSABLE	Favorable/(Unfavorable) Variance				
	Final Estimate	Actual	Total	Real	Timing
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	13.997	14.222	0.225	0.225	0.000
Investment Income	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$13.997	\$14.222	\$0.225	\$0.225	\$0.000
Expenses					
Labor:					
Payroll	\$5.588	\$5.632	(\$0.044)	(\$0.044)	\$0.000
Overtime	0.134	0.220	(0.086)	(0.086)	0.000
Health and Welfare	1.006	1.353	(0.347)	(0.347)	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	1.241	1.006	0.235	0.235	0.000
Other Fringe Benefits	0.699	0.632	0.067	0.067	0.000
Reimbursable Overhead	5.329	5.379	(0.050)	(0.050)	0.000
Total Labor Expenses	\$13.997	\$14.222	(\$0.225)	(\$0.225)	\$0.000
<i>Non-Labor:</i>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GASB Adj.	\$13.997	\$14.222	(\$0.225)	(\$0.225)	\$0.000
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses after Depreciation & GASB Adj.	\$13.997	\$14.222	(\$0.225)	(\$0.225)	\$0.000
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Less: OPEB Obligation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$13.997	\$14.222	(\$0.225)	(\$0.225)	\$0.000
Net Income/(Deficit)					
<i>(Excluding Subsidies and Debt Service)</i>	\$0.000	\$0.000	(\$0.000)	(\$0.000)	\$0.000

Totals may not add due to rounding

MTA BRIDGES and TUNNELS
2011 YEAR-END REPORT
2011 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE (Page 1 of 2)	Favorable/(Unfavorable) Variance				
	Final Estimate	Actual	Total	Real	Timing
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	1,498.521	1,501.589	3.068	3.068	0.000
Other Operating Revenue	14.749	14.934	0.185	0.185	0.000
Capital and Other Reimbursements	13.997	14.222	0.225	0.225	0.000
Investment Income	0.126	0.085	(0.041)	(0.041)	0.000
Total Revenue	\$1,527.393	\$1,530.830	\$3.437	\$3.437	\$0.000
Expenses					
Labor:					
Payroll	\$123.959	\$123.147	\$0.812	\$0.812	\$0.000
Overtime	19.863	18.821	1.042	1.042	0.000
Health and Welfare	23.117	22.483	0.634	0.634	0.000
OPEB Current Payment	14.126	14.145	(0.019)	(0.019)	0.000
Pensions	27.671	27.671	0.000	0.000	0.000
Other Fringe Benefits	15.966	16.298	(0.332)	(0.332)	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$224.703	\$222.565	\$2.138	\$2.138	\$0.000
Non-Labor:					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000
Insurance	6.878	4.812	2.066	2.066	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	116.397	109.492	6.905	6.359	0.546
Professional Service Contracts	18.399	13.863	4.536	2.891	1.645
Materials & Supplies	22.078	19.832	2.246	0.863	1.383
Other Business Expenses	3.047	2.498	0.549	0.549	0.000
Total Non-Labor Expenses	\$166.799	\$150.497	\$16.302	\$12.728	\$3.574
Total Expenses before Depreciation & GASB Adj.	\$391.502	\$373.062	\$18.440	\$14.866	\$3.574
Depreciation	\$85.618	\$84.143	\$1.475	\$1.475	\$0.000
OPEB Obligation	57.310	57.310	0.000	0.000	0.000
Environmental Remediation	0.000	0.006	(0.006)	(0.006)	0.000
Total Expenses after Depreciation & GASB Adj.	\$534.430	\$514.521	\$19.909	\$16.335	\$3.574
Less: Depreciation	\$85.618	\$84.143	\$1.475	\$1.475	\$0.000
Less: OPEB Obligation	57.310	57.310	0.000	0.000	0.000
Total Expenses	\$391.502	\$373.068	\$18.434	\$14.860	\$3.574
Net Income/(Deficit) (Excluding Subsidies and Debt Service)	\$1,135.891	\$1,157.762	\$21.871	\$18.297	\$3.574

Totals may not add due to rounding

MTA BRIDGES and TUNNELS
2011 YEAR-END REPORT
2011 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE (Page 2 of 2)	Favorable/(Unfavorable) Variance				
	Final Estimate	Actual	Total	Real	Timing
Baseline Net Income/(Deficit)	\$1,135.891	\$1,157.762	\$21.871	\$18.297	\$3.574
<u>Deductions from Income:</u>					
Less: Capitalized Assets	\$11.543	\$4.364	7.179	6.785	0.394
Reserves and Prepaid Expenses	14.353	15.276	(0.923)	(0.923)	0.000
GASB 45 Reserve	1.787	1.787	0.000	0.000	0.000
Adjusted Baseline Net Income/(Deficit)	\$1,108.207	\$1,136.335	\$28.128	\$24.160	\$3.968
Less: Debt Service	612.275	608.592	3.683	3.683	0.000
Income Available for Distribution	\$495.932	\$527.743	\$31.811	\$27.843	\$3.968
Distributable To:					
MTA - Investment Income	\$0.126	\$0.085	(\$0.041)	(\$0.041)	\$0.000
MTA - Distributable Income	313.156	326.113	12.957	10.973	1.984
NYCT - Distributable Income	182.650	201.545	18.895	16.911	1.984
Total Distributable Income:	\$495.932	\$527.743	\$31.811	\$27.843	\$3.968
SUPPORT TO MASS TRANSIT:					
Total Revenues	\$1,527.393	\$1,530.830	\$3.437	\$3.437	\$0.000
Less: Net Operating Expenses	391.502	373.068	18.434	14.860	3.574
Net Operating Income:	\$1,135.891	\$1,157.762	\$21.871	\$18.297	\$3.574
Deductions from Operating Income:					
B&T Debt Service	\$205.959	\$196.750	\$9.209	\$9.209	\$0.000
Capitalized Assets	11.543	4.364	7.179	6.785	0.394
Reserves and Prepaid Expenses	14.353	15.276	(0.923)	(0.923)	0.000
GASB 45 Reserve	1.787	1.787	0.000	0.000	0.000
Total Deductions from Operating Inc.	\$233.642	\$218.177	\$15.465	\$15.071	\$0.394
Total Support to Mass Transit:	\$902.248	\$939.585	\$37.337	\$33.369	\$3.968

Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2011 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON TRAFFIC VOLUME (UTILIZATION)

2011 Final Estimate vs. Actuals

Paid traffic totaled 283.5 million vehicles, which was 0.4 million vehicles, or 0.1% above the Final Estimate of 283.1 million vehicles. The positive variance is attributable to favorable weather in December.

2011 Adopted Budget vs. Actuals

Total actual paid traffic of 283.5 million vehicles was 3.3 million vehicles, or 1.1% below the Adopted Budget of 286.8 million vehicles. The unfavorable variance was primarily due to the affect of severe weather, including rainfall and snowfall that was far above normal, and high gas prices throughout the year. In addition, the combination of the toll increase and higher gas prices resulted in a 17% drop in cash paying customers, which was higher than planned.

MTA BRIDGES AND TUNNELS
2011 YEAR-END REPORT
Traffic Volume and Toll Revenue
(in millions)

	2011 Adopted Budget	Final Estimate	Actual	Favorable/(Unfavorable)			
				2011 Adopted Budget Variance	2011 Final Estimate Variance	%	%
Total Traffic Volume*	286.764	283.095	283.471	(3.293)	0.376	-1.1%	0.1%
Total Toll Revenue	1,529.813	1,498.521	1,501.589	(28.224)	3.068	-1.8%	0.2%

**Subject to final audit.*

MTA BRIDGES AND TUNNELS
2011 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON POSITIONS
BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS

2011 Final Estimate vs. Actuals

Year-end headcount was 1,584 against a Final Estimate of 1,663 positions, for a net variance of 79 positions. There were 66 vacancies within the Operations function, 9 vacancies in Engineering/Capital, 7 vacancies in Administration and 5 vacancies in Public Safety. These were offset by an additional 8 filled positions in the Maintenance function.

2011 Adopted Budget vs. Actuals

Year-end headcount was 1,584 against the Adopted Budget of 1,653 positions, for a net variance of 69 positions. There were 72 vacancies within the Operations function, 8 vacancies in Engineering/Capital, 7 vacancies in Administration, and 5 vacancies in Public Safety. These were offset by an additional 23 filled positions in the Maintenance function.

MTA BRIDGES AND TUNNELS
2011 YEAR-END REPORT
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

	2011 Adopted Budget	Final Estimate	Actual	Favorable/(Unfavorable)				Reason for Variance: Actual vs. Final Estimate
				2011 Adopted Budget Variance	%	2011 Final Estimate Variance	%	
Administration								
Executive	2	2	2	0	0.0%	0	0.0%	
Law	7	7	8	(1)	-14.3%	(1)	-14.3%	1 Professional over headcount
CFO ⁽¹⁾	27	27	26	1	3.7%	1	3.7%	1 Professional vacancy
Labor Relations	5	5	3	2	40.0%	2	40.0%	2 Professional vacancies
Staff Services ⁽²⁾	31	31	26	5	16.1%	5	16.1%	1 Managerial and 4 Professional vacancies
EEO	1	1	1	0	0.0%	0	0.0%	
Total Administration	73	73	66	7	9.6%	7	9.6%	
Operations								
Revenue Management	41	41	36	5	12.2%	5	12.2%	4 Professional vacancies and 1 BTO vacancy
Operations (Non-Security)	734	728	667	67	9.1%	61	8.4%	6 Professional and 62 Bridge and Tunnel Officer vacancies, offset by 1 Managerial and 6 Superior Officer overages
Total Operations	775	769	703	72	9.3%	66	8.6%	
Maintenance								
Maintenance	161	168	181	(20)	-12.4%	(13)	-7.7%	2 Professionals and 11 Maintainers over headcount
Operations Maintainers	162	170	167	(5)	-3.1%	3	1.8%	4 Maintainer vacancies offset by 1 Managerial overage
Technology	56	56	52	4	7.1%	4	7.1%	1 Managerial and 3 Professional vacancies
Internal Security - Tech Services	8	8	10	(2)	-25.0%	(2)	-25.0%	2 Maintainers over headcount
Total Maintenance	387	402	410	(23)	-5.9%	(8)	-2.0%	
Engineering/Capital								
Engineering & Construction	127	128	119	8	6.3%	9	7.0%	9 Professional vacancies
Health & Safety	8	8	8	0	0.0%	0	0.0%	
CFO-Planning & Budget Capital	12	12	12	0	0.0%	0	0.0%	
Total Engineering/Capital	147	148	139	8	5.4%	9	6.1%	
Public Safety								
Operations (Security)	232	233	233	(1)	-0.4%	0	0.0%	
Internal Security - Operations	39	38	33	6	15.4%	5	13.2%	1 Managerial and 4 Professional vacancies
	271	271	266	5	1.8%	5	1.8%	
Total Positions	1,653	1,663	1,584	69	4.2%	79	4.8%	
Non-Reimbursable	1,600	1,619	1,540	60	3.8%	79	4.9%	
Reimbursable	53	44	44	9	17.0%	0	0.0%	
Total Full-Time	1,653	1663	1584	69	4.2%	79	4.8%	

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

(2) Includes Human Resources and Administration staff.

MTA BRIDGES AND TUNNELS
2011 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON POSITIONS
BY FUNCTION AND OCCUPATION

2011 Final Estimate vs. Actuals

Year-end headcount was 1,584 against a Final Estimate of 1,663 positions, for a net variance of 79 positions. There were 66 vacancies within the Operations function, mostly within Operational Hourlies. Twenty-one additional vacancies (9 in Engineering/Capital, 7 in Administration, and 5 in Public Safety) were mostly within the Professional, Technical, Clerical occupational group. These were offset by an additional 8 filled positions, mainly in Maintenance Operational Hourlies.

2011 Adopted Budget vs. Actuals

Year-end headcount was 1,584 against the Adopted Budget of 1,653 positions, for a net variance of 69 positions. There were 72 vacancies within the Operations function, mostly within Operational Hourlies. Twenty additional vacancies (8 in Engineering/Capital, 7 in Administration, and 5 in Public Safety) were mostly within the Professional, Technical, Clerical occupational group. These were offset by an additional 23 filled positions, mainly Maintenance Operational Hourlies.

MTA BRIDGES AND TUNNELS
2011 YEAR-END REPORT
Total Positions by Function and Occupation

	2011 Adopted Budget	Final Estimate	Actual	Favorable/(Unfavorable)				Reason for Variance: Actual vs. Final Estimate
				2011 Adopted Budget Variance	%	2011 Final Estimate Variance	%	
Administration								
Managers/Supervisors	29	29	28	1	3.4%	1	3.4%	1 Managerial vacancy in Staff Services
Professional, Technical, Clerical	44	44	38	6	13.6%	6	13.6%	6 Professional vacancies (4 in Staff Services, 2 in Labor Relations, and 1 in
Operational Hourlies	0	0	0	0	0.0%	0	0.0%	CFO offset by 1 over headcount in Law)
Total Administration	73	73	66	7	9.6%	7	9.6%	
Operations								
Managers/Supervisors	50	50	51	(1)	-2.0%	(1)	-2.0%	1 Managerial overage in Operations
Professional, Technical, Clerical	44	41	31	13	29.5%	10	24.4%	6 Professional vacancies in Operations and 4 in Revenue Management
Operational Hourlies (1)	681	678	621	60	8.8%	57	8.4%	63 vacancies (62 BTO in Operations and 1 in Revenue Management), offset
Total Operations	775	769	703	72	9.3%	66	8.6%	by 6 Superior Officer overages in Operations
Maintenance								
Managers/Supervisors	33	33	33	0	0.0%	0	0.0%	
Professional, Technical, Clerical	51	56	55	(4)	-7.8%	1	1.8%	3 Professional vacancies in Technology offset by 2 overages in Maint.
Operational Hourlies (2)	303	313	322	(19)	-6.3%	(9)	-2.9%	13 Maintainer overages (11 in Maintenance and 2 in Internal Security) offset
Total Maintenance	387	402	410	(23)	-5.9%	(8)	-2.0%	by 4 Maintainer vacancies in Operations
Engineering/Capital								
Managers/Supervisors	30	31	31	(1)	-3.3%	0	0.0%	
Professional, Technical, Clerical	117	117	108	9	7.7%	9	7.7%	9 Professional vacancies in Engineering
Operational Hourlies	0	0	0	0	0.0%	0	0.0%	
Total Engineering/Capital	147	148	139	8	5.4%	9	6.1%	
Public Safety								
Managers/Supervisors	10	9	8	2	20.0%	1	11.1%	1 Managerial vacancy in Internal Security
Professional, Technical, Clerical	29	28	24	5	17.2%	4	14.3%	4 Professional vacancies in Internal Security
Operational Hourlies (3)	232	234	234	(2)	-0.9%	0	0.0%	
Total Public Safety	271	271	266	5	1.8%	5	1.8%	
Total Baseline Positions								
Managers/Supervisors	152	152	151	1	0.7%	1	0.7%	
Professional, Technical, Clerical	285	286	256	29	10.2%	30	10.5%	
Operational Hourlies	1,216	1,225	1,177	39	3.2%	48	3.9%	
Total Baseline Positions	1,653	1,663	1,584	69	4.2%	79	4.8%	

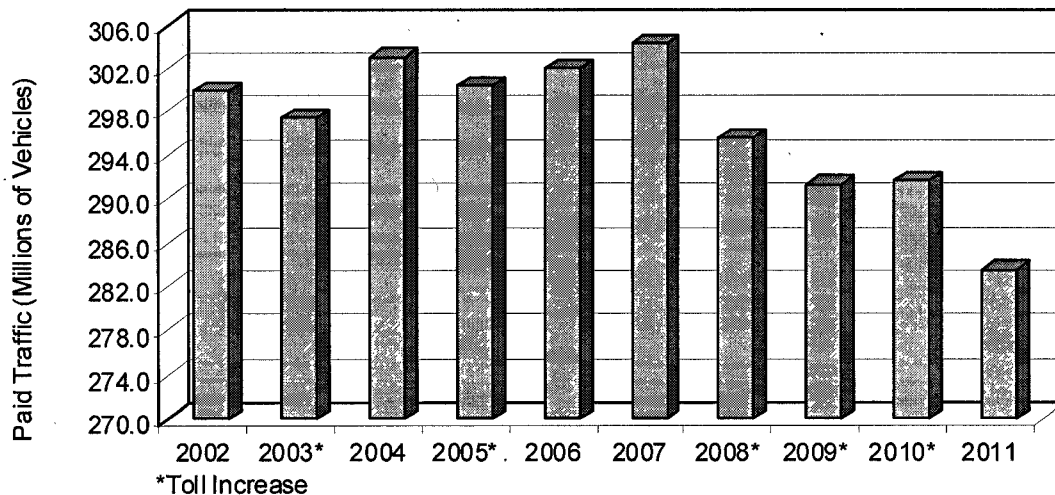
(1) Represents Bridge and Tunnel Officers, Sergeants and Lieutenants. These positions are paid annually, not hourly.

(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.

MTA BRIDGES AND TUNNELS 2011 YEAR-END REPORT RESULTS OF OPERATIONS

MTA Bridges and Tunnels was successful in carrying out its mission and meeting its key goals in 2011. B&T's paid traffic for the year was 283.5 million vehicles (see graph) which was the lowest level of the past ten years. Several factors explain the decline: There were three severe weather events, an unusually large number of rain and snow days with significant accumulations; economic uncertainty stemming from the 2008 recession continued; gas prices were persistently high; and a toll increase was implemented on December 30, 2010.



In 2011, B&T continued to achieve the goals of the 2010 Business Reduction Plan (BRP). B&T exceeded the BRP goal for overtime in 2011, with costs coming in below the Adopted Budget by \$3.4 million, or 15%. In addition, a new contract was secured in 2011 by B&T in partnership with the E-ZPass Inter-Agency Group (an association of 24 toll agencies in 14 states and one border crossing) for E-ZPass tags that will produce total savings of \$14.8 million through 2015. Further cost savings were achieved through the Non-Revenue Fleet Reduction initiative, which, through a combination of vehicle reductions and downgrades, will generate total savings of \$7.9 million through 2015.

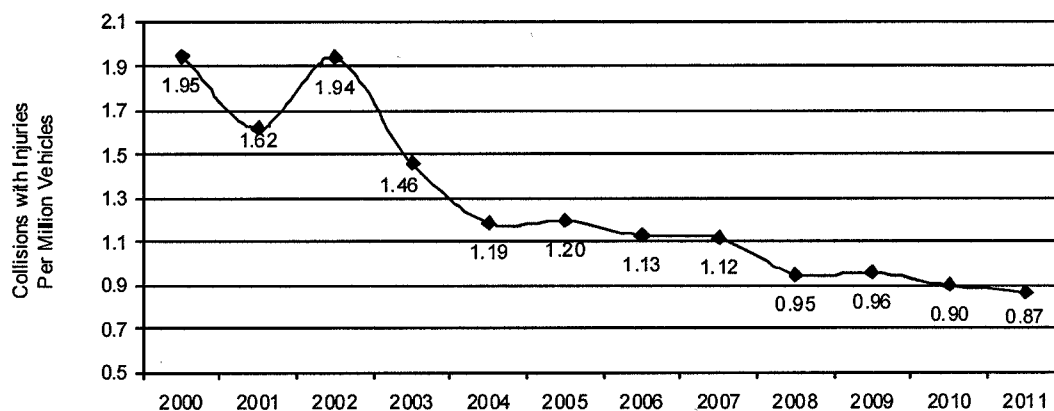
B&T began the initial phase of a pilot in 2011 at the Henry Hudson Bridge (HHB) to test All Electronic Toll Collection (AET) operations. E-ZPass toll lane gates were removed at the HHB in January 2011, which boosted peak hour throughput from around 800 vehicles per hour to 1,000 vehicles per hour, or 25%. The implementation of cashless tolling at the facility is expected to begin in late 2012. The purpose of the pilot is to test both the new technologies required to collect video images from passing vehicles and the back-office systems to collect tolls from vehicles without an E-ZPass tag. The pilot will also help determine the level of toll evasion and revenue loss in a non-gated environment and ways to combat these losses. The data collected from this pilot will be used to evaluate and guide

the future replacement and reconstruction plans for the Authority's other traditional toll plazas.

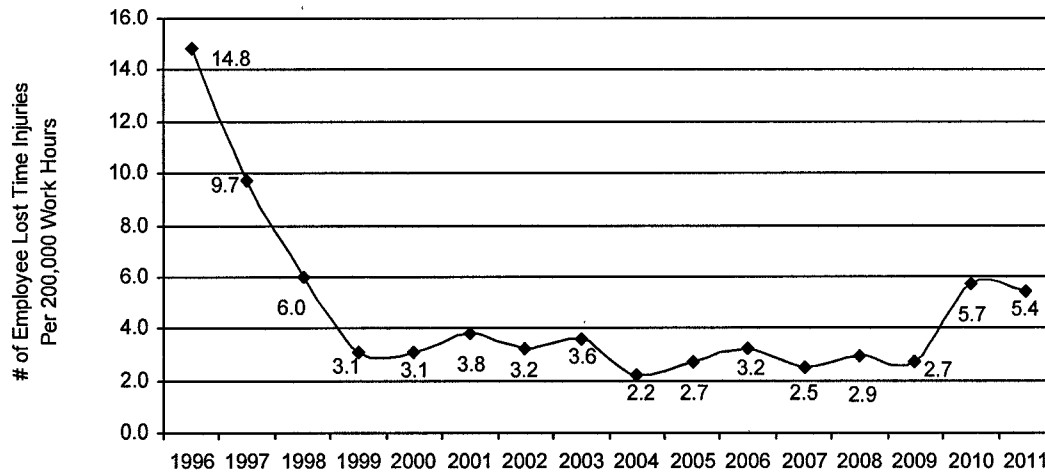
In an important customer service effort, B&T continued to replace E-ZPass tags that are approaching the end of their service lives. This program ensures that tags are replaced before the tag components expire, greatly decreasing the possibility that customers will experience tag performance problems. Customers are being notified in advance that their tags are due to be replaced and a new tag is being mailed to them along with a return envelope to send back the old tag. Over 700,000 tags were "swapped out" through the end of 2011.

In 2008, B&T began E-ZPass-On-the-Go, a program that enables customers to purchase a prepaid E-ZPass tag and account kit at participating retailers. The program has been very successful and, in 2011, more than 46,000 On-the-Go accounts were opened, which was more than 27% of total E-ZPass accounts opened during the year. The tag is sold in 138 retailers and 524 stores in the metropolitan area and future expansion is planned. In addition, sale of On-The-Go tags began in cash toll lanes at the Henry Hudson Bridge in June 2011 and nearly 8,000 tags were sold through year-end. Expansion to other B&T facilities is planned in 2012.

Enforcing safety regulations is an important tactic in B&T's efforts to improve customer safety. Since 2000, when B&T established a Highway Unit that receives extensive NYPD training in speed and safety enforcement, customer safety has improved significantly. The collisions with injuries rate of B&T facilities has declined by 55% to .87 in 2011 from 1.95 in 2000 (see graph), and the total of 248 accidents with injuries in 2011 on B&T facilities was the lowest ever recorded. A major function of B&T's Highway Unit is to patrol for aggressive driving, and approximately 68% of the summonses they issue are safety related, including 5,811 speeding summonses in 2011. To better enforce truck safety and weight restrictions that are critical to maintaining the structural integrity of B&T facilities, commercial vehicle enforcement was added to the unit's responsibilities in August 2007. Since this expansion, more than 63,500 trucks have been interdicted, and in 2011, the unit issued nearly 2,200 summonses to truck operators who violated weight requirements and safety regulations.



B&T continues to emphasize safe work practices and regularly provides safety training to its employees. The number of lost-time injuries for B&T employees is down 64% since 1996 when the All-Agency Safety Initiative began. In 2011, the lost time injury rate was 5.4 per 200,000 work hours (see graph below), a slight improvement over 2010. The majority of accidents were slips, trips and falls and a thorough analysis did not reveal any pattern or hazardous conditions. A persistent emphasis on inspections is expected to continue the downward trend in the rate.





Bridges and Tunnels

Capital Program Project Status Report March 2012

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
STATUS REPORT
MARCH 31, 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 March there were ten commitments made with a total value of \$7.5 million (See *Attachment 1, 2012 Commitment Chart; Attachment 7 – 2012 Commitment Plan*). Year-to-date commitments total of \$13.1 million against a plan year-to-date total of \$15.4 million. There was one significant commitment made in March.

- **TN49**, Suspended Span Replacement - Phase A, Design for \$5.1 million.

Completions

There was one completion made in March: **VN03C**, Toll Plaza Improvements: Removal of Toll Booths and Utility Relocation (Construction) for \$13.8 million (See *Attachment 3 - 2012 Completion Chart; Attachment 4 – 2012 Major Project Completions; Attachment 5 - 2012 Project Completion Plan*).

Close-outs

There were seven task level closeouts in March for \$6.6 million. Year-to-date there have been 13 task level closeouts with a total value of \$40.2 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*).

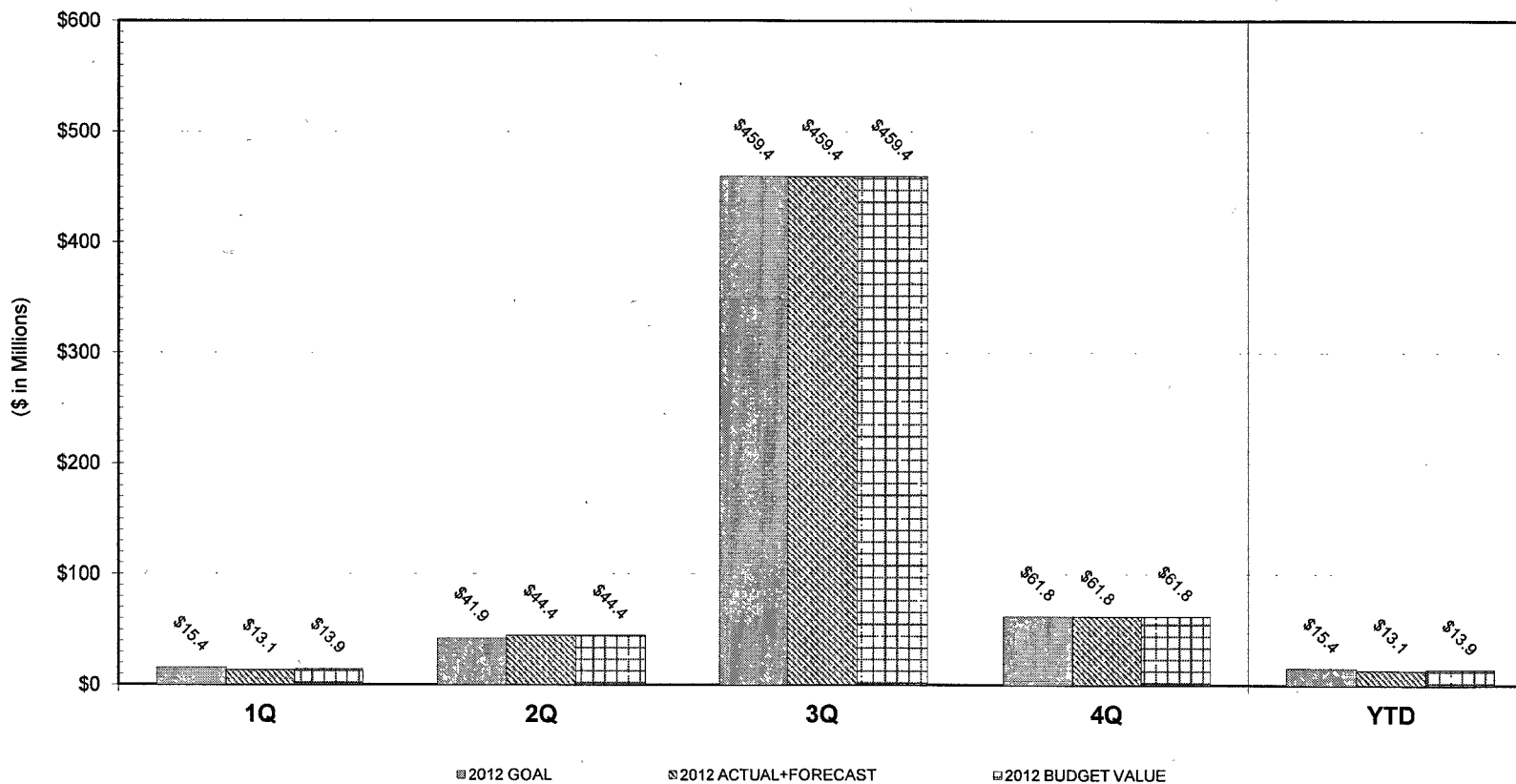
- **BB54**, Replacement Brooklyn Plaza Structural Slab, Design, forecast for \$1.4 million commitment in March is now forecast for commitment in April. Consultant selection process took longer than expected.
- **MP21**, Rehabilitate Rockaway Point Blvd Overpass, Design and Painting Design, forecast for \$1.1 million commitment in March, is now forecast for award in May. The delay is attributable to additional time required to resolve contractual issues.

Completion Date Changes for Remaining Projects

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

MTA Bridges and Tunnels
Commitments as of March 31, 2012

2012 Budget Goal:	\$578.6	
2012 Annual Forecast	\$578.7	
YTD Goal:	\$15.4	
YTD Actual:	\$13.1	(84.8% of YTD Goal)
YTD Budgeted Value:	\$13.9	(90.0% of YTD Goal)
Left to Commit:	\$565.7	



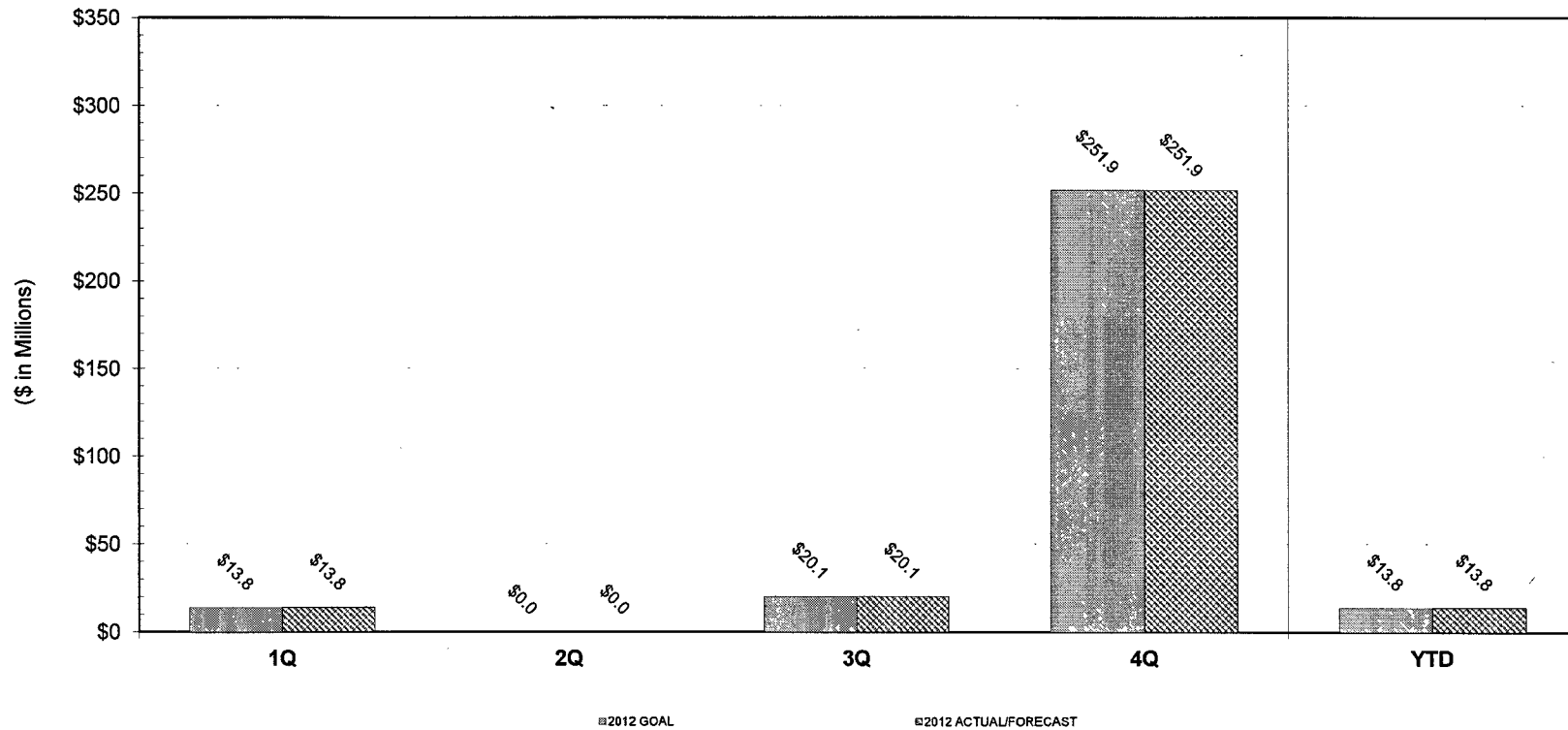
MTA Bridges and Tunnels: Status of Major Commitments as of March 31, 2012

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	Apr-12	Jul-12	F	2
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	May-12	Sep-12	F	2
VN80 Replace Upper Level Suspended Span (Construction)	\$314.5	\$314.5	\$314.5	Sep-12	Mar-12	Sep-12	F	
QM30 Tunnel Ventilation Building Electrical Upgrade (Construction)	\$55.0	\$55.0	\$55.0	Oct-12	May-12	Oct-12	F	2

1. VN80 - Replace Upper Level Suspended Span (Construction Support Service) - advertisement date reflects date of intent to negotiate.
2. Advertisement Dates revised to reflect the current forecast.

MTA Bridges and Tunnels Completions as of March 31, 2012

2012 Budget Goal:	\$285.8
2012 Annual Forecast:	\$285.8
YTD Goal:	\$13.8
YTD Actual:	\$13.8 (100% of YTD Goal)
Left to Complete:	\$272.0



MTA Bridges and Tunnels: Status of Major Completions as of March 31, 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	100%	41%	Mar-12	Mar-12	A	
TN87 Anchorage and Tower Protection	\$20.1	\$20.1	99%	43%	Sep-12	Sep-12	F	
BW89 Elevated & On Grade (Bronx) Appr.	\$212.3	\$212.3	88%	-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		
			Mar-12 Total	\$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
			Sep-12 Total	\$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
			Oct-12 Total	\$242,625,171					
D501BW97	Concrete Anchorage Repairs (Queens)	Construction	Dec-12	\$9,240,306	\$9,240,306			Dec-12	\$9,240,306
			Dec-12 Total	\$9,240,306					
			Grand Total	\$285,774,657		To Date Total	\$13,795,225	Remaining	\$271,979,432

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-Phl-Gantry Supply & Install	D00001286A	Feb-12	\$273,313
D502HH04	Replace Cross Drainage	D02330	GASB#49-Const(HH04)	D00001193A	Mar-12	\$1,000
D502HH04	Replace Cross Drainage	D02006	Construction	D00001192B	Mar-12	\$2,367,777
D502HH04	Replace Cross Drainage	D02004	P.M. Constr. F/A(TBTA-D1126)	D00001126B	Mar-12	\$353,116
D506AW22	Miscellaneous	D01864	Miscellaneous F/A(TBTA-D971)	D00000971B	Mar-12	\$109,606
D502VN17	Rehabilitation of Approach	D02077	VN17A-P.M. Constr. F/A(TBTA-D1052)	D00001052B	Mar-12	\$551,078
D502VN17	Rehabilitation of Approach	D02125	VN17LP-PM Constr F/A(TBTA-D1033)	D00001033B	Mar-12	\$1,518,262
D402BW89	Approach Ramps Repl.& Lower Ga	D02112	BW89C-PM Design F/A(Phl-Qns)	D00001103B	Mar-12	\$1,681,174
Total					13	\$40,159,158

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

ACEP	Project Description	Task	Task Description	Goal	Goal Value	Budget Value	Actual	Actual Value	Forecast	Forecast Value
				Start Date			Start Date		Start Date	
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	\$409,000.00		
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	\$181,985.00		
D605BB21	Service Building Rehabilitation	D02553	Design	Mar-12	\$360,000.00	\$360,000.00	Mar-12	\$315,850.00		
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			Apr-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			May-12	\$1,110,055.00
D607MP21	Paint - Rockaway Point Overpass	D02660	Painting - Design (PSC-11-2896)	Mar-12	\$17,500.00	\$17,500.00			May-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	\$505,263.00		
			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 Start Date	Actual Value	Forecast	Forecast Value
				Start Date					Start Date	
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		Forecast	
				Start Date			Date	Actual Value	Start Date	Forecast Value
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		
D605AW12	Hazardous Materials Abatement	D03086	Asb Sur.-BB43 Elevator Shaft-WO-124			\$18,764.00	Mar-12	\$18,764.00		
D605AW12	Hazardous Materials Abatement	D03087	Dsg.&Abate. of Elevator Door-BB43			\$4,053.03	Mar-12	\$4,053.03		
D605AW12	Hazardous Materials Abatement	D03092	Air Monit of Damage Door-WO 128			\$2,978.81	Mar-12	\$2,978.81		
Grand Total					\$578,586,628.27	\$579,537,081.66	To Date Total	\$13,081,319.60	Remaining	\$565,657,081.16
									Grand Total	\$578,738,400.76



Bridges and Tunnels

Procurements April 2012

Staff Summary



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

Date	April 9, 2012
Vendor Name	
Contract Number	
Contract Manager Name	
Table of Contents Ref #	

Board Action					
Order	To	Date	Approval	Info	Other
1	President	4/9/12	<i>[Signature]</i>		
2	MTA B&T Committee	4/23/12			
3	MTA Board	4/25/12			

Internal Approvals			
Order	Approval	Order	Approval
	President <i>[Signature]</i>		VP Operations
	Executive Vice President <i>[Signature]</i>		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:

<u>Schedules Requiring Majority Vote</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule F	Personal Service Contracts	3	\$10.171M
Schedule H	Modifications to Personal/Miscellaneous Service Contracts	2	\$ 8.406M
Schedule I	Modifications to Purchase & Public Works Contracts	1	\$ 1.832M
Schedule J	Modifications to Miscellaneous Procurement Contracts	1	<u>\$15.028M</u>
SUBTOTAL		7	\$35.437M

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

TOTAL	7	\$35.437M
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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
APRIL 2012

MTA BRIDGES & TUNNELS

Procurements Requiring Majority Vote:

F: Personal Service Contracts

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

- | | | | |
|---|--|--|-------------------------------|
| 1. | HNTB NY Engineering and
Architecture, PC
Hardesty and Hanover, LLP
WSP Sells Transportation &
Infrastructure
HAKS Engineers, Architects and Land
Surveyors, PC
Contract Nos. PSC-11-2899A - D | \$2,670,587.54

\$1,852,039.00

\$2,982,173.72

<u>\$1,235,797.00</u>
<u>\$8,740,597.26</u> | <u>Staff Summary Attached</u> |
| <p>2 yr. contracts – Competitive RFP – 6 Proposals
Provide biennial bridge inspection and miscellaneous design services at the Robert F. Kennedy and Verrazano Narrows Bridges.</p> | | | |
| 2. | Dewberry Engineers Inc.
Contract No. PSC-11-2895 | \$ 1,371,859.81 | <u>Staff Summary Attached</u> |
| <p>4 yr. contract – Competitive RFP – 6 Proposals
Provide design and construction support services for Project BB-54, Rehabilitation of the Brooklyn Plaza at the Brooklyn Battery Tunnel.</p> | | | |
| 3. | Queens Trucking School, Inc.
Contract No. PSC-11-2900 | \$ 58,900.00 | |
| <p>2 yr. contract – Competitive RFP – 5 Proposals
B&T requires the services of a consultant to provide commercial driver training courses to prepare Maintenance employees for the New York State, New Jersey, Connecticut and/or Pennsylvania State Department of Motor Vehicles (DMV) Class "A" Commercial Driver's License (CDL) written and road tests. The training services are required so that all new maintenance employees can obtain a CDL which is a condition of their employment. The service requirements were publicly advertised. On January 31, 2012 five proposals were received from Queens Trucking School, Inc. (QTS), Commercial Driver Training, Inc., The Commercial Driver's License School, Inc. (two proposals) and Ferrari Driving School, Inc. The proposals were evaluated against established criteria set forth in the RFP including qualifications of the firm, depth of understanding of project, experience of the firm and cost. Based on the committee's review of the proposals, it was determined that each company has a satisfactory understanding of the technical requirements and that all firms can perform the services. QTS was unanimously selected by the committee based on its: (i) proposed lowest cost; (ii) extensive experience related to CDL training; (iii) satisfactory past performance; and (iv) highly qualified personnel. B&T accepted QTS' proposal in the amount of \$58,900. The rates for this contract are fixed for the two year term and are the same as those under the current contract. The overall proposed amount is 23% lower than the user's estimate of \$76,000 and is considered fair and reasonable. QTS is deemed to be a responsible</p> | | | |

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
APRIL 2012

consultant. Funding is available in the Operating Budget under General Ledger No. 712601.

H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services

(Approvals/Staff Summaries required for substantial change orders and change orders that cause original contract to equal or exceed monetary or durational threshold required for Board approval)

4. **Parsons Transportation Group of NY, Inc.** \$ 8,354,051.00 **Staff Summary Attached**
Contract No. PSC-03-2689

Add design support services during construction for Project VN-80, Upper Level Deck Replacement at the Suspended Span of the Verrazano-Narrows Bridge and additional design services to incorporate modifications to the Staten Island Approaches into the bid documents for this construction project.

5. **Lund Fire Protection Products Co., Inc.** \$ 52,145.00 **Staff Summary Attached**
Contract No. 06-MNT-2771

Additional services under the contract for inspection, maintenance and repair of fire suppressant systems located at various B&T facilities.

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)

6. **Judlau Contracting, Inc.** \$ 1,832,137.00 **Staff Summary Attached**
Contract No. HH-10

Additional work, reduce the estimated quantities for three unit prices due to field conditions and reduce the requirements for the field office by utilizing computer equipment, software and office space provided under another contract. This work will be performed under Contract HH-10, Replacement of the Upper Level Curb Stringers and Roadway Lighting at the Henry Hudson Bridge.

J: Modifications to Miscellaneous Procurement Contracts

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

7. **Telvent USA** \$ 15,028,370.00 **Staff Summary Attached**
Contract No. 07-OPS-2809

Exercise two one-year renewal options to maintain and repair all the hardware and software components of the Electronic Toll Registry System throughout all B&T facilities.

Staff Summary

Page 1 of 3

Item Number 1 (Final)					
Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E. <i>Joe Keane</i>					
Division & Division Head Name: Engineering and Construction, Aris Stathopoulos, P.E. <i>Aris Stathopoulos</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	4/1/12	<i>[Signature]</i>		
2	MTA B&T Committee	4/26/12			
3	MTA Board	4/28/12			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>DS</i>	4	Chief of Staff		
2	General Counsel <i>[Signature]</i>	6	President <i>[Signature]</i>		
3	Chief Procurement Officer <i>AWK</i>	5	Executive Vice President <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name	Contract Number
A) HNTB NY Engineering and Architecture, PC	PSC-11-2899A
B) Hardesty and Hanover, LLP	PSC-11-2899B
C) WSP Sells Transportation & Infrastructure	PSC-11-2899C
D) HAKS Engineers, Architects and Land Surveyors, PC	PSC-11-2860D
Description	
2012 Biennial Bridge Inspections and Design of Miscellaneous Structural Repairs at the Robert F. Kennedy and Verrazano Narrows Bridges	
Total Amount	
PSC-11-2899A, \$2,670,587.54; PSC-11-2899B, \$1,852,039.00; PSC-11-2899C, \$2,982,173.72; PSC-11-2899D, \$1,235,797.00	
Contract Term (including Options, if any)	
Two (2) years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to award four personal service contracts for the 2012 Biennial Bridge Inspections at the Robert F. Kennedy and Verrazano Narrows Bridges to (A) HNTB NY Engineering and Architecture, PC (HNTB), (B) Hardesty and Hanover, LLP (H&H), (C) WSP Sells Transportation & Infrastructure (Sells) and (D) HAKS Engineers, Architects and Land Surveyors, PC (HAKS). The negotiated contract amounts are: (A) \$2,670,587.54, (B) \$1,852,039, (C) \$2,982,173.72 and (D) \$1,235,797. Each contract shall be for a duration of two (2) years.

II. DISCUSSION

B&T requires the services of four consultant firms to provide biennial bridge inspection and miscellaneous design services at the Robert F. Kennedy Bridge (RFKB) and Verrazano Narrows Bridge (VNB). The inspections are required by the New York State Department of Transportation.

The requirements were publicly advertised. Ten firms submitted qualification information for review and evaluation by the selection committee. Six firms: HNTB; H&H; HAKS; Sells; Weidinger Associates Inc. (Weidinger); and URS Corporation – New York (URS) were chosen to receive the RFP based on a review of those qualifications and all six firms submitted proposals. The proposals were evaluated against established criteria set forth in the RFP including technical work proposed, depth of understanding of the project, qualifications of the firm for specific personnel proposed and cost. Based on the committee's review of all submittals and its consideration of proposed costs, the committee selected HNTB for Group A (RFKB Bridge Main Span), H&H for Group B (RFKB Lift Span), Sells for Group C (Verrazano-Narrows Bridge

Staff Summary

Upper and Lower Spans) and HAKS for Group D (Verrazano-Narrows Bridge Approaches and Ramps). The committee's selections were based on the following:

- HNTB proposed an inspection team which has the necessary experience and qualified personnel for Group A with extensive experience working at various B&T structures. HNTB demonstrated an in-depth understanding of the inspection requirements and related field issues such as access to the main span subsequent to the rehabilitation and addition of new recreation fields on Randall's and Wards Island as well as its excellent past performance at the VNB Main Span. HNTB was ranked highest technically for this Group with sufficient resources to perform a biennial inspection of the magnitude of Group A. HNTB's proposed cost for this Group is below the Engineer's estimate and the second lowest cost of all proposers for this Facility.

- H&H proposed an inspection team that has the necessary experience and qualified personnel for Group B (RFKB Lift Span) with extensive experience working at various B&T structures. H&H has a thorough understanding of the RFKB Lift Span and was the only firm with an in-house electrical and mechanical department to inspect the lift span. H&H's proposed price was lower than the other proposers that were considered technically qualified to perform the required inspection services for Group B.

- Sells exhibited a thorough knowledge of the requirements for Group C and offered extensive experience and knowledge of the inspection requirement for this facility. Sells has a history of completing projects without field problems, timely submission of deliverables and being very responsive to B&T requirements. Sells' proposed price was lower than the other proposers that were considered technically qualified to perform a biennial inspection of Group C.

- HAKS demonstrated a wide range of experience with similar projects with other agencies throughout the region. In addition, HAKS has been responsive to B&T's needs to provide follow-up services necessitated by findings in their previous biennial inspections at the Henry Hudson, Verrazano Narrows and Marine Parkway Bridges. HAKS' proposed cost for this project was within 1% of B&T's estimate for Group D.

URS's technical proposal was rated lower than that of the selected firms. Weidlinger's proposed cost and man-hours proposed were significantly higher than B&T's estimates.

The following represents a summary of costs incurred in the preceding contracts 2010 Biennial Contracts (PSC-09-2860) (excluding allowances), the costs proposed, estimated and negotiated for the recommended 2012 Biennial Contracts.

2010 Contracts		2012 Contracts				
Group	Amount	Estimated	Proposed	Negotiated	Allowance	Contract Amount with Allowance
A	\$1,987,666.86	\$2,025,681.00	\$1,975,193.15	\$1,920,587.54	\$750,000.00	\$2,670,587.54
B	\$1,040,513.62	\$1,512,656.00	\$1,366,859.00	\$1,352,039.00	\$500,000.00	\$1,852,039.00
C	\$2,015,647.13	\$1,932,923.00	\$2,070,822.89	\$2,032,173.72	\$950,000.00	\$2,982,173.72
D	\$693,348.61	\$889,757.00	\$893,712.00	\$835,797.00	\$400,000.00	\$1,235,797.00

The scope for the 2012 Contracts was increased compared with the 2010 Contracts to include an audio subsurface concrete inspection ("sounding" - previously issued as a work order from the Allowance). Negotiations under Group A resulted in an amount that is 5% below the estimate and 3% lower than the prior (2010) value. The negotiated cost for B is 11% less than the estimate and 30% higher than the 2010 value; this may primarily be attributed to the 2012 requirements for a diving inspection and a fathometric survey (detects changes to the underwater land profile) which are only required every four years. The negotiated cost for C was 5% above the estimate and 1% higher than the 2010 value. The negotiated cost for D was 6% under the estimate and 21% higher than the 2010 Contract; this variance may primarily be attributed to the lower labor and overhead rates included in the 2010 Contract¹. Based on the above, the negotiated amounts are considered fair and reasonable. Each firm is considered to be a responsible consultant.

¹ For information, the negotiated amount for Group D is 5% above the 2008 Contract amount.

Staff Summary

The total amount for each contract will include the following assigned allowances as shown in the table above. These allowances are to provide support based on the results of the inspection and include: (i) interim or special inspections; (ii) concrete removal supervision; (iii) sign gantries and light pole inspections; (iv) auxiliary design services for the repair of defective structure conditions; (v) preliminary design investigations toward alternative solutions; and (vi) and auxiliary testing services for elements such as concrete cores, steel coupons, cable wires, etc. These services will be provided via work orders on an as-needed basis. These items are primarily developed as part of the inspection process and the amounts are based on historical costs. The allowances will permit B&T to quickly respond to the needs of each facility.

III. D/M/WBE INFORMATION

The MTA Department of Diversity and Civil Rights has established goals of 10% MBE and 10% WBE for each of these contracts. The contracts will not be awarded until the M/WBE requirements are satisfied.

IV. IMPACT ON FUNDING

Funding in the amount of \$8,740,597.26 is available in the Operating Budget under GFM-500, General Ledger #711101.

V. ALTERNATIVES

There are no recommended alternatives. B&T does not have the resources required to perform these New York State inspection requirements.

Staff Summary

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Item Number 2 (Final)					
Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E. <i>Joe Keane</i>					
Division & Division Head Name: Engineering and Construction, Vincent Montanti, P.E. <i>VM</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	4/9/12	<i>[Signature]</i>		
2	MTA B&T Committee	4/23/12			
3	MTA Board	4/25/12			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>DS</i>	4	Chief of Staff		
2	General Counsel <i>MMT</i>	5	Executive Vice President <i>[Signature]</i>		
3	Chief Procurement Officer <i>[Signature]</i>	6	President <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name Dewberry Engineers Inc.	Contract Number PSC-11-2895
Description: Design and Construction Support Services for Project BB-54, Rehabilitation of the Brooklyn Plaza at the Brooklyn Battery Tunnel	
Total Amount \$1,371,859.81	
Contract Term (including Options, if any) Four (4) years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Guidelines for Procurement of Services to award a personal service contract for Design and Construction Support Services for Project BB-54, Rehabilitation of the Brooklyn Plaza at the Brooklyn Battery Tunnel to Dewberry Engineers Inc. (Dewberry) for a period of four (4) years. The cost of the design portion of the Contract is \$1,371,859.81. At a future date, the cost for construction support services will be presented to the Board for approval.

II. DISCUSSION

B&T requires the services of a consultant to provide design and construction support services for the rehabilitation of the Brooklyn Plaza at the Brooklyn Battery Tunnel. The design activities required include but are not limited to the following: rehabilitation of the base structural slab, pavement, trench drains, expansion joints, gutter and sidewalks; investigations and design of drainage improvements; re-pointing of retaining walls; and phased construction support services.

The service requirements were publicly advertised; fourteen (14) firms submitted qualification information. Six (6) firms: Dewberry; AECOM; Michael Baker Engineering (MBE); Gannett Fleming Engineers and Architects, P.C. (GF); Hatch Mott MacDonald (HMM); and URS Corp.-New York, Inc. (URS) were chosen to receive the RFP based on a review of their

Staff Summary

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qualifications. All firms submitted proposals which were evaluated against established criteria set forth in the RFP, including an understanding of the technical requirements and expertise, proposed personnel, oral presentations and cost. The Selection Committee recommended that B&T enter into negotiations with Dewberry, the highest rated firm. Dewberry proposed several viable technical solutions and its project team demonstrated solid experience on similar projects. Dewberry proposed the second highest cost, however, its level of effort based on its proposed hours was consistent with the Engineer's estimate. MBE's, GF's and AECOM's proposals were not considered to be sufficient on the basis of the understated number of hours each firm proposed to complete the Contract's requirements. URS did not propose sufficient technical alternatives for the rehabilitation of the structural slab and retaining walls. HMM proposed the highest cost, which did not support its assertion of a cost efficient and effective proposal.

Dewberry submitted a proposal in the amount of \$1,392,168.86. The Engineer's estimate is \$1,302,761. Negotiations were conducted and the parties agreed to an amount of \$1,371,859.81, which is 5.3% above the estimate and is fair and reasonable. Dewberry is deemed to be a responsible consultant.

III. D/M/WBE INFORMATION

The MTA DDCR has established goals of 10% MBE and 10% WBE for the referenced contract. This contract will not be awarded without approval of MTA DDCR.

IV. IMPACT ON FUNDING

Funding in the amount of \$1,371,859.81 is available in the 2010 – 2014 Capital Program under Project BB-54.

IV. ALTERNATIVES

There are no recommended alternatives. The Authority does not possess the resources required to perform these services.

Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts

Item Number: **4** (Final)

Vendor Name (& Location) Parsons Transportation Group of NY, Inc., New York, NY		Contract Number PSC-03-2689	AWO/Modification #
Description Design and Design Services During Construction for Project VN-80, Upper Level Deck Replacement at the Suspended Span of the Verrazano-Narrows Bridge		Original Amount: \$971,618.00	
Contract Term (including Options, if any) December 30, 2003 - November 30, 2012		Prior Modifications: \$11,046,282.72	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Budgetary Increases: \$0.00	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Current Amount: \$12,017,900.72	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		This Request: \$8,354,051.00	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount: 69.5%	
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joseph Keane P.E., Chief Engineer		% of Modifications (including This Request) to Original Amount: 1997%	

Discussion:

B&T is seeking approval in accordance with the All-Agency Guidelines for Procurement of Services to amend this Contract with Parsons Transportation Group of NY, Inc. (PTG) for Phase C, Design Support Services During Construction and additional design services in the negotiated amount of \$8,354,051.

Previously Approved:

The Contract was planned and structured as a phased contract so that each design phase of Project VN-80 would proceed after the best course of action had been determined. The Contract is divided into three phases: Phase A - Investigation and Design Brief; Phase B - Final Design; and Phase C - Design Support Services During Construction. Initially, only Phase A was negotiated and awarded in an amount of \$971,618 pursuant to Board approval in December 2003. Three amendments totaling \$105,480.53 were subsequently issued in 2005. When it was determined that the upper level deck should be replaced and an orthotropic or concrete grid deck be incorporated in the final design under Phase B, which includes Projects VN-80A (utilities relocation for the upper roadway replacement) and VN-80B (replacement of the upper level deck), Board approval was obtained in November 2005 to amend the contract in the negotiated amount of \$8,485,205.09, revising the contract value to \$9,562,303.62. Several amendments were issued to improve the design and add support services for VN-80, including Board approved amendments in 2007, 2008 and 2011 totaling \$2,455,597.10, resulting in a revised amount of \$12,017,900.72. The contract extends through November 30, 2012.

Current Request for Board Approval:

The prospective amendment totals \$8,354,051 as follows: (i) \$8,108,358 for Phase C- Design Support Services During Construction that include, but are not limited to reviewing shop drawings and document submittals, technical review of any claims, providing technical assistance and support for community outreach, quality assurance and oversight for orthotropic deck fabrication, design of wind mitigation measures and other associated work and (ii) \$245,693 in additional design services authorized by B&T on February 28, 2012 so that modifications to the Staten Island Approaches that were designed under a separate project (including document and drawing review, staging and signing revisions) may be incorporated into the bid documents for this construction project. This contract will be extended through December 31, 2017. Consistent with the Procurement Guidelines, this amendment constitutes a substantial change.

PTG submitted a cost proposal of \$10,739,530 for Phase C and \$245,693 for the additional work. The Engineer's estimate for Phase C is \$8,100,000 and for the additional work is \$246,530. Negotiations resulted in B&T and PTG agreeing to an amount totaling \$8,108,358 for Phase C and \$245,693 for the additional work, which are considered fair and reasonable. Funding is available for this amendment in the 2005-2009 Capital Program under VN-80 for the \$245,693 in additional design services and in the 2010-2014 Capital Program under VN-80 for \$8,108,358 in support services.

Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts

Item Number: **5** (Final)

Vendor Name (& Location) Lund Fire Protection Products Co., Inc., Bayside, NY	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Contract Number 06-MNT-2771</td> <td style="width: 30%;">AWO/Modification #</td> </tr> </table>	Contract Number 06-MNT-2771	AWO/Modification #												
Contract Number 06-MNT-2771	AWO/Modification #														
Description Inspection, Maintenance and Repair of Fire Suppressant Systems Located at Various Authority Facilities															
Contract Term (including Options, if any) December 5, 2006 through July 4, 2012															
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No															
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive															
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:															
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:															
Requesting Dept/Div & Dept/Div Head Name: Maintenance Division, Patrick J. Parisi															
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Original Amount:</td> <td style="width: 30%; text-align: right;">\$57,540.00</td> </tr> <tr> <td>Prior Modifications:</td> <td style="text-align: right;">\$0.00</td> </tr> <tr> <td>Prior Budgetary Increases:</td> <td style="text-align: right;">\$0.00</td> </tr> <tr> <td>Current Amount:</td> <td style="text-align: right;">\$57,540.00</td> </tr> <tr> <td>This Request:</td> <td style="text-align: right;">\$52,145.00</td> </tr> <tr> <td>% of This Request to Current Amount:</td> <td style="text-align: right;">90.6%</td> </tr> <tr> <td>% of Modifications (including This Request) to Original Amount:</td> <td style="text-align: right;">90.6%</td> </tr> </table>	Original Amount:	\$57,540.00	Prior Modifications:	\$0.00	Prior Budgetary Increases:	\$0.00	Current Amount:	\$57,540.00	This Request:	\$52,145.00	% of This Request to Current Amount:	90.6%	% of Modifications (including This Request) to Original Amount:	90.6%
Original Amount:	\$57,540.00														
Prior Modifications:	\$0.00														
Prior Budgetary Increases:	\$0.00														
Current Amount:	\$57,540.00														
This Request:	\$52,145.00														
% of This Request to Current Amount:	90.6%														
% of Modifications (including This Request) to Original Amount:	90.6%														

Discussion:

B&T is seeking approval in accordance with the All-Agency Guidelines for Procurement of Services to modify this contract with Lund Fire Protection Products Co., Inc. that requires the contractor to perform inspection, maintenance and repair of fire suppressant systems located at various facilities in the amount of \$52,145. Consistent with the Procurement Guidelines, this amendment constitutes a substantial change.

This amendment will enable the contractor to rehabilitate fire suppressant systems at gas pump stations at two facilities in order to meet NYCFD requirements. The estimate for this work is \$50,000; the balance will be used for inspection activities. The contract will be extended from July 5, 2012 through December 31, 2012 for the purpose of finalizing specifications, soliciting and awarding a new contract. Given that the Contractor will be compensated under the current rates of the contract, the value of the amendment is considered fair and reasonable. Funding for this amendment is available in the Operating Budget chargeable to General Ledger #713302.

Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: 6 (Final)

Vendor Name (& Location) Judlau Contracting, Inc., College Point, NY		Contract Number HH-10	AWO/Modification #
Description Replacement of the Upper Level Curb Stringers and Roadway Lighting at the Henry Hudson Bridge			
Contract Term (including Options, if any) December 22, 2010 – September 21, 2013		Original Amount: \$32,820,000.00	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Modifications: \$266,850.00	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Prior Budgetary Increases: N/A	
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		Current Amount: \$33,086,850.00	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		This Request: \$1,832,137.00	
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.		% of This Request to Current Amount: 5.5%	
		% of Modifications (including This Request) to Original Amount: 6.4%	

Discussion:

B&T is seeking the Board's approval under the All-Agency Procurement Guidelines to modify this Contract with Judlau Contracting, Inc. (Judlau) in the net amount of \$1,832,137. The items are summarized as follows:

- 1) During the course of construction, the Biennial Bridge and field inspections revealed additional steel members that need to be repaired and replaced. Since a temporary platform was installed under this contract, it is more cost effective to perform these repairs at this time. Judlau proposed a cost of \$2,621,774; the Engineer's estimate is \$1,825,438. Negotiations resulted in an amount totaling \$1,937,982, which is 6% over the estimate and is fair and reasonable.
- 2) To improve traffic safety, the Engineer determined the drainage system at the Kappock Street exit at the north end of the bridge needs to be expanded to remove water not currently being collected and that a railing should be installed over support members of the north abutment wall to avoid any potential direct impact with traffic. Judlau submitted proposals in the amount of \$158,500; the Engineer's estimates are \$123,613. Negotiations resulted in an amount totaling \$127,000, which is 3% above the estimates and is fair and reasonable.
- 3) Field inspection revealed the need to replace inoperable bridge bearings. Additionally, the Engineer determined that the pin and hanger assemblies in four locations need to be replaced with elastomeric bearings and associated supports. Judlau submitted proposals in the amount of \$698,800; the Engineer's estimates are \$570,955. The parties agreed to the negotiated amount of \$593,800, which is 4% above the estimates and is fair and reasonable.
- 4) Due to the overlap of two projects, B&T was able to reduce the requirements for the field office under this project by utilizing computer equipment, software and office space provided under another contract. Judlau submitted a credit proposal in the amount of \$43,300; the Engineer's credit estimate is \$57,997. B&T and Judlau agreed to the negotiated credit of \$51,000, which is 12% below the estimate and is fair and reasonable.
- 5) This amendment includes credits for a reduction to the estimated quantity of three unit price items for steel repairs based on field conditions. In accordance with Article 3.02 (Variable Quantities Clause), the Engineer determined that the existing bid prices are equitable to all parties. Therefore, a total credit of \$775,645 based on the reduced quantities is considered fair and reasonable.

The overall net increase to the contract equates to \$1,832,137. In order to avoid contract delays and associated impact costs, on March 2, 2012 B&T authorized \$130,000 for the purchase of long lead time items and the cost associated with the pre-fabrication of steel. Funding for this amendment is available in the 2010-14 Capital Budget under Project HH-10.

Schedule J: Modifications to Miscellaneous Procurement Contracts

Item Number: 7

(Final)

Vendor Name (& Location) Telvent USA, Austin, TX		Contract Number 07-OPS-2809	AWO/Modification #
Description Maintenance and Repair of the Electronic Toll Registry System		Original Amount:	\$28,631,985.00
Contract Term (including Options, if any) August 1, 2008 – July 31, 2012		Prior Modifications:	\$0.00
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Budgetary Increases:	\$1,721,213.60
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Current Amount:	\$30,353,198.60
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		This Request:	\$15,028,370.00
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount:	49.5%
Requesting Dept/Div & Dept/Div Head Name: Operations, James Fortunato		% of Modifications (including This Request) to Original Amount:	58.5%

Discussion:

B&T is seeking Board approval under the All-Agency Procurement Guidelines to modify the contract with Telvent USA (Telvent) to exercise two one-year renewal options in the amount of \$15,028,370 to maintain and repair all the hardware and software components of the Electronic Toll Registry System throughout all B&T facilities.

The contract was awarded to Telvent in August 2008 in the amount of \$28,631,985 for a duration of four years to maintain and repair the Electronic Toll Registry system. The services include the following: (i) performing maintenance necessary due to normal wear and tear and damage to equipment; (ii) establishing and managing an inventory of spare parts; (iii) designing and implementing a preventive maintenance program; and (iv) providing on-call emergency services. The Contract contains two one-year options (years 5 and 6) to renew. In anticipation of the expiration of the contract on July 31, 2012, B&T determined that it would be in its best interest to exercise both one-year options provided the contractor agreed to renegotiate the cost for both option years. Telvent submitted a proposal in the amount of \$12,793,420 for the two years, which reflects the current prevailing wage rates for electronic technicians set by the New York State Department of Labor effective July 1, 2011. The user's estimate based on the original negotiated prices for the two years is \$13,316,919. B&T accepted Telvent's proposal. As a result, the re-negotiated prices are 2.9% and 4.9% lower for years 5 and 6, respectively, compared with the original negotiated prices for those years. Additionally, the renegotiated price for year five is the same price B&T is currently paying for year 4. A savings of \$523,499 will be realized by B&T without reducing any services. The contract includes allowances for incentives, spare parts, software development and additional coverage totaling \$2,234,950 for the two years, increasing the total price of this amendment to \$15,028,370. Based on the above, the negotiated prices for the two one-year renewal options are considered to be fair and reasonable. Funding for this amendment is available in the Operating Budget under General Ledger No. 711420.

