



**Bridges and Tunnels**

# **Bridges and Tunnels Committee Meeting**

## **May 2012**

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### **Committee Members**

A. Cappelli, Chair

R. Bickford

J. Blair

M. Lebow

M. Pally

A. Saul

V. Tessitore



## **MEETING AGENDA**

### **MTA BRIDGES AND TUNNELS COMMITTEE**

**May 21, 2012 – 12:15 p.m.**

347 Madison Avenue  
Fifth Floor Board Room  
New York, NY

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#### **AGENDA ITEMS**

#### **Page**

PUBLIC COMMENTS PERIOD	
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Date of next meeting: Monday, June 25, 2012 – 12:15 p.m.



# **Bridges and Tunnels**

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## **Minutes of Committee Meeting April 2012**



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

**April 23, 2012**

**12:15 p.m.**

In attendance were the Honorable:

Allen P. Cappelli, Chairman  
Robert C. Bickford  
James F. Blair  
Mark D. Lebow  
Mitchell H. Pally

Also In Attendance:  
Andrew Albert  
Charles G. Moerdler

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**

**April 23, 2012**

Minutes of TBTA Committee held April 23, 2012 at 12:15 p.m. A list of those in attendance is attached.

**Public Speakers**

There was one public speaker Mr. Murray Bodin, Concerned Grandparents. Mr. Bodin did not address an agenda item. He asked to meet with decision makers at B&T who could evaluate the toll plaza for the future.

**Minutes**

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on March 26, 2012 were approved.

**Committee Work Plan**

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

**Operations/Safety**

Mr. Moretti stated that in February there were 21,238,000 crossings, which is an increase of 1,062,000 crossings against the prior February. The extra day this year in February caused by the Leap Year generated 742,000 additional crossings. Weather was also warmer and drier than a year ago; there was no snow fall and rain fall was only about 1.3 inches. The average price per gallon of gasoline was \$3.77 which was 45 cents higher per gallon than last year, and 19 cents higher than January's average of \$3.58. E-ZPass crossings for the month were up 4 %, and cash crossings in February were down 7.6 %. Passenger vehicle traffic was up 1.6%, and truck traffic increased by 1.4% versus the prior year. All facilities recorded an increase ranging from 0.7% at the Henry Hudson Bridge to 3.3% at the two Rockaway crossings. Year-to-date through February there were 43 million crossings which is 2.4 million crossings more than the comparable period one year ago.

Preliminary results for March show that there were 23.9 million crossings which is almost exactly the same number B&T had for March 2011.

Commissioner Pally asked when the Rockaway rebate became effective. Mr. Ferrara responded that based on the legislation the rebate became effective in April. B&T has not completed the back office functions, but the Authority will rebate the residents of the designated zip code back to the April 1st date. Commissioner Pally stated that he will be interested to see if Rockaway crossing numbers change due to the rebate program.

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 Lost Time Injuries through February, which are contained on pages 26 and 27 in the Safety report. Mr. Petrovich stated that the injury rate per million vehicles has declined 5.5% from last year's level. In February 2012 there are fourteen less employee lost time injuries compared to the prior February.

### E-ZPass

Mr. Spero stated that the E-ZPass market share for February was 81.2%, which is more than 2.0% higher than the previous February. More than 10,100 E-ZPass accounts were opened in February including 3,200 E-ZPass On-The-Go accounts, which is more than 31% of the total. In-lane sales of the On-The-Go tags have been expanded to all of the facilities. Since the last Committee meeting sales have begun at the Brooklyn Battery Tunnel, Verrazano-Narrows Bridge and the Rockaway facilities. The results continue to be extremely positive. Since the program began last June at the Henry Hudson Bridge, 32,000 tags have been sold in the lanes. Daily sales reached as high as 853 on Saturday April 14th; the weekend sales in particular have been very impressive. Almost 9,900 and 6,900 On-The-Go tags have been sold at the Henry Hudson and Throgs Neck Bridges respectively. It has been just two weeks since the Verrazano-Narrows Bridge began selling tags and 1,378 have already been sold.

Commissioner Lebow asked why the Bronx-Whitestone Bridge shows such a relatively low E-ZPass percentage compared with the other crossings. Mr. Spero responded that both the Bronx-Whitestone Bridge and RFK Bridge-Bronx Plaza both show relatively low E-ZPass market shares. The market research conducted by the Authority seems to show that the demographics tend to be younger, lower average income, and customers who are more cash oriented at those facilities. The Authority has however, seen big increases at both of those facilities over the past several years, and especially the past twelve months. Commissioner Pally stated there was almost a 3.5% increase at the RFK-Bronx over the previous year.

Commissioner Blair asked when people stop in the lane to buy an On-The-Go tag does it make sense to use that opportunity to understand why it was they haven't applied for an E-ZPass before, so that information can be used as a marketing tool. Mr. Ferrara responded that the Authority has conducted yearly customer surveys; to attempt to conduct that research in the lanes would cause traffic to back up in the toll lanes. Mr. Ferrara stated that market research is conducted, but not on the plaza during the time of the transaction. The Authority conducts market research to address its concerns but off premises. The Authority's market research helps define what it does and how it addresses the concerns of those who have not previously purchased an E-ZPass. Mr. Spero stated that this year's survey will be conducted sometime in the Fall.

Commissioner Albert noted that there is a significant differential between the cash toll and E-ZPass so there is a greater impetus to purchase an E-ZPass tag. Mr. Ferrara stated there is a deep discount for those who elect to use E-ZPass. Market research has indicated that there are reasons that people choose not to use E-ZPass. Some of it is financial and that is why the Authority developed and has had success with the Purple Card which allows customers to redirect their funds in accordance with their pocketbook. Commissioner Albert stated there are also people who do not want their activities traced.

### Finance

Mr. Spero stated that through the first two months toll revenue was up 3.3% or \$7.3 million against the budget. That is a reflection primarily of favorable winter weather. Traffic was up about 3.8% through February against the budget. Expenses through February were down by 13.8% or \$8.5 million primarily due to the timing of non-labor expenses and professional service contracts, maintenance and other contracts as well as lower labor costs. Labor costs are about \$3.7 million below budget year-to-date, which includes \$1.5 million in lower payroll costs due to vacancies as well as \$800,000 in lower overtime costs which is about

19% below budget. Overtime is better than Plan this year due to favorable weather and on-going scheduling efficiencies carried out by the Operations Department. Total support to mass transit through February was approximately \$142 million or 20% better than Plan.

### **Final Review of 2011 Year-End Operating Results**

Mr. Spero stated that toll revenue in 2011 was \$1.501 billion about \$3.1 million higher than the Final Estimate. Traffic totaled 283.5 million which is just about even with the final estimate. Non-reimbursable expenses were approximately \$359 million or \$18.7 million lower than the Final Estimate in November. Labor expenses were about \$2.4 million lower out of the \$18.7 million primarily due to the vacancies and about \$1.1 million below Plan in overtime. Non-labor expenses were \$16 million lower due primarily to lower spending in maintenance and other operating contracts, professional service contracts, and materials and supplies some of that due to timing.

Total support to mass transit was \$939.6 million, which was \$37.3 million better than the Final Estimate, and \$44.5 million higher than the Adopted Budget. Chairman Lebow stated that B&T almost achieved \$1 billion dollars for the year in support to mass transit, and that is a terrific result.

### **Capital Program**

Mr. Keane stated that in March B&T made ten commitments with a total value of \$7.5 million. Year-to-date commitments total \$13.1 million against a plan year-to-date total of \$15.4 million. The largest commitment made in March was a design commitment, TN49, Suspended Span Deck Replacement, at the Throgs Neck Bridge for \$5.1 million.

In March there was one completion at the Verrazano-Narrows Bridge, VN03C, which is one of the phases of the toll plaza improvement project for \$13.8 million. This completion which was achieved on schedule brings year-to-date completions to \$13.8 million.

There were seven close-outs in March bringing the year-to-date close-outs to \$40.2 million.

Mr. Keane stated that overall B&T remains on course to meet its \$580 million in planned commitments for 2012. As noted at previous Committee meetings, 80% of the commitment plan is to be awarded in the third quarter of the year. As of now, B&T is on-target with all of its third quarter commitments.

Commissioner Lebow complimented the Authority and Mr. Keane on the repaving of the RFK Bridge. He stated that he was aware that many small projects were involved, but despite difficult circumstances it had turned out very well.

### **Procurements**

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

### **Competitive Procurements**

Mr. Koestler stated that there are seven competitive procurements this month totaling about \$35.44 million.

The first includes four personal service contracts, each for a duration of two years, with HNTB New York Engineering and Architecture, PC; Hardesty and Hanover, LLP; WSP Sells

Transportation and Infrastructure; and HAKS Engineers, Architects and Land Surveyors, PC to provide biennial bridge inspection and miscellaneous design services at the Robert F. Kennedy and Verrazano-Narrows Bridges. The inspections are required by the New York State Department of Transportation. The total amount of the four contracts is \$8,740,598.

The second item is a four year personal service contract with Dewberry Engineers Inc. to provide design and construction support services for Project BB-54, Rehabilitation of the Brooklyn Plaza at the Brooklyn Battery Tunnel in the amount of \$1,371,860. At a future date the cost for construction support services will be presented to the Board for approval. Item three is a two year personal service contract with Queens Trucking School, Inc. to provide commercial driver training courses to prepare our Maintenance employees for the New York State, New Jersey, Connecticut and/or Pennsylvania State Department of Motor Vehicles Commercial Driver's License written and road tests for an amount of \$58,900. In response to a question from Commissioner Lebow, Mr. Koestler responded that the Authority has employees who live in Pennsylvania and require commercial drivers' licenses.

The fourth item is a modification to a personal service contract with Parsons Transportation Group of New York, Inc. for \$8,354,051 to add design support services during construction as well as additional design services for Project VN-80, Upper Level Deck Replacement at the Suspended Span of the Verrazano-Narrows Bridge. The fifth item is a modification to a miscellaneous service contract with Lund Fire Protection Products Co., Inc. to rehabilitate fire suppressant systems located at two facilities in the amount of \$52,145. The sixth procurement is a modification to a public work contract with Judlau Contracting, Inc. for additional work and credits for reductions in other requirements in a net amount of \$1,832,137 under Contract HH-10, Replacement of the Upper Level Curb Stringers and Roadway Lighting at the Henry Hudson Bridge. The last item is a modification to a miscellaneous procurement contract with Telvent USA to exercise two, one year renewal options in the negotiated amount of \$15,028,370 to maintain and repair the hardware and software components of the Electronic Toll Registry System at all B&T facilities.

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

**Competitive Procurements**

**Personal Service Contracts**

HNTB NY Engineering and Architecture, PC	Contract No. PSC-11-2899 A – D Provide biennial bridge inspection and miscellaneous design services at the Robert	\$2,670,587.54
Hardesty and Hanover, LLP	F. Kennedy and Verrazano Narrows Bridges.	\$1,852,039.00
WSP Sells Transportation & Infrastructure		\$2,982,173.72
HAKS Engineers, Architects and Land Surveyors, PC		<u>\$1,235,797.00</u>
		<u>\$8,740,597.26</u>

Dewberry Engineers, Inc.	Contract No. PSC-11-2895 Provide design and construction support services for Project BB-54, Rehabilitation of the Brooklyn Plaza at the Brooklyn Battery Tunnel.	\$1,371,859.81
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Queens Trucking School, Inc.	Contract No. PSC-11-2900 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.	\$58,900.00
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**Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services**

Parsons Transportation Group of NY, Inc.	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.	\$8,354,051.00
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Lund Fire Protection Products Co., Inc.	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.	\$52,145.00
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**Modifications to Purchase & Public Works Contracts**

Judlau Contracting, Inc.	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.	\$1,832,137.00
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**Modifications to Miscellaneous Procurement Contracts**

Telvent USA

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.

\$15,028,370.00

Mr. Koestler stated that there are no ratifications.

**Adjournment**

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

Respectfully submitted,



Cindy L. Dugan  
Assistant Secretary





# **Bridges and Tunnels**

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## **Committee Work Plan**

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# BRIDGES & TUNNELS COMMITTEE WORK PLAN

## I. RECURRING AGENDA ITEMS

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

## II. SPECIFIC AGENDA ITEMS

	<u>Responsibility</u>
<u>June 2012</u>	
No items scheduled	
<u>July 2012</u>	
No items scheduled.	
<u>August 2012</u>	
No meeting scheduled.	
<u>September 2012</u>	
Customer Environment Survey – 2nd Quarter 2012	Operations
2013 Preliminary Budget	Planning & Budget
Diversity Report – 2 <sup>nd</sup> Quarter 2012	EEO
<u>October 2012</u>	
2013 Preliminary Budget	Planning & Budget
<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 <sup>rd</sup> 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

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

EEO

April 2013

Final Review of 2012 Year-End Operating Results

Planning & Budget

May 2013

Customer Environment Survey – 1st Quarter 2013

Operations

## **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

### JUNE 2012

No items scheduled.

### JULY 2012

No items scheduled.

### AUGUST 2012

No meeting scheduled.

### SEPTEMBER 2012

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

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

#### 2013 Preliminary Budget

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

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

Review and discuss 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 Preliminary Budget.

#### B&T Committee Charter - Review

Review and assess the adequacy of the Charter annually.

#### Diversity Report – 3<sup>rd</sup> 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**

### Diversity Report – 4<sup>th</sup> 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.

**MAY 2013**

Customer Environment Survey – 1st Quarter 2013

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.



# **Bridges and Tunnels**

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

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

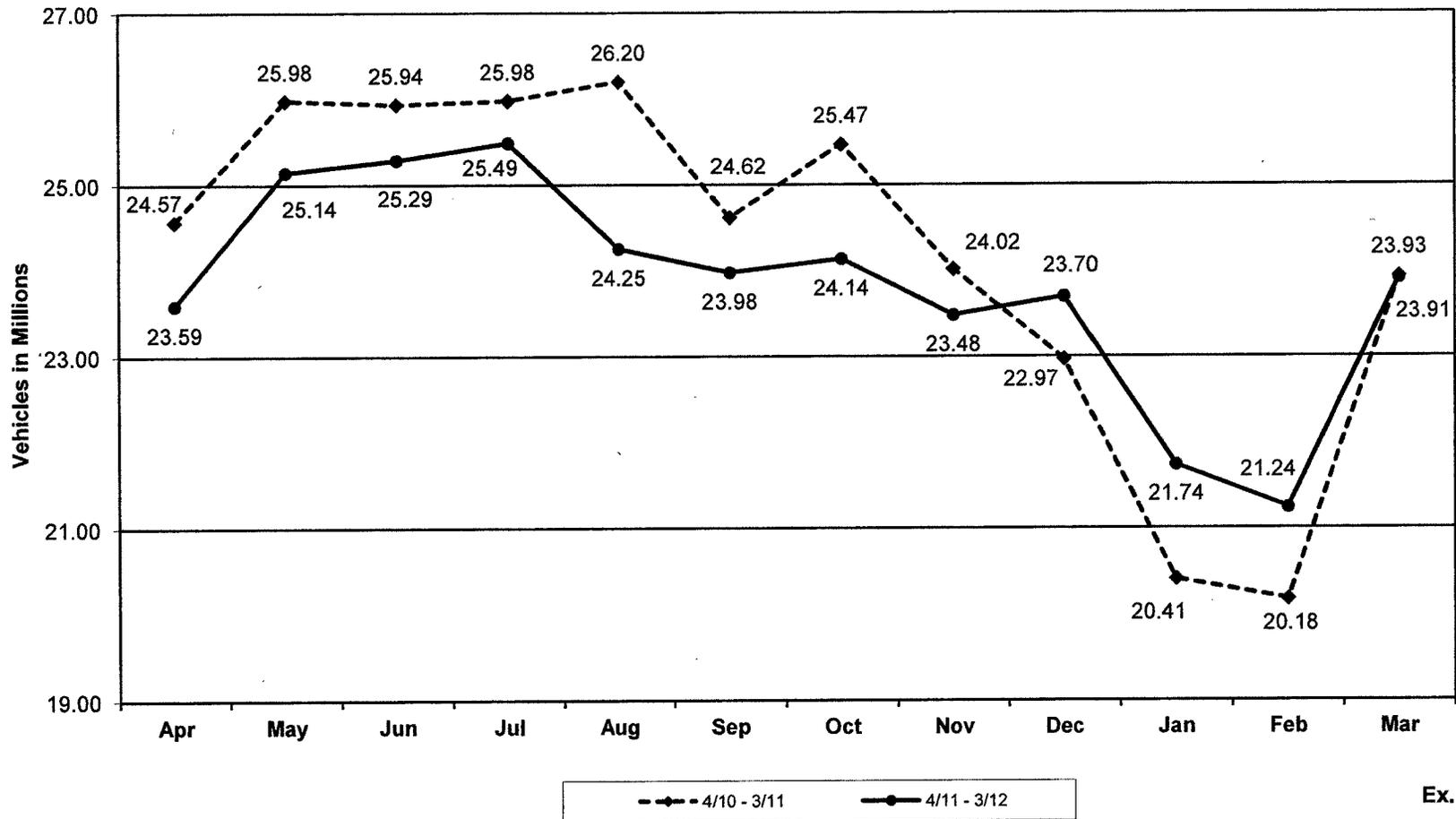
### **Summary**

Traffic crossings in March were almost identical on a year-to-year basis, 23.91 million in 2012 versus 23.93 million in 2011 (Exhibit 1).

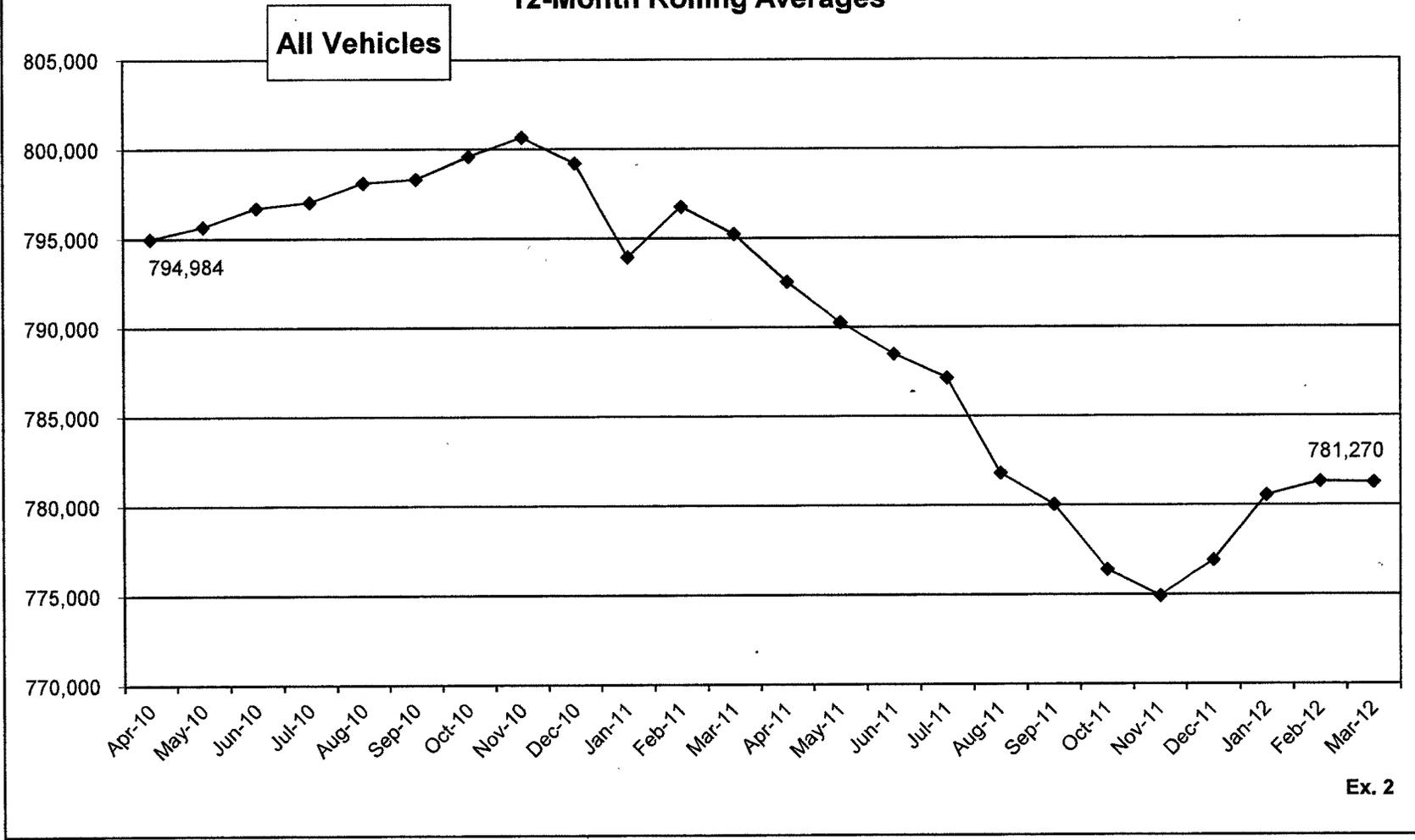
Weather was more favorable this March compared to last year. Temperatures averaged 51 degrees this year compared to 42 degrees in 2011. Although there were nine days of rain this year, only one inch fell in total. In 2011, there were 10 days of precipitation, with rainfall totaling over six inches and snowfall totaling just under an inch. Gas prices averaged \$3.93 per gallon, which was \$0.30 more per gallon than last year at this time.

Year-to-year E-ZPass volume increased by 1.8% and year-to-year cash crossings declined 7.5% for March 2012 versus 2011 (Exhibit 7). Passenger cars were up 0.1% and other vehicles were down 2.9% from last March (Exhibits 8).

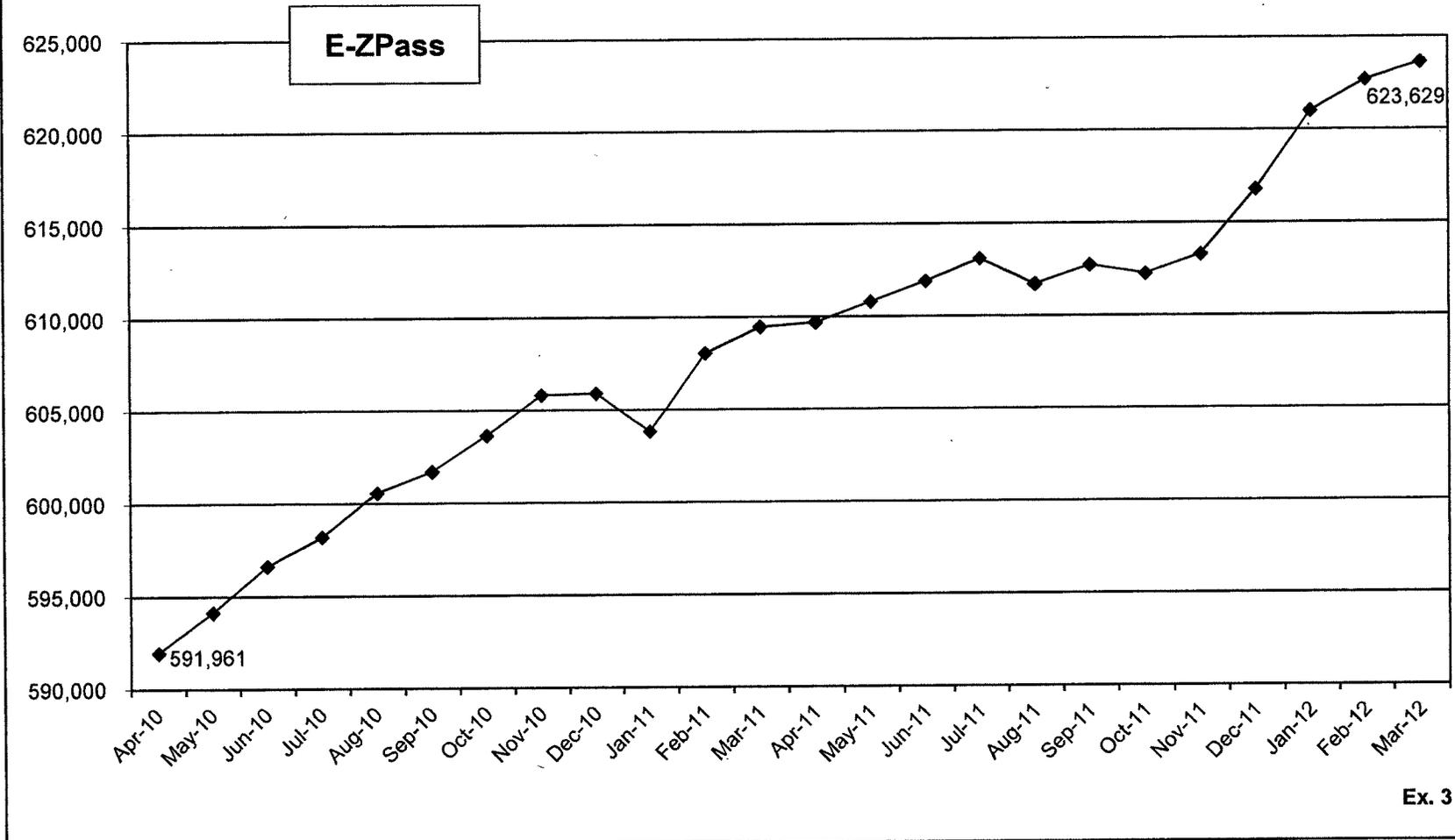
**MTA Bridges and Tunnels  
Traffic Volume - All Facilities  
Two Years Ending - March 2012**



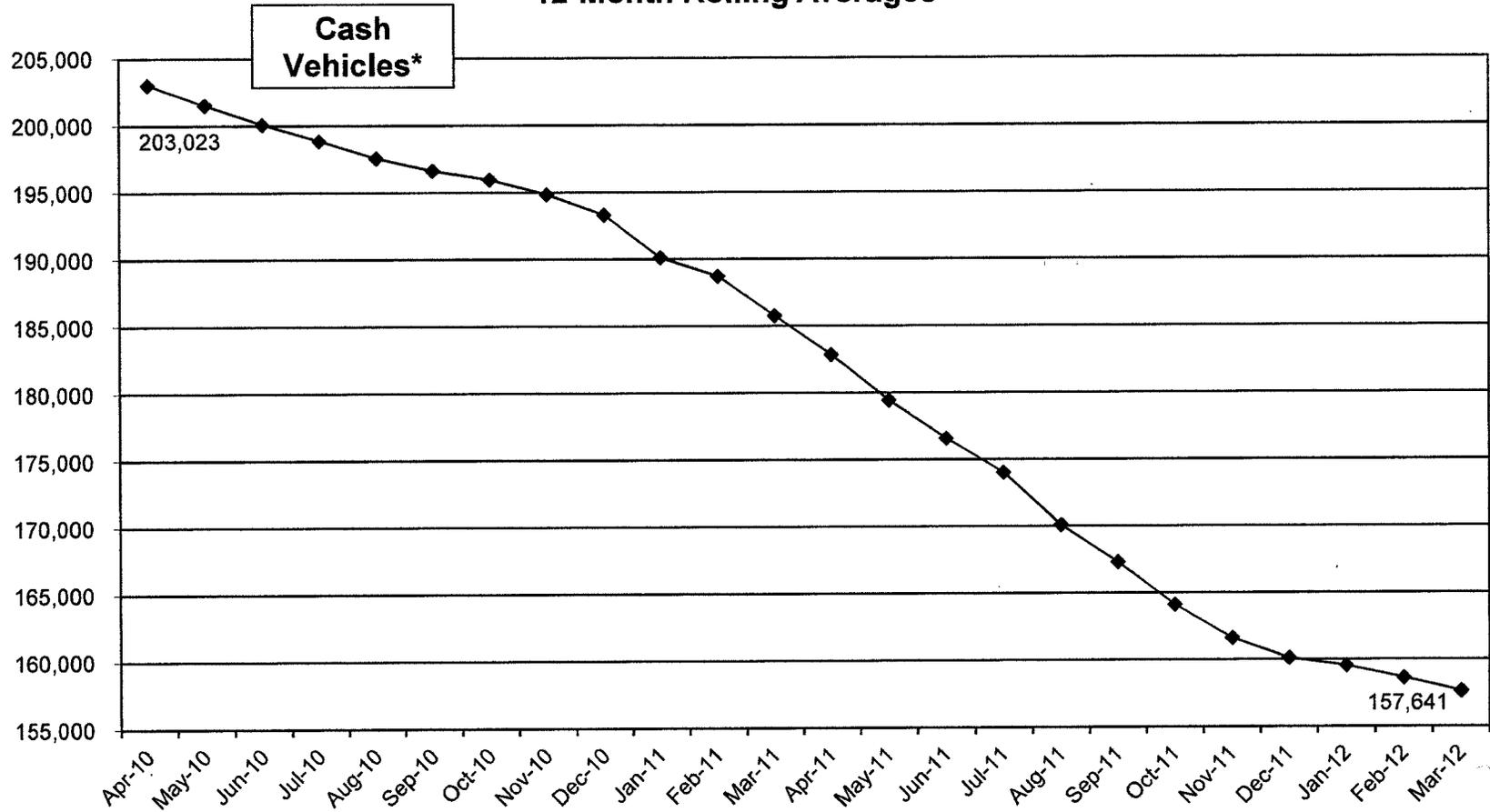
**MTA Bridges and Tunnels  
Average Daily Traffic: April 2010 - March 2012  
12-Month Rolling Averages**



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



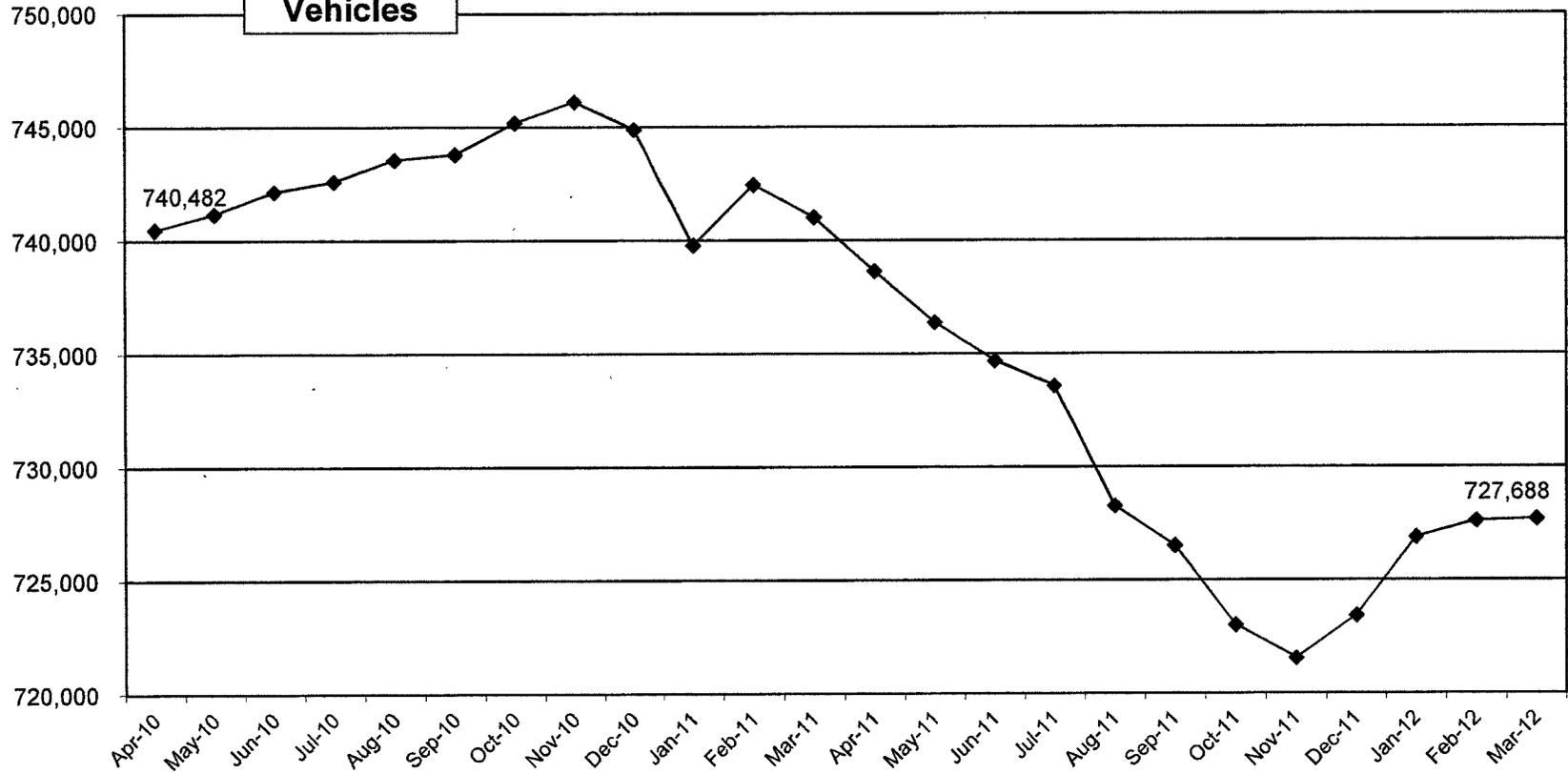
**MTA Bridges and Tunnels  
Average Daily Traffic: April 2010 - March 2012  
12-Month Rolling Averages**



\*Includes token and ticket transactions.

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

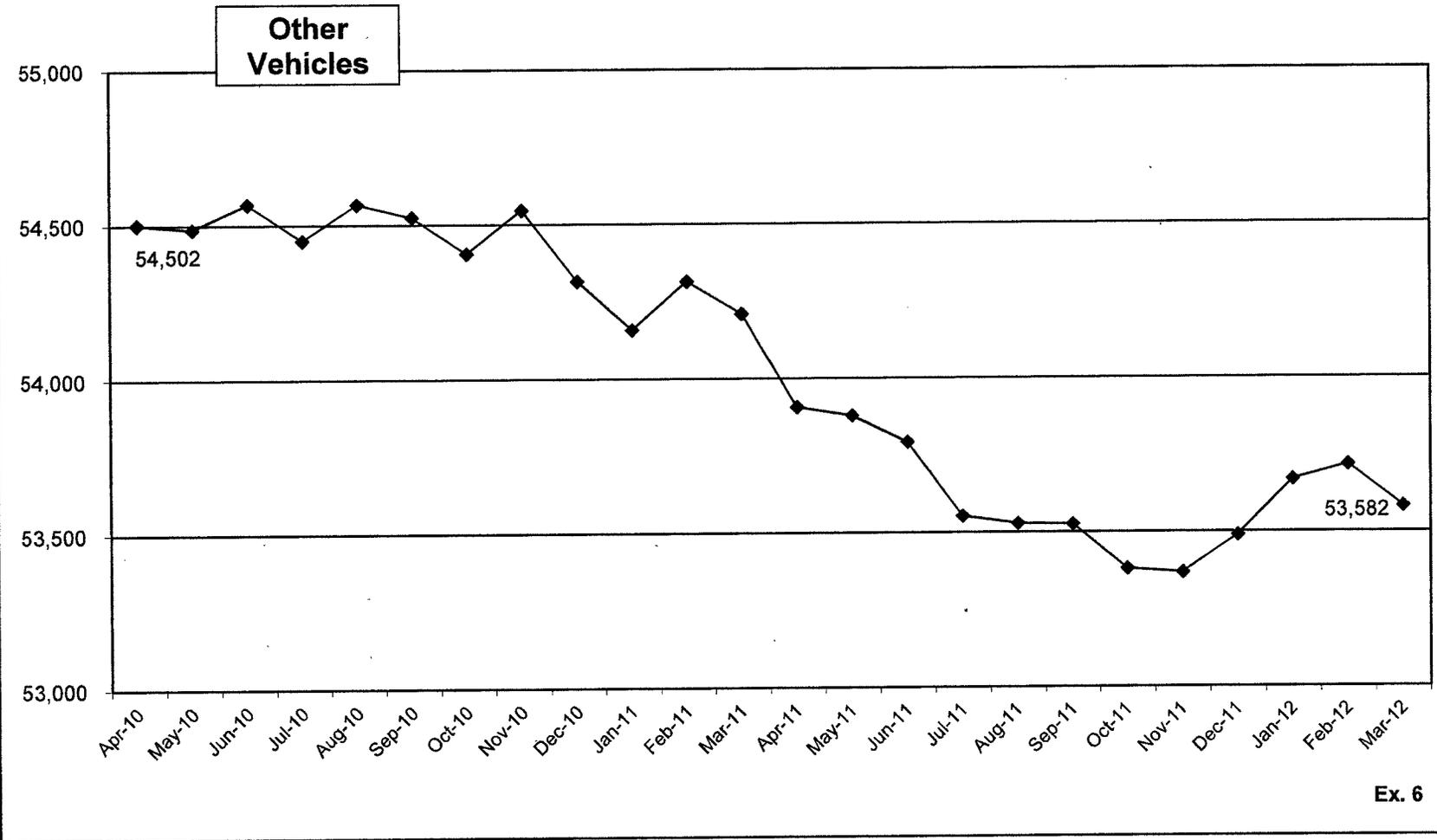
**Passenger  
Vehicles**



20

Ex. 5

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



21

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

Corridor	Toll Media	Mar <sup>(1)</sup>	3 Months <sup>(2)</sup> (Jan-Mar)	6 Months <sup>(3)</sup> (Oct-Mar)	9 Months <sup>(4)</sup> (Jul-Mar)	12 Months <sup>(5)</sup> (Apr-Mar)
All Facilities	Total Vehicles	-0.1%	2.5%	0.3%	-1.2%	-1.8%
	E-ZPass	1.8%	4.9%	3.7%	2.6%	2.3%
	Cash <sup>(6)</sup>	-7.5%	-6.7%	-11.8%	-14.1%	-15.1%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	0.3%	2.4%	0.3%	-1.5%	-2.2%
	E-ZPass	2.9%	5.5%	4.7%	3.6%	3.3%
	Cash <sup>(6)</sup>	-6.9%	-6.0%	-11.2%	-14.0%	-15.3%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Brooklyn-Battery Tunnel	Total Vehicles	0.2%	2.8%	0.8%	-0.2%	-0.2%
	E-ZPass	1.9%	4.9%	3.8%	3.2%	3.5%
	Cash <sup>(6)</sup>	-8.2%	-7.4%	-12.4%	-14.3%	-15.2%
Verrazano-Narrows Bridge	Total Vehicles	-0.7%	1.9%	0.1%	-1.6%	-2.1%
	E-ZPass	0.4%	3.5%	2.4%	1.0%	0.7%
	Cash <sup>(6)</sup>	-5.8%	-5.2%	-9.9%	-12.1%	-13.0%
Henry Hudson Bridge	Total Vehicles	-1.8%	3.1%	-0.9%	-2.5%	-2.7%
	E-ZPass	0.7%	6.5%	3.3%	1.9%	1.6%
	Cash <sup>(6)</sup>	-16.7%	-16.5%	-23.0%	-24.3%	-23.5%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	0.6%	3.8%	1.7%	-0.9%	-3.1%
	E-ZPass	2.1%	5.6%	4.0%	1.6%	-0.7%
	Cash <sup>(6)</sup>	-6.5%	-4.1%	-8.3%	-10.6%	-12.3%

(1) March 2012 vs. March 2011.

(2) January 2011 to March 2012 vs. January 2010 to March 2011.

(3) October 2011 to March 2012 vs. October 2010 to March 2011.

(4) July 2011 to March 2012 vs. July 2010 to March 2011.

(5) April 2011 to March 2012 vs. April 2010 to March 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	Mar <sup>(1)</sup>	3 Months <sup>(2)</sup> (Jan-Mar)	6 Months <sup>(3)</sup> (Oct-Mar)	9 Months <sup>(4)</sup> (Jul-Mar)	12 Months <sup>(5)</sup> (Apr-Mar)
All Facilities	Total Vehicles	-0.1%	2.5%	0.3%	-1.2%	-1.8%
	Passenger	0.1%	2.7%	0.4%	-1.3%	-1.8%
	Other	-2.9%	0.8%	0.2%	-0.5%	-1.2%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	0.3%	2.4%	0.3%	-1.5%	-2.2%
	Passenger	0.7%	2.5%	0.2%	-1.6%	-2.4%
	Other	-2.7%	1.4%	0.8%	0.2%	-0.6%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Brooklyn-Battery Tunnel	Total Vehicles	0.2%	2.8%	0.8%	-0.2%	-0.2%
	Passenger	0.5%	3.0%	0.9%	-0.2%	-0.1%
	Other	-2.9%	0.3%	0.0%	-0.9%	-1.4%
Verrazano-Narrows Bridge	Total Vehicles	-0.7%	1.9%	0.1%	-1.6%	-2.1%
	Passenger	-0.5%	2.1%	0.1%	-1.6%	-2.1%
	Other	-3.8%	-1.0%	-1.2%	-1.8%	-2.1%
Henry Hudson Bridge	Total Vehicles	-1.8%	3.1%	-0.9%	-2.5%	-2.7%
	Passenger	-1.8%	3.0%	-0.9%	-2.5%	-2.8%
	Other	-1.8%	10.4%	6.9%	7.2%	7.0%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	0.6%	3.8%	1.7%	-0.9%	-3.1%
	Passenger	0.6%	3.8%	1.7%	-0.9%	-3.1%
	Other	0.6%	3.9%	1.2%	-0.6%	-3.1%

(1) March 2012 vs. March 2011.

(2) January 2011 to March 2012 vs. January 2010 to March 2011.

(3) October 2011 to March 2012 vs. October 2010 to March 2011.

(4) July 2011 to March 2012 vs. July 2010 to March 2011.

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

Ex. 8

## Supplemental Data Page for Exhibits 2 through 6

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

<u>Month</u>	<u>All Vehicles<sup>1</sup></u>	<u>E-ZPass</u>	<u>Cash<sup>2</sup></u>	<u>Passenger</u>	<u>Other</u>
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	780,048	612,736	167,312	726,522	53,526
Oct-11	776,391	612,259	164,132	723,010	53,381
Nov-11	774,921	613,294	161,627	721,553	53,369
Dec-11	776,917	616,795	160,123	723,428	53,489
Jan-12	780,557	621,001	159,555	726,887	53,670
Feb-12	781,324	622,692	158,632	727,607	53,717
Mar-12	781,270	623,629	157,641	727,688	53,582

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**

<u>Month</u>	<u>Traffic &amp; Average Gas Price<sup>1</sup></u>		<u>Weather<sup>2</sup></u>			<u>Precipitation Days</u>
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	
Apr-10	24,570,400	\$2.91	58	2.6	-	6
May-10	25,980,868	\$3.00	67	2.9	-	8
Jun-10	25,937,063	\$2.86	76	1.7	-	9
Jul-10	25,981,715	\$2.83	83	2.5	-	7
Aug-10	26,202,259	\$2.83	79	2.4	-	8
Sep-10	24,617,701	\$2.76	73	2.6	-	8
Oct-10	25,470,647	\$2.89	60	4.6	-	10
Nov-10	24,016,670	\$3.01	49	1.8	-	8
Dec-10 <sup>(3)</sup>	22,969,330	\$3.17	35	3.5	14.6	6
Jan-11	20,408,730	\$3.27	32	4.0	32.6	10
Feb-11	20,176,144	\$3.32	37	3.3	4.1	9
Mar-11	23,928,232	\$3.63	42	6.0	0.9	10
Apr-11	23,593,365	\$3.91	53	5.1	-	14
May-11	25,144,889	\$4.13	64	4.0	-	10
Jun-11	25,289,003	\$3.95	73	3.9	-	10
Jul-11	25,490,788	\$3.90	81	2.9	-	6
Aug-11	24,253,530	\$3.89	76	17.2	-	14
Sep-11	23,976,096	\$3.78	71	7.6	-	11
Oct-11	24,135,980	\$3.66	59	4.6	1.7	11
Nov-11	23,480,109	\$3.60	52	2.9	-	7
Dec-11	23,697,995	\$3.44	44	3.9	-	9
<b>Jan-12</b>	<b>21,737,036</b>	<b>\$3.58</b>	<b>38</b>	<b>3.4</b>	<b>2.5</b>	<b>10</b>
<b>Feb-12</b>	<b>21,237,686</b>	<b>\$3.77</b>	<b>42</b>	<b>1.3</b>	-	<b>10</b>
<b>Mar-12</b>	<b>23,908,261</b>	<b>\$3.93</b>	<b>51</b>	<b>1.0</b>	-	<b>9</b>

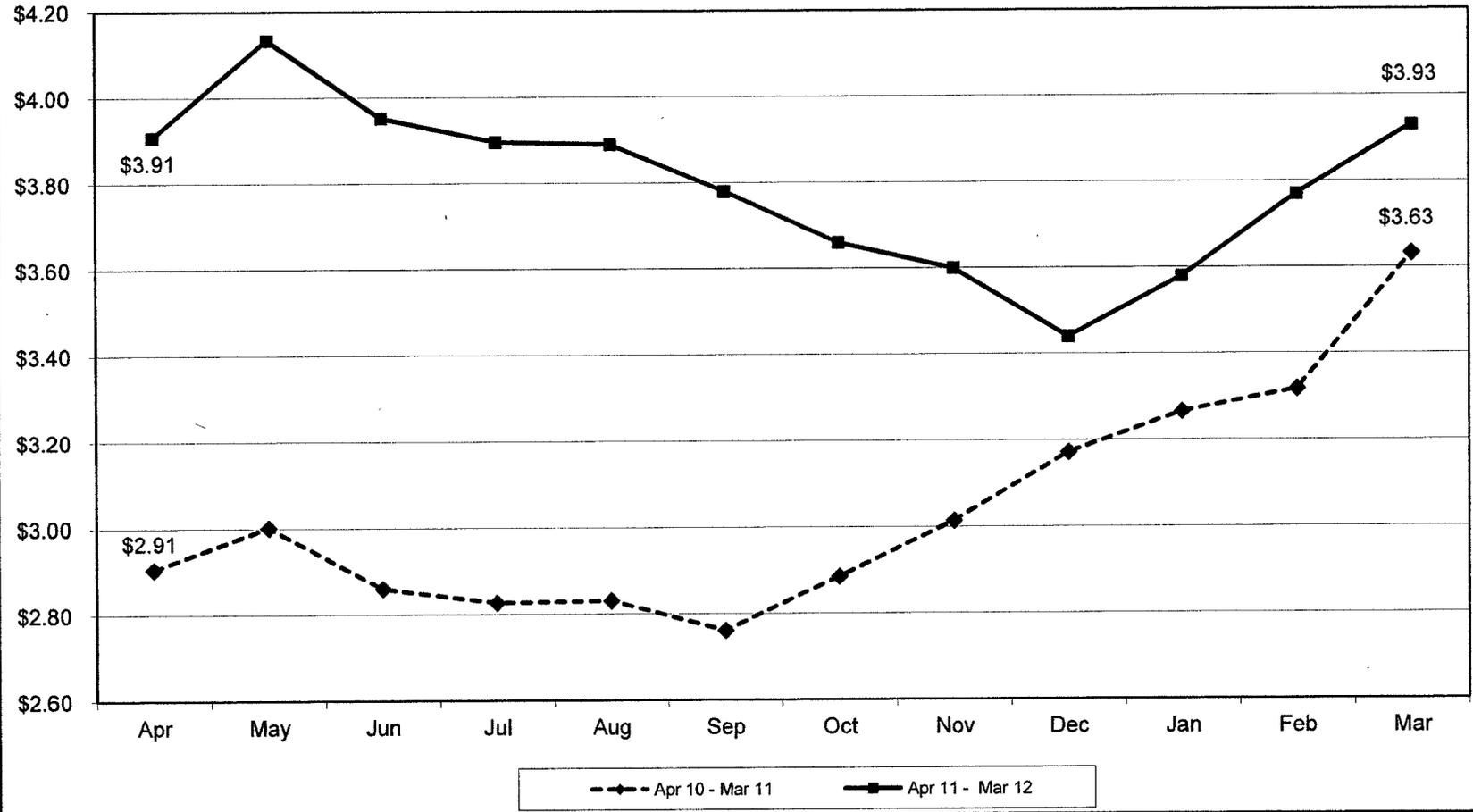
Note: Bold numbers are preliminary.

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

<u>Month</u>	<u>Traffic &amp; Gas Monthly Inc/(Dec)</u>		<u>Weather Monthly Inc/(Dec)</u>			<u>Precipitation Days</u>
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	
<b>2011 vs. 2010</b>						
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	(641,605)	\$1.02	(2)	5.1	-	3
October	(1,334,667)	\$0.77	(1)	(0.1)	1.7	1
November	(536,561)	\$0.59	3	1.1	-	(1)
December	728,665	\$0.27	9	0.4	(14.6)	3
<b>2012 vs. 2011</b>						
January	1,328,306	\$0.31	6	(0.6)	(30.1)	0
February	1,061,542	\$0.45	5	(2.0)	(4.1)	1
March	(19,971)	\$0.30	9	(5.0)	(0.9)	(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.

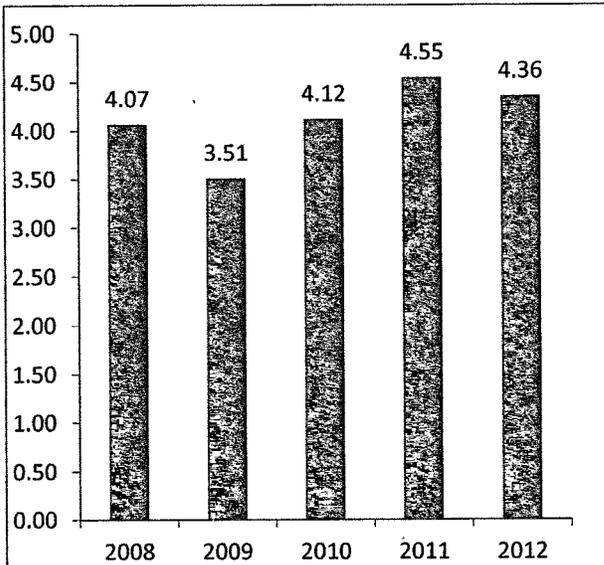
Supplemental Graph  
Gas Prices in the NY-NJ-CT-PA Area  
April 2010 - March 2012



# **SAFETY REPORT**

## MTA Bridges & Tunnels

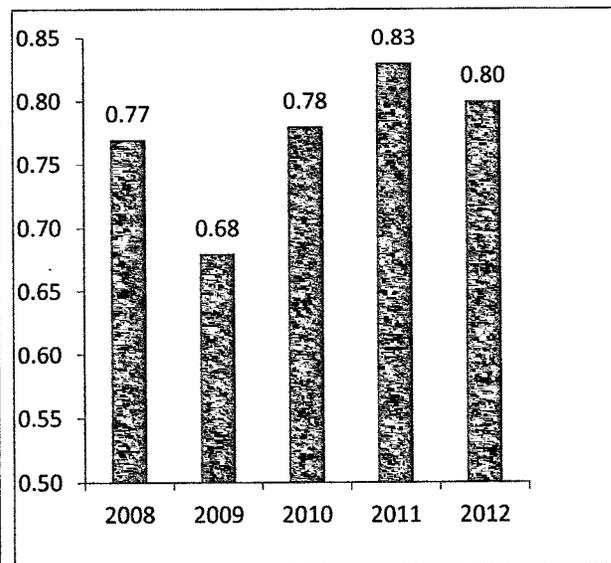
### 5 Yr Summary of Customer Collisions & Injuries thru March



Total Customer Collisions

Year	Total Collisions	Collision Rate/M Vehicles
2008	291	4.07
2009	239	3.51
2010	275	4.12
2011	297	4.55
2012	295	4.36

% change from last year: -4.2%  
 5 year Average 4.12



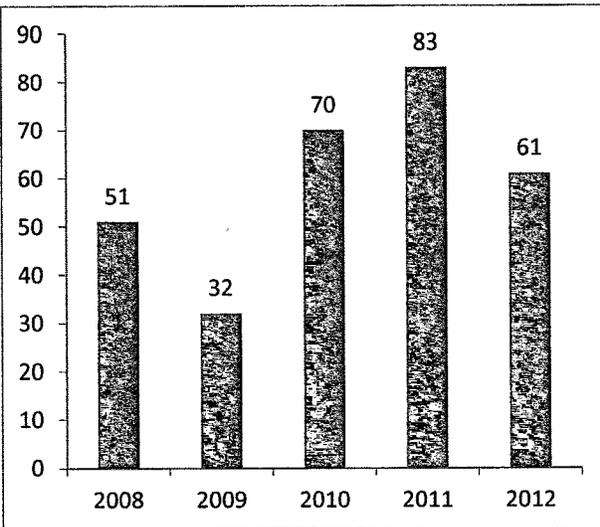
Total Injury Collisions

Year	Injury Collisions	Injury Rate/M Vehicles
2008	55	0.77
2009	46	0.68
2010	52	0.78
2011	54	0.83
2012	54	0.80

% change from last year: -3.6%  
 5 year Average 0.77

## MTA Bridges & Tunnels

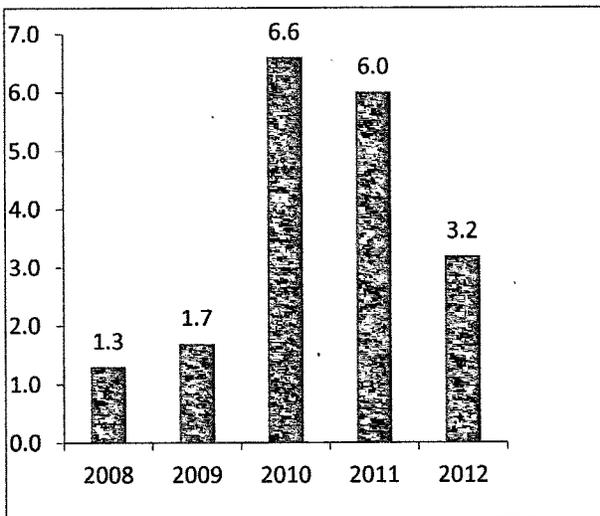
### 5 Yr Summary of Employee Accident Reports & Injuries thru March



Total Employee Accident Reports (C-2's)

Year	Total
2008	51
2009	32
2010	70
2011	83
2012	61

% change from last year: -26.5%  
5 year Average 59



Employee Lost Time Injuries

Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2008	6	1.3
2009	8	1.7
2010	29	6.6
2011	24	6.0
2012	13	3.2

% change from last year: -46.7%  
5 year Average 3.76





# **Bridges and Tunnels**

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

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**KEY CUSTOMER SERVICE AREAS**

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

**SCOPE OF THE OPERATIONS DEPARTMENT**

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

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

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

**CRITICAL OBJECTIVES**

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

**EXECUTIVE SUMMARY**

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The following is a summary of first quarter 2012 results:

**Customer Environment**

B&T striped 117,476 linear feet of roadway at multiple locations of the Robert F. Kennedy Bridge in the first quarter to enhance the customer environment. B&T repaired 942 potholes in the first quarter 2012, significantly down from 4,592 in the first quarter 2011. Favorable weather conditions were a major factor in this difference.

**Customer Safety**

The overall collisions per million vehicles rate was 4.36 in the first quarter 2012, 4.2% lower than the first quarter 2011. The collision with injury rate per million vehicles in the first quarter 2012 was 0.80, 3.6% lower than the same period in 2011.

**Customer Service**

B&T met its E-ZPass toll lane availability goal in the first quarter 2012.



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

**Maintenance Work Orders**

A completed maintenance work order indicates the completion of a maintenance task that is either scheduled or requested. An emergency roadway work order relates to a high priority roadway condition that directly impacts customers. During the first quarter 2012, B&T completed 3,565 work orders, 8 of which were for emergencies. The average response time to complete emergency work orders was 0.6 days during this period.

**Potholes Repaired**

B&T repaired 942 potholes during the first quarter 2012, down from 4,592 in the first quarter of 2011. Mild weather conditions prevented the need for as many pothole repairs this quarter compared to the same quarter of last year.

**Roadway Striping**

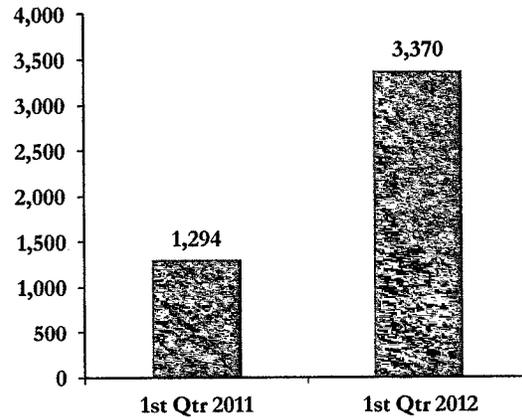
B&T striped 117,476 linear feet of roadway at multiple locations of the Robert F. Kennedy Bridge in the first quarter 2012. Roadway striping enhances the ability of customers to safely and efficiently cross B&T facilities.

**Tunnel Cleaning**

In the first quarter 2012, B&T cleaned 473,115 linear feet at the Queens Midtown and Brooklyn-

Battery Tunnels, which is 3% more than the same period in 2011.

**Roadway Sweeping (miles)  
1st Quarter 2011 vs. 1st Quarter 2012**



**Roadway Sweeping**

B&T swept 3,370 miles of roadway in the first quarter of 2012 and is on pace to reach its year-end goal of 12,500 miles swept.

Performance Statistics	ACTUAL							GOAL
	Year End				1st Qtr	1st Qtr	% Chg	YE
	2008	2009	2010	2011	2011	2012	B/(W)	2012
Maintenance Work Orders (All)	19,987	20,260	16,757	15,476	3,850	3,565	(7.4%)	N/A
Maintenance Work Orders (Emergency)	N/A	34	36	36	12	8	(33.3%)	N/A
Avg. days to completion for emergency work order	N/A	0.4	0.3	0.4	0.6	0.6	0.0%	1.0
Potholes repaired	N/A	8,353	6,361	8,323	4,592	942	(79.5%)	N/A
Roadway sweeping (miles)	26,128	29,166	12,480	11,795	1,294	3,370	160.4%	12,500
Roadway lights in service (%)	N/A	95.9%	95.2%	97.2%	96.6%	97.6%	1.0%	95.0%
Tunnel cleaning -walls and ceilings (linear ft.)	N/A	3,408,927	3,682,328	3,577,420	459,336	473,115	3.0%	2,776,320

Performance Statistics	ACTUAL							GOAL
	Year End				1st Qtr	1st Qtr	% Chg	YE
	2008	2009	2010	2011	2011	2012	B/(W)	2012
Roadway striping replaced (linear ft.)	111,368	359,454	213,044	314,369	2,026	117,476	5,698.4%	N/A
Roadway striping replacement plan (linear ft.)	100,000	200,000	200,000	100,000	0	100,000	N/A	250,000
% Completed versus plan	111.4%	179.7%	106.5%	314.4%	N/A	117.5%	N/A	N/A



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

**Travel Time**

Since the first quarter 2009, the Customer Environment Survey has reported weekday peak period average travel time across each facility. Actual travel times vary by facility, since the travel distance being measured is not identical at each facility. In 2012, Bridges and Tunnels revised the tunnel metric to reflect lower posted speeds during measured peak periods.

<b>Percentage of Vehicles Traveling Above 30 Miles per Hour During Weekday Peak Periods</b>			
	<b>1st Qtr 2011</b>	<b>1st Qtr 2012</b>	<b>YE 2011</b>
<b><i>Bridges</i></b>			
Henry Hudson Bridge	92.4%	95.5%	93.4%
Throgs Neck Bridge	97.1%	98.6%	96.2%
Bronx-Whitestone Bridge	81.2%	97.8%	72.6%
Robert F. Kennedy Bridge	90.1%	90.0%	84.1%
Verrazano-Narrows Bridge	93.1%	92.4%	88.5%
Marine Parkway Bridge	99.8%	98.9%	99.9%
Cross Bay Bridge	99.5%	100.0%	99.8%
<b><i>All Bridges Combined</i></b>	<b><i>91.5%</i></b>	<b><i>94.4%</i></b>	<b><i>87.4%</i></b>
<b>Percentage of Vehicles Traveling Above 25 Miles per Hour During Weekday Peak Periods</b>			
	<b>1st Qtr 2011</b>	<b>1st Qtr 2012</b>	<b>YE 2011</b>
<b><i>Tunnels</i></b>			
Queens Midtown Tunnel	67.5%	66.3%	59.0%
Brooklyn-Battery Tunnel	89.8%	92.5%	89.3%
<b><i>All Tunnels Combined</i></b>	<b><i>75.8%</i></b>	<b><i>76.0%</i></b>	<b><i>70.2%</i></b>

During the first quarter 2012, 94.4% of vehicle crossings at bridges during weekday peak periods traveled above 30 mph Authority-wide, versus 91.5% for the first quarter 2011. Travel time at the Bronx-Whitestone Bridge improved due to the lifting of the long-term lane closure in late October, which had been in effect since June 2010 due to work on the Bronx approach reconstruction. All six of the facility's lanes are now available for customers during peak travel times. There was also a slight decrease in travel time at the Marine Parkway Bridge. This is mainly due to an Army Corps of Engineers' dredging project in Jamaica Bay which required 336 bridge lifts during the first quarter 2012.

During the first quarter 2012, 76.0% of vehicle crossings at tunnels during weekday peak periods traveled above 25 mph Authority-wide, versus 75.8% for the first quarter 2011.



**Bridges and Tunnels**

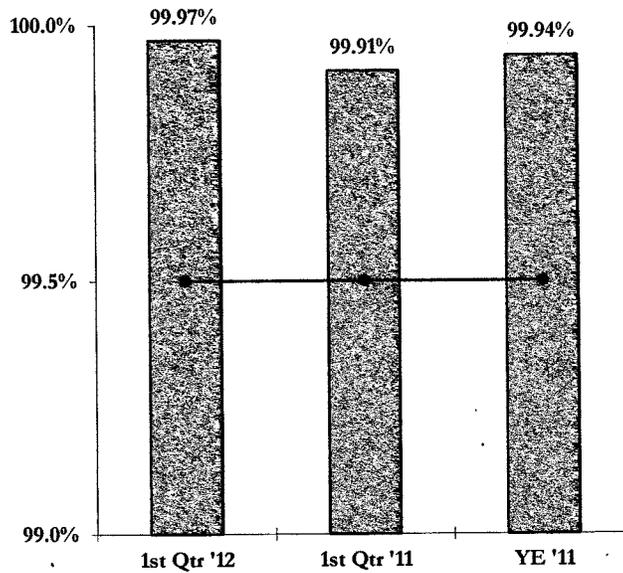
**CUSTOMER ENVIRONMENT SURVEY**

**E-ZPass Toll Lane Availability**

E-ZPass toll lane availability measures the percent of E-ZPass toll lanes available for customer use. There are currently 189 E-ZPass toll lanes at B&T facilities.

The following chart shows first quarter 2012 performance against first quarter 2011 and year-end 2011 performance. Performance in this area has been consistently strong and goals were met in each of the periods.

**E-ZPass Toll Lane Availability Performance**



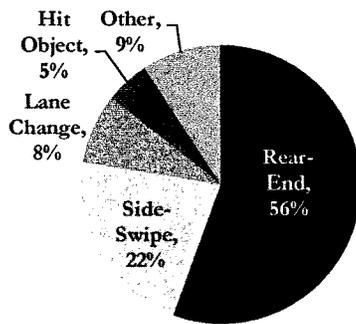
Performance Statistics	ACTUAL						GOAL
	Year End				1st Qtr	1st Qtr	% Chg
	2008	2009	2010	2011	2011	2012	B/(W)
E-ZPass toll lane availability	99.93%	99.90%	99.89%	99.94%	99.91%	99.97%	0.06%
							99.50%

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

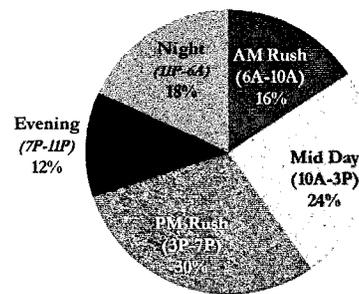
**Customer Safety**

B&T's total collision and collision with injury rates were lower in the first quarter 2012 than in the first quarter 2011. In the first quarter 2012, the collision rate per million vehicles was 4.36 and the collision with injury rate per million vehicles was 0.80.

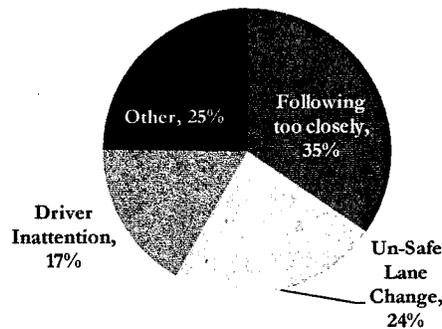
**Collisions by Type – 1st Quarter 2012**



**Collisions by Tour – 1st Quarter 2012**



**Collisions by Factor – 1st Quarter 2012**



Note: "Other" includes speeding, backing up, and not stopping in time.

During the quarter, the majority of collisions on B&T facilities were rear end accidents caused by following too closely. In the first quarter 2012, the Special Operations Division deployed resources primarily at the Robert F. Kennedy and Verrazano-Narrows Bridges, focusing on deterring excessive speed, unsafe lane changes, and other aggressive driving behaviors. These two facilities, which lead the Authority in traffic, have more than half of all collisions. Operations personnel issued 1,791 total speeding summonses in first quarter 2012 compared to 1,245 in the first quarter of 2011. B&T's Special Operations Division issued 650 truck enforcement-related summonses in the first quarter 2012 compared to 424 in the first quarter 2011.

*Customer Safety continued*

B&T promotes customer safety by improving lane delineation, line striping, and signage. In the first quarter 2012, B&T implemented the following safety improvement measures:

- The Robert F. Kennedy Bridge repaired the roadway on its Queens to Manhattan ramp and repaved the Manhattan plaza.
- The Verrazano-Narrows Bridge removed three unused toll booths, restriped those lanes, and replaced missing delineators in order to implement a safer traffic pattern.
- The Henry Hudson Bridge replaced its original 1930's-era steel curb stringers, which support the upper level roadway, with new and improved sub-stringer steel beams. New attenuators (crash cushions) were also installed around all of its electronic tolling lanes to mitigate the damage to vehicles and motorists involved in accidents.
- Maintenance crews replaced damaged delineators and installed sudden stop signs at the Brooklyn-Battery Tunnel to help prevent collisions.
- At the Bronx-Whitestone Bridge, new light poles and new steel girders were installed as part of a larger project to widen the Bridge's lanes and install new safety features.

Performance Statistics	ACTUALS							GOAL
	Year End				1st Qtr	1st Qtr	% Chg	YE
	2008	2009	2010	2011	2011	2012	B/(W)	2012
Collision rate per million vehicles	5.04	4.88	5.40	5.48	4.55	4.36	4.2%	5.21
Collision with injury rate per million vehicles	0.95	0.96	0.90	0.88	0.83	0.80	3.6%	0.84
Speeding summonses	8,062	5,471	5,194	5,811	1,245	1,791	43.9%	N/A
Truck summonses	2,502	4,012	2,601	2,213	424	650	53.3%	N/A
Emergency wrecker response time (min:sec)	6:41	6:53	6:45	7:02	7:04	6:32	7.5%	N/A



**INDICATOR DEFINITIONS**

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**CUSTOMER ENVIRONMENT**

- Indicator Name: Roadway striping replaced  
% completed versus plan
- Description: Roadway striping is measured in linear feet.  
Percentage of roadway striping completed versus plan.  
Beginning in 2010, the Engineering and Construction Department's roadway striping figures are included in the total.
- Source: Central Maintenance Contracts – Project Management group and Engineering & Construction Department
  
- Indicator Name: Potholes repaired
- Description: Number of potholes repaired
- Source: Central Maintenance North and South through the Computerized Maintenance Management System (CMMS) and Engineering & Construction Department
  
- Indicator Name: Roadway sweeping (miles)
- Description: Length of roadway swept measured in miles (both contracted and in-house)
- Source: Central Maintenance Project Management and Central Maintenance South through the Computerized Maintenance Management System (CMMS)
  
- Indicator Name: Completed Maintenance work order
- Description: The completion of a maintenance task that is either scheduled or requested.
- Source: Computerized Maintenance Management System (CMMS)
  
- Indicator Name: Average days to completion for emergency work orders
- Description: The average time to complete emergency roadway work order repairs
- Source: Central Maintenance North and South through the Computerized Maintenance Management System (CMMS)
  
- Indicator Name: Roadway lights in service (%)
- Description: Percent of all roadway lights in service at a monthly point in time
- Source: Reported by facilities on the first weekend of each month
  
- Indicator Name: Tunnel cleaning (walls and ceilings)
- Description: Linear feet of tunnel walls and ceilings cleaned. Complete cleaning requires ten passes of the wash truck. Brooklyn-Battery and Queens Midtown Tunnels would cover 182,220 and 126,260 feet respectively to wash both tubes.
- Source: Queens Midtown and Brooklyn-Battery Tunnel facility management



**INDICATOR DEFINITIONS - (CONTINUED)**

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**CUSTOMER SERVICE**

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



**INDICATOR DEFINITIONS - (CONTINUED)**

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**CUSTOMER SAFETY**

Indicator Name: Collision rate per million vehicles  
Description: The rate of vehicular collisions for every one million vehicles  
Source: Operations and Traffic Engineering database of accident reports  
Traffic data is supplied by the Revenue Management Department. Rates are calculated by Operations personnel using source data

Indicator Name: Collision with injury rate per million vehicles  
Description: The rate of vehicular collisions on B&T property where an injury occurred for every one million vehicles. Total injuries include injuries where customers indicate that they are injured at the scene.  
Source: Operations and Traffic Engineering database of accident reports  
Traffic data is supplied by the Revenue Management Department. Rates are derived by Operations personnel using source data

Indicator Name: Speeding summonses  
Description: The number of speed enforcement and speeding in construction zone enforcement summonses written at facilities  
Source: Facility database

Indicator Name: Truck summonses  
Description: The number of truck enforcement summonses written at facilities including CFR and overweight violations  
Source: Facility database

Indicator Name: Emergency wrecker response time  
Description: The average time recorded from the time a call is reported to the time a wrecker arrives on the scene. This includes wrecker responses to collisions, disabled vehicles, and debris in roadway.  
Source: Facility database

Indicator Name: Collisions by Type  
Description: The percentage of collisions associated with each type of accident  
Source: CARS database

Indicator Name: Collisions by Tour  
Description: The percentage of collisions that occurred within each of the five tour periods of a day  
Source: CARS database

Indicator Name: Collisions by Factor  
Description: The percentage of collisions attributed to each of the causal factors  
Source: CARS database





# **Bridges and Tunnels**

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



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

<b>E-ZPass Performance at All B&amp;T Facilities<sup>1</sup></b>			
	March 2012	Year to Date	March 2011
Total E-ZPass Traffic <sup>2</sup>	19,431,919	54,329,514	19,089,137
E-ZPass Market Share: Total	81.3%	81.2%	79.8%
Cars	80.5%	80.5%	79.0%
Trucks	91.1%	91.4%	90.0%

<b>Weekday E-ZPass Performance by Facility<sup>1,2</sup></b>			
Facility	March Average E-ZPass Weekday Traffic and Market Share		
	2012 Average Traffic	2012 Market Share	2011 Market Share
Bronx-Whitestone Bridge	81,264	76.7%	75.3%
Brooklyn-Battery Tunnel	44,433	88.0%	87.6%
Cross Bay Veterans Memorial Bridge	16,733	82.2%	81.4%
Henry Hudson Bridge	56,016	88.9%	86.8%
Marine Parkway-Gil Hodges Memorial Bridge	18,032	86.7%	85.1%
Queens Midtown Tunnel	73,910	87.2%	85.6%
Robert F. Kennedy Bridge - Bronx Plaza	55,470	73.4%	70.3%
Robert F. Kennedy Bridge - Manhattan Plaza	70,912	83.4%	81.6%
Throgs Neck Bridge	88,982	82.5%	80.7%
Verrazano-Narrows Bridge	<u>155,812</u>	85.1%	84.0%
All Facilities	661,564	83.0%	81.4%

**Notes:**

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

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

<b>Weekday Peak Hour E-ZPass Performance by Facility<sup>4</sup></b>				
Facility	March E-ZPass Market Share			
	2012 AM Peak	2011 AM Peak	2012 PM Peak	2011 PM Peak
Bronx-Whitestone Bridge	82.9%	81.6%	78.2%	77.1%
Brooklyn-Battery Tunnel	91.0%	90.8%	88.7%	88.1%
Cross Bay Veterans Memorial Bridge	86.9%	86.6%	83.6%	82.3%
Henry Hudson Bridge	91.5%	89.4%	89.8%	87.7%
Marine Parkway-Gil Hodges Memorial Bridge	90.3%	89.3%	86.5%	86.3%
Queens Midtown Tunnel	89.1%	87.5%	87.9%	86.3%
Robert F. Kennedy Bridge - Bronx Plaza	79.8%	77.3%	75.2%	71.1%
Robert F. Kennedy Bridge - Manhattan Plaza	86.7%	87.2%	84.9%	83.1%
Throgs Neck Bridge	87.8%	86.5%	83.4%	81.9%
Verrazano-Narrows Bridge <sup>5</sup>	N/A	N/A	88.4%	87.7%
All Facilities	86.8%	85.7%	84.5%	83.0%

<b>Weekend E-ZPass Performance by Facility<sup>1</sup></b>			
Facility	March Average E-ZPass Weekend Traffic and Market Share		
	2012 Avg. Traffic	2012 Market Share	2011 Market Share
Bronx-Whitestone Bridge	71,241	69.5%	68.0%
Brooklyn-Battery Tunnel	31,753	83.5%	82.4%
Cross Bay Veterans Memorial Bridge	12,897	77.7%	76.2%
Henry Hudson Bridge	45,722	85.2%	82.4%
Marine Parkway-Gil Hodges Memorial Bridge	13,474	83.0%	80.6%
Queens Midtown Tunnel	57,833	82.3%	80.1%
Robert F. Kennedy Bridge - Bronx Plaza	44,037	64.0%	60.1%
Robert F. Kennedy Bridge - Manhattan Plaza	55,746	77.5%	75.4%
Throgs Neck Bridge	76,665	76.2%	74.1%
Verrazano-Narrows Bridge	<u>132,582</u>	78.2%	76.9%
All Facilities	541,950	76.5%	74.5%

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**  
**March 2012**  
Preliminary data subject to final audit

**E-ZPass Interoperability Statistics**

<b>B&amp;T E-ZPass Transactions From Other Agencies <sup>6</sup></b>			
Customer's E-ZPass Agency	March 2012 Total B&T E-ZPass Transactions	March 2012 Percentage of B&T Total Transactions	March 2011 Percentage of B&T Total Transactions
New York State Thruway Authority <sup>7</sup>	1,609,859	7.62%	7.36%
Port Authority of NY and NJ	1,173,223	5.55%	5.58%
New Jersey Toll Agencies <sup>8</sup>	1,160,403	5.49%	5.31%
Massachusetts Turnpike Authority <sup>9</sup>	104,584	0.49%	0.46%
Pennsylvania Turnpike Commission	65,585	0.31%	0.29%
Maryland Transportation Authority	27,602	0.13%	0.12%
Virginia Department of Transportation <sup>10</sup>	16,271	0.08%	0.07%
New Hampshire Department of Transportation	11,894	0.06%	0.05%
Delaware River Joint Toll Bridge Commission	11,072	0.05%	0.05%
Delaware Department of Transportation	10,919	0.05%	0.05%
Other <sup>11</sup>	<u>31,699</u>	<u>0.15%</u>	<u>0.13%</u>
<b>Total</b>	<b>4,223,111</b>	<b>19.99%</b>	<b>19.48%</b>

<b>Other Agency B&amp;T E-ZPass Transactions</b>			
Agency Used By B&T Customers	March 2012	YTD 2012	March 2011
New York State Thruway Authority <sup>7</sup>	2,174,930	6,239,216	2,092,343
Port Authority of NY and NJ	2,988,122	8,620,306	3,066,914
New Jersey Toll Agencies <sup>8</sup>	2,282,625	10,599,860	4,429,446
New York State Bridge Authority	207,015	590,207	191,141
Massachusetts Turnpike Authority <sup>9</sup>	401,156	1,135,707	381,855
Pennsylvania Turnpike Commission	204,081	570,697	197,963
Maryland Transportation Authority	202,700	583,002	232,911
Virginia Department of Transportation <sup>10</sup>	95,936	266,578	90,182
New Hampshire Department of Transportation	66,307	199,635	62,829
Delaware River Joint Toll Bridge Commission	174,661	517,428	165,887
Delaware Department of Transportation	168,151	501,665	148,277
Other <sup>11</sup>	<u>222,865</u>	<u>607,712</u>	<u>216,248</u>
<b>Total</b>	<b>9,188,549</b>	<b>30,432,013</b>	<b>11,275,996</b>

Notes:

6. "B&T E-ZPass Transactions From Other Agencies" excludes an estimate of VNB travel in the untolled eastbound direction in order to maintain comparability with the figures reported in "Others Agency B&T E-ZPass Transactions."
7. Includes Buffalo and Fort Erie Public Bridge Authority beginning in July 2011.
8. Includes South Jersey Transportation Authority, New Jersey Turnpike Authority, Garden State Parkway, Delaware River Port Authority, Delaware River and Bay Authority and the Burlington County Bridge Commission. "Other Agency B&T E-ZPass Transactions" are under-stated in 2012 due to the timing of a computer systems migration.
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**  
**March 2012**  
Preliminary data subject to final audit

**E-ZPass Customer Service Statistics**

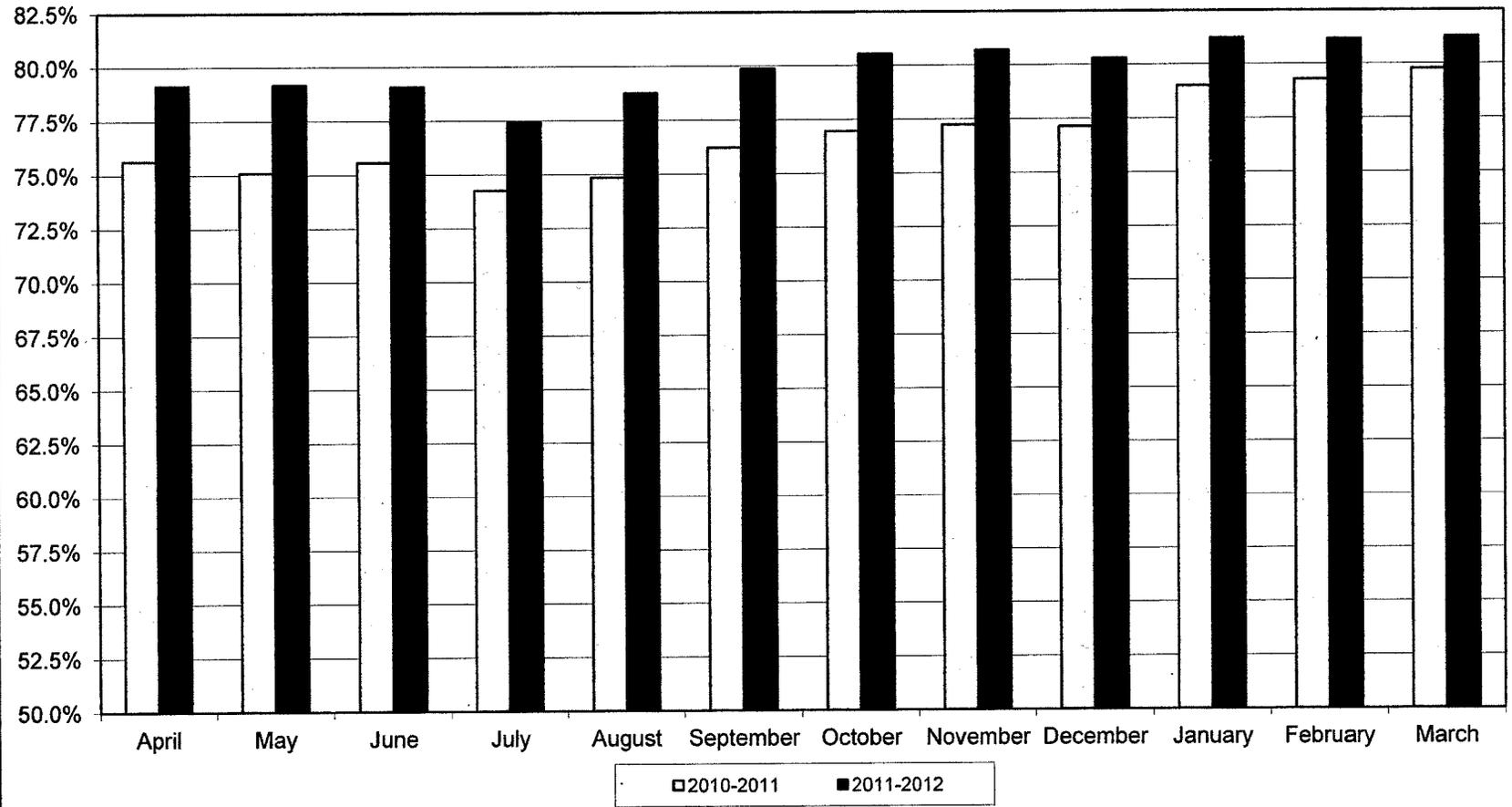
<b>MTA Bridges and Tunnels Customers</b>			
	March 2012	YTD 2012	YTD 2011
Accounts Opened:			
Internet	5,858	12,932	19,614
Walk-In	2,247	6,084	7,013
Mail/Phone	1,188	3,939	2,098
On-The-Go	<u>8,704</u>	<u>14,362</u>	<u>8,297</u>
Total Accounts Opened	17,997	37,317	37,022
Total Active Accounts		2,230,370	2,042,529
Number of E-ZPass Tags Issued <sup>11</sup>	38,250	91,733	97,820
Total Active Tags <sup>12</sup>		3,672,177	3,599,703

<b>Customer Service Indicators</b>			
	March 2012	YTD 2012	YTD 2011
Phone Calls Answered by Customer Service Center:			
Customer Service Representatives	231,247	646,455	585,629
Automated System	<u>326,535</u>	<u>950,673</u>	<u>823,477</u>
Total Phone Calls Answered	557,782	1,597,128	1,409,106
Average Phone Call Waiting Time (in min.):			
Customer Service Representatives	0.27	0.21	0.47
Commercial Unit	0.30	0.27	0.40
Avg. Monthly B&T E-ZPass Trips Per Account	6.97	6.51	6.57
Average Number of Active Tags Per Account	1.65	1.65	1.76

<b>E-ZPass Tag Replacement Program</b>			
	March 2012	YTD 2012	2011-2012
Number of Replacement Tags Mailed	42,768	144,442	876,647
Number of Tags Returned <sup>13</sup>	68,183	152,028	842,865
Number of Tags Pending Return	N/A	N/A	33,782

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  
April 2010 to March 2012**







# **Bridges and Tunnels**

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## **Financial Report March 2012**

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**MTA BRIDGES & TUNNELS****BALANCE SHEET****As of MARCH 31, 2012**

(in thousands)

**ASSETS****CURRENT ASSETS:**

Cash-Unrestricted	\$16,492
Investments:	
Unrestricted	5,883
Restricted	142,166
Accrued interest receivable	623
Accounts receivable	28,169
Tolls due from other agencies	24,028
Prepaid expenses	<u>8,691</u>
 Total current assets	 <u>226,052</u>

**NONCURRENT ASSETS:**

Investments:	
Unrestricted	37,040
Restricted	420,929
Facilities, less acc. dep of \$1,059,212	3,930,694
Capital lease 2 Broadway net acc. dep.	46,370
Deferred financing costs	336,158
Derivative Hedge Assets	265,560
Security Deposits	<u>7,145</u>
 Total noncurrent assets	 <u>5,043,896</u>

**TOTAL ASSETS** \$5,269,948

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

**LIABILITIES**

**CURRENT LIABILITIES:**

Current portion-long term debt	\$158,500
Interest Payable	134,653
Accounts Payable	48,341
Payable to MTA-CAP	25,628
Due to MTA-Operating Expenses	4,473
Due to TA-Operating Expenses	868
Accrued salaries	21,596
Accrued Vac & Sick Benefits	17,788
Current portion of estimated liability arising from injury	8,567
Current portion of capital lease obligation	6,329
Pollution remediation projects	917
Due to New York City Transit Authority	18,313
Due to Metropolitan Transportation Authority	30,734
Unredeemed Tolls	123,277
Tolls due to other agencies	28,074
E-ZPass Airport Toll Liability	<u>4,131</u>
 Total current liabilities	 <u>632,189</u>

**NONCURRENT LIABILITIES:**

Long term debt	8,559,696
Post Employment Benefits Other than Pensions	316,969
Estimated liability arising from injury	16,418
Capital lease obligations	132,332
Derivative Hedge Liabilities	267,322
Security deposits-Contra	<u>7,145</u>
 Total noncurrent liabilities	 <u>9,299,882</u>

**TOTAL LIABILITIES** 9,932,071

**FUND BALANCES** (4,662,123) \*

**TOTAL LIABILITIES & FUND BALANCES** \$5,269,948

\*The negative Fund Balance of \$4,662,123 (net of GASB reserves of \$15,294) 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**  
**March 2012**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	126.693	125.963	(0.730)	(0.6)	0.000	0.000	0.000	-	126.693	125.963	(0.730)	(0.6)
Other Operating Revenue	1.267	1.477	0.210	16.6	0.000	0.000	0.000	-	1.267	1.477	0.210	16.6
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.171	1.076	(0.095)	(8.1)	1.171	1.076	(0.095)	(8.1)
Investment Income	0.009	0.006	(0.003)	(33.3)	0.000	0.000	0.000	-	0.009	0.006	(0.003)	(33.3)
<b>Total Revenue</b>	<b>\$127.969</b>	<b>\$127.446</b>	<b>(\$0.523)</b>	<b>(0.4)</b>	<b>\$1.171</b>	<b>\$1.076</b>	<b>(\$0.095)</b>	<b>(8.1)</b>	<b>\$129.140</b>	<b>\$128.522</b>	<b>(\$0.618)</b>	<b>(0.5)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$10.169	\$9.803	\$0.366	3.6	\$0.465	\$0.466	(\$0.001)	(0.2)	\$10.634	\$10.269	\$0.365	3.4
Overtime	1.860	1.800	0.060	3.2	0.017	0.000	0.017	100.0	1.877	1.800	0.077	4.1
Health and Welfare	2.193	1.881	0.312	14.2	0.093	0.118	(0.025)	(26.9)	2.286	1.999	0.287	12.6
OPEB Current Payment	1.294	1.241	0.053	4.1	0.000	0.000	0.000	-	1.294	1.241	0.053	4.1
Pensions	2.259	2.291	(0.032)	(1.4)	0.114	0.082	0.032	28.1	2.373	2.373	0.000	0.0
Other Fringe Benefits	1.809	1.994	(0.185)	(10.2)	0.056	0.052	0.004	7.1	1.865	2.046	(0.181)	(9.7)
Reimbursable Overhead	(0.426)	(0.358)	(0.068)	(16.0)	0.426	0.358	0.068	16.0	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$19.158</b>	<b>\$18.652</b>	<b>\$0.506</b>	<b>2.6</b>	<b>\$1.171</b>	<b>\$1.076</b>	<b>\$0.095</b>	<b>8.1</b>	<b>\$20.329</b>	<b>\$19.728</b>	<b>\$0.601</b>	<b>3.0</b>
<i>Non-Labor:</i>												
Electric Power	\$0.702	\$0.431	\$0.271	38.6	\$0.000	\$0.000	\$0.000	-	\$0.702	\$0.376	\$0.326	46.4
Fuel	0.444	0.742	(0.298)	(67.1)	0.000	0.000	0.000	-	0.444	0.742	(0.298)	(67.1)
Insurance	0.582	0.526	0.056	9.6	0.000	0.000	0.000	-	0.582	0.526	0.056	9.6
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.411	9.694	(1.283)	(15.3)	0.000	0.000	0.000	-	8.411	9.694	(1.283)	(15.3)
Professional Service Contracts	2.303	1.740	0.563	24.4	0.000	0.000	0.000	-	2.303	1.740	0.563	24.4
Materials & Supplies	0.350	0.119	0.231	66.0	0.000	0.000	0.000	-	0.350	0.119	0.231	66.0
Other Business Expenses	2.041	1.719	0.322	15.8	0.000	0.000	0.000	-	2.041	1.719	0.322	15.8
<b>Total Non-Labor Expenses</b>	<b>\$14.833</b>	<b>\$14.971</b>	<b>(\$0.138)</b>	<b>(0.9)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$14.833</b>	<b>\$14.916</b>	<b>(\$0.083)</b>	<b>(0.6)</b>
<b>Other Expense Adjustments:</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$33.991</b>	<b>\$33.623</b>	<b>\$0.368</b>	<b>1.1</b>	<b>\$1.171</b>	<b>\$1.076</b>	<b>\$0.095</b>	<b>8.1</b>	<b>\$35.162</b>	<b>\$34.644</b>	<b>\$0.518</b>	<b>1.5</b>
Depreciation	\$7.494	\$7.330	\$0.164	2.2	\$0.000	\$0.000	\$0.000	-	\$7.494	\$7.330	\$0.164	2.2
OPEB Obligation	4.956	4.956	0.000	0.0	0.000	0.000	0.000	-	4.956	4.956	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$46.441</b>	<b>\$45.909</b>	<b>\$0.532</b>	<b>1.1</b>	<b>\$1.171</b>	<b>\$1.076</b>	<b>\$0.095</b>	<b>8.1</b>	<b>\$47.612</b>	<b>\$46.930</b>	<b>\$0.682</b>	<b>1.4</b>
Less: Depreciation	\$7.494	\$7.330	\$0.164	2.2	\$0.000	\$0.000	\$0.000	-	\$7.494	\$7.330	\$0.164	2.2
Less: OPEB Obligation	4.956	4.956	0.000	0.0	0.000	0.000	0.000	-	4.956	4.956	0.000	0.0
<b>Total Expenses</b>	<b>\$33.991</b>	<b>\$33.623</b>	<b>\$0.368</b>	<b>1.1</b>	<b>\$1.171</b>	<b>\$1.076</b>	<b>\$0.095</b>	<b>8.1</b>	<b>\$35.162</b>	<b>\$34.644</b>	<b>\$0.518</b>	<b>1.5</b>
<b>Net Surplus/(Deficit)</b>	<b>\$93.978</b>	<b>\$93.823</b>	<b>(\$0.155)</b>	<b>(0.2)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$93.978</b>	<b>\$93.878</b>	<b>(\$0.100)</b>	<b>(0.1)</b>

Differences are due to rounding.  
\*Variance exceeds 100%

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Net Income/(Deficit)</b>								<b>\$93.978</b>	<b>\$93.878</b>	<b>(\$0.100)</b>	<b>(0.1)</b>	
Less: Capitalized Assets								1.614	0.631	0.983	60.9	
Reserves								1.212	1.212	0.000	0.0	
GASB Reserves								0.000	0.000	0.000	-	
<b>Adjusted Net Income/(Deficit)</b>								<b>\$91.152</b>	<b>\$92.035</b>	<b>\$0.883</b>	<b>1.0</b>	
Less: Debt Service								51.613	50.384	1.229	2.4	
<b>Income Available for Distribution</b>								<b>\$39.539</b>	<b>\$41.651</b>	<b>\$2.112</b>	<b>5.3</b>	
Distributable To:												
MTA - Investment Income								0.009	0.006	(0.003)	(33.3)	
MTA - Distributable Income								24.793	25.989	1.196	4.8	
NYCTR - Distributable Income								14.737	15.656	0.919	6.2	
<b>Total Distributable Income</b>								<b>\$39.539</b>	<b>\$41.651</b>	<b>\$2.112</b>	<b>5.3</b>	
<b>Support to Mass Transit:</b>												
Total Revenues								129.140	128.522	(0.618)	(0.5)	
Less: Total Operating Expenses								<u>35.162</u>	<u>34.644</u>	<u>0.518</u>	1.5	
<b>Net Operating Income/(Deficit)</b>								<b>\$93.978</b>	<b>\$93.878</b>	<b>(\$0.100)</b>	<b>(0.1)</b>	
Deductions from Net Operating Income:												
Capitalized Assets								1.614	0.631	0.983	60.9	
Reserves								1.212	1.212	0.000	0.0	
B&T Debt Service								18.938	16.298	2.640	13.9	
GASB Reserves								0.000	0.000	0.000	-	
<b>Total Deductions From Operating Income</b>								<b>\$21.764</b>	<b>\$18.141</b>	<b>\$3.623</b>	<b>16.6</b>	
<b>Total Support to Mass Transit</b>								<b>\$72.214</b>	<b>\$75.737</b>	<b>\$3.523</b>	<b>4.9</b>	

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	345.002	351.582	6.580	1.9	0.000	0.000	0.000	-	345.002	351.582	6.580	1.9
Other Operating Revenue	3.523	3.972	0.449	12.7	0.000	0.000	0.000	-	3.523	3.972	0.449	12.7
Capital & Other Reimbursements	0.000	0.000	0.000	-	3.513	3.121	(0.392)	(11.2)	3.513	3.121	(0.392)	(11.2)
Investment Income	0.027	0.024	(0.003)	(11.1)	0.000	0.000	0.000	-	0.027	0.024	(0.003)	(11.1)
<b>Total Revenue</b>	<b>\$348.552</b>	<b>\$355.578</b>	<b>\$7.026</b>	<b>2.0</b>	<b>\$3.513</b>	<b>\$3.121</b>	<b>(\$0.392)</b>	<b>(11.2)</b>	<b>\$352.065</b>	<b>\$358.699</b>	<b>\$6.634</b>	<b>1.9</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$30.023	\$28.208	\$1.815	6.0	\$1.395	\$1.314	\$0.081	5.8	\$31.418	\$29.522	\$1.896	6.0
Overtime	5.973	5.050	0.923	15.5	0.051	0.102	(0.051)	(100.0)	6.024	5.152	0.872	14.5
Health and Welfare	6.580	5.266	1.314	20.0	0.279	0.313	(0.034)	(12.2)	6.859	5.579	1.280	18.7
OPEB Current Payment	3.926	3.481	0.445	11.3	0.000	0.000	0.000	-	3.926	3.481	0.445	11.3
Pensions	6.777	6.877	(0.100)	(1.5)	0.342	0.242	0.100	29.2	7.119	7.119	0.000	0.0
Other Fringe Benefits	4.620	4.852	(0.232)	(5.0)	0.168	0.155	0.013	7.7	4.788	5.007	(0.219)	(4.6)
Reimbursable Overhead	(1.278)	(0.995)	(0.283)	(22.1)	1.278	0.995	0.283	22.1	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$56.621</b>	<b>\$52.739</b>	<b>\$3.882</b>	<b>6.9</b>	<b>\$3.513</b>	<b>\$3.121</b>	<b>\$0.392</b>	<b>11.2</b>	<b>\$60.134</b>	<b>\$55.860</b>	<b>\$4.274</b>	<b>7.1</b>
<b>Non-Labor:</b>												
Electric Power	\$2.107	\$1.317	\$0.790	37.5	\$0.000	\$0.000	\$0.000	-	\$2.107	\$1.317	\$0.790	37.5
Fuel	1.106	1.017	0.089	8.0	0.000	0.000	0.000	-	1.106	1.017	0.089	8.0
Insurance	1.745	1.428	0.317	18.2	0.000	0.000	0.000	-	1.745	1.428	0.317	18.2
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	18.756	18.705	0.051	0.3	0.000	0.000	0.000	-	18.756	18.705	0.051	0.3
Professional Service Contracts	6.204	3.727	2.477	39.9	0.000	0.000	0.000	-	6.204	3.727	2.477	39.9
Materials & Supplies	1.044	0.320	0.724	69.3	0.000	0.000	0.000	-	1.044	0.320	0.724	69.3
Other Business Expenses	5.503	5.220	0.283	5.1	0.000	0.000	0.000	-	5.503	5.220	0.283	5.1
<b>Total Non-Labor Expenses</b>	<b>\$36.465</b>	<b>\$31.734</b>	<b>\$4.731</b>	<b>13.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$36.465</b>	<b>\$31.734</b>	<b>\$4.731</b>	<b>13.0</b>
<b>Other Expense Adjustments</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$93.086</b>	<b>\$84.473</b>	<b>\$8.613</b>	<b>9.3</b>	<b>\$3.513</b>	<b>\$3.121</b>	<b>\$0.392</b>	<b>11.2</b>	<b>\$96.599</b>	<b>\$87.594</b>	<b>\$9.005</b>	<b>9.3</b>
Depreciation	\$22.482	\$21.991	\$0.491	2.2	\$0.000	\$0.000	\$0.000	-	\$22.482	\$21.991	\$0.491	2.2
OPEB Obligation	14.868	14.868	0.000	0.0	0.000	0.000	0.000	-	14.868	14.868	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$130.436</b>	<b>\$121.332</b>	<b>\$9.104</b>	<b>7.0</b>	<b>\$3.513</b>	<b>\$3.121</b>	<b>\$0.392</b>	<b>11.2</b>	<b>\$133.949</b>	<b>\$124.453</b>	<b>\$9.496</b>	<b>7.1</b>
Less: Depreciation	\$22.482	\$21.991	\$0.491	2.2	\$0.000	\$0.000	\$0.000	-	\$22.482	\$21.991	\$0.491	2.2
Less: OPEB Obligation	14.868	14.868	0.000	0.0	0.000	0.000	0.000	-	14.868	14.868	0.000	0.0
<b>Total Expenses</b>	<b>\$93.086</b>	<b>\$84.473</b>	<b>\$8.613</b>	<b>9.3</b>	<b>\$3.513</b>	<b>\$3.121</b>	<b>\$0.392</b>	<b>11.2</b>	<b>\$96.599</b>	<b>\$87.594</b>	<b>\$9.005</b>	<b>9.3</b>
<b>Net Surplus/(Deficit)</b>	<b>\$255.466</b>	<b>\$271.105</b>	<b>\$15.639</b>	<b>6.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$255.466</b>	<b>\$271.105</b>	<b>\$15.639</b>	<b>6.1</b>

Differences are due to rounding.  
\*Variance exceeds 100%

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Net Income/(Deficit)</b>								<b>\$255.466</b>	<b>\$271.105</b>	<b>\$15.639</b>	<b>6.1</b>	
Less: Capitalized Assets								4.843	\$0.744	\$4.099	84.6	
Reserves								3.636	3.636	0.000	0.0	
GASB Reserves								0.000	0.000	0.000	-	
<b>Adjusted Net Income/(Deficit)</b>								<b>\$246.987</b>	<b>\$266.725</b>	<b>\$19.738</b>	<b>8.0</b>	
Less: Debt Service								154.839	151.279	3.560	2.3	
<b>Income Available for Distribution</b>								<b>\$92.148</b>	<b>\$115.446</b>	<b>\$23.298</b>	<b>25.3</b>	
Distributable To:												
MTA - Investment Income								0.027	0.024	(0.003)	(11.1)	
MTA - Distributable Income								61.145	73.198	12.053	19.7	
NYCTR - Distributable Income								30.976	42.224	11.248	36.3	
<b>Total Distributable Income</b>								<b>\$92.148</b>	<b>\$115.446</b>	<b>\$23.298</b>	<b>25.3</b>	
<b>Support to Mass Transit:</b>												
Total Revenues								352.065	358.699	6.634	1.9	
Less: Total Operating Expenses								<u>96.599</u>	<u>87.594</u>	<u>9.005</u>	9.3	
<b>Net Operating Income/(Deficit)</b>								<b>\$255.466</b>	<b>\$271.105</b>	<b>\$15.639</b>	<b>6.1</b>	
Deductions from Net Operating Income:												
Capitalized Assets								4.843	0.744	4.099	84.6	
Reserves								3.636	3.636	0.000	0.0	
B&T Debt Service								56.814	49.099	7.715	13.6	
GASB Reserves								0.000	0.000	0.000	-	
<b>Total Deductions From Operating Income</b>								<b>\$65.293</b>	<b>\$53.479</b>	<b>\$11.814</b>	<b>18.1</b>	
<b>Total Support to Mass Transit</b>								<b>\$190.173</b>	<b>\$217.626</b>	<b>\$27.453</b>	<b>14.4</b>	

**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		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Total</b>						
Vehicle Toll Revenue	(0.730)	-0.6%	Minor variance.	6.580	1.9%	Higher toll revenue due to 2.3% higher traffic as compared to the adopted budget, primarily due to favorable weather.
Other Operating Revenue	0.210	16.6%	Higher Other Operating Revenue primarily due to additional revenues from the auctioning of fleet vehicles (\$0.079M) and higher collections from outstanding E-ZPass account balances (\$0.126).	0.449	12.7%	Higher Other Operating Revenue primarily due to additional revenues from the auctioning of fleet vehicles (\$0.196M), higher revenue from wireless communication equipment rental fees at the BBT and QMT (\$0.188M) and higher collections from outstanding E-ZPass account balances (\$0.179), partially offset by lower E-ZPass administrative fees (-\$0.123M).
Capital and Other Reimbursements	(0.095)	-8.1%	Lower capital reimbursable expenses against the monthly adopted budget allocation.	(0.392)	-11.2%	Lower capital reimbursable expenses against the YTD adopted budget allocation.
Investment Income	(0.003)	-33.3%	Minor variance.	(0.003)	-11.1%	Minor variance.
Payroll	0.365	3.4%	Lower payroll expenses due to vacancies.	1.896	6.0%	Lower payroll expenses due to vacancies.
Overtime	0.077	4.1%	See overtime tables	0.872	14.5%	See overtime tables
Health and Welfare	0.287	12.6%	Lower expenses for Health and Welfare Plans primarily due to vacancies and lower costs	1.280	18.7%	Lower expenses for Health and Welfare Plans primarily due to vacancies and lower costs
OPEB Current Payment	0.053	4.1%	Minor variance.	0.445	11.3%	Lower OPEB expenses against the YTD adopted budget allocation.
Pensions	0.000	-	No variance.	0.000	-	No variance.
Other Fringe Benefits	(0.181)	-9.7%	Higher expenses primarily due to higher Social Security (-\$0.085M) and NYS Unemployment Insurance (-\$0.082M) against the monthly adopted budget allocation.	(0.219)	-4.6%	Minor variance.
Electricity - Non-Traction	0.326	46.4%	Lower electricity expenses against the monthly adopted budget allocation.	0.790	37.5%	Lower electricity expenses against the YTD adopted budget allocation.
Fuel	(0.298)	-67.1%	Higher fuel expenses against the monthly adopted budget allocation.	0.089	8.0%	Lower fuel expenses against the YTD adopted budget allocation.
Insurance	0.056	9.6%	Lower expense for Liability Insurance (\$0.047M) against the monthly adopted budget allocation.	0.317	18.2%	Lower expense for Liability Insurance (\$0.292M) against the YTD adopted budget allocation.
Maintenance and Other Operating Contracts	(1.283)	-15.3%	Higher expenses primarily for Major Maintenance and Painting (-\$1.198M) and E-ZPass tag purchases (-\$0.834M), offset by lower expenses primarily for E-ZPass Customer Service Center (\$0.115M) and other expenses against the monthly adopted budget allocation.	0.051	0.3%	Minor variance.
Professional Service Contracts	0.563	24.4%	Lower expenses for Planning Studies Consultants (\$0.191M), Office Equipment Maintenance and Repair Services (\$0.121M) and other expenses against the monthly adopted budget allocation.	2.477	39.9%	Lower expenses for Planning Studies Consultants (\$0.572M), Office Equipment Maintenance and Repair Services (\$0.426M), IT Consultant Services (\$0.239M), Engineering Services (\$0.185M), Procurement Credit Card Purchases (\$0.160M), MTA Other Professional Services (\$0.151M), Medical Services (\$0.124M), Bond Issuance Costs (\$0.108M) and other expenses against the YTD adopted budget allocation.
Materials & Supplies	0.231	66.0%	Lower expenses primarily for de-icing materials (\$0.052M) and other expenses against the monthly adopted budget allocation.	0.724	69.3%	Lower expenses primarily for Roadway Equipment (\$0.100M), Fence, Rail and Fitch Barrier (\$0.056M) and other expenses against the YTD adopted budget allocation.
Other Business Expense	0.322	15.8%	Lower expenses primarily for Credit Card Fees (\$0.318M) against the monthly adopted budget allocation.	0.283	5.1%	Lower expenses primarily for Credit Card Fees (\$0.216M) against the YTD adopted budget allocation.
Depreciation	0.164	2.2%	Minor variance.	0.491	2.2%	Minor variance.
Other Post Employment Benefits	0.000	-	No variance.	0.000	-	No variance.
<b>Reimbursable</b>						
Payroll	(0.001)	-0.2%	Higher than planned reimbursable expenses against the monthly adopted budget allocation.	0.081	5.8%	Lower than planned reimbursable expenses against the YTD adopted budget allocation.
Overtime	0.017	100.0%	See overtime tables	(0.051)	-100.0%	See overtime tables
Health and Welfare	(0.025)	-26.9%	Higher than planned reimbursable expenses against the monthly adopted budget allocation.	(0.034)	-12.2%	Higher than planned reimbursable expenses against the YTD adopted budget allocation.
OPEB Current Payment	0.000	-	No variance.	0.000	-	No variance.
Pensions	0.032	28.1%	Lower than planned reimbursable expenses against the monthly adopted budget allocation.	0.100	29.2%	Lower than planned reimbursable expenses against the YTD adopted budget allocation.
Other Fringe Benefits	0.004	7.1%	Lower than planned reimbursable expenses against the monthly adopted budget allocation.	0.013	7.7%	Lower than planned reimbursable expenses against the YTD adopted budget allocation.
Reimbursable Overhead	0.068	16.0%	Lower than planned reimbursable expenses against the monthly adopted budget allocation.	0.283	22.1%	Lower than planned reimbursable expenses against the YTD adopted budget allocation.

**MTA Bridges and Tunnels**  
**February Financial Plan - 2012 Adopted Budget**  
**Revised Overtime Decomposition Allocation**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>NON-REIMBURSABLE OVERTIME</b>													
<b>OPERATIONS &amp; MAINTENANCE</b>													
<u>Scheduled Service</u>	\$0.211	\$0.211	\$0.212	\$0.216	\$0.241	\$0.216	\$0.217	\$0.216	\$0.250	\$0.216	\$0.276	\$0.212	\$2.692
<u>Unscheduled Service</u>	\$0.101	\$0.089	\$0.073	\$0.083	\$0.106	\$0.074	\$0.089	\$0.069	\$0.070	\$0.060	\$0.065	\$0.066	\$0.946
<u>Programmatic/Routine Maintenance</u>	\$0.012	\$0.012	\$0.010	\$0.010	\$0.011	\$0.011	\$0.011	\$0.010	\$0.011	\$0.011	\$0.012	\$0.012	\$0.133
<u>Unscheduled Maintenance</u>	\$0.072	\$0.081	\$0.078	\$0.106	\$0.107	\$0.108	\$0.108	\$0.109	\$0.110	\$0.112	\$0.072	\$0.076	\$1.137
<u>Vacancy/Absentee Coverage</u>	\$0.846	\$0.968	\$0.844	\$0.757	\$0.789	\$0.724	\$0.687	\$0.681	\$0.590	\$0.572	\$0.567	\$0.731	\$8.757
<u>Weather Emergencies</u>	\$0.275	\$0.312	\$0.183	\$0.021	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.054	\$0.198	\$1.043
<u>Safety/Security/Law Enforcement</u>	\$0.217	\$0.227	\$0.231	\$0.221	\$0.229	\$0.233	\$0.238	\$0.242	\$0.233	\$0.241	\$0.231	\$0.211	\$2.754
<u>Other</u>	\$0.050	\$0.056	\$0.056	\$0.123	\$0.125	\$0.123	\$0.125	\$0.127	\$0.125	\$0.123	\$0.056	\$0.056	\$1.141
<u>*All Other Departments and Accruals</u>	\$0.180	\$0.194	\$0.174	\$0.161	\$0.167	\$0.158	\$0.157	\$0.155	\$0.149	\$0.143	\$0.144	\$0.156	\$1.937
<b>Sub-Total</b>	<b>\$1.962</b>	<b>\$2.151</b>	<b>\$1.860</b>	<b>\$1.697</b>	<b>\$1.775</b>	<b>\$1.646</b>	<b>\$1.633</b>	<b>\$1.609</b>	<b>\$1.538</b>	<b>\$1.477</b>	<b>\$1.476</b>	<b>\$1.717</b>	<b>\$20.540</b>
<b>REIMBURSABLE OVERTIME</b>	\$0.017	\$0.017	\$0.017	\$0.017	\$0.017	\$0.017	\$0.017	\$0.017	\$0.017	\$0.017	\$0.017	\$0.017	\$0.202
<b>TOTAL NR &amp; R OVERTIME</b>	<b>\$1.979</b>	<b>\$2.168</b>	<b>\$1.877</b>	<b>\$1.714</b>	<b>\$1.792</b>	<b>\$1.663</b>	<b>\$1.650</b>	<b>\$1.626</b>	<b>\$1.555</b>	<b>\$1.494</b>	<b>\$1.493</b>	<b>\$1.733</b>	<b>\$20.742</b>

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

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2011 Overtime Reporting**  
**Overtime Legend**

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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

**MTA Bridges and Tunnels**  
**2012 February Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	March						March Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<b>OPERATIONS &amp; MAINTENANCE</b>												
<u>Scheduled Service</u>	4,013	\$0.212	4,252	\$0.230	(239)	(\$0.018)	12,008	\$0.633	11,829	\$0.644	179	(\$0.010)
					-6.0%	-8.4%					1.5%	-1.6%
<u>Unscheduled Service</u>	1,380	\$0.073	486	\$0.026	894	\$0.047	4,979	\$0.263	1,989	\$0.111	2,991	\$0.152
					64.8%	64.6%					60.1%	57.7%
<u>Programmatic/Routine Maintenance</u>	183	\$0.010	37	\$0.001	146	\$0.009	633	\$0.034	491	\$0.019	143	\$0.016
					79.7%	89.1%					22.5%	45.3%
<u>Unscheduled Maintenance</u>	1,422	\$0.078	1,052	\$0.058	370	\$0.020	4,220	\$0.231	2,745	\$0.156	1,476	\$0.075
					26.0%	25.7%					35.0%	32.4%
<u>Vacancy/Absentee Coverage</u>	15,161	\$0.844	14,206	\$0.728	956	\$0.117	47,883	\$2.658	46,819	\$2.441	1,064	\$0.217
					6.3%	13.8%					2.2%	8.2%
<u>Weather Emergencies</u>	3,341	\$0.183	7	\$0.000	3,334	\$0.183	14,061	\$0.770	2,986	\$0.152	11,075	\$0.618
					99.8%	99.8%					78.8%	80.3%
<u>Safety/Security/Law Enforcement</u>	4,273	\$0.231	3,073	\$0.158	1,200	\$0.073	12,486	\$0.675	7,512	\$0.391	4,974	\$0.284
					28.1%	31.6%					39.8%	42.0%
<u>Other</u>	977	\$0.056	448	\$0.026	529	\$0.030	2,816	\$0.161	4,697	\$0.254	(1,881)	(\$0.093)
					54.1%	53.5%					-66.8%	-58.1%
*All Other Departments and Accruals		\$0.174		\$0.574		(\$0.400)		\$0.548		\$0.882		(\$0.334)
						*						-61.0%
Subtotal	30,749	\$1.860	23,560	\$1.800	7,190	\$0.060	99,086	\$5.973	79,066	\$5.050	20,020	\$0.923
					23.4%	3.2%					20.2%	15.4%
<b>REIMBURSABLE OVERTIME</b>	280	\$0.017	0	\$0.000	280	\$0.017	840	\$0.051	1,685	\$0.102	(845)	(\$0.051)
					100.0%	100.0%					*	*
<b>TOTAL OVERTIME</b>	<b>31,029</b>	<b>\$1.877</b>	<b>23,560</b>	<b>\$1.800</b>	<b>7,470</b>	<b>\$0.077</b>	<b>99,926</b>	<b>\$6.024</b>	<b>80,751</b>	<b>\$5.152</b>	<b>19,176</b>	<b>\$0.872</b>
					24.1%	4.1%					19.2%	14.5%

Figures are preliminary.

Totals may not add due to rounding.

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

\*Exceeds 100%

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

MTA Bridges and Tunnels  
2012 February Financial Plan  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

	March			March Year-to-Date		
	Var. - Fav./Unfav)		Explanations	Var. - Fav./Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<b>OPERATIONS &amp; MAINTENANCE</b>						
<u>Scheduled Service</u>	(239) -6.0%	(\$0.018) -8.4%	More coverage needed than planned for bridge lifts at the Manne Parkway Bridge due to a dredging project by the Army Corps of Engineers in Jamaica Bay	179 1.5%	(\$0.010) -1.6%	More coverage needed than planned for bridge lifts at the Marine Parkway Bridge due to a dredging project by the Army Corps of Engineers in Jamaica Bay
<u>Unscheduled Service</u>	894 64.8%	\$0.047 64.6%	Lower than planned expenses	2,991 60.1%	\$0.152 57.7%	Lower than planned expenses
<u>Programmatic/Routine Maintenance</u>	146 79.7%	\$0.009 89.1%	Lower than planned expenses	143 22.5%	\$0.016 45.3%	Lower than planned expenses
<u>Unscheduled Maintenance</u>	370 26.0%	\$0.020 25.7%	Lower than planned expenses	1,476 35.0%	\$0.075 32.4%	Lower than planned expenses
<u>Vacancy/Absentee Coverage</u>	956 6.3%	\$0.117 13.8%	Some vacancies were left uncovered due to various operational considerations such as rescheduling, lower than expected traffic congestion, and others	1,064 2.2%	\$0.217 8.2%	Some vacancies were left uncovered due to various operational considerations such as rescheduling, lower than expected traffic congestion, and others
<u>Weather Emergencies</u>	3,334 99.8%	\$0.183 99.8%	Less coverage required due to favorable weather	11,075 78.8%	\$0.618 80.3%	Less coverage required due to favorable weather
<u>Safety/Security/Law Enforcement</u>	1,200 28.1%	\$0.073 31.6%	More efficient use of law enforcement related overtime	4,974 39.8%	\$0.284 42.0%	More efficient use of law enforcement related overtime
<u>Other</u>	529 54.1%	\$0.030 53.5%	Lower than planned expenses	(1,881) -66.8%	(\$0.093) -58.1%	Higher than planned expenses due to January 2012 coverage needed for radiation detection training
*All Other Departments and Accruals		(\$0.400) *	Primarily due to adjustments for the 28-day OT payroll lag		(\$0.334) -61.0%	Primarily due to adjustments for the 28-day OT payroll lag
<b>Subtotal</b>	<b>7,190 23.4%</b>	<b>\$0.060 3.2%</b>		<b>20,020 20.2%</b>	<b>\$0.923 15.4%</b>	
<b>REIMBURSABLE OVERTIME</b>	<b>280 100.0%</b>	<b>\$0.017 100.0%</b>	Lower than planned overtime needed on projects eligible for reimbursement from the capital program	<b>(845) *</b>	<b>-\$0.051 *</b>	Higher than planned overtime needed on projects eligible for reimbursement from the capital program
<b>TOTAL OVERTIME</b>	<b>7,470 24.1%</b>	<b>\$0.077 4.1%</b>		<b>19,176 19.2%</b>	<b>\$0.872 14.5%</b>	

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

\*Exceeds 100%

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

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

Month of March

Year to date ending March 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
3.1	\$19.3	3.3	\$19.9	3.7%	3.1%		Bronx-Whitestone	8.6	\$53.2	9.1	\$55.8	5.4%
1.4	7.5	1.5	7.7	3.0%	2.5%	Brooklyn Battery	3.8	20.1	4.0	21.2	6.1%	5.6%
0.6	1.2	0.6	1.2	0.9%	0.2%	Cross Bay	1.6	3.1	1.7	3.2	5.1%	4.6%
1.9	5.1	1.9	4.9	-1.8%	-2.6%	Henry Hudson	5.0	13.6	5.3	13.9	4.2%	2.2%
0.6	1.1	0.6	1.1	0.3%	0.9%	Marine Parkway	1.6	2.9	1.7	3.1	4.9%	5.4%
2.5	13.8	2.5	13.8	0.8%	0.6%	Queens Midtown	6.6	36.6	6.9	38.2	4.9%	4.4%
2.3	14.9	2.3	14.6	-2.1%	-2.2%	RFK - Bronx	6.3	40.5	6.4	40.8	1.7%	0.8%
2.6	14.0	2.5	13.7	-1.8%	-2.4%	RFK - Manhattan	6.8	37.5	6.9	37.8	1.8%	0.9%
3.3	22.0	3.3	21.7	-1.2%	-1.7%	Throgs Neck	8.9	59.3	9.2	60.5	3.1%	2.0%
5.6	27.7	5.6	27.4	-0.7%	-1.1%	Verrazano-Narrows	15.3	77.9	15.7	77.1	3.1%	-1.1%
<b>23.9</b>	<b>\$126.6</b>	<b>23.9</b>	<b>\$126.0</b>	<b>-0.1%</b>	<b>-0.5%</b>	<b>Total</b>	<b>64.5</b>	<b>\$344.7</b>	<b>66.9</b>	<b>\$351.6</b>	<b>3.7%</b>	<b>2.0%</b>
	<u>\$5.289</u>		<u>\$5.269</u>		<u>-0.4%</u>	<b>Revenue Per Vehicle</b>		<u>\$5.343</u>		<u>\$5.257</u>		<u>-1.6%</u>

Note: Numbers may not add due to rounding.

Comparison Actual vs. Budget:

Mar Budget		Mar Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
24.0	126.7	23.9	126.0	-0.4%	-0.6%		<b>Total All</b>	<b>65.4</b>	<b>\$345.0</b>	<b>66.9</b>	<b>\$351.6</b>	<b>2.3%</b>
	<u>\$5.279</u>		<u>\$5.269</u>		<u>-0.2%</u>	<b>Revenue Per Vehicle</b>		<u>\$5.275</u>		<u>\$5.257</u>		<u>-0.3%</u>

**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**  
**March 2012**

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	2	2	-	
Law	7	8	(1)	1 Professional over headcount
CFO <sup>(1)</sup>	27	27	-	
Labor Relations	5	4	1	1 Professional vacancy
Staff Services <sup>(2)</sup>	31	24	7	2 Managerial and 5 Professional vacancies
EEO	1	1	-	
<b>Total Administration</b>	<b>73</b>	<b>66</b>	<b>7</b>	
<b>Operations</b>				
Revenue Management	41	36	5	1 BTO and 4 Professional vacancies
Operations (Non-Security)	728	652	76	7 Professional and 73 Bridge and Tunnel Officer vacancies; 4 Managerial overages
<b>Total Operations</b>	<b>769</b>	<b>688</b>	<b>81</b>	
<b>Maintenance</b>				
Maintenance	168	176	(8)	1 Managerial vacancy; 3 Professionals and 6 Maintainers over headcount
Operations - Maintainers	170	168	2	2 Maintainer vacancies
Technology	56	54	2	2 Professional vacancies
Internal Security - Tech Svcs	8	10	(2)	2 Maintainers over headcount
<b>Total Maintenance</b>	<b>402</b>	<b>408</b>	<b>(6)</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	128	118	10	10 Professional vacancies
Health & Safety	8	7	1	1 Professional vacancy
CFO-Planning & Budget Capital	12	12	-	
<b>Total Engineering/Capital</b>	<b>148</b>	<b>137</b>	<b>11</b>	
<b>Public Safety</b>				
Operations (Security)	236	236	-	
Internal Security - Operations	38	37	1	1 Managerial vacancy
<b>Total Public Safety</b>	<b>274</b>	<b>273</b>	<b>1</b>	
<b>Total Positions</b>				
	<b>1,666</b>	<b>1,572</b>	<b>94</b>	
<b>Non-Reimbursable</b>				
	<b>1,622</b>	<b>1,528</b>	<b>94</b>	
<b>Reimbursable</b>				
	<b>44</b>	<b>44</b>	<b>-</b>	
<b>Total Full-Time</b>				
	<b>1,666</b>	<b>1,572</b>	<b>94</b>	

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

(2) Includes Human Resources and Administration staff.

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

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	29	27	2	2 Managerial vacancies in Staff Services
Professional, Technical, Clerical	44	39	5	5 Professional vacancies in Staff Services
Operational Hourlies	-	-	-	
<b>Total Administration</b>	<b>73</b>	<b>66</b>	<b>7</b>	
<b>Operations</b>				
Managers/Supervisors	48	52	(4)	4 Managerial overages in Operations
Professional, Technical, Clerical	42	31	11	11 Professional vacancies (7 in Operations and 4 in Revenue Management).
Operational Hourlies <sup>(1)</sup>	679	605	74	74 BTO vacancies (73 in Operations and 1 in Revenue Management).
<b>Total Operations</b>	<b>769</b>	<b>688</b>	<b>81</b>	
<b>Maintenance</b>				
Managers/Supervisors	33	32	1	1 Managerial vacancy in Maintenance.
Professional, Technical, Clerical	56	57	(1)	2 Professional vacancies in Technology; 3 Professional overages in Maintenance
Operational Hourlies <sup>(2)</sup>	313	319	(6)	6 Maintainer overages in Maintenance and 2 in Internal Security; 2 Maintainer vacancies in Operations.
<b>Total Maintenance</b>	<b>402</b>	<b>408</b>	<b>(6)</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	31	31	-	
Professional, Technical, Clerical	117	106	11	10 Professional vacancies in Engineering and 1 in Health & Safety
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>148</b>	<b>137</b>	<b>11</b>	
<b>Public Safety</b>				
Managers/Supervisors	9	8	1	1 Managerial vacancy in Internal Security.
Professional, Technical, Clerical	28	28	-	
Operational Hourlies <sup>(3)</sup>	237	237	-	
<b>Total Public Safety</b>	<b>274</b>	<b>273</b>	<b>1</b>	
<b>Total Positions</b>				
Managers/Supervisors	150	150	-	
Professional, Technical, Clerical	287	261	26	
Operational Hourlies	1,229	1,161	68	
<b>Total Positions</b>	<b>1,666</b>	<b>1,572</b>	<b>94</b>	

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

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

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



# **Bridges and Tunnels**

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



MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
STATUS REPORT  
APRIL 30, 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 April there were six commitments made with a total value of \$11.4 million. Year-to-date there have been 30 commitments made with a total value of \$24.5 million against a plan year-to-date total of 25 commitments with a total value of \$23.0 million (See *Attachment 1, 2012 Commitment Chart; Attachment 7 – 2012 Commitment Plan*). There was one significant commitment made in April.

- **VN80**, Replace Upper Level Suspended Span – Construction Support Services for \$8.5 million.

Completions

There were no completions made in April.

Close-outs

There were eleven task level closeouts in April for \$10.1 million. Year-to-date there have been 24 task level closeouts with a total value of \$50.3 million (See *Attachment 6 – 2012 Task Level Closeouts*).

Award Date Changes for Remaining Commitments

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

- **TN49**, Suspended Span Replacement - Phase A, Construction and Construction Administration for installation overlay, forecast for commitment in April, is now forecast for award in May. Additional time is required to finalize the scope of work.

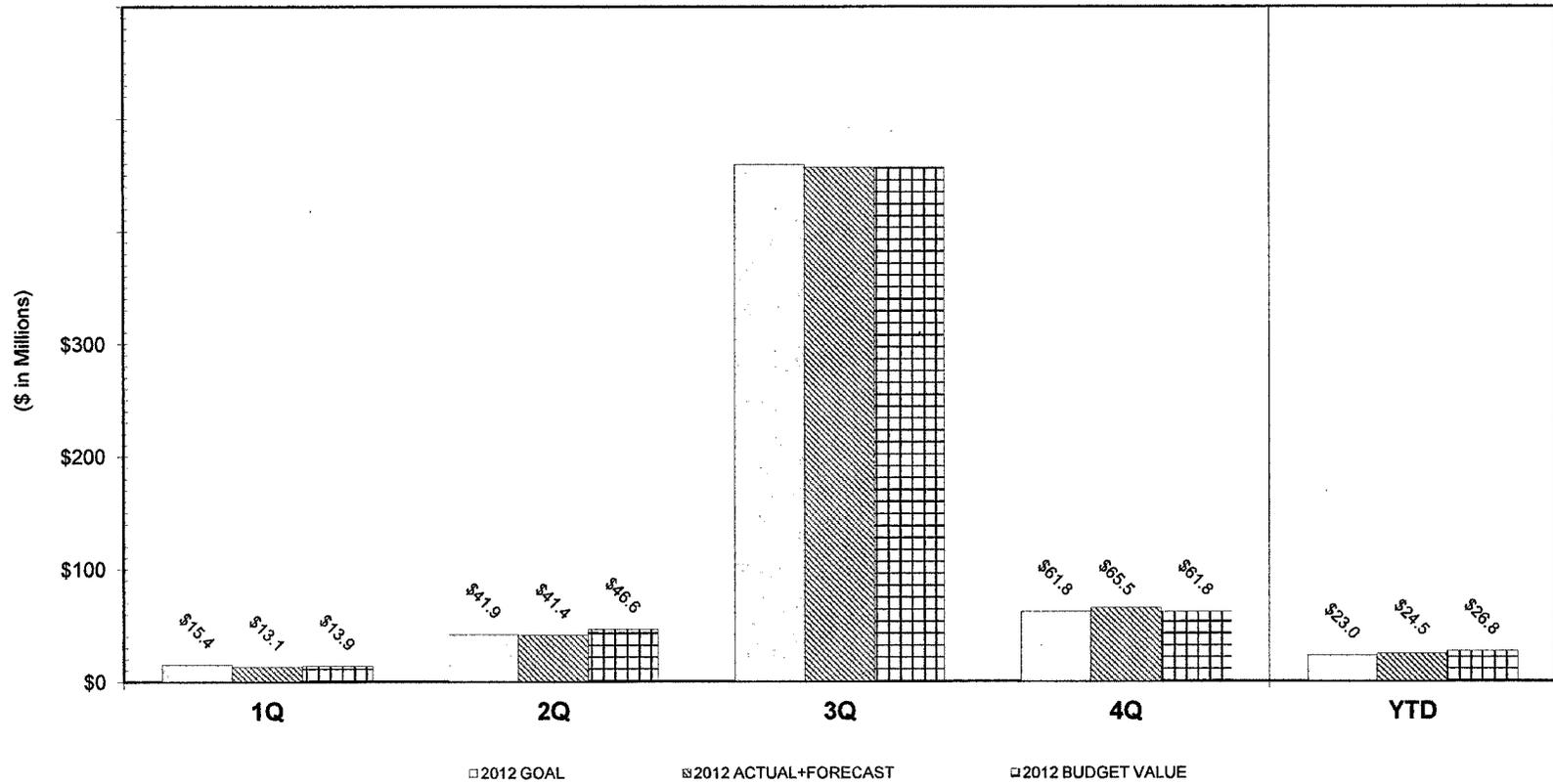
Completion Date Changes for Remaining Projects

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

**MTA Bridges and Tunnels**  
**Commitments as of April 30, 2012**

2012 Budget Goal:	\$578.6	
2012 Annual Forecast	\$577.3	
YTD Goal:	\$23.0	
YTD Actual:	\$24.5	(106.8% of YTD Goal)
YTD Budgeted Value:	\$26.8	(116.9% of YTD Goal)
Left to Commit:	\$552.8	

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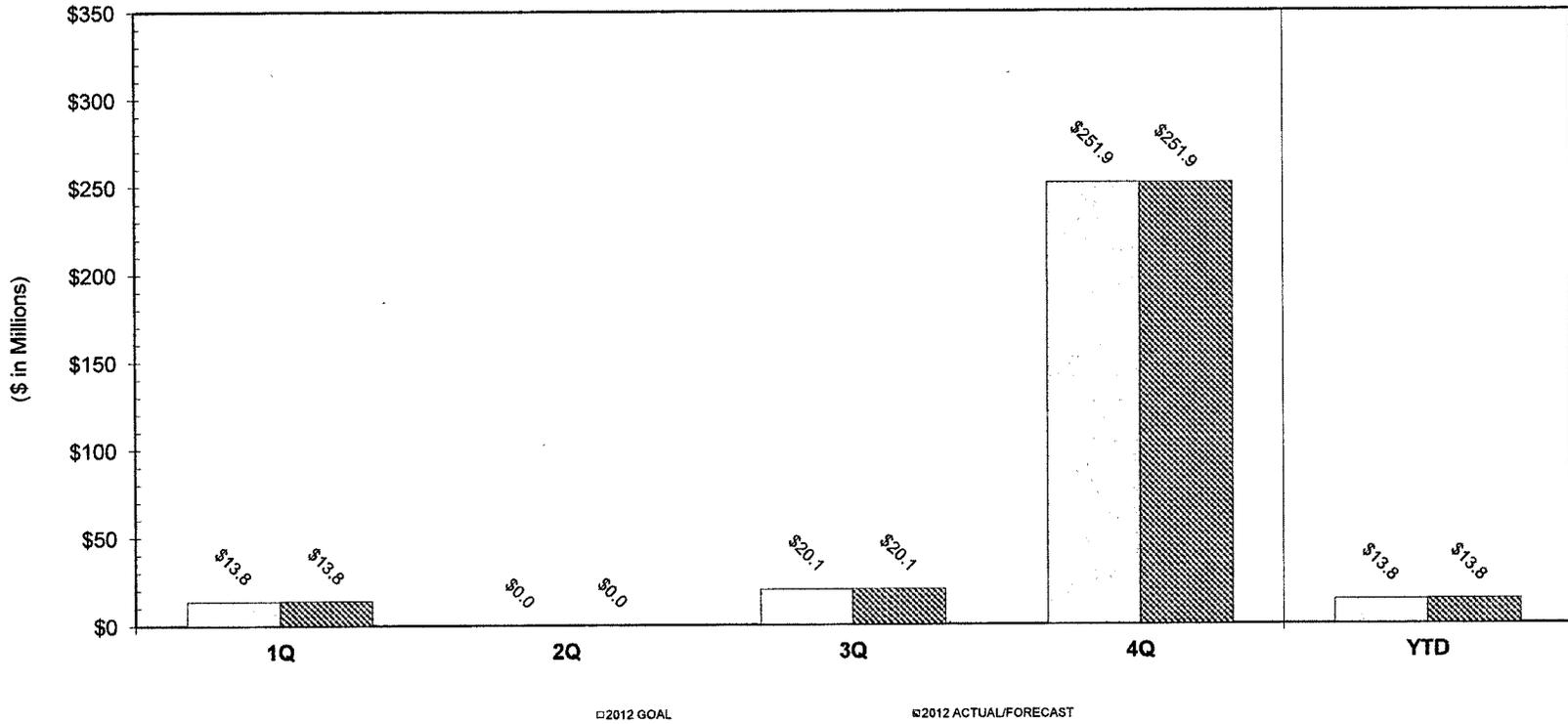
**MTA Bridges and Tunnels: Status of Major Commitments as of April 30, 2012**

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	Apr-12	A 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	May-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 April 30, 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 April 30, 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	85%	16%	Oct-12	Oct-12	F	
BW97 Concrete Anchorage Repairs (Queens)	\$9.2	\$9.2	90%	60%	Dec-12	Dec-12	F	

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

**MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2012 PROJECT COMPLETIONS**

Project ID (ACEP)	Project Description	Type	Goal End Date	Goal Value	Budgeted Value	Actual End Date	Actual Value	Forecast End Date	Forecast Value
D503VN03	Toll Plaza Improvements: Removal of Toll Booths and Utility Relocation	Construction	Mar-12	\$13,795,225	\$13,795,225	Mar-12	\$13,795,225		
			<b>Mar-12 Total</b>	<b>\$13,795,225</b>					
D501TN87	Anchorage and Tower Protection	Construction	Sep-12	\$11,807,782	\$11,807,782			Sep-12	\$11,807,782
D607TN87	Paint - Bronx and Queens Tower Fender Systems	Construction	Sep-12	\$8,306,173	\$8,306,173			Sep-12	\$8,306,173
			<b>Sep-12 Total</b>	<b>\$20,113,955</b>					
D502BW89	Elevated & On Grade (Bronx) Appr.	Construction	Oct-12	\$212,269,160	\$212,269,160			Oct-12	\$212,269,160
D607VN88	Tower Painting - Below Roadway Level	Construction	Oct-12	\$30,356,011	\$30,356,011			Oct-12	\$30,356,011
			<b>Oct-12 Total</b>	<b>\$242,625,171</b>					
D501BW97	Concrete Anchorage Repairs (Queens)	Construction	Dec-12	\$9,240,306	\$9,240,306			Dec-12	\$9,240,306
			<b>Dec-12 Total</b>	<b>\$9,240,306</b>					
<b>Grand Total</b>				<b>\$285,774,657</b>		<b>To Date Total</b>	<b>\$13,795,225</b>	<b>Remaining</b>	<b>\$271,979,432</b>

**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 Appraisal 2-15Borden Ave.	D00001284A	Jan-12	\$3,500
D401BW82	Truss Removal & Fairing Instal	D01787	BW82A-Truss Rem.& Fairing Install	D00000956C	Feb-12	\$32,700,604
D502TB64	Replace Deck-RI Viaduct	D02402	TB64C-Pedestal Rprs @ Qns appr#38	D00001220A	Feb-12	\$556,550
D603AW48	2nd Generation E-Zpass In-Lane	D02814	AET-Phi-Gantry Supply & Install	D00001286A	Feb-12	\$273,313
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(Phil-Qns)	D00001103B	Mar-12	\$1,681,174
D506AW21	Program Administration	D02318	2009 Prog.Adm. F/A (TBTA-D1200)	D00001200B	Apr-12	\$1,520,467
D606AW21	Program Administration	D02454	2010 Indirect Prog Adm(TBTA-D1269)	D00001269B	Apr-12	\$1,439,227
D505BB80	Rehabilitation of Ventilation	D01977	P.M. Construction F/A(TBTA-D1037)	D00001037D	Apr-12	\$1,865,835
D502TN50	Replace Concrete Deck	D02433	Operations F/A(TBTA-D1259)	D00001259A	Apr-12	\$38,372
D606AW21	Program Administration	D02456	2011 Indirect Prog Adm(TBTA-D1334)	D00001334A	Apr-12	\$1,594,855
D601HH07	Structural Rehabilitation - Phase I	D02898	BC Development F/A (TBTA-D1375)	D00001375A	Apr-12	\$14,536
D502HH80	Replace Lower Level Deck	D02110	Operations F/A (TBTA-D1080)	D00001080C	Apr-12	\$446,388
D403AW41	Toll Registry Systems Replacem	D01882	AW41E-Const TN Prototype	D00001024A	Apr-12	\$1,617,446
D505TB59	Rehab of Building 104	D02261	Pymt to OMH for Debt Retirement	D00001102B	Apr-12	\$1,300,000
D505QM01	Service & FE Building Rehab	D02419	Dsgn Dev -D/B RFP(PSC06-2807D#3)	D00001233A	Apr-12	\$314,239
D602MP21	Rehabilitate Rockaway Point Blvd Overpass	D02905	BC Development F/A(TBTA-D1338)	D00001338A	Apr-12	\$34,557
				<b>Total</b>	<b>24</b>	<b>\$50,345,080</b>

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

ACEP	Project Description	Task	Task Description	Goal	Goal Value	Budget Value	Actual	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	D02472	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	\$1,440,453.00		
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	Cns - Overlay Installation -N/bound	Apr-12	\$6,300,000.00	\$6,300,000.00			May-12	\$2,819,664.75
D602TN49	Suspended Span Replacement - Phase A	D03019	CM - Overlay Installation -N/bound	Apr-12	\$300,000.00	\$300,000.00			May-12	\$90,083.70
D602TN49	Suspended Span Replacement - Phase A	D03098	Cns - Overlay Installation -S/bound	Apr-12	\$0.00	\$0.00			Dec-12	\$3,480,335.25
D602TN49	Suspended Span Replacement - Phase A	D03099	CM -Overlay Installation -S/bound	Apr-12	\$0.00	\$0.00			Dec-12	\$209,916.30
				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	Apr-12	\$8,513,776.00		
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				

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	Actual Value	Forecast	Forecast Value
				Start Date			Date		Start Date	
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
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
				<b>Jun-12 Total</b>	<b>\$12,650,512.28</b>	<b>\$12,650,512.28</b>				
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/TollPlaza	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/TollPlaza	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	Apr-12	\$466,900.00		
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
				<b>Jul-12 Total</b>	<b>\$120,323,798.29</b>	<b>\$120,323,798.29</b>				
D601BW84	Cable Investigation / Monitoring	D02896	BC Development F/A	Aug-12	\$50,000.00	\$50,000.00			Aug-12	\$50,000.00
				<b>Aug-12 Total</b>	<b>\$50,000.00</b>	<b>\$50,000.00</b>				
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

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

ACEP	Project Description	Task	Task Description	Goal		Actual Start Date	Actual Value	Forecast Start Date	Forecast Value	
				Start Date	Budget Value					
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	
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	
				<b>Sep-12 Total</b>	<b>\$339,059,909.60</b>	<b>\$339,059,909.60</b>				
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	
				<b>Oct-12 Total</b>	<b>\$55,500,000.00</b>	<b>\$55,500,000.00</b>				
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	
				<b>Nov-12 Total</b>	<b>\$5,174,187.96</b>	<b>\$5,174,187.96</b>				
D606AW28	Scope Development	D02474	2012 Scope Development	Dec-12	\$1,124,769.33	\$1,124,769.33		Dec-12	\$1,124,769.33	
				<b>Dec-12 Total</b>	<b>\$1,124,769.33</b>	<b>\$1,124,769.33</b>				
				<b>Grand Total</b>	<b>\$578,586,628.27</b>	<b>\$578,586,628.27</b>				
<b>Unplanned Commitments:</b>										
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	
D502VN84	Widening of Belt Parkway Ramps	D03088	Peer Review-(PSC-06-2807B)			\$79,505.00	Apr-12		\$79,505.00	
D605AW12	Hazardous Materials Abatement	D03091	Remove&Disp Damage Door-WO-36			\$3,103.00	Apr-12		\$3,103.00	
				<b>Grand Total</b>	<b>\$578,586,628.27</b>	<b>\$579,619,689.66</b>	<b>To Date Total</b>	<b>\$24,525,056.60</b>	<b>Remaining</b>	<b>\$552,775,688.16</b>
								<b>Grand Total</b>	<b>\$577,300,744.76</b>	



# **Bridges and Tunnels**

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## **Procurements May 2012**

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# Staff Summary



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

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

Board Action					
Order	To	Date	Approval	Info	Other
1	President	5/7/12	<i>[Signature]</i>		
2	MTA B&T Committee	5/21/12			
3	MTA Board	5/23/12			

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:

Schedules Requiring Majority Vote		# of Actions	\$ Amount
Schedule E	Miscellaneous Procurement Contracts	1	\$ .200M
SUBTOTAL		1	\$ .200M

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

Schedules Requiring Majority Vote		# of Actions	\$ Amount
Schedule E	Miscellaneous Procurement Contracts	1	\$ .147M
Schedule F	Personal Service Contracts	2	\$8.227M
Schedule G	Miscellaneous Service Contracts	1	\$ .354M
Schedule H	Modifications to Personal/Miscellaneous Service Contracts	2	\$6.335M
Schedule I	Modifications to Purchase & Public Works Contracts	1	\$3.606M
SUBTOTAL		7	\$18.669M

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

TOTAL	8	\$18.869M
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**BUDGET IMPACT:**

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

**RECOMMENDATION:**

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

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

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

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

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

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

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

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

**LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**  
**MAY 2012**

**MTA BRIDGES & TUNNELS**

**Procurements Requiring Majority Vote:**

**E: Miscellaneous Procurement Contracts**

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

- |    |                                |                      |
|----|--------------------------------|----------------------|
| 1. | <b>E-Transit, Inc.</b>         | <b>\$ 200,040.00</b> |
|    | <b>Contract No. 12-TD-2891</b> |                      |

3 yr. contract – Non-Competitive

B&T requires the services of E-Transit, Inc. for Maintenance of the Transmit Host System (System). The System, installed at seven B&T facilities, displays real-time travel information to motorists via electronic message signs in connection with distances to major regional destinations and connecting highways. The System is designed to assist drivers in making informed on-the-road decisions regarding which route to travel. E-Transit developed the System as a subconsultant under a current B&T contract. The services of E-Transit are required to maintain and support the existing software which is proprietary to this firm. B&T does not possess the resources required to perform these services on an in house basis. Among the features of this software application it: (i) provides live data to the MTA travel time website; (ii) enables the System to collect reader data and plaza data at each facility; and (iii) stores the data and makes it available via B&T's Intranet for daily rush hour reports and monthly performance measurement reports for the Operations Department. The required services include monthly maintenance, corrective maintenance on a 24 hour, 7 day per week basis and emergency maintenance during normal business hours. The current contract includes consolidated pricing that will be replaced by individual line items under the prospective contract. Therefore, a meaningful price comparison between the rates in each contract cannot be made. E-Transit proposed an amount of \$200,040; the user's estimate was \$195,000. The man-hours have been reviewed by project management and found to be acceptable. In comparison with the estimate, the proposed price is considered fair and reasonable. E-Transit is deemed to be a responsible consultant. Funding is available in the Operating Budget under General Ledger No. 711558.

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

**MTA BRIDGES & TUNNELS**

**Procurements Requiring Majority Vote:**

**E: Miscellaneous Procurement Contracts**

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

1. **WebHouse, Inc.** **\$ 146,841.87**  
**Contract No. 3000000919**  
2 yr. contract – Competitive Bid - Low Bid/2 Bids  
B&T requires the services of a contractor to provide NetApp SupportEdge Premium Maintenance. On March 19, 2012 B&T issued a solicitation for NetApp's hardware and software support services for a period of two years in accordance with New York State Office of General Services (OGS) Contract No. PT60947. The OGS contract identifies NetApp, Inc. as the licensed developer of its software which is proprietary to this entity but also enables authorized resellers to provide the required support services. NetApp's SupportEdge Premium Maintenance offers telephone and onsite support, hardware replacement and software upgrades for the entire virtual server environment at Randall's Island and 2 Broadway. The solicitation notice was sent to three authorized resellers under Contract No. PT60947. On March 23, 2012, two bids were submitted. This prospective contract's unit prices are .63% lower than the interim contract it is replacing. The bid price is fixed for a two year period. The bid amount is 2% lower than the user's estimate. Based on competition, the price is considered fair and reasonable. After evaluation of the bids, WebHouse, Inc. was deemed the lowest responsive, responsible bidder. Funding is available in the Operating Budget under General Ledger No. 711558.

**F: Personal Service Contracts**

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

2. **Modjeski and Masters** **\$ 8,227,266.53** **Staff Summary Attached**  
**Contract No. PSC-11-2884**  
6 yr. contract - Competitive RFP – 4 Proposals  
Provide design and construction support services for reconstruction and rehabilitation of the Manhattan Approach Ramps to the RFK Bridge.





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

6. Atkins, P.A. \$ 334,971.00 *Staff Summary Attached*  
Contract No. PSC-08-2843  
Continued support for the All Electronic Tolling pilot program at the Henry Hudson Bridge.

**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)

7. John P. Picone, Inc. \$ 3,605,850.00 *Staff Summary Attached*  
Contract No. CB-09  
Additional work and a quantity reduction of one line item under Contract CB-09, Substructure and Underwater Work at the Cross Bay Veterans Memorial Bridge.

# Staff Summary

Item Number <b>2</b> (Final)					
Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E. <i>JK</i>					
Division & Division Head Name: Engineering and Construction, Vincent Montanti, P.E. <i>VM</i>					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	President	05/7/12	<i>JK</i>		
2	MTA B&T Committee	05/21/12			
3	MTA Board	05/23/12			
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>JS</i>	4	Chief of Staff <i>OK</i>		
2	General Counsel <i>MM</i>	5	Executive Vice President <i>MM</i>		
3	Chief Procurement Officer <i>AWK</i>	6	President <i>JK</i>		

<b>SUMMARY INFORMATION</b>	
Vendor Name Modjeski and Masters	Contract Number PSC-11-2884
Description: Design and Construction Support Services for Reconstruction and Rehabilitation of the Manhattan Approach Ramps to the RFK Bridge	
Total Amount \$8,227,266.53	
Contract Term (including Options, if any) Six 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 Reconstruction and Rehabilitation of the Manhattan Approach Ramps to the RFK Bridge to Modjeski and Masters (M&M) for a period of six years at a cost of \$8,227,266.53. 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 Project RK-23, Reconstruction and Rehabilitation of the Manhattan Approach Ramps to the Robert F. Kennedy Bridge (RFK). The construction includes replacement and/or rehabilitation of decks, joints, barriers, drainage, lighting, superstructure and substructure.

The service requirements were publicly advertised; eleven firms submitted qualification information. Four firms were chosen to receive the RFP based on a review of those qualifications and all four firms submitted proposals: Ammann & Whitney (A&W), Hardesty & Hanover (H&H), Modjeski and Masters (M&M) and Parsons Brinkerhoff (PB). The proposals were evaluated against established criteria set forth in the RFP, including an understanding of the technical requirements, technical expertise, proposed personnel, oral presentations and cost.

## Staff Summary

The committee selected M&M on the basis that its proposal included: (i) an excellent understanding of this project; (ii) a sound approach in coordinating the work with B&T throughout the design process to develop the most favorable solutions; (iii) experience in designing a similar project for the Replacement of the Queens Approach Deck at the Throgs Neck Bridge; (iv) a staff which is very familiar with the issues that affect the local community; and (v) a proposed cost which was 2% under B&T's estimate. A&W's oral presentation lacked the details provided by other proposers and its cost proposal was significantly below the estimate. H&H provided a good technical proposal; however their cost proposal was significantly higher than B&T's estimate. PB provided a reasonable technical proposal but did not discuss sensitive community issues during oral presentations and its cost proposal was also considerably lower than the estimate.

M&M submitted a proposal of \$8,500,605. The Engineer's estimate is \$8,700,000. Negotiations were conducted and the parties agreed to the amount of \$8,227,266.53, which is 5% below the Engineer's estimate and is considered fair and reasonable. M&M 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. M&M is currently performing two contracts with B&T; however M&M has no recently completed contracts with B&T.

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

Funding is available under Project RK-23 in the 2010-14 Capital Budget.

### **V. 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: 5 (Final)

<b>Vendor Name (&amp; Location)</b> WSP-Sells, Briarcliff Manor, NY STV Incorporated, New York, NY HNTB New York Engineering & Architecture, P.C., New York, NY Edwards and Kelcey Engineers, Inc., New York, NY Gannett Fleming Engineers and Architects, P.C., New York, NY	<b>Contract Number</b> PSC-06-2807A PSC-06-2807B PSC-06-2807C PSC-06-2807D PSC-06-2807E	<b>AWO/Modification #</b>
<b>Description</b> Miscellaneous Design Services on an As-Needed Basis	<b>Original Amount:</b> \$12,000,000	
<b>Contract Term (including Options, if any)</b> October 26, 2007 – May 31, 2014 (A) November 1, 2007 – May 31, 2014 (B) February 14, 2008 – May 31, 2014 (C) October 23, 2008 – May 31, 2014 (D) August 14, 2008 – May 31, 2014 (E)	<b>Prior Modifications:</b> \$4,000,000	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Prior Budgetary Increases:</b> N/A	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b> \$16,000,000	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	<b>This Request:</b> Aggregate NTE \$6,000,000	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b> 37.5%	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Joe Keane, P.E.	<b>% of Modifications (including This Request) to Original Amount:</b> 83.3%	

**Discussion:**

B&T is seeking Board approval under the All Agency Guidelines for Procurement of Services to increase funding under five personal service contracts for miscellaneous design services on an as-needed basis in the aggregate amount of \$6,000,000. Contracts PSC-06-2807A - PSC-06-2807E were awarded to the above five firms pursuant to a competitive proposal process in an aggregate amount not to exceed \$12M for all five contracts, which was subsequently increased to \$16M. Under these contracts, B&T issues work orders to perform various projects, which typically include design scoping, designing safety and red flag repairs, deck repairs, structural steel repairs, value engineering, condition inspections and engineering investigations. Through April 26, 2012, work orders totaling over \$15M have been awarded, including \$6.5M in the last 14 months. In addition, over \$1.5M in requests are currently in process pending funding. B&T has determined that continuing to acquire these types of services by utilizing these miscellaneous design contracts is administratively more cost effective and time efficient than soliciting these services under separate RFPs. B&T is in the process of updating and expanding its requirements so that a new group of as needed contracts can be awarded next year.

The additional funding requested under this amendment will support essential miscellaneous design needs in the 2012-14 Major Maintenance Budget and 2010-14 Capital Program that are required until new contracts are awarded. The consultants will be compensated in accordance with the rates included in the contracts. Based on the above, the aggregate value of \$6,000,000 under the prospective contract amendments is considered fair and reasonable.

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

Item Number: **6** (Final)

<b>Vendor Name (&amp; Location)</b> Atkins, P.A., Edison, NJ
<b>Description</b> Consulting Services to Perform a Barrier Free Tolling Preparation Assessment
<b>Contract Term (including Options, if any)</b> January 12, 2009 - May 31, 2012
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Chief Financial Officer, Don Spero

Contract Number	AWO/Modification #
PSC-08-2843	
<b>Original Amount:</b>	\$ 1,492,184.00
<b>Prior Modifications:</b>	\$ 1,056,985.00
<b>Prior Budgetary Increases:</b>	\$ 0.00
<b>Current Amount:</b>	\$ 2,549,169.00
<b>This Request:</b>	\$ 334,971.00
<b>% of This Request to Current Amount:</b>	13%
<b>% of Modifications (including This Request) to Original Amount:</b>	93%

**Discussion:**

B&T is seeking Board approval under the All Agency Guidelines for Procurement of Services to modify this Contract with Atkins, P.A. (Atkins) for additional work for the All Electronic Tolling (AET) pilot at the Henry Hudson Bridge in the amount of \$334,971. Consistent with the Procurement Guidelines, this amendment constitutes a substantial change.

Pursuant to a competitive RFP process, this contract was awarded to PBS&J in February 2009 in the amount of \$1,492,184 for a duration of 14 months to perform a study and provide an assessment of the issues involved in converting the current gated toll collection system to a cashless barrier-free system. Atkins, P.A., purchased the company and the contract was amended in July 2011 to reflect the name change.

In March 2010, the Board approved an amendment under this contract in an amount of \$655,115 to develop the scope of work for B&T's E-ZPass New York Customer Service Center (CSC) contractor to support the introduction of AET. The Board has since approved an amendment in July 2011 for an additional \$401,870 for ongoing AET support. This proposed amendment will enable Atkins to continue to provide support under the AET program by: (i) reviewing all project deliverables from the CSC contractor and implementing and monitoring system changes by the CSC; (ii) delivering a complete back-office system to support AET to insure violation transactions are accounted for and the revenue stream is protected; and (iii) providing analyses, guidance and oversight on implementation of an Optical Character Recognition solution and associated software to correctly identify customers' license plates. This contract will be extended through December 31, 2012.

Atkins proposed an amount of \$334,971; the user's estimate was \$351,159. The man hours have been reviewed by project management and found to be acceptable. In comparison with the estimate, the proposed price is considered fair and reasonable. Funding for this amendment is available under the 2010 - 2014 Capital Program.

**Schedule I: Modifications to Purchase and Public Works Contracts**
**Item Number: 7 (Final)**

<b>Vendor Name (&amp; Location)</b> John P. Picone, Inc., Lawrence, New York	<b>Contract Number</b> CB-09	<b>AWO/Modification #</b>
<b>Description</b> Substructure and Underwater Work at the Cross Bay Veterans Memorial Bridge	<b>Original Amount:</b>	\$13,182,300.00
<b>Contract Term (including Options, if any)</b> November 29, 2010 - January 28, 2013	<b>Prior Modifications:</b>	\$213,128.02
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Prior Budgetary Increases:</b>	N/A
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b>	\$13,395,428.02
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:	<b>This Request:</b>	\$3,605,850.00
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b>	26.9%
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Joe Keane, P.E.	<b>% of Modifications (including This Request) to Original Amount:</b>	29.0%

**Discussion:**

B&T is seeking Board approval under the All-Agency Procurement Guidelines to modify this Contract with John P. Picone, Inc. (Picone) in the net amount of \$3,605,850.

During the course of concrete demolition activities at the piers (roadway support structures) of the Cross Bay Veterans Memorial Bridge, field inspections revealed the need to add and reduce various unit price items and to add one new item. The increases are necessary due to greater concrete deterioration than anticipated requiring additional effort to remove and rehabilitate the concrete pier faces. The revisions are as follows:

- (i) Two items (removal/replacement of concrete above the tidal zone) were reviewed in accordance with Article 3.02 of the Contract, whereby the Engineer determined that the existing unit price resulted in an inequity to Picone for the excess quantity above the variable quantities clause threshold (50%). Picone submitted a proposal totaling \$8,636,720.93. The Engineer's estimate totals \$4,539,405.58. Negotiations resulted in an amount totaling \$5,180,850 which is considered fair and reasonable.
- (ii) The new item requires Picone to perform concrete repairs extending to the top of the pier caps. Picone submitted a proposal in the amount of \$481,676. The Engineer's estimate is \$269,084. Negotiations resulted in an amount totaling \$300,000 which is considered fair and reasonable.
- (iii) One unit price item of concrete facing will be reduced by 2,500 square meters (sm); based on the price of \$750/sm this credit totals \$1,875,000 and is considered fair and reasonable.

The overall net increase to the Contract equates to \$3,605,850. Due to the quantity revisions and the associated increased effort required to perform the concrete repairs, Picone requested a 10 month extension of time through November 30, 2013, which was granted by B&T. Funding for this amendment is available in the 2010 - 2014 Capital Budget under Project CB-09.



# **Bridges and Tunnels**

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## **Diversity Report First Quarter 2012**

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The Agency has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing the Agency's March 31, 2012 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

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

2012 First QUARTER EEO REPORT

AGENCY NAME: Bridges and Tunnels

**WORKFORCE UTILIZATION ANALYSIS**  
**AS OF 03/31/2012**

JOB CATEGORY	FEMALES			BLACKS			HISPANICS			ASIANS			AI/AN			NHOPI			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	30.0%	24.0%	No	10.0%	22.0%	Yes	4.0%	6.0%	Yes	6.0%	10.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	1.0%	0.0%	No
Professionals	31.0%	32.0%	Yes	10.0%	19.0%	Yes	6.0%	16.0%	Yes	10.0%	16.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	1.0%	0.0%	No
Technicians	10.0%	19.0%	Yes	9.0%	18.0%	Yes	6.0%	18.0%	Yes	1.0%	4.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	1.0%	0.0%	No
Protective Services	18.0%	21.0%	Yes	16.0%	32.0%	Yes	21.0%	26.0%	Yes	2.0%	5.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	1.0%	0.0%	No
Paraprofessionals	0.0%	0.0%	Yes																		
Administrative Support	61.0%	60.0%	No	18.0%	57.0%	Yes	19.0%	26.0%	Yes	4.0%	3.0%	No	0.0%	0.0%	Yes	0.0%	0.0%	Yes	2.0%	0.0%	No
Skilled Craft	0.0%	0.0%	Yes																		
Service Maintenance	2.0%	1.0%	No	14.0%	14.0%	Yes	18.0%	12.0%	No	2.0%	4.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	2.0%	0.0%	No

## **DEFINITIONS OF EEO JOB CATEGORIES:**

### **Officials & Administrators**

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

### **Professionals**

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

### **Technicians**

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

### **Protective Services**

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

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### **Paraprofessionals**

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

### **Administrative Support**

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

### **Skilled Craft**

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

### **Service Maintenance**

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

**2012 First QUARTER EEO REPORT**

**AGENCY NAME: Bridges and Tunnels**

**NEW HIRES  
AS OF 3/31/2012**

JOB CATEGORY	TOTAL <sup>1</sup>	FEMALES <sup>2</sup>		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	2	0	0.0%	1	50.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Professionals	7	1	14.3%		0.0%	1	14.3%	1	14.3%		0.0%		0.0%		0.0%
Technicians			0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Protective Services			0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Paraprofessionals			0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Administrative Support	3	1	33.3%		0.0%	2	66.7%		0.0%		0.0%		0.0%		0.0%
Skilled Craft			0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Service Maintenance			0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
<b>Total</b>	<b>12</b>	<b>2</b>	<b>16.7%</b>	<b>1</b>	<b>8.3%</b>	<b>3</b>	<b>25.0%</b>	<b>1</b>	<b>8.3%</b>	<b>0</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>

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<sup>1</sup> Total includes males and females (in each of the protected racial/ethnic groups as well as including non-minorities).

<sup>2</sup> Total includes females in each of the protected racial/ethnic groups as well as including non-minorities.

**2012 First QUARTER EEO REPORT**

**AGENCY NAME: Bridges and Tunnels**

**EEO AND TITLE VI COMPLAINTS**

**AS OF 3/31/2012**

Category	Race	Disability	Gender	National Origin	Age	Sexual Harassment	Religion	Other <sup>1</sup>	Total Issues <sup>2</sup>	Total Cases	Status (# Open)
EEO	4	4	5	0	2	0	0	7	22	12	4
External Complaints	3	3	5	0	2	0	0	7	20	10	4
Internal Complaints	1	1	0	0	0	0	0	0	2	2	NONE

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

<sup>1</sup> "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

<sup>2</sup> In some instances a single complaint may involve two or more EEO categories.

<sup>3</sup> In some instances a single complaint may involve two or more EEO categories based on race, national origin, or color.

