



**Bridges and Tunnels**

# **Bridges and Tunnels Committee Meeting**

## **June 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

June 25, 2012 – 12:15 p.m.

347 Madison Avenue  
Fifth Floor Board Room  
New York, NY

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#### AGENDA ITEMS

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



# **Bridges and Tunnels**

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## **Minutes of Committee Meeting May 2012**

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

**May 21, 2012**

**12:15 p.m.**

In attendance were the Honorable:

Mitchell H. Pally, Acting Chairman  
Robert C. Bickford  
James F. Blair  
Mark D. Lebow

Also in Attendance:  
Andrew Albert

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  
M. Margaret Terry, General Counsel

Also in Attendance:  
Joseph J. Lhota, Chairman and Chief Executive Officer MTA  
Nuria I. Fernandez, Chief Operating Officer MTA

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

**May 21, 2012**

Minutes of TBTA Committee held May 21, 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 stated that on the Henry Hudson Bridge, southbound, a dotted line should be placed between the cash and E-ZPass lanes which would give drivers advance notice that not all three lanes are through lanes. Currently all the lines are broken so the customers are not aware that the left lane is solely for cash; a dotted line would indicate that. Acting Chairman Pally requested that B&T look into the issue and report back to the Committee.

**Minutes**

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

**Committee Work Plan**

Mr. Ferrara stated that there are no changes to the work plan for this month. Mr. Ferrara stated that the Committee Report this month contains the First Quarter 2012 Diversity Report.

**Operations/Safety**

Mr. Moretti stated that in March there were 23,908,000 crossings, which is only a decrease of 20,000 crossings versus the prior March. The weather in March was warmer and drier than a year ago; there was no snow fall. There was only one inch of rain for the whole month versus six inches in 2011. The average price per gallon of gasoline was \$3.93 which is 30 cents per gallon higher than last year at this time and 16 cents higher than February.

There were 19.4 million E-ZPass crossings for the month which is 1.8 % more than March 2011. There were 4.5 million cash crossings which is 7.5 % fewer crossings than one year ago. Passenger vehicle traffic was up 0.1% and truck traffic was down by 2.9%. For the month two facilities, the Henry Hudson and Verrazano-Narrows Bridges, recorded a decrease in crossings. The remaining facilities experienced increases ranging from 0.2% at the major Manhattan crossings to 0.6% at the Rockaways. Year-to-date through March there were 66.9 million crossings which is 2.4 million more crossings than the comparable period one year ago.

Preliminary results for April show that there were 23.6 million crossings which for the second straight month is almost exactly identical to April 2011 or 40,000 more than the prior year.

Acting Chairman Pally stated that it was interesting that the number of vehicles stays the same but the number of E-ZPass vehicles continues to increase, meaning people are going

through the toll plazas more quickly even though the numbers are the same. Commissioner Lebow stated that it is also less expensive to use E-ZPass.

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 March, which are contained on pages 28 and 29 in the Safety report. Mr. Petrovich stated that the injury rate per million vehicles has declined 3.6% from last year's level. In March 2012 there are eleven less employee lost time injuries compared to the prior March.

#### **Customer Environment Survey First Quarter 2012**

Mr. Fortunato stated that in the first quarter of 2012 Bridges and Tunnels striped 117,476 linear feet of roadway at multiple locations of the Robert F. Kennedy Bridge. B&T repaired 942 potholes in the first quarter of 2012 which is significantly down from 4,592 in the first quarter of 2011. Favorable weather conditions were a major factor contributing to the difference. The overall collision rate per million vehicles was 4.36 in the first quarter of 2012, which is 4.2% lower than the first quarter of 2011. The collision rate with injuries per million vehicles in the first quarter 2012 was 3.6% lower than the same period in 2011. B&T met its E-ZPass toll lane availability goal in the first quarter of 2012.

Acting Chairman Pally stated that what he found especially interesting in the report is that it is amazing what happens when projects are finished and done well, as evidenced by the significant increase in vehicles traveling over 30 mph weekdays on the Bronx Whitestone Bridge which has gone up astronomically. Acting Chairman Pally praised B&T for a job well done.

#### **E-ZPass**

Mr. Spero stated that the E-ZPass market share for March was 81.3%, which is more than 1.5% higher than the previous March. Almost 18,000 E-ZPass accounts were opened in March including 8,700 E-ZPass On-The-Go accounts, which is almost half of the total. This is being driven by the in-lane sales of the On-The-Go tags which are now available at all of the facilities. Since the program began last June at the Henry Hudson Bridge, B&T has exceeded 44,000 tags sold in the lanes. Along with the Henry Hudson Bridge, the Throgs Neck, Bronx Whitestone and RFK Bridges are showing extremely strong sales.

Commissioner Albert asked what percentage of total sales the On-The-Go tags represents. Mr. Spero responded that he did not know off-hand, but he would get back to the Committee with the percentage.

#### **Finance**

Mr. Spero stated that through the first three months toll revenue is up 1.9% or about \$6.6 million against the budget. That is a reflection primarily of favorable weather through the winter. March revenue was down very slightly against the budget. Traffic was up about 2.3 % through March against the budget. Expenses through March were down about 7.1% or \$9.5 million primarily due to a combination of labor and non-labor expenses. The lower non-labor expenses include professional service contracts, maintenance contracts, and materials and supplies; all were lower due to timing. On the labor side payroll costs were lower by 6% or almost \$2 million primarily due to vacancies. Overtime costs were lower by \$872,000 which is about 14.5% below budget. Overtime continues to be an extremely good story for B&T. It is better than Plan this year due to favorable weather and on-going scheduling efficiencies carried

out by the Operations Department; these include the utilization of directed patrols for Sergeants and Lieutenants which are flexible assignments where officers can be dispatched to multiple facilities to cover supervisory needs, and strong operational oversight of employees' court appearances; the adjustment of staffing based on seasonal patterns and facility needs, and the use of seasonal employees wherever it can. The overall increase in E-ZPass market share has also reduced overtime by reducing the need for increased coverage in the cash lanes.

Commissioner Lebow stated that the Authority should not be so modest about the overtime figures in that every other MTA Agency has experienced increased overtime costs through the first four months of this year. B&T is the exception and it is quite an achievement.

Commissioner Albert stated that according to the newspapers the City is reaping a slight windfall because of the mild winter where for example less salt was used on the streets and other weather related activities were not required. Commissioner Albert asked if B&T had a similar experience. Mr. Spero responded affirmatively and stated that is partially the reason for lower than budgeted costs in those areas.

Total support to mass transit through March was approximately \$217 million or 27% better than Plan.

### **Capital Program**

Mr. Keane stated that in April B&T made six commitments with a total value of \$11.4 million. Year-to-date there have been thirty commitments made with a total value of \$24.5 million against a plan year-to-date total of twenty-five commitments with a total of \$23 million. The most significant commitment made in April was a task for construction support services for a project to replace the suspended span decks on the upper level of the Verrazano-Narrows Bridge in the amount of \$8.5 million.

There were no completions made in April. Year-to-date there have been eight completions valued at approximately \$13.8 million which matches the year-to-date plan for completions.

There were eleven task level close-outs in April which totaled \$10 million which brings the year-to-date close-outs to \$50 million.

Mr. Keane stated that there is one change noted for a planned commitment for a paving project at the Throgs Neck Bridge. The date has been adjusted from April to May.

Mr. Keane stated that overall B&T remains on-target to meet its capital program goals for the year.

### **Procurements**

Mr. Koestler stated that there are eight procurements this month totaling about \$18.87 million.

### **Non-Competitive Procurements**

Mr. Koestler stated that there is one non-competitive procurement. It is a three year miscellaneous procurement contract for \$200,040 with E-Transit, Inc. for maintenance of the Transmit Host System installed at seven facilities. This System displays real-time travel information to motorists via electronic message signs with reference to distances to major regional destinations and connecting highways.

### **Miscellaneous Procurement Contracts**

E-Transit, Inc.	Contract No. 12-TD-2891 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.	\$200,040.00
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### **Competitive Procurements**

Mr. Koestler stated that there are seven competitive procurements.

The first is a two year miscellaneous procurement contract for \$146,842 with WebHouse, Inc. to provide NetApp's Premium Maintenance package to support the entire virtual server environment at Randall's Island and 2 Broadway. The second item is a six year personal service contract with Modjeski and Masters to provide design and construction support services for reconstruction and rehabilitation of the Manhattan Approach Ramps to the RFK Bridge in the amount of \$8,227,267. At a future date the cost for construction support services will be presented to the Board for approval. Next is a five year personal service contract with NCO Financial Systems, Inc. for collection of outstanding E-ZPass tolls and fees that are more than 90 days past due on customer accounts. Under this contract the consultant is paid based on a percentage of all funds collected on behalf of B&T. The fourth procurement is a three year miscellaneous service contract for \$353,644 with Clean Rental Services for rental and cleaning of Maintenance personnel uniforms on a weekly basis. The fifth item is a modification to five personal service contracts to increase funding in the aggregate amount of \$6,000,000. Under these contracts work orders are issued on an as-needed basis for various projects that include designing safety and red flag repairs, deck and structural steel repairs, and condition inspections. Next is a modification to a personal service contract with Atkins, P.A. for additional work to support the All Electronic Tolling pilot program at the Henry Hudson Bridge in the amount of \$334,971. The last item is a modification to a public work contract with John P. Picone in the



amount of \$3,605,850 for additional work and a quantity reduction of one unit price item under Contract CB-09, Substructure and Underwater Work at the Cross Bay Veterans Memorial Bridge.

#### **Miscellaneous Procurement Contracts**

WebHouse, Inc.	Contract No. 3000000919 Contractor to provide NETApp SupportEdge Premium Maintenance.	\$146,841.87
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#### **Personal Service Contracts**

Modjeski and Masters	Contract No. PSC-11-2884 Provide design and construction support services for reconstruction and rehabilitation of the Manhattan Approach Ramps to the RFK Bridge.	\$8,227,266.53
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NCO Financial Systems, Inc.	Contract No. PSC-10-2883 Consultant to assist B&T in the collection of outstanding E-ZPass tolls and fees that are more than 90 days past due on customer accounts. On occasion, after several warnings when a customer fails to replenish his or her account that has an outstanding balance, the account will be revoked. As part of this process, various fees may also be applied, such as failing to return tags that are registered to the account, or for failing after repeated notification to rectify the account's outstanding financial status. The services required under this contract include: 1. Developing a database of the names of customers who have negative balances; 2. Contacting customers by mailers as well as telephone in an effort to collect the monies owed to B&T; and 3. Collecting unpaid tolls and fees on behalf of B&T. In addition, all toll violations associated with the Henry Hudson Bridge pilot All Electronic Tolling will go to NCO for collection services.	\$0.00
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#### **Miscellaneous Service Contracts**

Clean Rental Services, Inc.	Contract No. 11-MNT-2887 Contractor to provide all labor, material and equipment necessary for the rental and	\$353,644.00
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cleaning of Maintenance personnel uniforms  
on a weekly basis.

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

WSP –Sells STV Incorporated HNTB New York Engineering & Architecture, P.C. Edwards and Kelcey Engineers, Inc. Gannett Fleming Engineers and Architects, P.C.	Contract Nos. PSC-06-2807A – E Increase funding in the aggregate amount of \$6,000,000 for five personal service contracts to provide miscellaneous design services on an as-needed basis for various projects, which include design scoping, designing safety and red flag repairs, deck repairs, structural steel repairs, value engineering, condition inspections and engineering investigations.	\$6,000,000.00 (Aggregate not-to- exceed amount for the 5 contracts)
Atkins, P.A.	Contract No. PSC-08-2843 Continued support for the All Electronic Tolling pilot program at the Henry Hudson Bridge.	\$334,971.00

**Modifications to Purchase & Public Works Contracts**

John P. Picone, Inc.	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.	\$3,605,850.00
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With respect to the reconstruction and rehabilitation of the Manhattan approach ramps to the RFK Bridge, Commissioner Albert asked if that is being reconstructed or rehabilitated exactly as it is now or will there be a design change. Commissioner Albert feels that the current configuration presents safety challenges with the mixture of the 124th and 125th Street approaches and the FDR Drive approach. In response Mr. Keane stated that with the large scale capital projects B&T typically does a full conceptual design where all the alternatives are analyzed possibly including some geometric and safety improvements to the interchange which will be a part of the initial phase of the project. Mr. Keane did state that there are some jurisdictional issues with New York City Department of Transportation that B&T will have to work out. B&T expects to take a broad view of the project before it settles on an alternative. Commissioner Albert asked if the Committee will have an opportunity to see the design. Mr. Keane responded that he would be happy to brief the Committee. Mr. Ferrara stated that the Authority has maintained metrics on this area of a number of years and it is not a hot spot of activity for vehicular accidents.

Regarding the Atkins procurement for additional work to support All Electronic Tolling at the Henry Hudson Bridge, Commissioner Blair asked if the results of the AET Pilot Program study will be made available to the Committee. Mr. Ferrara responded that he would make the study available to the Committee at the appropriate time. Mr. Spero stated that the Authority intends to go ahead with Phase II of the Pilot the second half of the year. The purpose of the Atkins contract is to provide support for implementation of that phase of the Pilot, but the project will continue beyond the end of the Atkins contract. Mr. Spero stated that B&T will continue to brief the Committee on the status of the AET Pilot.

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

Mr. Koestler stated that there are no ratifications.

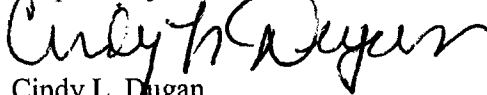
#### **Diversity Report First Quarter 2012**

Mr. Ferrara referred the Committee to the Diversity Report First Quarter 2012 contained in the Committee Report. There were no questions from the Committee Members. Acting Chairman Pally stated that Chairman Lhota has previously stated that in September there will be a full report on both the second quarter numbers and implementation strategies in places where the guidelines have not been met. Acting Chairman Pally stated that he assumes that TBTA will be a part of that process at that time. Mr. Ferrara responded affirmatively.

#### **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>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

#### June 2013

Diversity Report – 1<sup>st</sup> Quarter 2013

EEO

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

### **Detailed Summary**

#### **I. RECURRING**

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

Approval of the official proceedings of the Committee Meeting.

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

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

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

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

### **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.

**JUNE 2013****Diversity Report – 1<sup>st</sup> Quarter 2013**

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



# **Bridges and Tunnels**

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

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

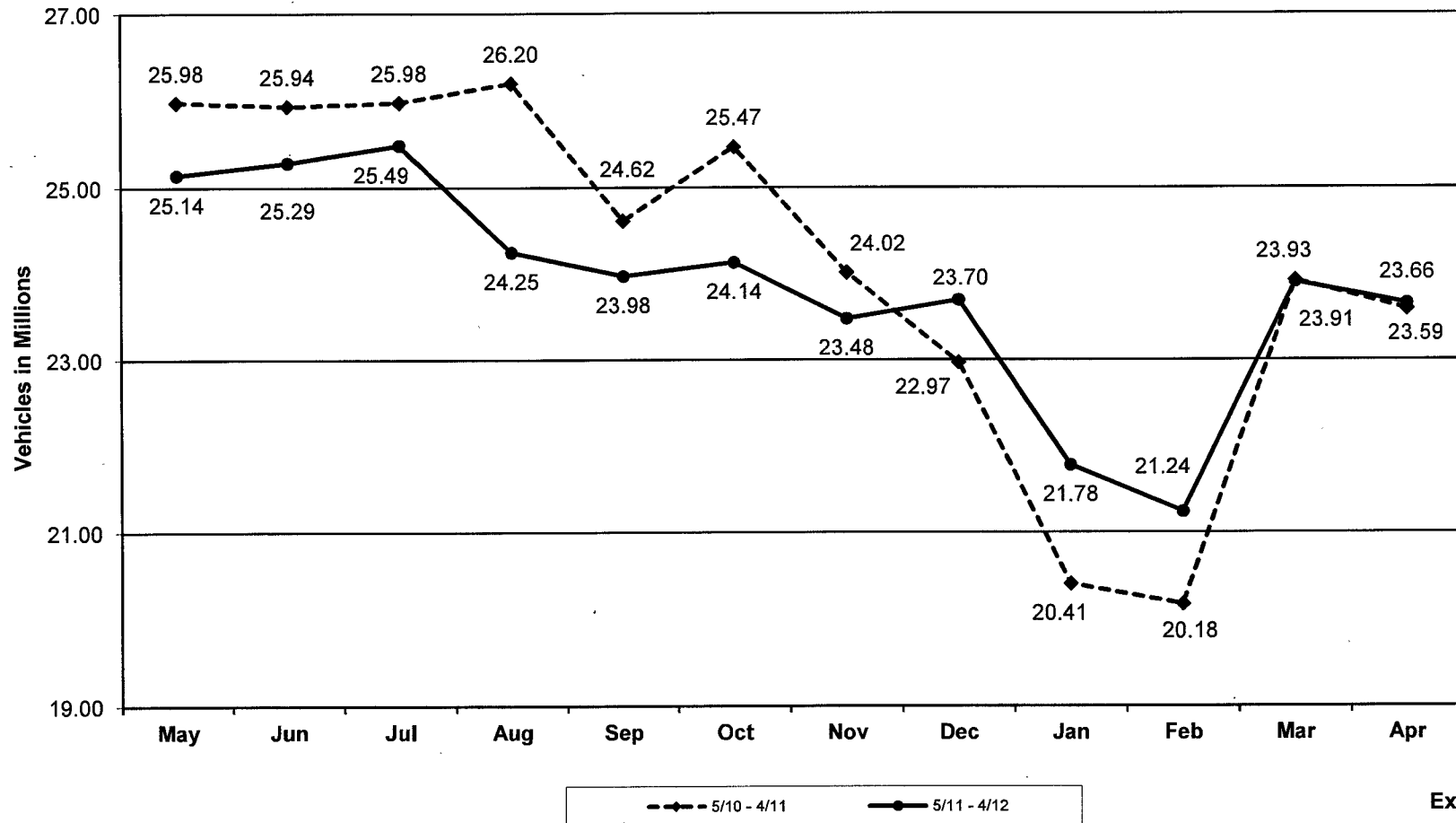
### **Summary**

Total traffic crossings in April were almost the same on a year-to-year basis, 23.66 million vehicles in 2012 versus 23.59 million in 2011 (Exhibit 1).

A total of 3.2 inches of rain fell over 9 days in 2012 compared to 5.1 inches over 14 days in 2011, and average temperatures for both years were in the low to mid-fifties. Gas prices averaged \$4.05 per gallon, which was \$0.14 more per gallon than in April 2011 and the first time since May 2011 that prices rose above \$4.00.

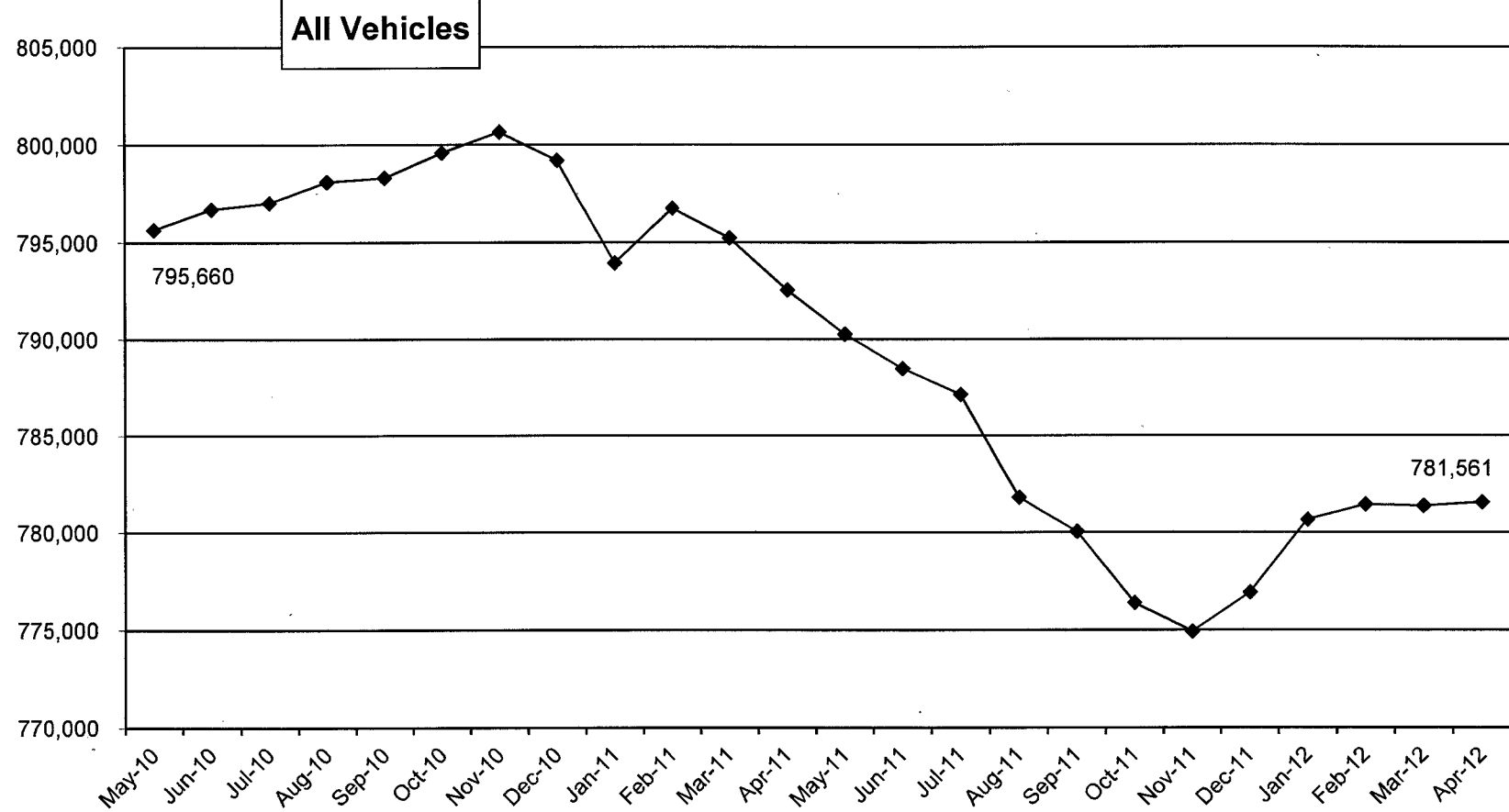
Year-to-year E-ZPass volume increased by 2.7% and year-to-year cash crossings declined 8.9% for April 2012 versus 2011 (Exhibit 7). Passenger cars were up 0.4% and other vehicles were down 1.4% from last April (Exhibit 8).

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



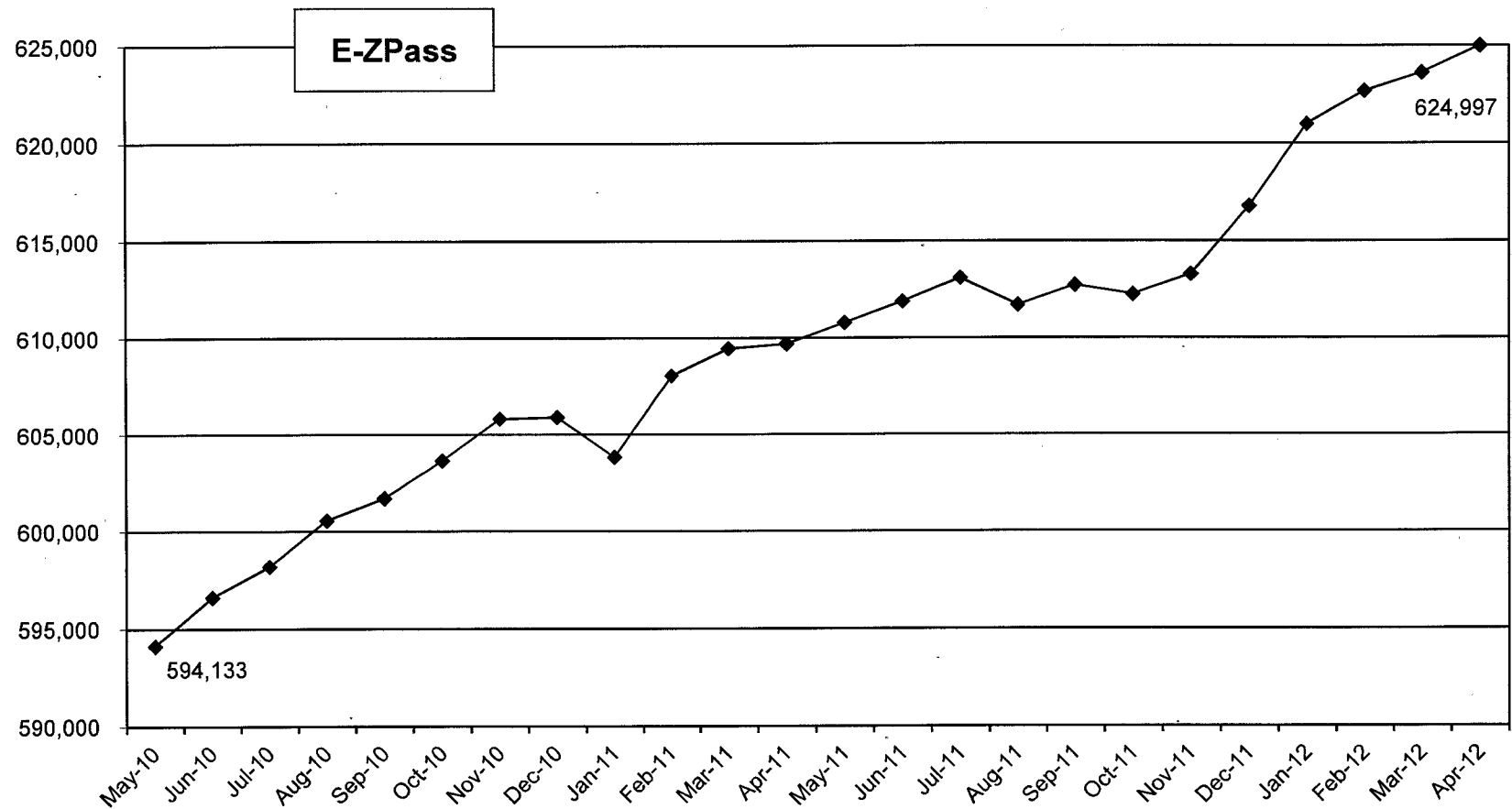
Ex. 1

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



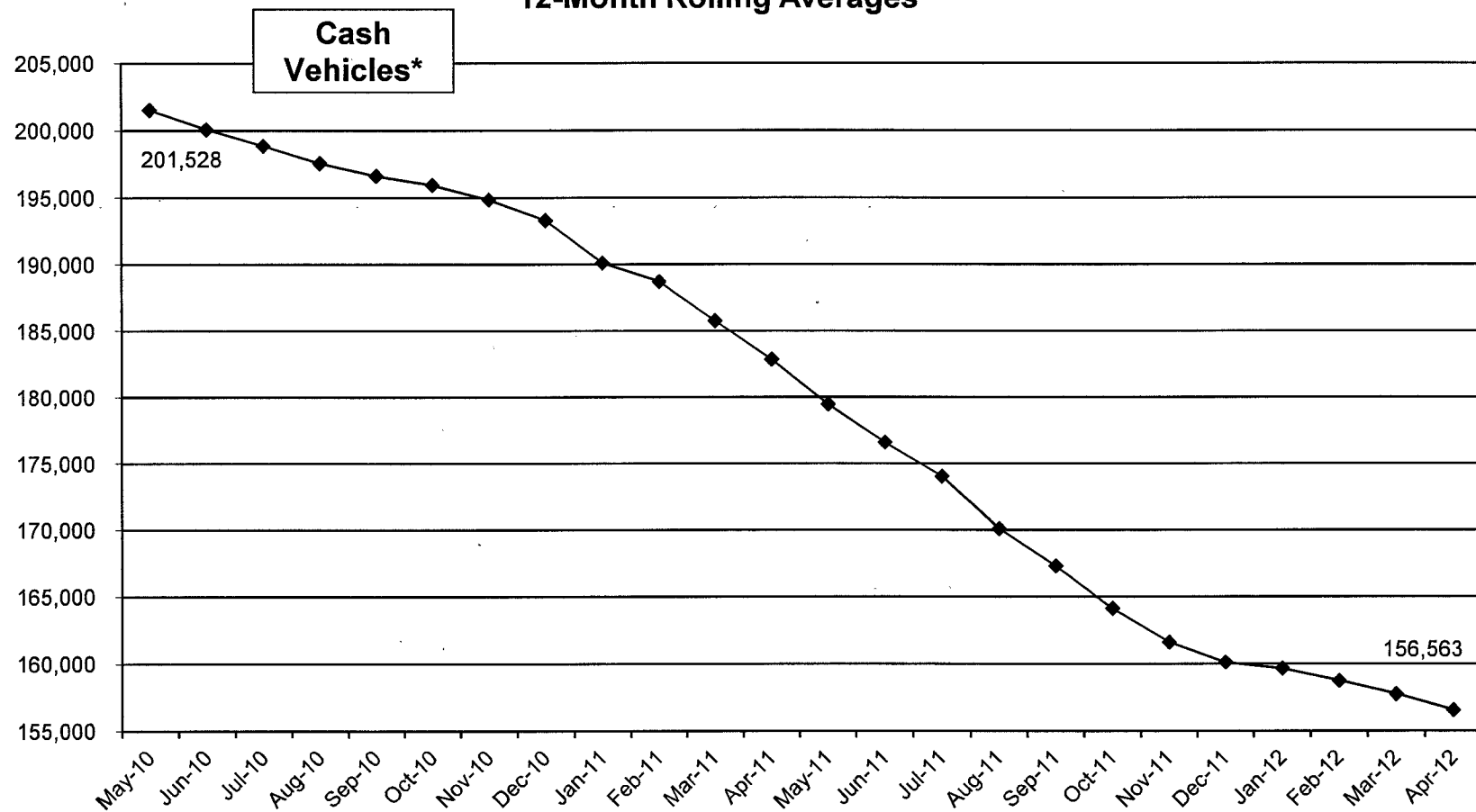
Ex. 2

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



Ex. 3

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

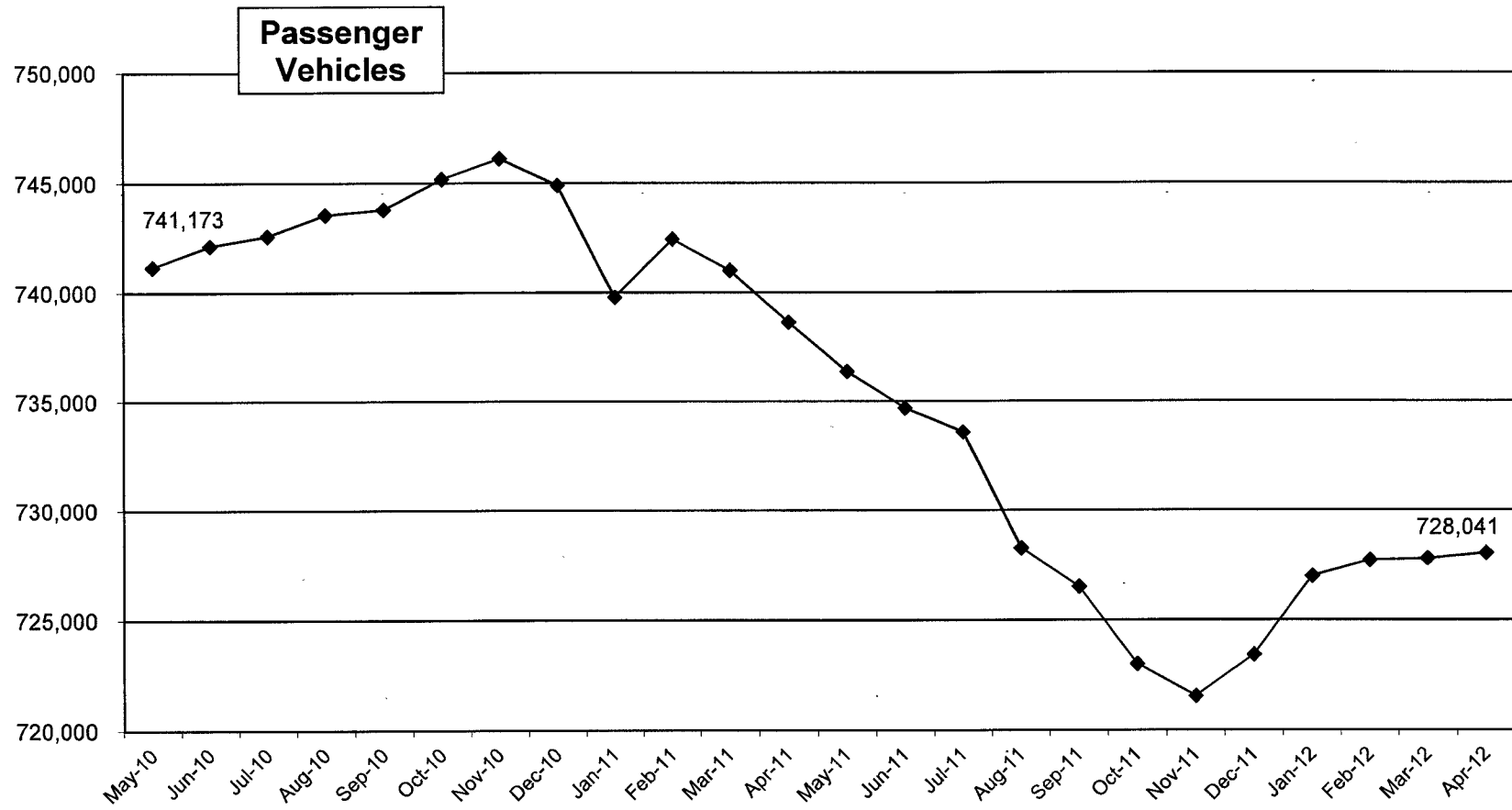


\*Includes token and ticket transactions.

Ex. 4

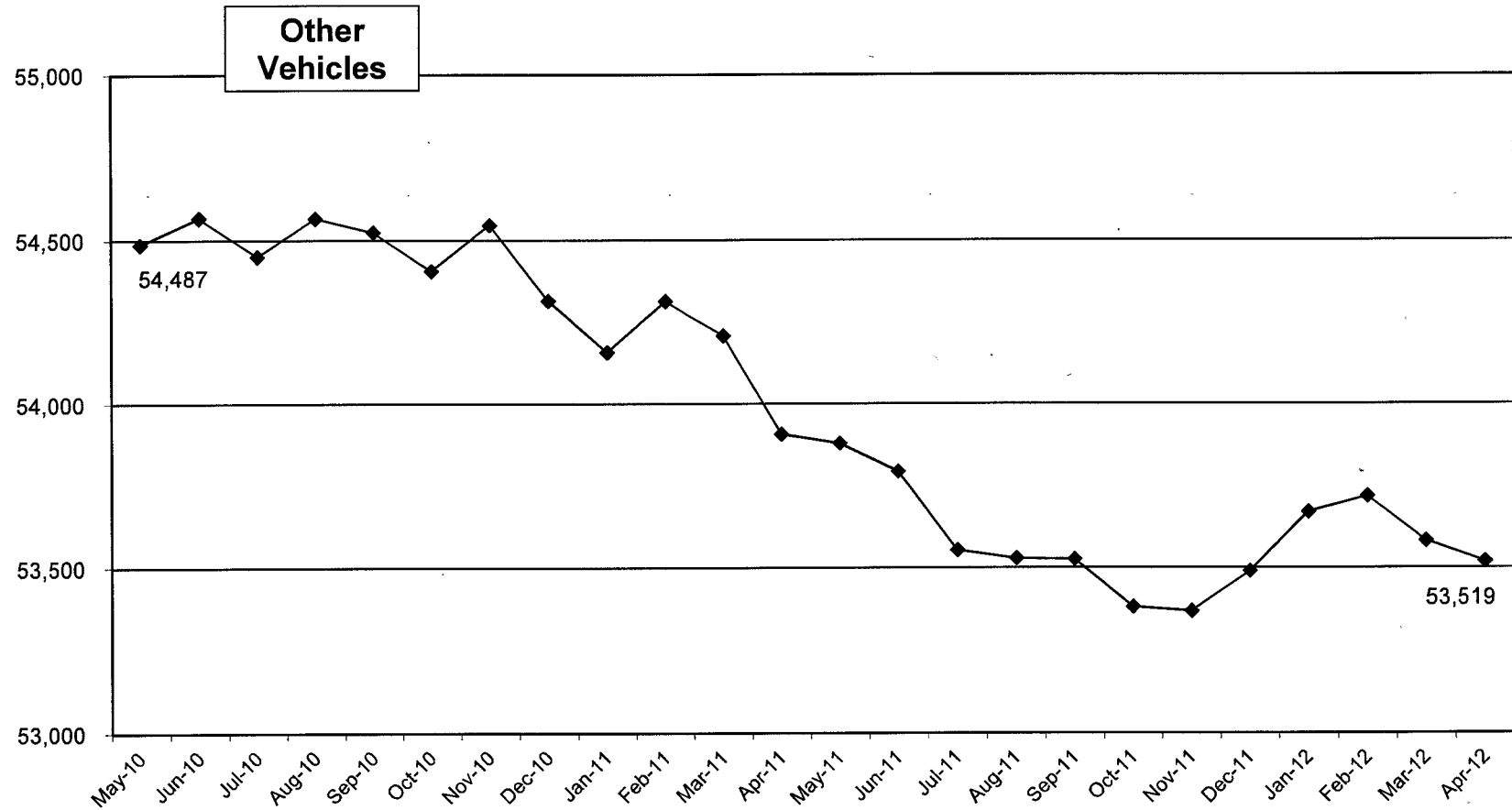


**MTA Bridges and Tunnels  
Average Daily Traffic: May 2010 - April 2012  
12-Month Rolling Averages**



Ex. 5

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



Ex. 6

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

Corridor	Toll Media	Apr <sup>(1)</sup>	3 Months <sup>(2)</sup> (Feb-Apr)	6 Months <sup>(3)</sup> (Nov-Apr)	9 Months <sup>(4)</sup> (Aug-Apr)	12 Months <sup>(5)</sup> (May-Apr)
All Facilities	Total Vehicles	0.3%	0.5%	1.4%	-1.0%	-1.4%
	E-ZPass	2.7%	2.7%	4.4%	2.6%	2.5%
	Cash <sup>(6)</sup>	-8.9%	-8.0%	-9.5%	-13.5%	-14.4%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	0.1%	0.7%	1.2%	-1.2%	-1.8%
	E-ZPass	3.2%	3.6%	5.1%	3.5%	3.4%
	Cash <sup>(6)</sup>	-8.6%	-7.3%	-9.1%	-13.2%	-14.5%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Brooklyn-Battery Tunnel	Total Vehicles	1.3%	0.9%	1.8%	0.0%	0.1%
	E-ZPass	3.8%	3.0%	4.4%	3.2%	3.6%
	Cash <sup>(6)</sup>	-10.2%	-9.1%	-10.3%	-13.8%	-14.4%
Verrazano-Narrows Bridge	Total Vehicles	-1.0%	-0.3%	1.1%	-1.4%	-1.9%
	E-ZPass	0.6%	1.2%	3.1%	1.2%	0.8%
	Cash <sup>(6)</sup>	-7.8%	-6.9%	-7.7%	-11.6%	-12.5%
Henry Hudson Bridge	Total Vehicles	-0.1%	-0.5%	0.8%	-2.3%	-2.3%
	E-ZPass	2.3%	2.2%	4.4%	1.8%	1.8%
	Cash <sup>(6)</sup>	-14.0%	-16.4%	-19.3%	-23.8%	-23.0%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	2.7%	2.1%	3.2%	-0.3%	-2.0%
	E-ZPass	4.3%	3.7%	5.2%	2.3%	0.4%
	Cash <sup>(6)</sup>	-4.2%	-5.1%	-5.9%	-10.7%	-11.3%

(1) April 2012 vs. April 2011.

(2) February 2012 to April 2012 vs. February 2011 to April 2011.

(3) November 2011 to April 2012 vs. November 2010 to April 2011.

(4) August 2011 to April 2012 vs. August 2010 to April 2011.

(5) May 2011 to April 2012 vs. May 2010 to April 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	Apr <sup>(1)</sup>	3 Months <sup>(2)</sup> (Feb-Apr)	6 Months <sup>(3)</sup> (Nov-Apr)	9 Months <sup>(4)</sup> (Aug-Apr)	12 Months <sup>(5)</sup> (May-Apr)
All Facilities	Total Vehicles	0.3%	0.5%	1.4%	-1.0%	-1.4%
	Passenger	0.4%	0.6%	1.5%	-1.0%	-1.4%
	Other	-1.4%	-1.1%	0.6%	-0.1%	-0.7%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	0.1%	0.7%	1.2%	-1.2%	-1.8%
	Passenger	0.3%	0.9%	1.3%	-1.3%	-2.0%
	Other	-1.7%	-0.9%	0.8%	0.4%	-0.2%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Brooklyn-Battery Tunnel	Total Vehicles	1.3%	0.9%	1.8%	0.0%	0.1%
	Passenger	1.5%	1.1%	1.9%	0.0%	0.1%
	Other	-1.5%	-1.4%	0.2%	-0.4%	-1.0%
Verrazano-Narrows Bridge	Total Vehicles	-1.0%	-0.3%	1.1%	-1.4%	-1.9%
	Passenger	-0.9%	-0.2%	1.2%	-1.4%	-1.9%
	Other	-2.1%	-2.3%	-0.3%	-1.3%	-1.8%
Henry Hudson Bridge	Total Vehicles	-0.1%	-0.5%	0.8%	-2.3%	-2.3%
	Passenger	-0.1%	-0.5%	0.7%	-2.4%	-2.4%
	Other	7.2%	4.3%	8.9%	7.4%	7.8%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	2.7%	2.1%	3.2%	-0.3%	-2.0%
	Passenger	2.6%	2.0%	3.2%	-0.3%	-2.0%
	Other	5.6%	3.3%	2.9%	0.8%	-1.2%

(1) April 2012 vs. April 2011.

(2) February 2012 to April 2012 vs. February 2011 to April 2011.

(3) November 2011 to April 2012 vs. November 2010 to April 2011.

(4) August 2011 to April 2012 vs. August 2010 to April 2011.

(5) May 2011 to April 2012 vs. May 2010 to April 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>
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	780,665	620,994	159,671	726,996	53,669
Feb-12	781,432	622,685	158,747	727,715	53,717
Mar-12	781,378	623,621	157,756	727,796	53,582
Apr-12	781,561	624,997	156,563	728,041	53,519

1. Numbers may not add due to rounding.

2. Includes token and ticket transactions.

## Supplemental Data Page for the Report on Operations

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

Traffic & Average Gas Price <sup>1</sup>			Weather <sup>2</sup>			
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
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
Jan-12	21,776,550	\$3.58	38	3.4	2.5	10
<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>
<b>Apr-12</b>	<b>23,660,313</b>	<b>\$4.05</b>	<b>56</b>	<b>3.2</b>	-	<b>9</b>

Note: Bold numbers are preliminary.

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

Traffic & Gas Monthly Inc/(Dec)			Weather Monthly Inc/(Dec)			
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
<b>2011 vs. 2010</b>						
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	1,367,820	\$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)
April	66,948	\$0.14	3	(1.9)	-	(5)

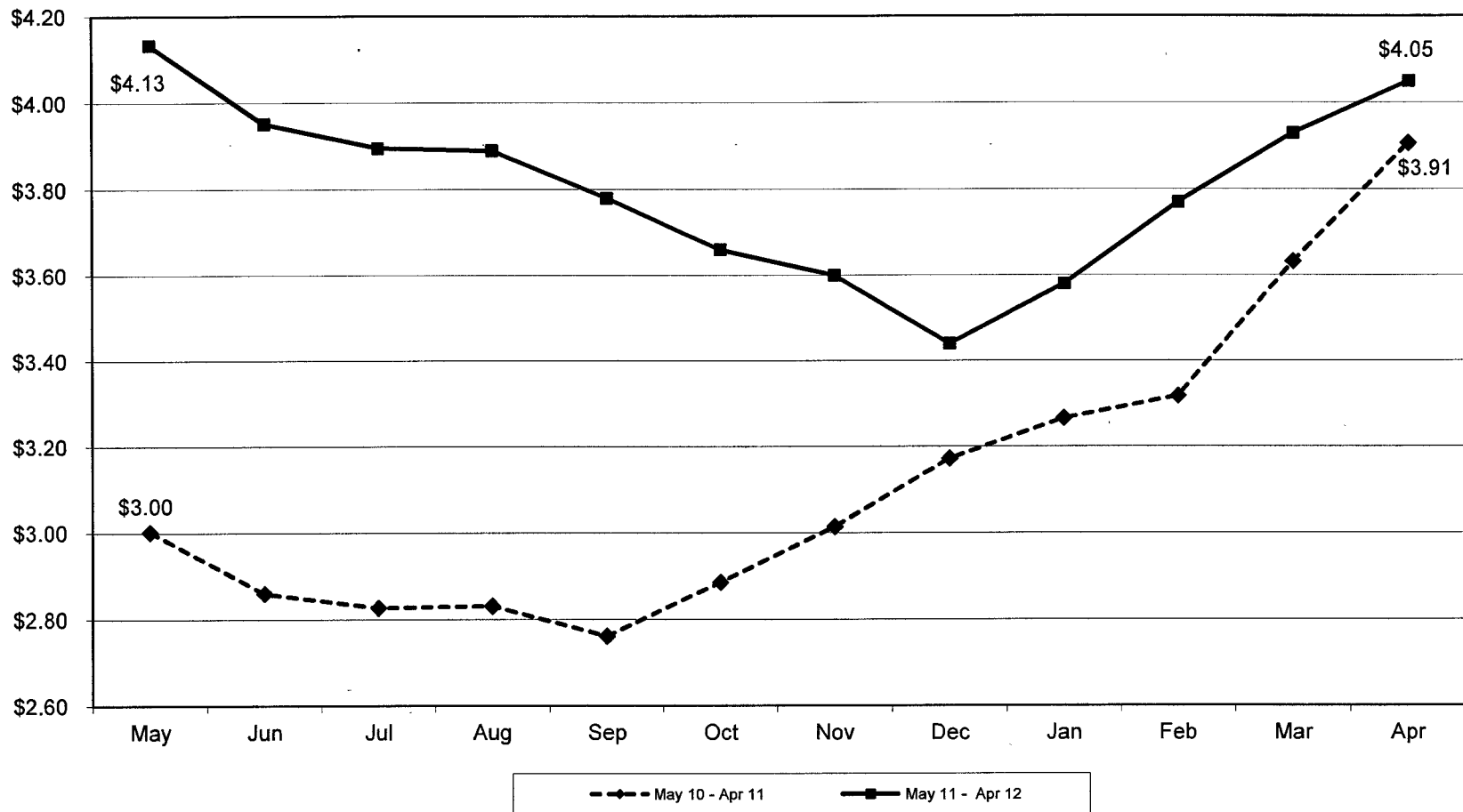
1. Average gasoline (all types) price per gallon data are from the U.S. Bureau of Labor Statistics, NY-NJ-CT-PA area.

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**  
**May 2010 - April 2012**

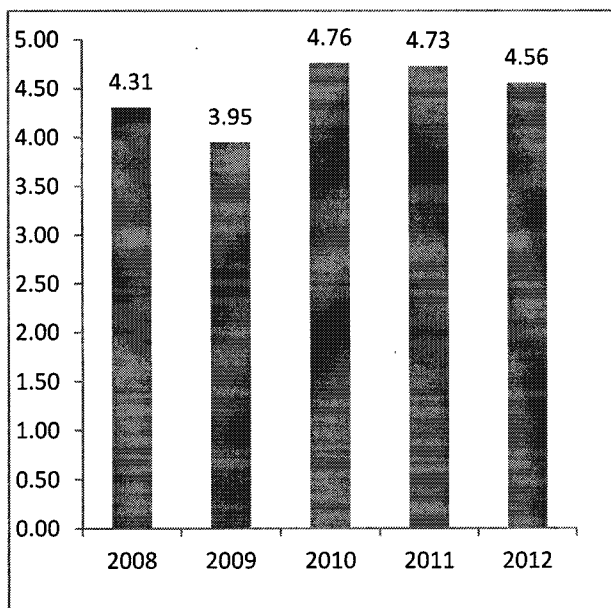


## **SAFETY REPORT**



## MTA Bridges & Tunnels

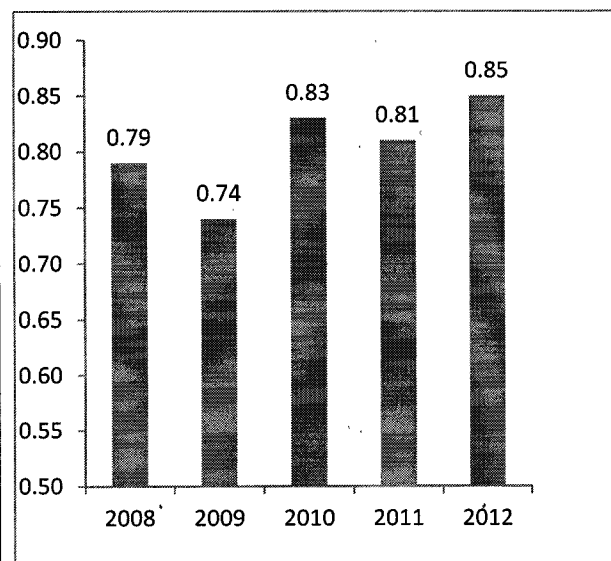
### 5 Yr Summary of Customer Collisions & Injuries thru April



Total Customer Collisions

Year	Total Collisions	Collision Rate/M Vehicles
2008	416	4.31
2009	367	3.95
2010	436	4.76
2011	422	4.73
2012	418	4.56

% change from last year: -3.6%  
5 year Average 4.46



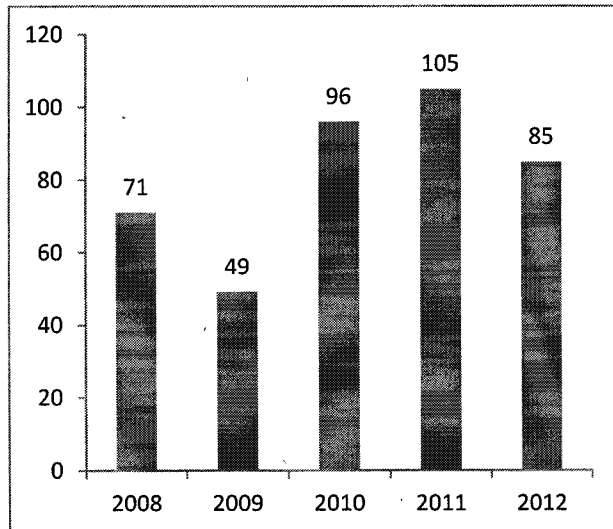
Total Injury Collisions

Year	Injury Collisions	Injury Rate/M Vehicles
2008	76	0.79
2009	69	0.74
2010	76	0.83
2011	72	0.81
2012	78	0.85

% change from last year: 4.9%  
5 year Average 0.80

## MTA Bridges & Tunnels

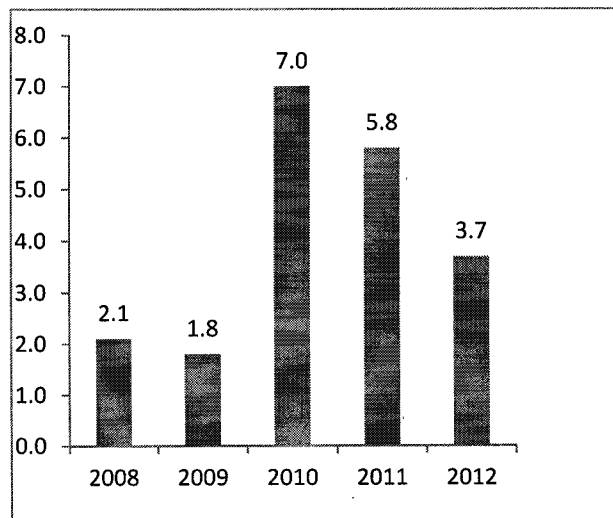
### 5 Yr Summary of Employee Accident Reports & Injuries thru April



Total Employee Accident Reports (C-2's)

Year	Total
2008	71
2009	49
2010	96
2011	105
2012	85

% change from last year: -19.0%  
5 year Average 81



Employee Lost Time Injuries

Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2008	13	2.1
2009	11	1.8
2010	41	7.0
2011	31	5.8
2012	20	3.7

% change from last year: -36.2%  
5 year Average 4.08





# **Bridges and Tunnels**

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

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

<b>E-ZPass Performance at All B&amp;T Facilities<sup>1</sup></b>			
	April 2012	Year to Date	April 2011
Total E-ZPass Traffic <sup>2</sup>	19,177,228	73,503,943	18,673,638
E-ZPass Market Share: Total	81.1%	81.1%	79.1%
Cars	80.3%	80.4%	78.4%
Trucks	91.0%	91.3%	89.8%

<b>Weekday E-ZPass Performance by Facility<sup>1,2</sup></b>			
Facility	April Average E-ZPass Weekday Traffic and Market Share		
	2012 Average Traffic	2012 Market Share	2011 Market Share
Bronx-Whitestone Bridge	82,960	76.5%	75.2%
Brooklyn-Battery Tunnel	44,416	88.2%	87.0%
Cross Bay Veterans Memorial Bridge	16,626	82.3%	81.2%
Henry Hudson Bridge	58,106	88.8%	86.9%
Marine Parkway-Gil Hodges Memorial Bridge	17,502	86.3%	84.8%
Queens Midtown Tunnel	74,448	87.2%	85.3%
Robert F. Kennedy Bridge - Bronx Plaza	57,340	73.9%	70.3%
Robert F. Kennedy Bridge - Manhattan Plaza	73,348	83.7%	81.4%
Throgs Neck Bridge	91,018	82.6%	80.6%
Verrazano-Narrows Bridge	<u>155,575</u>	84.6%	83.3%
All Facilities	671,339	82.9%	81.1%

**Notes:**

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

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

<b>Weekday Peak Hour E-ZPass Performance by Facility<sup>3</sup></b>				
Facility	April E-ZPass Market Share			
	2012 AM Peak	2011 AM Peak	2012 PM Peak	2011 PM Peak
Bronx-Whitestone Bridge	82.6%	81.0%	78.5%	77.0%
Brooklyn-Battery Tunnel	91.5%	91.0%	88.5%	87.8%
Cross Bay Veterans Memorial Bridge	86.7%	85.6%	83.3%	81.8%
Henry Hudson Bridge	91.6%	89.6%	89.5%	87.9%
Marine Parkway-Gil Hodges Memorial Bridge	90.0%	88.5%	87.1%	85.5%
Queens Midtown Tunnel	89.0%	87.4%	88.1%	85.7%
Robert F. Kennedy Bridge - Bronx Plaza	80.1%	77.4%	75.4%	71.3%
Robert F. Kennedy Bridge - Manhattan Plaza	87.2%	86.8%	84.6%	83.2%
Throgs Neck Bridge	87.7%	86.3%	82.5%	82.0%
Verrazano-Narrows Bridge <sup>4</sup>	N/A	N/A	87.9%	87.7%
All Facilities	86.8%	85.4%	84.3%	82.9%

<b>Weekend E-ZPass Performance by Facility<sup>1</sup></b>			
Facility	April Average E-ZPass Weekend Traffic and Market Share		
	2012 Avg. Traffic	2012 Market Share	2011 Market Share
Bronx-Whitestone Bridge	74,607	69.9%	68.0%
Brooklyn-Battery Tunnel	33,595	83.0%	81.8%
Cross Bay Veterans Memorial Bridge	13,132	77.1%	76.2%
Henry Hudson Bridge	49,959	85.0%	82.8%
Marine Parkway-Gil Hodges Memorial Bridge	13,910	82.4%	81.1%
Queens Midtown Tunnel	58,701	82.4%	80.0%
Robert F. Kennedy Bridge - Bronx Plaza	45,994	64.8%	60.5%
Robert F. Kennedy Bridge - Manhattan Plaza	60,434	78.2%	75.2%
Throgs Neck Bridge	80,780	76.4%	74.2%
Verrazano-Narrows Bridge	<u>135,521</u>	77.9%	76.6%
All Facilities	566,633	76.7%	74.5%

**Notes:**

3. Peak E-ZPass market shares report the market share figures for all vehicles during the highest overall traffic hour in the AM and PM periods for each facility.
4. AM peak figures are not compiled for the eastbound direction because tolls are collected in westbound lanes only.

**MTA Bridges and Tunnels**  
**E-ZPASS Performance Report**  
**April 2012**

Preliminary data subject to final audit

**E-ZPass Interoperability Statistics**

<b>B&amp;T E-ZPass Transactions From Other Agencies <sup>5</sup></b>			
Customer's E-ZPass Agency	April 2012 Total B&T E-ZPass Transactions	April 2012 Percentage of B&T Total Transactions	April 2011 Percentage of B&T Total Transactions
New York State Thruway Authority <sup>6</sup>	1,602,405	7.66%	7.48%
Port Authority of NY and NJ	1,145,082	5.47%	5.55%
New Jersey Toll Agencies <sup>7a</sup>	1,027,471	4.91%	5.43%
Massachusetts Turnpike Authority <sup>8</sup>	118,693	0.57%	0.53%
Pennsylvania Turnpike Commission	61,335	0.29%	0.31%
Maryland Transportation Authority	28,452	0.14%	0.14%
Virginia Department of Transportation <sup>9</sup>	16,982	0.08%	0.08%
New Hampshire Department of Transportation	12,269	0.06%	0.05%
Delaware River Joint Toll Bridge Commission	10,683	0.05%	0.06%
Delaware Department of Transportation	10,633	0.05%	0.06%
Other <sup>10</sup>	<u>31,443</u>	<u>0.15%</u>	<u>0.14%</u>
Total	4,065,448	19.42%	19.82%

<b>Other Agency B&amp;T E-ZPass Transactions</b>			
Agency Used By B&T Customers	April 2012	YTD 2012	April 2011
New York State Thruway Authority <sup>6</sup>	2,250,320	8,489,536	2,169,744
Port Authority of NY and NJ	3,090,452	11,710,758	2,992,609
New Jersey Toll Agencies <sup>7a, 7b</sup>	6,670,112	17,269,972	4,565,387
New York State Bridge Authority	212,176	802,383	201,591
Massachusetts Turnpike Authority <sup>8</sup>	451,534	1,587,241	414,129
Pennsylvania Turnpike Commission	220,983	791,680	213,326
Maryland Transportation Authority	300,248	883,250	277,459
Virginia Department of Transportation <sup>9</sup>	102,731	369,309	99,414
New Hampshire Department of Transportation	69,172	268,807	63,746
Delaware River Joint Toll Bridge Commission	196,157	713,585	177,538
Delaware Department of Transportation	251,499	753,164	255,317
Other <sup>10</sup>	<u>246,348</u>	<u>854,060</u>	<u>238,934</u>
Total	14,061,732	44,493,745	11,669,194

**Notes:**

5. "B&T E-ZPass Transactions From Other Agencies" excludes an estimate of VNB travel in the untolled eastbound direction in order to maintain comparability with the figures reported in "Others Agency B&T E-ZPass Transactions."
6. Includes Buffalo and Fort Erie Public Bridge Authority beginning in July 2011.
- 7a. 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.
- 7b. Due to a switch over of back-office systems, April transactions include transactions from previous months.
8. Includes Massachusetts Port Authority.
9. Includes Dulles Greenway, Dulles Toll Road, Powhite Parkway Extension, RMA Expressway System, George P. Coleman Bridge, Chesapeake Bay Bridge and Tunnel Commission, and Chesapeake Expressway.
10. Other agencies include Illinois State Toll Highway Authority, Maine Turnpike Authority, West Virginia Parkway Authority, Indiana Toll Road Concession Company, and Rhode Island Bridge and Tunnel Authority, and Ohio Turnpike Commission.

## **E-ZPASS Performance Report**

**April 2012**

Preliminary data subject to final audit

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

<b>MTA Bridges and Tunnels Customers</b>			
	April 2012	YTD 2012	YTD 2011
Accounts Opened:			
Internet	5,944	18,876	26,757
Walk-In	1,922	8,006	9,421
Mail/Phone	1,031	4,970	2,708
On-The-Go	<u>13,655</u>	<u>28,017</u>	<u>11,618</u>
Total Accounts Opened	22,552	59,869	50,504
Total Active Accounts		2,260,653	2,056,090
Number of E-ZPass Tags Issued <sup>11</sup>	60,614	152,347	133,252
Total Active Tags <sup>12</sup>		3,773,309	3,544,156

<b>Customer Service Indicators</b>			
	April 2012	YTD 2012	YTD 2011
Phone Calls Answered by Customer Service Center:			
Customer Service Representatives	226,716	873,171	792,654
Automated System	<u>328,987</u>	<u>1,279,660</u>	<u>1,103,180</u>
Total Phone Calls Answered	555,703	2,152,831	1,895,834
Average Phone Call Waiting Time (in min.):			
Customer Service Representatives	0.15	0.20	0.37
Commercial Unit	0.36	0.29	0.38
Avg. Monthly B&T E-ZPass Trips Per Account	6.93	6.61	6.70
Average Number of Active Tags Per Account	1.67	1.67	1.72

<b>E-ZPass Tag Replacement Program</b>			
	April 2012	YTD 2012	2011-2012
Number of Replacement Tags Mailed	66,475	210,917	943,122
Number of Tags Returned <sup>13</sup>	19,334	171,362	862,199
Number of Tags Pending Return	N/A	39,555	80,923

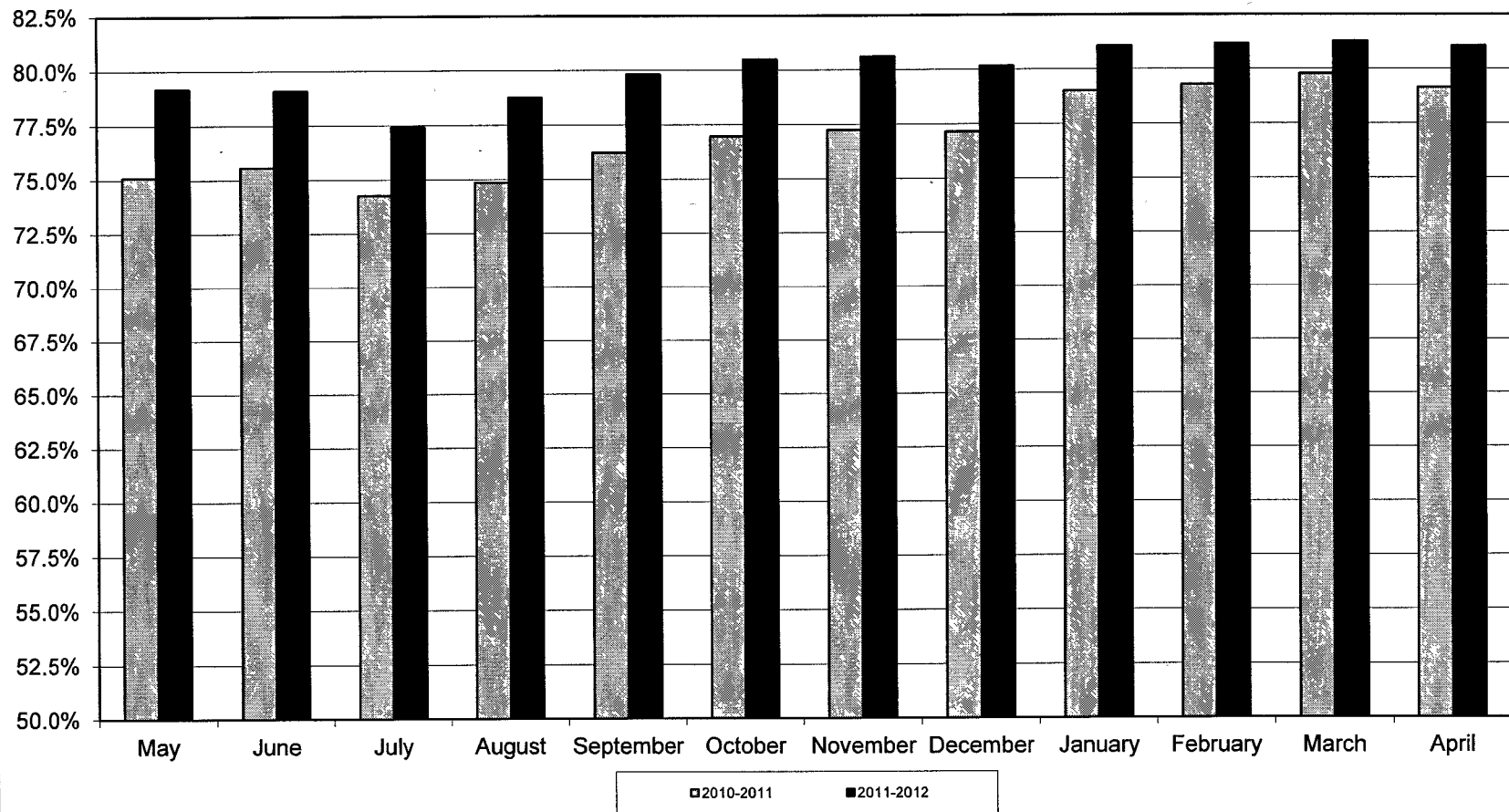
11. Includes tags for new accounts, additional tags for existing accounts, and replacement of lost or stolen tags for existing accounts. Excludes tags processed and reported within the E-ZPass Tag Replacement Program, which replaces tags that are approaching the end of their useful service lives with 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  
May 2010 to April 2012**







# **Bridges and Tunnels**

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## **Financial Report April 2012**



**MTA BRIDGES & TUNNELS****BALANCE SHEET****As of APRIL 30, 2012**

(in thousands)

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

Cash-Unrestricted	\$16,048
Investments:	
Unrestricted	20,541
Restricted	192,507
Accrued interest receivable	624
Accounts receivable	30,629
Tolls due from other agencies	23,100
Prepaid expenses	<u>5,575</u>
 Total current assets	 <u>289,024</u>

**NONCURRENT ASSETS:**

Investments:	
Unrestricted	41,923
Restricted	410,308
Facilities, less acc. dep of \$1,066,409	3,926,173
Capital lease 2 Broadway net acc. dep.	46,236
Deferred financing costs	332,136
Derivative Hedge Assets	226,254
Security Deposits	<u>9,245</u>
 Total noncurrent assets	 <u>4,992,275</u>

<b>TOTAL ASSETS</b>	<b><u>\$5,281,299</u></b>
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# MTA BRIDGES & TUNNELS

## BALANCE SHEET

As of APRIL 30, 2012

(in thousands)

### LIABILITIES

#### CURRENT LIABILITIES:

Current portion-long term debt	\$158,500
Interest Payable	165,558
Accounts Payable	38,239
Payable to MTA-CAP	22,444
Due to MTA-Operating Expenses	3,152
Due to TA-Operating Expenses	719
Accrued salaries	22,890
Accrued Vac & Sick Benefits	17,788
Current portion of estimated liability arising from injury	7,986
Current portion of capital lease obligation	6,329
Pollution remediation projects	924
Due to New York City Transit Authority	23,349
Due to Metropolitan Transportation Authority	36,784
Unredeemed Tolls	121,743
Tolls due to other agencies	41,762
E-ZPass Airport Toll Liability	4,678
	<hr/>
Total current liabilities	672,845

#### NONCURRENT LIABILITIES:

Long term debt	8,555,447
Post Employment Benefits Other than Pensions	321,926
Estimated liability arising from injury	16,757
Capital lease obligations	132,709
Derivative Hedge Liabilities	227,802
Security deposits-Contra	9,245
	<hr/>
Total noncurrent liabilities	9,263,886

**TOTAL LIABILITIES** 9,936,731

**FUND BALANCES** (4,655,432) \*

**TOTAL LIABILITIES & FUND BALANCES** \$5,281,299

\*The negative Fund Balance of \$4,655,432 (net of GASB reserves of \$15,296) 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**  
**April 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	125.239	124.303	(0.936)	(0.7)	0.000	0.000	0.000	-	125.239	124.303	(0.936)	(0.7)
Other Operating Revenue	1.133	1.581	0.448	39.5	0.000	0.000	0.000	-	1.133	1.581	0.448	39.5
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.171	0.953	(0.218)	(18.6)	1.171	0.953	(0.218)	(18.6)
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>\$126.381</b>	<b>\$125.890</b>	<b>(\$0.491)</b>	<b>(0.4)</b>	<b>\$1.171</b>	<b>\$0.953</b>	<b>(\$0.218)</b>	<b>(18.6)</b>	<b>\$127.552</b>	<b>\$126.843</b>	<b>(\$0.709)</b>	<b>(0.6)</b>
<b>Expenses</b>												
<b>Labor</b>												
Payroll	\$9.852	\$9.490	\$0.362	3.7	\$0.465	\$0.421	\$0.044	9.5	\$10.317	\$9.911	\$0.406	3.9
Overtime	1.697	1.519	0.178	10.5	0.017	0.000	0.017	100.0	1.714	1.519	0.195	11.4
Health and Welfare	2.193	1.874	0.319	14.5	0.093	0.106	(0.013)	(14.0)	2.286	1.980	0.306	13.4
OPEB Current Payment	1.324	1.222	0.102	7.7	0.000	0.000	0.000	-	1.324	1.222	0.102	7.7
Pensions	2.259	2.299	(0.040)	(1.8)	0.114	0.074	0.040	35.1	2.373	2.373	0.000	0.0
Other Fringe Benefits	0.828	0.939	(0.111)	(13.4)	0.056	0.047	0.009	16.1	0.884	0.986	(0.102)	(11.5)
Reimbursable Overhead	(0.426)	(0.305)	(0.121)	(28.4)	0.426	0.305	0.121	28.4	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$17.727</b>	<b>\$17.038</b>	<b>\$0.689</b>	<b>3.9</b>	<b>\$1.171</b>	<b>\$0.953</b>	<b>\$0.218</b>	<b>18.6</b>	<b>\$18.898</b>	<b>\$17.991</b>	<b>\$0.907</b>	<b>4.8</b>
<b>Non-Labor</b>												
Electric Power	\$0.702	\$0.431	\$0.271	38.6	\$0.000	\$0.000	\$0.000	-	\$0.702	\$0.480	\$0.222	31.6
Fuel	0.221	0.323	(0.102)	(46.2)	0.000	0.000	0.000	-	0.221	0.323	(0.102)	(46.2)
Insurance	0.582	0.460	0.122	21.0	0.000	0.000	0.000	-	0.582	0.460	0.122	21.0
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	4.939	4.515	0.424	8.6	0.000	0.000	0.000	-	4.939	4.515	0.424	8.6
Professional Service Contracts	1.950	1.242	0.708	36.3	0.000	0.000	0.000	-	1.950	1.242	0.708	36.3
Materials & Supplies	0.347	0.143	0.204	58.8	0.000	0.000	0.000	-	0.347	0.143	0.204	58.8
Other Business Expenses	2.029	1.913	0.116	5.7	0.000	0.000	0.000	-	2.029	1.913	0.116	5.7
<b>Total Non-Labor Expenses</b>	<b>\$10.770</b>	<b>\$9.027</b>	<b>\$1.743</b>	<b>16.2</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$10.770</b>	<b>\$9.076</b>	<b>\$1.694</b>	<b>15.7</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>\$28.497</b>	<b>\$26.065</b>	<b>\$2.432</b>	<b>8.5</b>	<b>\$1.171</b>	<b>\$0.953</b>	<b>\$0.218</b>	<b>18.6</b>	<b>\$29.668</b>	<b>\$27.067</b>	<b>\$2.601</b>	<b>8.8</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	0.007	(0.007)	-	0.000	0.000	0.000	-	0.000	0.007	(0.007)	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$40.947</b>	<b>\$38.358</b>	<b>\$2.589</b>	<b>6.3</b>	<b>\$1.171</b>	<b>\$0.953</b>	<b>\$0.218</b>	<b>18.6</b>	<b>\$42.118</b>	<b>\$39.360</b>	<b>\$2.758</b>	<b>6.5</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>\$28.497</b>	<b>\$26.072</b>	<b>\$2.425</b>	<b>8.5</b>	<b>\$1.171</b>	<b>\$0.953</b>	<b>\$0.218</b>	<b>18.6</b>	<b>\$29.668</b>	<b>\$27.074</b>	<b>\$2.594</b>	<b>8.7</b>
<b>Net Surplus/(Deficit)</b>	<b>\$97.884</b>	<b>\$99.818</b>	<b>\$1.934</b>	<b>2.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$97.884</b>	<b>\$99.769</b>	<b>\$1.885</b>	<b>1.9</b>

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

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**April 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
Net Income/(Deficit)									\$97.884	\$99.769	\$1.885	1.9
Less: Capitalized Assets									1.614	(0.313)	1.927	*
Reserves									1.212	1.212	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$95.058	\$98.870	\$3.812	4.0
Less: Debt Service									51.613	50.304	1.309	2.5
Income Available for Distribution									\$43.445	\$48.566	\$5.121	11.8
Distributable To:												
MTA - Investment Income									0.009	0.006	(0.003)	(33.3)
MTA - Distributable Income									26.746	29.434	2.688	10.1
NYCTR - Distributable Income									16.690	19.126	2.436	14.6
Total Distributable Income									\$43.445	\$48.566	\$5.121	11.8
<u>Support to Mass Transit:</u>												
Total Revenues									127.552	126.843	(0.709)	(0.6)
Less: Total Operating Expenses									<u>29.668</u>	<u>27.074</u>	<u>2.594</u>	8.7
Net Operating Income/(Deficit)									\$97.884	\$99.769	\$1.885	1.9
Deductions from Net Operating Income:												
Capitalized Assets									1.614	(0.313)	1.927	*
Reserves									1.212	1.212	0.000	0.0
B&T Debt Service									18.938	16.287	2.651	14.0
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$21.764	\$17.186	\$4.578	21.0
Total Support to Mass Transit									\$76.120	\$82.583	\$6.463	8.5

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**April 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	470.241	475.885	5.644	1.2	0.000	0.000	0.000	-	470.241	475.885	5.644	1.2
Other Operating Revenue	4.656	5.553	0.897	19.3	0.000	0.000	0.000	-	4.656	5.553	0.897	19.3
Capital & Other Reimbursements	0.000	0.000	0.000	-	4.683	4.075	(0.608)	(13.0)	4.683	4.075	(0.608)	(13.0)
Investment Income	0.036	0.030	(0.006)	(16.7)	0.000	0.000	0.000	-	0.036	0.030	(0.006)	(16.7)
<b>Total Revenue</b>	<b>\$474.933</b>	<b>\$481.468</b>	<b>\$6.535</b>	<b>1.4</b>	<b>\$4.683</b>	<b>\$4.075</b>	<b>(\$0.608)</b>	<b>(13.0)</b>	<b>\$479.616</b>	<b>\$485.543</b>	<b>\$5.927</b>	<b>1.2</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$39.877	\$37.698	\$2.179	5.5	\$1.859	\$1.735	\$0.124	6.7	\$41.736	\$39.433	\$2.303	5.5
Overtime	7.671	6.568	1.103	14.4	0.067	0.102	(0.035)	(52.2)	7.738	6.670	1.068	13.8
Health and Welfare	8.773	7.140	1.633	18.6	0.372	0.419	(0.047)	(12.6)	9.145	7.559	1.586	17.3
OPEB Current Payment	5.250	4.703	0.547	10.4	0.000	0.000	0.000	-	5.250	4.703	0.547	10.4
Pensions	9.038	9.177	(0.139)	(1.5)	0.455	0.316	0.139	30.5	9.493	9.493	0.000	0.0
Other Fringe Benefits	5.447	5.789	(0.342)	(6.3)	0.225	0.203	0.022	9.8	5.672	5.992	(0.320)	(5.6)
Reimbursable Overhead	(1.705)	(1.300)	(0.405)	(23.8)	1.705	1.300	0.405	23.8	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$74.351</b>	<b>\$69.775</b>	<b>\$4.576</b>	<b>6.2</b>	<b>\$4.683</b>	<b>\$4.075</b>	<b>\$0.608</b>	<b>13.0</b>	<b>\$79.034</b>	<b>\$73.850</b>	<b>\$5.184</b>	<b>6.6</b>
<b>Non-Labor:</b>												
Electric Power	\$2.809	\$1.797	\$1.012	36.0	\$0.000	\$0.000	\$0.000	-	\$2.809	\$1.797	\$1.012	36.0
Fuel	1.327	1.340	(0.013)	(1.0)	0.000	0.000	0.000	-	1.327	1.340	(0.013)	(1.0)
Insurance	2.327	1.888	0.439	18.9	0.000	0.000	0.000	-	2.327	1.888	0.439	18.9
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	23.694	23.220	0.474	2.0	0.000	0.000	0.000	-	23.694	23.220	0.474	2.0
Professional Service Contracts	8.154	4.968	3.186	39.1	0.000	0.000	0.000	-	8.154	4.968	3.186	39.1
Materials & Supplies	1.391	0.464	0.927	66.6	0.000	0.000	0.000	-	1.391	0.464	0.927	66.6
Other Business Expenses	7.532	7.133	0.399	5.3	0.000	0.000	0.000	-	7.532	7.133	0.399	5.3
<b>Total Non-Labor Expenses</b>	<b>\$47.234</b>	<b>\$40.810</b>	<b>\$6.424</b>	<b>13.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$47.234</b>	<b>\$40.810</b>	<b>\$6.424</b>	<b>13.6</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>\$121.585</b>	<b>\$110.585</b>	<b>\$11.000</b>	<b>9.0</b>	<b>\$4.683</b>	<b>\$4.075</b>	<b>\$0.608</b>	<b>13.0</b>	<b>\$126.268</b>	<b>\$114.660</b>	<b>\$11.608</b>	<b>9.2</b>
Depreciation	\$29.976	\$29.321	\$0.655	2.2	\$0.000	\$0.000	\$0.000	-	\$29.976	\$29.321	\$0.655	2.2
OPEB Obligation	19.825	19.825	0.000	0.0	0.000	0.000	0.000	-	19.825	19.825	0.000	0.0
Environmental Remediation	0.000	0.007	(0.007)	-	0.000	0.000	0.000	-	0.000	0.007	(0.007)	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$171.386</b>	<b>\$159.738</b>	<b>\$11.648</b>	<b>6.8</b>	<b>\$4.683</b>	<b>\$4.075</b>	<b>\$0.608</b>	<b>13.0</b>	<b>\$176.069</b>	<b>\$163.813</b>	<b>\$12.256</b>	<b>7.0</b>
Less: Depreciation	\$29.976	\$29.321	\$0.655	2.2	\$0.000	\$0.000	\$0.000	-	\$29.976	\$29.321	\$0.655	2.2
Less: OPEB Obligation	19.825	19.825	0.000	0.0	0.000	0.000	0.000	-	19.825	19.825	0.000	0.0
<b>Total Expenses</b>	<b>\$121.585</b>	<b>\$110.592</b>	<b>\$10.993</b>	<b>9.0</b>	<b>\$4.683</b>	<b>\$4.075</b>	<b>\$0.608</b>	<b>13.0</b>	<b>\$126.268</b>	<b>\$114.667</b>	<b>\$11.601</b>	<b>9.2</b>
<b>Net Surplus/(Deficit)</b>	<b>\$353.348</b>	<b>\$370.876</b>	<b>\$17.528</b>	<b>5.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$353.348</b>	<b>\$370.876</b>	<b>\$17.528</b>	<b>5.0</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**  
**April 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
Net Income/(Deficit)									\$353.348	\$370.876	\$17.528	5.0
Less: Capitalized Assets									6.456	\$0.431	\$6.025	93.3
Reserves									4.848	4.848	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$342.044	\$365.597	\$23.553	6.9
Less: Debt Service									206.451	201.584	4.867	2.4
Income Available for Distribution									\$135.593	\$164.013	\$28.420	21.0
Distributable To:												
MTA - Investment Income									0.036	0.030	(0.006)	(16.7)
MTA - Distributable Income									87.891	102.632	14.741	16.8
NYCTR - Distributable Income									47.666	61.351	13.685	28.7
Total Distributable Income									\$135.593	\$164.013	\$28.420	21.0
<u>Support to Mass Transit:</u>												
Total Revenues									479.616	485.543	5.927	1.2
Less: Total Operating Expenses									<u>126.268</u>	<u>114.667</u>	<u>11.601</u>	9.2
Net Operating Income/(Deficit)									\$353.348	\$370.876	\$17.528	5.0
Deductions from Net Operating Income:												
Capitalized Assets									6.456	0.431	6.025	93.3
Reserves									4.848	4.848	0.000	0.0
B&T Debt Service									75.751	65.387	10.364	13.7
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$87.055	\$70.666	\$16.389	18.8
Total Support to Mass Transit									\$266.293	\$300.210	\$33.917	12.7

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

			April 2012		Year-to-Date	
Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Total						
Vehicle Toll Revenue	(0.936)	-0.7%	Minor variance.	5.644	1.2%	Higher toll revenue due to 1.6% higher traffic as compared to the adopted budget, primarily due to favorable weather.
Other Operating Revenue	0.448	39.5%	Higher Other Operating Revenue primarily due to additional revenues from the auctioning of fleet vehicles (\$0.308M), higher collections from outstanding E-ZPass account balances (\$0.087M) and higher revenues from the Battery Parking Garage (\$0.087M).	0.897	19.3%	Higher Other Operating Revenue primarily due to additional revenues from the auctioning of fleet vehicles (\$0.504M), higher collections from outstanding E-ZPass account balances (\$0.266M), higher revenue from wireless communication equipment rental fees at the BBT and QMT (\$0.175M) and higher cash receipts from vendor settlements (\$0.161M), partially offset by lower E-ZPass administrative fees (-\$0.169M).
Capital and Other Reimbursements	(0.218)	-18.6%	Lower capital reimbursable expenses against the monthly adopted budget allocation.	(0.608)	-13.0%	Lower capital reimbursable expenses against the YTD adopted budget allocation.
Investment Income	(0.003)	-33.3%	Minor variance.	(0.006)	-16.7%	Minor variance.
Payroll	0.406	3.9%	Lower payroll expenses due to vacancies.	2.303	5.5%	Lower payroll expenses due to vacancies.
Overtime	0.195	11.4%	See overtime tables	1.068	13.8%	See overtime tables
Health and Welfare	0.306	13.4%	Lower expenses for Health and Welfare Plans primarily due to vacancies and lower costs	1.586	17.3%	Lower expenses for Health and Welfare Plans primarily due to vacancies and lower costs
OPEB Current Payment	0.102	7.7%	Lower OPEB expenses against the monthly adopted budget allocation.	0.547	10.4%	Lower OPEB expenses against the YTD adopted budget allocation.
Pensions	0.000	-	No variance.	0.000	-	No variance.
Other Fringe Benefits	(0.102)	-11.5%	Higher expenses primarily due to higher Social Security (-\$0.070M) against the monthly adopted budget allocation.	(0.320)	-5.6%	Higher expenses primarily due to higher Social Security (-\$0.230M) and NYS Unemployment Insurance (-\$0.126M) against the YTD adopted budget allocation.
Electricity - Non-Traction	0.222	31.6%	Lower electricity expenses against the monthly adopted budget allocation.	1.012	36.0%	Lower electricity expenses against the YTD adopted budget allocation.
Fuel	(0.102)	-46.2%	Higher fuel expenses against the monthly adopted budget allocation.	(0.013)	-1.0%	Minor variance.
Insurance	0.122	21.0%	Lower expense for Liability Insurance (\$0.114M) against the monthly adopted budget allocation.	0.439	18.9%	Lower expense for Liability Insurance (\$0.406M) against the YTD adopted budget allocation.
Maintenance and Other Operating Contracts	0.424	8.6%	Lower expenses primarily for E-ZPass tag purchases (\$0.190M), E-ZPass Customer Service Center (\$0.091M), Security Services (\$0.083M) and other expenses against the monthly adopted budget allocation, offset by higher expenses due to the timing of Auto and Other Vehicle Purchases (-\$0.109M).	0.474	2.0%	Minor variance.
Professional Service Contracts	0.708	36.3%	Lower expenses for Planning Studies (\$0.191M), Engineering Services (\$0.120M) and other expenses against the monthly adopted budget allocation.	3.186	39.1%	Lower expenses for Planning Studies (\$0.763M), Office Equipment Maintenance and Repair Services (\$0.493M), Engineering Services (\$0.305M), IT Consultant Services (\$0.277M), MTA Other Professional Services (\$0.212M), Procurement Credit Card Purchases (\$0.149M), Bond Issuance Costs (\$0.144M) and other expenses against the YTD adopted budget allocation.
Materials & Supplies	0.204	58.8%	Lower expenses across a variety of small equipment and supply categories.	0.927	66.6%	Lower expenses primarily for Roadway Equipment (\$0.134M), De-Icing materials (\$0.081M), Fence, Rail and Fitch Barrier (\$0.075M) and other expenses against the YTD adopted budget allocation.
Other Business Expense	0.116	5.7%	Lower expenses primarily for Credit Card Fees (\$0.094M) against the monthly adopted budget allocation.	0.399	5.3%	Lower expenses primarily for Credit Card Fees (\$0.309M) against the YTD adopted budget allocation.
Depreciation	0.164	2.2%	Minor variance.	0.655	2.2%	Minor variance.
Other Post Employment Benefits	0.000	-	No variance.	0.000	-	No variance.
Reimbursable						
Payroll	0.044	9.5%	Lower than planned reimbursable expenses against the monthly adopted budget allocation.	0.124	6.7%	Lower than planned reimbursable expenses against the YTD adopted budget allocation.
Overtime	0.017	100.0%	See overtime tables	(0.035)	-52.2%	See overtime tables
Health and Welfare	(0.013)	-14.0%	Higher than planned reimbursable expenses against the monthly adopted budget allocation.	(0.047)	-12.6%	Higher than planned reimbursable expenses against the YTD adopted budget allocation.
OPEB Current Payment	0.000	-	No variance.	0.000	-	No variance.
Pensions	0.040	35.1%	Lower than planned reimbursable expenses against the monthly adopted budget allocation.	0.139	30.5%	Lower than planned reimbursable expenses against the YTD adopted budget allocation.
Other Fringe Benefits	0.009	16.1%	Lower than planned reimbursable expenses against the monthly adopted budget allocation.	0.022	9.8%	Lower than planned reimbursable expenses against the YTD adopted budget allocation.
Reimbursable Overhead	0.121	28.4%	Lower than planned reimbursable expenses against the monthly adopted budget allocation.	0.405	23.8%	Lower than planned reimbursable expenses against the YTD adopted budget allocation.

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

	April						April 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>	4,080	\$0.216	2,011	\$0.111	2,069	\$0.105	16,087	\$0.849	13,840	\$0.754	2,248	\$0.094
					50.7%	48.5%					14.0%	11.1%
<u>Unscheduled Service</u>	1,576	\$0.083	393	\$0.021	1,183	\$0.062	6,555	\$0.346	2,382	\$0.132	4,174	\$0.214
					75.1%	74.8%					63.7%	61.8%
<u>Programmatic/Routine Maintenance</u>	183	\$0.010	17	\$0.000	166	\$0.010	816	\$0.044	508	\$0.019	308	\$0.025
					90.7%	95.7%					37.8%	56.6%
<u>Unscheduled Maintenance</u>	1,938	\$0.106	307	\$0.018	1,631	\$0.088	6,158	\$0.337	3,052	\$0.174	3,106	\$0.163
					84.2%	83.0%					50.4%	48.3%
<u>Vacancy/Absentee Coverage</u>	13,830	\$0.757	9,923	\$0.514	3,908	\$0.243	61,713	\$3.415	56,742	\$2.955	4,972	\$0.460
					28.3%	32.1%					8.1%	13.5%
<u>Weather Emergencies</u>	390	\$0.021	0	\$0.000	390	\$0.021	14,451	\$0.791	2,986	\$0.152	11,465	\$0.639
					100.0%	100.0%					79.3%	80.8%
<u>Safety/Security/Law Enforcement</u>	4,086	\$0.221	1,284	\$0.069	2,803	\$0.152	16,572	\$0.896	8,796	\$0.460	7,777	\$0.436
					68.6%	69.0%					46.9%	48.7%
<u>Other</u>	2,201	\$0.123	436	\$0.025	1,765	\$0.097	5,017	\$0.283	5,133	\$0.279	(115)	\$0.004
		\$0.365		\$0.094	80.2%	79.4%		\$1.970		\$0.891	-2.3%	1.4%
<u>*All Other Departments and Accruals</u>		\$0.161		\$0.761		(\$0.601)		\$0.710		\$1.643		(\$0.933)
						**						**
Subtotal	28,284	\$1.697	14,370	\$1.519	13,914	\$0.178	127,370	\$7.671	93,436	\$6.569	33,935	\$1.103
					49.2%	10.5%					26.6%	14.4%
<b>REIMBURSABLE OVERTIME</b>	280	\$0.017	0	\$0.000	280	\$0.017	1,120	\$0.067	1,685	\$0.102	(565)	(\$0.035)
					100.0%	100.0%					-50.4%	-52.0%
<b>TOTAL OVERTIME</b>	28,564	\$1.714	14,370	\$1.519	14,194	\$0.195	128,490	\$7.738	95,120	\$6.670	33,370	\$1.068
					49.7%	11.4%					26.0%	13.8%

Figures are preliminary.

Totals may not add due to rounding

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

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

\*\* Exceeds 100%

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

**NON-REIMBURSABLE OVERTIME**

**OPERATIONS & MAINTENANCE**

Scheduled Service

2,069 \$0.105  
14.9% 13.4%

Lower than planned expenses

2,248 \$0.094  
6.6% 4.6%

Lower than planned expenses

Unscheduled Service

1,183 \$0.062  
8.5% 8.0%

Lower than planned expenses

4,174 \$0.214  
12.3% 10.5%

Lower than planned expenses

Programmatic/Routine Maintenance

166 \$0.010  
1.2% 1.2%

Lower than planned expenses

308 \$0.025  
0.9% 1.2%

Lower than planned expenses

Unscheduled Maintenance

1,631 \$0.088  
11.7% 11.3%

Lower than planned expenses

3,106 \$0.163  
9.2% 8.0%

Lower than planned expenses

Vacancy/Absentee Coverage

3,908 \$0.243  
28.1% 31.2%

Some absences were left uncovered due to various operational considerations such as rescheduling, lower than expected traffic congestion, and others

4,872 \$0.460  
14.7% 22.6%

Some absences were left uncovered due to various operational considerations such as rescheduling, lower than expected traffic congestion, and others

Weather Emergencies

390 \$0.021  
2.8% 2.7%

Lower than planned expenses

11,465 \$0.639  
33.8% 31.4%

Less coverage required due to favorable winter weather

Safety/Security/Law Enforcement

2,803 \$0.152  
20.1% 19.6%

More efficient use of law enforcement related overtime

7,777 \$0.436  
22.9% 21.4%

More efficient use of law enforcement related overtime

Other

1,765 \$0.097  
12.7% 12.5%

Lower than planned expenses

(115) \$0.004  
-0.3% 0.2%

Lower than planned expenses

\*All Other Departments and Accruals

(\$0.601) Primarily due to adjustments for the 28-day OT payroll lag  
\*\*

(\$0.933) Primarily due to adjustments for the 28-day OT payroll lag  
\*\*

**Subtotal**

13,914 \$0.779  
98.0% 97.9%

33,935 \$2.035  
101.7% 101.7%

**REIMBURSABLE OVERTIME**

280 \$0.017  
2.0% 2.1%

Lower than planned overtime needed on projects eligible for reimbursement from the capital program

(565) (\$0.035)  
-1.7% -1.7%

Higher than planned overtime needed on projects eligible for reimbursement from the capital program

**TOTAL OVERTIME**

14,194 \$0.795

33,370 \$2.001

Figures are preliminary.

Totals may not add due to rounding.

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

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

\*\* Exceeds 100%

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

**OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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

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

Month of April

Year to date ending April 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	\$19.2	3.2	\$19.7	4.0%	2.7%	Bronx-Whitestone	11.8	\$72.5	12.4	\$75.5	5.0%	4.2%
1.4	7.2	1.4	7.4	3.7%	2.8%	Brooklyn Battery	5.1	27.3	5.4	28.6	5.5%	4.9%
0.6	1.1	0.6	1.1	2.6%	2.3%	Cross Bay	2.1	4.2	2.2	4.4	4.5%	4.0%
1.9	5.1	1.9	5.0	-0.1%	-0.9%	Henry Hudson	7.0	18.7	7.2	18.9	3.1%	1.4%
0.6	1.0	0.6	1.1	2.8%	3.8%	Marine Parkway	2.2	3.9	2.3	4.1	4.3%	5.0%
2.4	13.3	2.4	13.4	1.6%	0.9%	Queens Midtown	8.9	49.9	9.3	51.6	4.0%	3.5%
2.3	14.7	2.3	14.3	-1.9%	-2.8%	RFK - Bronx	8.6	55.2	8.6	55.1	0.7%	-0.2%
2.5	13.8	2.5	13.7	-0.2%	-1.0%	RFK - Manhattan	9.3	51.3	9.5	51.5	1.2%	0.4%
3.4	22.4	3.3	21.7	-2.2%	-3.0%	Throgs Neck	12.3	81.7	12.5	82.2	1.7%	0.7%
5.5	27.5	5.5	26.9	-1.0%	-2.1%	Verrazano-Narrows	20.8	105.4	21.2	104.0	2.0%	-1.3%
<b>23.6</b>	<b>\$125.2</b>	<b>23.7</b>	<b>\$124.3</b>	<b>0.3%</b>	<b>-0.7%</b>	<b>Total</b>	<b>88.1</b>	<b>\$469.9</b>	<b>90.5</b>	<b>\$475.9</b>	<b>2.8%</b>	<b>1.3%</b>
	<b>\$5.307</b>		<b>\$5.254</b>		<b>-1.0%</b>	<b>Revenue Per Vehicle</b>		<b>\$5.333</b>		<b>\$5.256</b>		<b>-1.4%</b>

Note: Numbers may not add due to rounding.

Comparison Actual vs. Budget:

Apr Budget		Apr Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
<b>23.7</b>	<b>125.2</b>	<b>23.7</b>	<b>124.3</b>	<b>-0.3%</b>	<b>-0.7%</b>	<b>Total All</b>	<b>89.1</b>	<b>\$470.2</b>	<b>90.5</b>	<b>\$475.9</b>	<b>1.6%</b>	<b>1.2%</b>
	<b>\$5.279</b>		<b>\$5.254</b>		<b>-0.5%</b>	<b>Revenue Per Vehicle</b>		<b>\$5.276</b>		<b>\$5.256</b>		<b>-0.4%</b>

**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**  
**April 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	23	8	3 Managerial and 5 Professional vacancies
EEO	1	1	-	
<b>Total Administration</b>	<b>73</b>	<b>65</b>	<b>8</b>	
<b>Operations</b>				
Revenue Management	41	36	5	1 BTO and 4 Professional vacancies
Operations (Non-Security)	728	648	80	9 Professional, 1 Superior Officer and 75 Bridge and Tunnel Officer vacancies; 5 Managerial overages
<b>Total Operations</b>	<b>769</b>	<b>684</b>	<b>85</b>	
<b>Maintenance</b>				
Maintenance	168	175	(7)	3 Professionals and 4 Maintainers over headcount
Operations - Maintainers	170	169	1	1 Maintainer vacancy
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	117	11	11 Professional vacancies
Health & Safety	8	7	1	1 Professional vacancy
CFO-Planning & Budget Capital	12	12	-	
<b>Total Engineering/Capital</b>	<b>148</b>	<b>136</b>	<b>12</b>	
<b>Public Safety</b>				
Operations (Security)	236	236	-	
Internal Security - Operations	38	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>1,566</b>	<b>100</b>	
Non-Reimbursable	1,622	1,522	100	
Reimbursable	44	44	-	
<b>Total Full-Time</b>	<b>1,666</b>	<b>1,566</b>	<b>100</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**  
**April 2012**

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	29	26	3	3 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>65</b>	<b>8</b>	
<b>Operations</b>				
Managers/Supervisors	48	53	(5)	5 Managerial overages in Operations
Professional, Technical, Clerical	42	29	13	13 Professional vacancies (9 in Operations and 4 in Revenue Management).
Operational Hourlies <sup>(1)</sup>	679	602	77	76 BTO vacancies (75 in Operations and 1 in Revenue Management) and 1 Superior Officer vacancy in Operations.
<b>Total Operations</b>	<b>769</b>	<b>684</b>	<b>85</b>	
<b>Maintenance</b>				
Managers/Supervisors	33	33	-	
Professional, Technical, Clerical	56	57	(1)	2 Professional vacancies in Technology; 3 Professional overages in Maintenance
Operational Hourlies <sup>(2)</sup>	313	318	(5)	6 Maintainer overages (4 in Maintenance and 2 in Internal Security); 1 Maintainer vacancy in Operations.
<b>Total Maintenance</b>	<b>402</b>	<b>408</b>	<b>(6)</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	31	31	-	
Professional, Technical, Clerical	117	105	12	11 Professional vacancies in Engineering and 1 in Health & Safety
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>148</b>	<b>136</b>	<b>12</b>	
<b>Public Safety</b>				
Managers/Supervisors	9	8	1	1 Managerial vacancy in Internal Security.
Professional, Technical, Clerical	28	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	151	(1)	
Professional, Technical, Clerical	287	258	29	
Operational Hourlies	1,229	1,157	72	
<b>Total Positions</b>	<b>1,666</b>	<b>1,566</b>	<b>100</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 May 2012**

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MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
STATUS REPORT  
MAY 31, 2012

Introduction

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

Year to Date Progress

Commitments

In May there were nine commitments made with a total value of \$16.1 million. Year-to-date there have been 39 commitments made with a total value of \$40.6 million against a plan year-to-date total of 31 commitments with a total value of \$44.7 million (*See Attachment 1, 2012 Commitment Chart; Attachment 7 – 2012 Commitment Plan*). There was one significant commitment made in May.

- **RK23**, Miscellaneous Rehabilitation of Manhattan Approach Ramps – Design for \$8.6 million.

Completions

There were no completions made in May.

Close-outs

There were four task level closeouts in May. Year-to-date there have been 28 task level closeouts with a total value of \$54.6 million (*See Attachment 6 – 2012 Task Level Closeouts*).

Award Date Changes for Remaining Commitments

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

- **MP21**, Rehabilitate Rockaway Point Blvd Overpass, Design and Painting Design, forecast for \$1.1 million commitment in May, is now forecast for award in July. Contractor has been selected and award documents are in process.

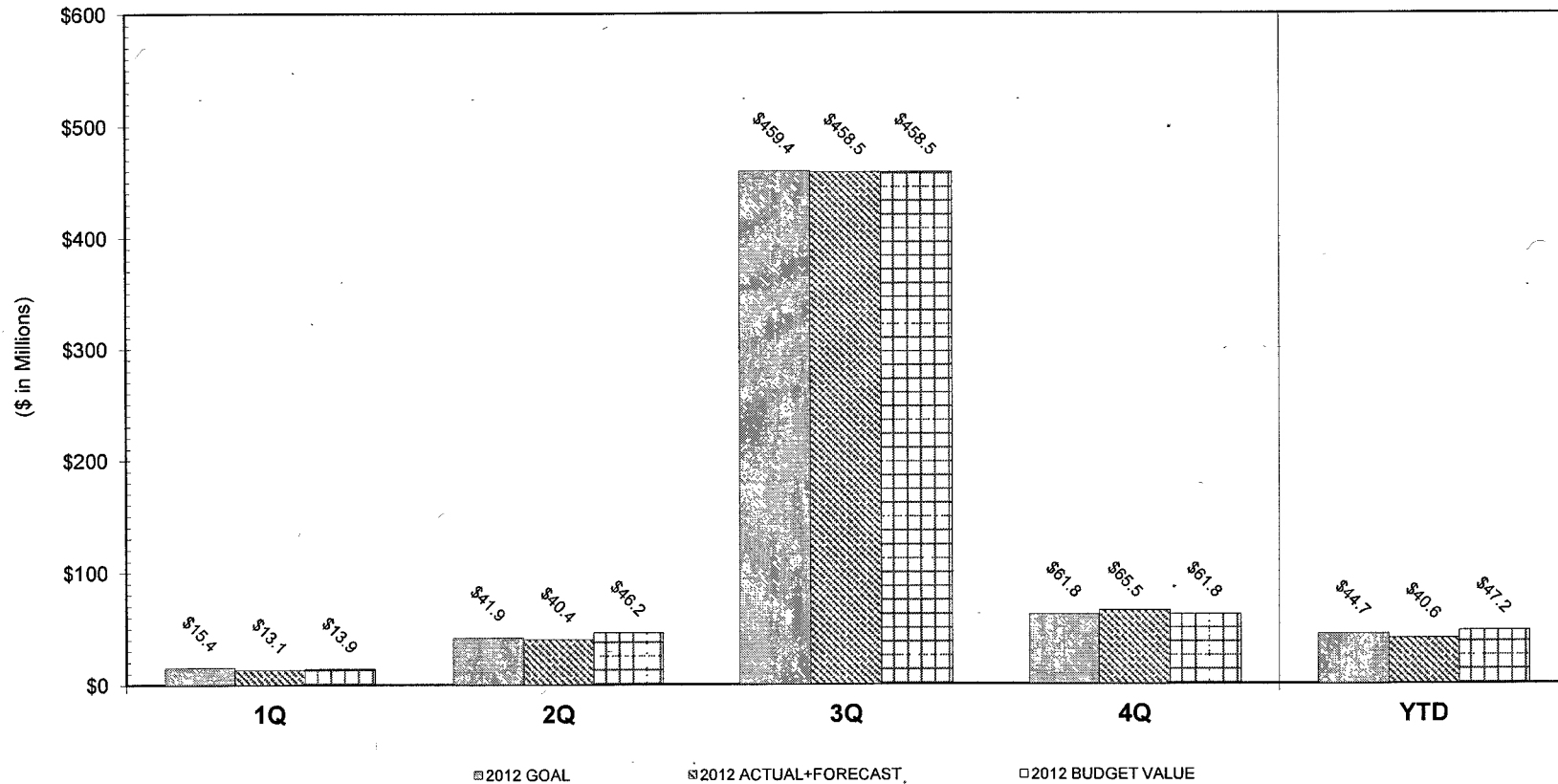
Completion Date Changes for Remaining Projects

- **TN87**, Anchorage and Tower Protection, forecast for completion in September is now forecast for completion in December. Inspections of the tower fender systems' support framing at the Throgs Neck Bridge have resulted in the need for additional repairs and replacements, requiring an extension of time through December 31, 2012.

# MTA Bridges and Tunnels

## Commitments as of May 31, 2012

2012 Budget Goal:	\$578.6	
2012 Annual Forecast	\$577.5	
YTD Goal:	\$44.7	
YTD Actual:	\$40.6	(90.9% of YTD Goal)
YTD Budgeted Value:	\$47.2	(105.7% of YTD Goal)
Left to Commit:	\$536.8	



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

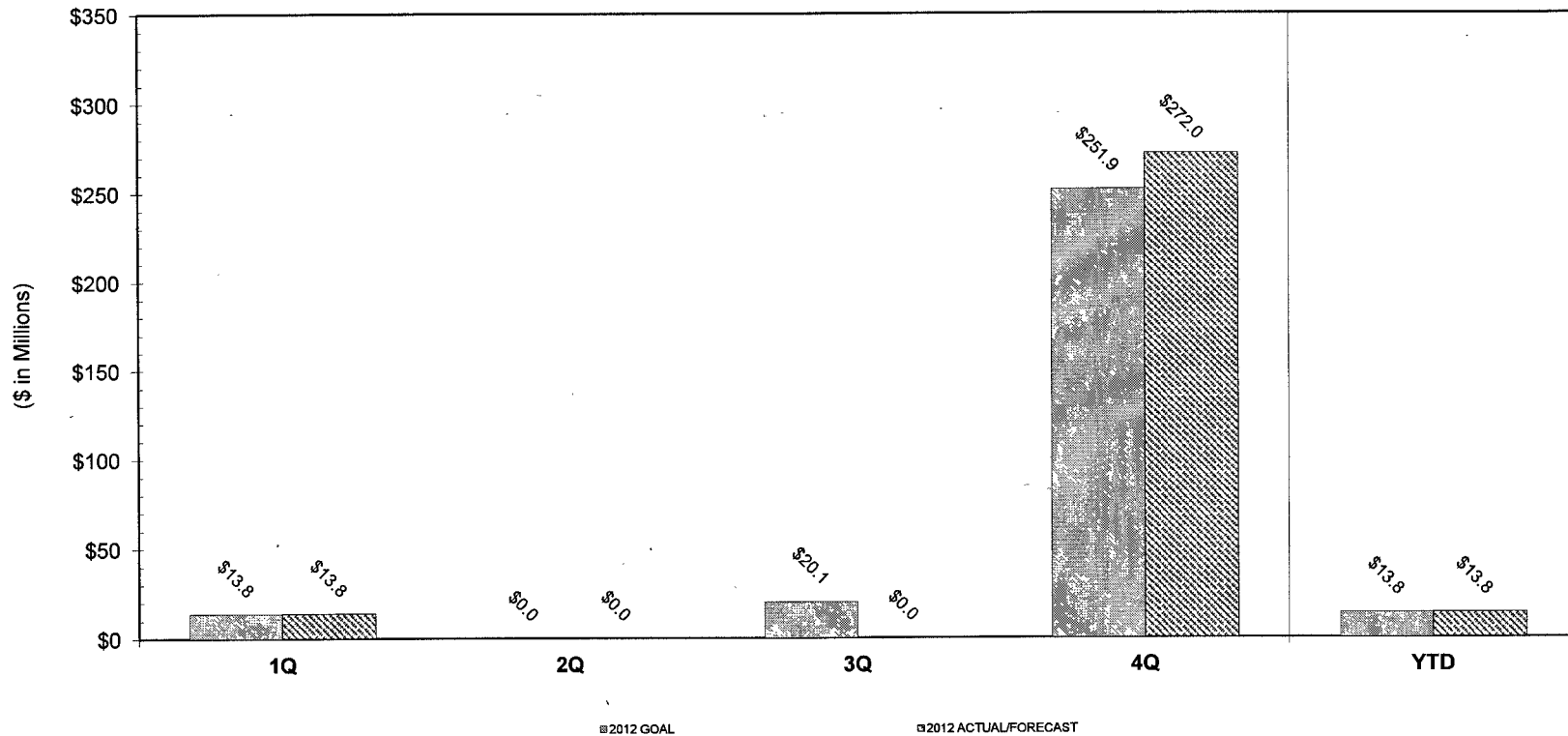
Project	Budget (\$ in Millions)			Award Date				Notes
	2012 Goal	Actual / Forecast*	Budgeted Value	2012 Goal	Advertisement Date	Actual / Forecast		
RK23 Miscellaneous Rehab - Manhattan Approach Ramps (Design)	\$9.1	\$8.6	\$9.1	May-12	Nov-11	May-12	A	
VN80 Replace Upper Level Suspended Span (Construction 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	Jun-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	
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	Jun-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 May 31, 2012

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

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## MTA Bridges and Tunnels: Status of Major Completions as of May 31, 2012

Project	Budget (\$ in Millions)		Completions Status		Completion Date			Notes
	2012 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2012 Goal	Actual / Forecast		
VN03 Toll Plaza Improvements: Removal of Toll Booths and Utility Relocation	\$13.8	\$13.8	100%	41%	Mar-12	Mar-12	A	
TN87 Anchorage and Tower Protection	\$20.1	\$20.1	99%	52%	Sep-12	Dec-12	F	1
BW89 Elevated & On Grade (Bronx) Appr.	\$212.3	\$212.3	88%	-11%	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%	62%	Dec-12	Dec-12	F	

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

1. Inspections of the tower fender systems' support framing at the Throgs Neck Bridge have resulted in the need for additional repairs and replacements, requiring an extension of time through December 31, 2012.

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

Project ID (ACEP)	Project Description	Type	Goal End Date	Goal Value	Budgeted Value	Actual End Date	Actual Value	Forecast End Date	Forecast Value
D503VN03	Toll Plaza Improvements: Removal of Toll Booths and Utility Relocation	Construction	Mar-12	\$13,795,225	\$13,795,225	Mar-12	\$13,795,225		
			<b>Mar-12 Total</b>	\$13,795,225					
D501TN87	Anchorage and Tower Protection	Construction	Sep-12	\$11,807,782	\$11,807,782			Dec-12	\$11,807,782
D607TN87	Paint - Bronx and Queens Tower Fender Systems	Construction	Sep-12	\$8,306,173	\$8,306,173			Dec-12	\$8,306,173
			<b>Sep-12 Total</b>	\$20,113,955					
D502BW89	Elevated & On Grade (Bronx) Appr.	Construction	Oct-12	\$212,269,160	\$212,269,160			Oct-12	\$212,269,160
D607VN88	Tower Painting - Below Roadway Level	Construction	Oct-12	\$30,356,011	\$30,356,011			Oct-12	\$30,356,011
			<b>Oct-12 Total</b>	\$242,625,171					
D501BW97	Concrete Anchorage Repairs (Queens)	Construction	Dec-12	\$9,240,306	\$9,240,306			Dec-12	\$9,240,306
			<b>Dec-12 Total</b>	\$9,240,306					
			<b>Grand Total</b>	\$285,774,657		<b>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(PhII-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
D502TB64	Replace Deck-RI Viaduct	D02855	RK75 Rprs.QueensManh.Ramp-GFM474#69	D00001306A	May-12	\$2,720,326
D502TB64	Replace Deck-RI Viaduct	D02418	TB64C Steel Repsirs@RFK BridgeWO#58	D00001243A	May-12	\$539,100
D504AW80	Variable Message Signs	D02813	Removal VMS Signs @TNB GFM-474WO#72	D00001289A	May-12	\$35,000
D502TB64	Replace Deck-RI Viaduct	D02403	TB64CConc.Rstor. Qns-GFM474B wo#39	D00001228A	May-12	\$920,407
<b>Total</b>				<b>28</b>		<b>\$54,559,914</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 Start Date	Actual Value	Forecast Start Date	Forecast Value
				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		
			<b>Jan-12 Total</b>		<b>\$12,680.00</b>	<b>\$12,680.00</b>				
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	D03050	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		
			<b>Feb-12 Total</b>		<b>\$10,462,743.90</b>	<b>\$10,462,743.90</b>				
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			Jul-12	\$1,110,055.00
D607MP21	Paint - Rockaway Point Overpass	D02660	Painting - Design (PSC-11-2896)	Mar-12	\$17,500.00	\$17,500.00			Jul-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		
			<b>Mar-12 Total</b>		<b>\$4,949,577.21</b>	<b>\$4,949,577.21</b>				
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	\$2,673,420.00		
D602TN49	Suspended Span Replacement - Phase A	D03019	CM - Overlay Installation -N/bound	Apr-12	\$300,000.00	\$300,000.00	May-12	\$90,084.00		
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
			<b>Apr-12 Total</b>		<b>\$7,540,000.00</b>	<b>\$7,540,000.00</b>				
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	D02691	Design 124/125/FDR Ramps	May-12	\$9,059,132.00	\$9,059,132.00	May-12	\$8,638,630.00		
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			Jun-12	\$200,000.00
			<b>May-12 Total</b>		<b>\$21,738,449.70</b>	<b>\$21,738,449.70</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 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
Jun-12 Total					\$12,650,512.28	\$12,650,512.28				
D606AW18	Protective Liability Insurance	D02450	2012 APPL	Jul-12	\$243,732.00	\$243,732.00			Jul-12	\$243,732.00
D605AW12	Hazardous Materials Abatement	D02978	Air Monit/DsgnMgt	Jul-12	\$100,000.00	\$100,000.00			Jul-12	\$100,000.00
D605AW12	Hazardous Materials Abatement	D02982	Air Monit/DsgnMgt	Jul-12	\$100,000.00	\$100,000.00			Jul-12	\$100,000.00
D605AW12	Hazardous Materials Abatement	D02983	Air Monit/DsgnMgt	Jul-12	\$100,000.00	\$100,000.00			Jul-12	\$100,000.00
D605AW12	Hazardous Materials Abatement	D02984	Air Monit/DsgnMgt	Jul-12	\$100,000.00	\$100,000.00			Jul-12	\$100,000.00
D601BW97	Concrete Anchorage Repairs	D02604	P.M. Construction F/A (Bronx Anchor	Jul-12	\$668,303.29	\$668,303.29			Jul-12	\$668,303.29
D601BW97	Concrete Anchorage Repairs	D02605	Construction (Bronx Anchorage)	Jul-12	\$8,000,000.00	\$8,000,000.00			Jul-12	\$8,000,000.00
D601BW97	Concrete Anchorage Repairs	D02606	Construction Adm. (Bronx Anchorage)	Jul-12	\$1,138,200.00	\$1,138,200.00			Jul-12	\$1,138,200.00
D604QM30	Tunnel Ventilation Building Electrical Upgrade	D02673	Construction Adm.	Jul-12	\$6,000,000.00	\$6,000,000.00			Jul-12	\$6,000,000.00
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D03002	RK65R-Maint.Fac. CM	Jul-12	\$1,352,000.00	\$1,352,000.00			Jul-12	\$1,352,000.00
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D03004	RK65R-Maint.Fac.Design/Build	Jul-12	\$13,552,000.00	\$13,552,000.00			Jul-12	\$13,552,000.00
D602RK73	Deck Replacement- RFK MQ Ramp	D02975	Design/Build Const. (MQ Ramp)	Jul-12	\$64,846,069.00	\$64,846,069.00			Jul-12	\$64,846,069.00
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	D02771	Design	Jul-12	\$2,073,494.00	\$2,073,494.00	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
Jul-12 Total					\$120,323,798.29	\$120,323,798.29				
D601BW84	Cable Investigation / Monitoring	D02896	BC Development F/A	Aug-12	\$50,000.00	\$50,000.00			Aug-12	\$50,000.00
Aug-12 Total					\$50,000.00	\$50,000.00				
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	D02559	Design	Sep-12	\$3,058,718.00	\$3,058,718.00			Sep-12	\$3,058,718.00
D605BB43	Miscellaneous Repairs at BPG	D03053	Design - Structural	Sep-12	\$350,000.00	\$350,000.00			Sep-12	\$350,000.00
D601BW14	Miscellaneous Structural Rehabilitation	D02894	BC Development F/A	Sep-12	\$50,000.00	\$50,000.00			Sep-12	\$50,000.00
D602HH88	Replace Upper & Lower Level Plazas and Southbound Approach	D03060	PM Design F/A	Sep-12	\$906,272.00	\$906,272.00			Sep-12	\$906,272.00
D602HH88	Replace Upper & Lower Level Plazas and Southbound Approach	D03061	Design	Sep-12	\$8,500,000.00	\$8,500,000.00			Sep-12	\$8,500,000.00
D601MP16	Miscellaneous Steel Repairs	D02650	P.M. Design F/A	Sep-12	\$700,000.00	\$700,000.00			Sep-12	\$700,000.00
D601MP16	Miscellaneous Steel Repairs	D02651	Design	Sep-12	\$1,500,000.00	\$1,500,000.00			Sep-12	\$1,500,000.00
D601RK19	Seismic and Wind Study	D03075	P.M. Design Brief F/A	Sep-12	\$500,000.00	\$500,000.00			Sep-12	\$500,000.00

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

ACEP	Project Description	Task	Task Description	Goal	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast	Forecast Value
				Start Date					Start Date	
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
Sep-12 Total					\$339,059,909.60	\$339,059,909.60				
D604QM30	Tunnel Ventilation Building Electrical Upgrade	D02674	Construction	Oct-12	\$55,000,000.00	\$55,000,000.00			Oct-12	\$55,000,000.00
D601RK76	Miscellaneous Structural Repair	D03079	P.M. Design F/A	Oct-12	\$500,000.00	\$500,000.00			Oct-12	\$500,000.00
Oct-12 Total					\$55,500,000.00	\$55,500,000.00				
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control	D02677	P.M. Design F/A	Nov-12	\$1,674,187.96	\$1,674,187.96			Nov-12	\$1,674,187.96
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control	D02678	Design	Nov-12	\$3,500,000.00	\$3,500,000.00			Nov-12	\$3,500,000.00
Nov-12 Total					\$5,174,187.96	\$5,174,187.96				
D606AW28	Scope Development	D02474	2012 Scope Development	Dec-12	\$1,124,769.33	\$1,124,769.33			Dec-12	\$1,124,769.33
Dec-12 Total					\$1,124,769.33	\$1,124,769.33				
Grand Total					\$578,586,628.27	\$578,586,628.27				
<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		
D501TB23	HRD Ramp	D03043	Cns - Traffic Signals 127 St & 2Ave			\$267,225.00	May-12	\$267,225.00		
D606AW28	Scope Development	D03008	MP Seismic Study			\$304,126.00	May-12	\$267,225.00		
D606AW28	Scope Development	D03089	Scope Dev-Staff St.Brdg(PSC06-2807A)			\$193,519.00	May-12	\$193,519.00		
Grand Total					\$578,586,628.27	\$580,384,559.66	To Date Total	\$40,634,477.30	Remaining	\$536,827,490.01
									Grand Total	\$577,461,967.31



# **Bridges and Tunnels**

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## **Procurements**

### **June 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>	June 6, 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	6/6/12	<i>[Signature]</i>		
2	MTA B&T Committee	6/25/12			
3	MTA Board	6/27/12			

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
	Chief Financial Officer		Chief Technology Officer		Chief Health & Safety Officer
	Chief Security Officer		Chief Maintenance Officer		MTA Office of Civil Rights
					Chief EEO Officer

## PURPOSE:

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

## DISCUSSION:

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

<u>Schedules Requiring Majority Vote</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule H	Modifications to Personal/Miscellaneous Service Contracts	1	\$0.000M
SUBTOTAL		1	\$0.000M

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

<u>Schedules Requiring Two-Thirds Vote</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule C	Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	1	\$50.200M
<u>Schedules Requiring Majority Vote</u>			
Schedule E	Miscellaneous Procurement Contracts	1	\$ 0.075M
Schedule F	Personal Service Contracts	4	\$24.352M
Schedule G	Miscellaneous Service Contracts	1	\$ 0.247M
Schedule H	Modifications to Personal/Miscellaneous Service Contracts	5	\$ 1.672M
Schedule I	Modifications to Purchase & Public Works Contracts	2	\$ 2.714M
SUBTOTAL		14	\$78.670M

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

TOTAL	15	\$79.260M
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## Staff Summary

### **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 and MTA HQ's operating 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.)

**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**  
**JUNE 2012**

**MTA BRIDGES & TUNNELS**

**Procurements Requiring Majority Vote:**

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

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

- |    |  |                |                                      |
|----|--|----------------|--------------------------------------|
| 1. | Catherine S. Cline, PhD<br>Contract No. 3000000596 | \$        0.00 | <b><u>Staff Summary Attached</u></b> |
|----|--|----------------|--------------------------------------|

Extend the period of performance beyond one year for an additional seven months for the consultant to continue to provide test validation services for the civil service exam for B&T's occupational title of Maintainer.

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

Item Number: **1** (Final)

<b>Vendor Name (&amp; Location)</b> Catherine S. Cline, PhD, New York, NY		<b>Contract Number</b> PO 3000000596		<b>AWO/Modification #</b>
<b>Description</b> Test Validation Services				
<b>Contract Term (including Options, if any)</b> August 1, 2011 – July 30, 2012		<b>Original Amount:</b> \$24,000		
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>Prior Modifications:</b> \$20,000		
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive		<b>Prior Budgetary Increases:</b> \$0.00		
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:		<b>Current Amount:</b> \$44,000		
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>This Request:</b> \$0.00		
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Staff Services/Catherine Sweeney		<b>% of This Request to Current Amount:</b> 0.00%		
		<b>% of Modifications (including This Request) to Original Amount:</b> 0.00%		

### Discussion:

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to modify a non-competitive personal service contract with Catherine S. Cline, PhD (Dr. Cline) to extend the period of performance beyond one year from August 1, 2012 through February 28, 2013 at no additional cost.

Effective August 1, 2011, B&T awarded this contract to Dr. Cline in the amount of \$24,000 for a duration of one year to retain services of an Occupational-Industrial Psychologist to provide expert assistance in preparing and developing a civil service exam for B&T's occupational title of Bridge and Tunnel Sergeant. Dr. Cline has an established reputation in all areas critical to the completion of this project including the validation of tests, analysis of various positions through job descriptions and conferring with the client regarding the job duties and responsibilities. The New York City Department of Citywide Administrative Services will no longer be developing and administering certain civil service examinations and we do not possess the in-house resources required to perform such test validation services. In February 2012, the contract was amended to include test validation services for the occupational title of Maintainer. The proposed amendment will extend the contract term through February 28, 2013 to enable Dr. Cline to continue test validation services for the Maintainer title.

Testing for the Maintainer title is tentatively scheduled in October and Dr. Cline's expertise will be required to validate the final test for difficulty and a discrimination/adverse impact. In addition, Dr. Cline shall assist and support B&T in defending any claims which may arise that challenge the validity of the test. Dr. Cline will be compensated in accordance with the rates included in the contract. Sufficient funding is available in the contract to support this extension which is considered fair and reasonable. This contract is funded from the Operating Budget under General Ledger No. 712549

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

**MTA BRIDGES & TUNNELS**

**Procurements Requiring Two-Thirds Vote:**

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

1. **Halmar International** \$ **50,200,000.00** **Staff Summary Attached**  
**Contract No. RK-73**  
2 yr. 2 mo. contract – Competitive RFP- 6 Proposals  
Provide design/build services for the reconstruction of Ramp MQ at the Robert F. Kennedy Bridge.

**Procurements Requiring Majority Vote:**

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

2. **Empire Municipal Equipment, LLC** \$ **74,572.00**  
**Contract No. 3000000961**  
12 mo. contract - PANYNJ Contract  
Approval is requested to award a miscellaneous procurement contract to Empire Municipal Equipment, LLC (Empire) to provide the rental on an as needed basis of one Sewer Jet/Vac truck in an amount not-to-exceed \$74,572 for a one year period. B&T will utilize the pricing under a competitively bid contract awarded to Empire by the Port Authority of New York and New Jersey (PANYNJ), Contract OP1408197, but incorporate our terms and conditions in the contract. B&T requires that a sewer jet/vac truck be rented on an as needed basis as a backup so that if one of the two trucks in our fleet is out of service for maintenance or repair work we will be properly equipped to support our facilities' needs. Sewer jet/vac trucks are used for maintenance of roadways, including but not limited to removing debris from storm drains, gutters and finger joint pans located under the gratings of the bridges. This work is performed primarily during the spring, summer and fall. In July 2011 B&T issued a Request for Quotes to rent the sewer jet/vac truck in accordance with New York State Office of General Services (OGS) Contract for Heavy Equipment Rental Standby. The request was sent to four vendors; one quote was received in the amount of \$110,400 and rejected. Based on the rate in PANYNJ Contract OP 1408197, Empire would charge an amount not-to-exceed \$74,572, which is 32.5% or \$35,828 less than the price under the OGS contract. In accordance with the All Agency Procurement Guidelines, it is determined that it is in the public interest for B&T to award this contract to Empire using the pricing under the competitively bid PANYNJ Contract OP 1408197. Such pricing is considered fair and reasonable. Empire is deemed to be a responsible contractor. Funding is available in the Operating Budget under General Ledger # 713011.

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

**F: Personal Service Contracts**

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

3. **Greenman Pedersen Inc.** \$ 18,540,102.30 **Staff Summary Attached**  
**Contract No. PSC-11-2903**  
6 yr. contract – Competitive RFP – 5 Proposals  
Provide construction management and inspection services for VN-80B, Replacement of the Upper Level Roadway Deck at the Suspended Span of the Verrazano-Narrows Bridge.
4. **LiRo Engineers, Inc.** \$ 3,635,380.00 **Staff Summary Attached**  
**Contract No. PSC-11-2894**  
2 yr. 8 mo. contract – Competitive RFP – 5 Proposals  
Provide construction administration and inspection services for reconstruction of the Manhattan to Queens Ramp at the RFK Bridge.
5. **Parsons Brinckerhoff** \$ 1,586,341.00 **Staff Summary Attached**  
**Contract No. PSC-11-2904**  
4 yr. contract – Competitive RFP – 5 Proposals  
Provide design and design support services for Task 26A, Integrated Electronic Security Systems at the Robert F. Kennedy and the Bronx Whitestone Bridges.
6. **Jacobs Civil Consultants, Inc.** \$ 590,035.00  
**Contract No. PSC-11-2896**  
4 yr. 8 mo. contract – Competitive RFP – 6 Proposals  
B&T requires the services of a consultant to provide design and construction support services for Project MP-21, Rehabilitation of the Rockaway Point Boulevard and Jacob Riis Overpasses at the Marine Parkway - Gil Hodges Memorial Bridge (MPB). The design activities required include but are not limited to the following: repair of concrete decks; rehabilitation of center pier bearings; increase the capacity of the stringers at the Rockaway Point Boulevard Overpass; repair and/or replace the Jacob Riis Overpass handrails; replace the approach slabs at the Rockaway Point Boulevard Overpass; and phased construction support services. The service requirements were publicly advertised; twelve (12) firms submitted qualification information. Six (6) firms, Jacobs Civil Consultants (Jacobs), Parsons Transportation Group (PTG), Dewberry-Goodkind Inc. (DG), Weidlinger Associates (WAI), AECOM and Michael Baker Engineering (MBE) were chosen to receive the RFP based on a review of their qualifications and all firms submitted proposals. The proposals were evaluated against established criteria set forth in the RFP, including an understanding of the technical requirements and expertise, proposed personnel, oral presentations and cost. The Selection Committee recommended that B&T enter into negotiations with Jacobs, the highest rated firm. Jacobs' proposal reflected a thorough understanding of the scope and its Project Team demonstrated extensive experience working on similar structures. Its proposed cost, which was the second lowest among the 6 firms, was considered by the committee to be the most favorable. DG's proposal did not place emphasis on potential construction cost

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

efficiencies such as mobile containment structures for painting and lead abatement. WAI raised concerns regarding the availability of its proposed team due to commitments under a separate project. Although AECOM proposed the lowest cost, it omitted details with respect to providing a primary design alternative. Since PTG proposed the highest total number of manhours in conjunction with the next to highest proposed cost, its proposal was not selected. MBE's submittal focused on less significant technical issues and it also proposed the highest cost. The Engineer's estimate is \$1,130,516. Based on a comparison of all costs it was determined that the Engineer's estimate was overstated. Jacobs proposed an amount of \$598,190. Negotiations were conducted and the parties agreed to an amount of \$590,035, which is considered fair and reasonable. After an extensive review Jacobs was deemed to be a responsible consultant notwithstanding the existence of significant adverse 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. Jacobs has no recently completed contracts with B&T. Funding is available under Project MP-21 in the amount of \$590,035 in the 2010-2014 Capital Budget.

**G: Miscellaneous Service Contracts**

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

- |    |                                   |                      |
|----|-----------------------------------|----------------------|
| 7. | <b>Trip Consultants USA, Inc.</b> | <b>\$ 246,645.00</b> |
|    | <b>Contract No. GES-194</b>       |                      |

3 yr. contract – Competitive Bid – 2<sup>nd</sup> Low Bid/4 Bids

On January 30, 2012, B&T issued a solicitation for a contractor to provide all labor, equipment and materials for traffic volume counting and/or related traffic data services. These services are used by Engineering & Construction: (i) to develop maintenance and protection of traffic schemes and to schedule the season and hours of construction that require lane closures; (ii) to coordinate lane closure activity with the Operations Department; and (iii) to analyze speed measurements at B&T's roadways to develop safety improvements at those facilities. B&T does not possess the resources required to perform these services. The service requirements were publicly advertised, the solicitation notice was sent to 195 firms and eight firms requested copies of the solicitation. On February 28, 2012, four bids were submitted. The scope of services under the prospective contract has not changed compared with that under the current contract. On April 29, Quality Traffic Data, LLC withdrew its bid. Following the evaluation of the bid submitted by the next lowest firm, Trip Consultants USA, Inc. (Trip) was considered fully responsive to the requirements of the solicitation. The rates for this contract are fixed for the three year term. Rates remained the same for four of the five items and decreased for the fifth item when compared with the pricing under the current contract. Trip's overall bid is 15% lower than the user's estimate of \$290,000. Trip is deemed to be a responsible bidder. Based on competition, the price is considered fair and reasonable. Funding is available in the Operating Budget chargeable to General Ledger # 712151.

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

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

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

8. **PB Americas, Inc.** \$ 1,036,281.19 **Staff Summary Attached**  
**Contract No. PSC-06-2805**  
Add construction support services and include an allowance for unanticipated designs during construction for Project QM-30, Electrical Switchgear Replacement at the Queens Midtown Tunnel.
9. **Parsons Brinckerhoff/Chas. H. Sells, A** \$ 249,278.22 **Staff Summary Attached**  
**Joint Venture**  
**Contract No. PSC-03-2672**  
Additional construction support services for Project BW-89, Elevated and On-Grade Approach Deck Replacement at the Bronx-Whitestone Bridge.
10. **Ammann & Whitney/Gannett Fleming,** \$ 170,869.44 **Staff Summary Attached**  
**A Joint Venture**  
**Contract No. PSC-04-2726**  
Additional construction support services, increase the allowance for unanticipated design services during construction and delete unused funding for the toll plaza design and construction support services under Projects HH-85 and HH-10, Replacement of Upper Level Deck and Toll Plaza and the Upper Level Curb Stringer and Safety Barrier at the Henry Hudson Bridge.
11. **NYMP Acquisition LLC** \$ 75,000.00 (B&T) **Staff Summary Attached**  
**Contract No. 07-MNT-2784** \$ 55,500.00 (MTA HQ)  
\$ 130,500.00 Total  
Perform additional maintenance and repair of fire/smoke alarms located at various B&T and MTA Headquarters (MTA HQ) facilities.
12. **GenServe Inc.** \$ 85,000.00 **Staff Summary Attached**  
**Contract No. 09-MNT-2847**  
Perform additional maintenance and repair of emergency generators located at various facilities.

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

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

13. **E-J Electric Installation Co., Inc.** \$ 1,853,912.52 **Staff Summary Attached**  
**Contract No. RK-65D**  
Increase the estimated quantity of nine unit price items due to more underground obstructions than had been anticipated under Contract RK-65D, Existing Utility Relocation at the RFK Bridge and Randall's Island.

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

14. **Maracap Construction Industries, Inc.**      \$      859,900.00      *Staff Summary Attached*  
**Contract No. TN-87B**  
Additional work and deletion of unit price items under Contract TN-87B, Anchorage  
and Tower Protection at the Throgs Neck Bridge.

# Staff Summary

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Item Number 1 (Final)					
Dept & Dept Head Name: <i>Joe Keane</i> Engineering and Construction, Joe Keane, P.E.					
Division & Division Head Name: Engineering and Construction, Vincent Montanti, P.E. <i>VM</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	06/06/12			
2	MTA B&T Committee	06/25/12			
3	MTA Board	06/27/12			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>DS</i>	4	Chief of Staff		
2	General Counsel <i>MMT</i>	5	Executive Vice President <i>MM</i>		
3	Chief Procurement Officer <i>AWK</i>	6	President <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name Halmar International	Contract Number RK-73
Description: Design/Build Services for the Reconstruction of Ramp MQ at the Robert F. Kennedy Bridge	
Total Amount \$50,200,000	
Contract Term (including Options, if any) 26 Months	
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 Procurement Guidelines to award a public work contract for Design/Build Services for the Reconstruction of Ramp MQ at the Robert F. Kennedy Bridge to Halmar International (Halmar) for a period of 2 years, 2 months at a cost of \$50,200,000.

### II. DISCUSSION

In June 2011, the Board authorized B&T to enter into a competitive Request for Proposal (RFP) process for design/build services for the reconstruction of the Manhattan to Queens Ramp (Ramp MQ) at the Robert F. Kennedy Bridge. The work generally consists of: (i) design and replacement of the existing elevated Manhattan to Queens Ramp from the abutment to where the ramp merges with the Queens to Bronx mainline to meet HS-25 design loads and current seismic standards; (ii) widening a portion of the ramp; (iii) closing the gap between the Queens Bronx mainline and the MQ Ramp; (iv) design and retrofit of the existing footings; (v) repairs to the existing piers and cap beams; and (vi) replacement of pedestals, bearings, roadway decks, barriers, light poles and fixtures, drainage, roadway striping and traffic devices and signage.

The service requirements were publicly advertised; twelve firms submitted qualification information. All twelve firms were chosen to receive the RFP based on a review of those qualifications and six of the firms submitted proposals: DeFoe Corp. (DeFoe); Ecco III Enterprises, Inc. (Ecco); Halmar International (Halmar); Kiewit Infrastructure Co.;



## Staff Summary

Page 2 of 2

Schiavone Construction Co., LLC; and Tully Construction Co., Inc. The proposals were evaluated against established criteria set forth in the RFP, including cost, duration for work requiring permanent lane closures, project design and understanding, record of performance, quality and thoroughness of proposal, qualifications of the firm and proposed personnel. The selection committee requested oral presentations from DeFoe, Ecco and Halmar.

After oral presentations, the committee selected Halmar on the basis that its proposal included: (i) the lowest cost, (ii) an aggressive schedule, (iii) the most conservative approach to pier support system; (iv) a working relationship between Halmar and its proposed design engineering firm, Hardesty and Hanover; (v) technical alternatives resulting in overall cost savings; and (vi) a commitment to achieving the M/WBE goals. The committee found DeFoe and Ecco capable of performing the work, but their costs were more than 2% higher and their schedules more than two months longer than Halmar's.

Halmar submitted a proposal of \$49,875,500. The Engineer's estimate was \$63,000,000. Negotiations were conducted and the parties agreed to \$50,200,000 including the following additional construction services: (i) a \$150,000 increase to the contract allowance to address field conditions that could not be determined prior to contract award; (ii) an increase to the quantity of communication cables to be installed under this contract; (iii) installing power for an additional camera; and (iv) a full time on-site safety representative in lieu of a roving site representative. The Engineer's estimate for these additional services is \$478,000, revising the estimate to \$63,478,000. The negotiated amount of \$50,200,000 is 21% below the Engineer's revised estimate, remains as the lowest cost and is considered fair and reasonable. Halmar is deemed to be a responsible contractor.

### **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. Halmar has no recently completed contracts with B&T.

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

Funding is available under Project RK-73 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.

## Staff Summary

Page 1 of 2

<b>Item Number 3 (Final)</b>						<b>SUMMARY INFORMATION</b>																							
<b>Dept &amp; Dept Head Name:</b> Engineering and Construction, Joe Keane, P.E. <i>Joe Keane</i>						<b>Vendor Name</b> Greenman Pedersen Inc.		<b>Contract Number</b> PSC-11-2903																					
<b>Division &amp; Division Head Name:</b> Engineering and Construction, Vincent Montanti, P.E. <i>V. Montanti</i>						<b>Description:</b> Construction Management and Inspection Services for VN-80B, Replacement of the Upper Level Roadway Deck at the Suspended Span of the Verrazano-Narrows Bridge																							
<b>Board Reviews</b>						<b>Total Amount</b> \$18,540,102.30																							
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Order</th> <th>To</th> <th>Date</th> <th>Approval</th> <th>Info</th> <th>Other</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td>President</td> <td style="text-align: center;">06/06/12</td> <td style="text-align: center;"><i>[Signature]</i></td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">2</td> <td>MTA B&amp;T Committee</td> <td style="text-align: center;">06/25/12</td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">3</td> <td>MTA Board</td> <td style="text-align: center;">06/27/12</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Order	To	Date	Approval	Info	Other	1	President	06/06/12	<i>[Signature]</i>			2	MTA B&T Committee	06/25/12				3	MTA Board	06/27/12				<b>Contract Term (Including Options, if any)</b> Six years				
Order	To	Date	Approval	Info	Other																								
1	President	06/06/12	<i>[Signature]</i>																										
2	MTA B&T Committee	06/25/12																											
3	MTA Board	06/27/12																											
<b>Internal Approvals</b>						<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																							
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Order</th> <th>Approval</th> <th>Order</th> <th>Approval</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td>Chief Financial Officer <i>[Signature]</i></td> <td style="text-align: center;">4</td> <td>Chief of Staff</td> </tr> <tr> <td style="text-align: center;">2</td> <td>General Counsel <i>mmt</i></td> <td style="text-align: center;">5</td> <td>Executive Vice President <i>[Signature]</i></td> </tr> <tr> <td style="text-align: center;">3</td> <td>Chief Procurement Officer <i>awk</i></td> <td style="text-align: center;">6</td> <td>President <i>[Signature]</i></td> </tr> </tbody> </table>						Order	Approval	Order	Approval	1	Chief Financial Officer <i>[Signature]</i>	4	Chief of Staff	2	General Counsel <i>mmt</i>	5	Executive Vice President <i>[Signature]</i>	3	Chief Procurement Officer <i>awk</i>	6	President <i>[Signature]</i>	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No							
Order	Approval	Order	Approval																										
1	Chief Financial Officer <i>[Signature]</i>	4	Chief of Staff																										
2	General Counsel <i>mmt</i>	5	Executive Vice President <i>[Signature]</i>																										
3	Chief Procurement Officer <i>awk</i>	6	President <i>[Signature]</i>																										
<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 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 Construction Management and Inspection Services for VN-80B, Replacement of the Upper Level Roadway Deck at the Suspended Span of the Verrazano-Narrows Bridge to Greenman Pedersen Inc. (GPI) in the amount of \$18,540,102.30 for a period of six years.

#### II. DISCUSSION

B&T requires the services of a consultant to provide construction management and inspection services for the replacement of the upper level roadway deck at the suspended spans of the Verrazano-Narrows Bridge. The construction activities include but are not limited to: removal of existing upper roadway deck and barriers; installation of new upper level orthotropic steel deck, overlay, drainage systems, sign structures and barriers; replacement of the upper and lower deck roadway lighting; MPT; and, installation of a movable barrier to accommodate a reversible lane.

The service requirements were publicly advertised; five firms submitted qualification information. All five firms, Ammann & Whitney (A&W), GPI, HAKS/AECOM a Joint Venture, Hardesty & Hanover (H&H) and LiRo/PB a Joint Venture were chosen to receive the RFP based on a review of their qualifications. The proposals were evaluated against established criteria set forth in the RFP, including an understanding of the technical requirements and expertise, proposed personnel,

## Staff Summary

Page 2 of 2

oral presentations and cost. The Selection Committee unanimously selected GPI on the basis that its proposal: (i) demonstrated significant hands-on experience in the installation of orthotropic decks; (ii) included a Resident Engineer and Project Manager that managed multiple orthotropic deck projects (iii) reflected a clear understanding of the potential problems and the technical solutions and processes that are a major part of this design; and (iv) included a strong welding expert for ongoing technical support during both the fabrication and the installation of the orthotropic deck. GPI had the second lowest cost proposal and it was less than the Engineer's estimate. Although A&W's cost proposal was lower, its Resident Engineer lacked the significant orthotropic deck experience necessary for this project. LiRo/PB proposed an experienced Resident Engineer, but they could not meet the GPI team's overall experience and their cost proposal was higher. The committee determined that both H&H and HAKS/AECOM did not provide the level of experience required for this complex project and their costs were also higher than GPI's proposal.

GPI submitted a proposal in the amount of \$18,551,288.14. The Engineer's estimate is \$21,959,814. Negotiations were conducted and the parties agreed to an amount of \$18,540,102.30, which is 15.6% below the estimate and is considered fair and reasonable. GPI 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. GPI was in full compliance with the M/WBE goals on its most recently completed contract (PSC-06-2798, Construction Management and Inspection Services for VN-17A, Rehabilitation of the Lower Level Approaches at the Verrazano-Narrows Bridge).

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

Funding in the amount of \$17,381,448.30 is available in the 2010 – 2014 Capital Program under Project D602 VN-80 and \$1,158,654 in the Structural Painting Program under D607 VN80.

### **IV. ALTERNATIVES**

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

# Staff Summary

Page 1 of 2

Item Number 4 (Final)					
Dept & Dept Head Name:					
Engineering and Construction, Joe Keane, P.E. <i>Joe Keane</i>					
Division & Division Head Name:					
Engineering and Construction, Vincent Montanti, P.E. <i>VM</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	6/6/12	<i>[Signature]</i>		
2	MTA B&T Committee	6/25/12			
3	MTA Board	6/27/12			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>[Signature]</i>	4	Chief of Staff <i>[Signature]</i>		
2	General Counsel <i>mm</i>	5	Executive Vice President <i>[Signature]</i>		
3	Chief Procurement Officer	6	President <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name	Contract Number
LiRo Engineers, Inc.	PSC-11-2894
Description:	
Construction Administration and Inspection Services for Reconstruction of the Manhattan to Queens Ramp at the RFK Bridge	
Total Amount	
\$3,635,380	
Contract Term (Including Options, if any)	
Two years, eight months	
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 Construction Administration and Support Services for Reconstruction of the Manhattan to Queens Ramp at the RFK Bridge to LiRo Engineers, Inc. (LiRo) for a period of two years, eight months at a cost of \$3,635,380.

### II. DISCUSSION

B&T requires the services of a consultant to provide construction administration and inspection services for Project RK-73, Reconstruction of the Manhattan to Queens Ramp at the Robert F. Kennedy Bridge (RFK). Project RK-73 will be performed using the design-build method. The work includes but is not limited to: design and replacement of the existing elevated Manhattan to Queens Ramp; widening of the ramp; closing the gap between the Queens-Bronx mainline and the Manhattan to Queens ramp; retrofit of the existing footings; repairs to the existing piers and cap beams; replacement of pedestals and roadway decks.

The service requirements were publicly advertised; nine firms submitted qualification information. Five firms were chosen to receive the RFP based on a review of those qualifications and all five firms submitted proposals: AECOM USA, Inc. (AECOM), Greenman-Pederson, Inc. (GPI), HAKS Engineers Architects and Land Surveyors (HAKS) Hardesty & Hanover (H&H) and LiRo Engineers, Inc (LiRo). 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

Page 2 of 2

Based on the committee's evaluation of the proposals, LiRo, AECOM and GPI were determined to be in the competitive range and conducted oral presentations. The committee selected LiRo on the basis that it offered: (i) a highly qualified team including a project manager with 35 years of experience that includes three design/build projects; (ii) the recommended formation of a collaborative relationship with B&T's Engineering team to ensure the expedited approval of designs submitted by the design-build Contractor; (iii) recent experience at the RFK facility on Project TB-23, Design/Build Services for the Reconstruction of the Harlem River Drive Ramp at the Robert F. Kennedy Bridge; (iv) access to LiRo personnel who are working on Project RK-65D, Existing Utility Relocation at the RFK Bridge and Randall's Island, who are very familiar with the subsurface work that will be required under this project; and (v) a proposed cost which is less than B&T's estimate and the lowest proposed cost of all firms in the competitive range. AECOM's proposed project manager did not have design/build experience on bridges. The technical proposal from GPI did not reflect that the consultant had relevant design/build experience. H&H was considered ineligible due to its status as the design engineer for the selected design/builder proposer for RK-73, Design/Build Services for the Reconstruction of Ramp MQ at the Robert F. Kennedy Bridge. HAKS' proposal did not exhibit a thorough understanding of the project as compared with the other proposers.

LiRo submitted a proposal of \$3,635,380. The Engineer's estimate is \$5,760,000. Negotiations were conducted and the parties agreed to the proposed amount of \$3,635,380, which is 37% below the Engineer's estimate and is considered fair and reasonable. LiRo 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. LiRo was in full compliance with the M/WBE goals on its most recently completed contract (Contract PSC-04-2719, Construction and Inspection Support Services for Project TB-64B, Deck Replacement on the Randall's and Ward's Island Viaducts at the Triborough Bridge).

### IV. IMPACT ON FUNDING

Funding is available under Project RK-73 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.

# Staff Summary

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Item Number <b>5</b> (Final)					
Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E. <i>Joe Keane</i>					
Division & Division Head Name: Engineering and Construction, Vincent Montanti, P.E. <i>VM</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	6/6/12	<i>[Signature]</i>		
2	MTA B&T Committee	6/25/12			
3	MTA Board	6/27/12			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>DS</i>	4	Chief of Staff		
2	General Counsel <i>mmt</i>	5	Executive Vice President <i>[Signature]</i>		
3	Chief Procurement Officer <i>ack</i>	6	President <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name Parsons Brinckerhoff	Contract Number PSC-11-2904
Description: Design and Design Support Services for Task 26A, Integrated Electronic Security Systems at the Robert F. Kennedy and the Bronx Whitestone Bridges	
Total Amount \$1,586,341	
Contract Term (including Options, if any) Four 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 type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: DHS Grant	

## 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 Design Support Services for Task 26A, Integrated Electronic Security Systems at the Robert F. Kennedy and Bronx Whitestone Bridges to Parsons Brinckerhoff (PB) in an amount of \$1,586,341 for a period of four years.

### II. DISCUSSION

B&T is the recipient of Federal Homeland Security Funding through the Department of Homeland Security for the design and design support services for Task 26A, the furnishing and installation of an integrated electronic security system at the Robert F. Kennedy (RFK) and Bronx Whitestone (BW) Bridges.

The service requirements were publicly advertised; fifteen (15) firms submitted qualification information and five firms, Gannett Fleming (GF), PB, Parsons Transportation Group of NY, Inc. (PTG), Ross & Baruzzini (R&B) and URS, were chosen to receive the RFP based on a review of their qualifications. All firms submitted proposals which were evaluated against established criteria set forth in the RFP, including an understanding of the technical requirements and expertise,

## Staff Summary

Page 2 of 2

proposed personnel, oral presentations and cost.

After evaluating the technical proposals, oral presentations and cost proposals, the Selection Committee recommended that negotiations be conducted with the two highest rated firms, PB and URS, and that these firms submit best and final offers (BAFOs). After evaluating the BAFOs from PB and URS, the Selection Committee unanimously recommended that PB be awarded this contract. This recommendation is supported by: (i) the extensive and relevant experience of PB's team, including a subconsultant who designed the fiber communication infrastructure that will be used to transport the security signals and data for the system as well as a team leader who has extensive experience with the MTA Agency-wide security networks; (ii) PB's commitment to reducing the 100% design completion date from twelve months to ten months; and (iii) a reduction in its original cost proposal from \$1,703,248.24 to \$1,586,341.

URS presented a sufficient technical and cost proposal, however, the committee indicated that its proposed team was not as qualified as PB's and determined that PB's offer to shorten the design lead time was more desirable. URS' BAFO was \$1,569,000, which is only slightly lower than PB's cost. Both proposals are well below the estimate of \$3,169,000, which did not consider the efficiencies of these firms based on their prior experience performing projects at the sites. Based on the above, PB's BAFO is considered fair and reasonable. PB is deemed to be a responsible consultant.

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

The MTA DDCR has established goals of 17% DBE for the referenced contract. This contract will not be awarded without approval of MTA DDCR. PB was in full compliance with the M/WBE goals on its most recently completed contract (PSC-04-2723A, Biennial Bridge Inspection and Design of Miscellaneous Structural Repairs for the Throgs Neck Bridge).

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

Funding in the amount of \$1,586,341 is available through the G Program under G5140109.

### **IV. ALTERNATIVES**

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

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

Item Number: **8** (Final)

<b>Vendor Name (&amp; Location)</b> PB Americas, Inc., New York, New York		<b>Contract Number</b> PSC-06-2805	<b>AWO/Modification #</b>
<b>Description</b> Design Services for Project QM-30, Electrical Switchgear Replacement at the Queens Midtown Tunnel		<b>Original Amount:</b> \$ 2,111,179.00	
<b>Contract Term (including Options, if any)</b> July 30, 2008 - June 30, 2012		<b>Prior Modifications:</b> \$ 62,179.76	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>Prior Budgetary Increases:</b> \$ 0.00	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		<b>Current Amount:</b> \$ 2,173,358.76	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		<b>This Request:</b> \$ 1,036,281.19	
<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> 47.7%	
<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> 52.0%	

### Discussion:

B&T is seeking Board approval in accordance the All Agency Guidelines for Procurement of Services to amend the Contract with PB Americas, Inc. (PBA) for construction support services (CSS) in the amount of \$1,036,281.19. Consistent with the Procurement Guidelines this amendment constitutes a substantial change.

Contract PSC-06-2805 was approved by the Board in June 2008 and awarded to PBA in July 2008. This contract contained the requirements for a complete design and CSS, however, the contract included the cost for design services only. The cost for CSS was targeted for negotiation prior to the award of Contract QM-30, Facility Wide Electrical Upgrade and Ventilation Buildings Switchgear and Motor Control Center Replacement at the Queens Midtown Tunnel. The procurement process for this construction contract has commenced. The CSS to be provided by PBA includes review and analysis of Contractor submittals for shop drawings, requests for information, calculations, equipment factory and field test results and ensuring computer and control system functionality. PBA submitted a cost proposal for CSS in the amount of \$1,049,247. The Engineer's estimate is \$1,082,140. Based on discussions with PBA, B&T accepted its proposal in the amount of \$1,049,247. In addition, the Engineer deemed it prudent to add a \$50,000 allowance for unanticipated designs during construction (the \$50,000 was included in the estimate). The revised amount of \$1,099,247 is 1.6% above the estimate and is fair and reasonable. Remaining design funds totaling \$62,965.81 will be reallocated to CSS to reduce the additional funding required for this amendment to \$1,036,281.19. This amendment also includes a five year, nine month extension through March 2018 so that CSS will be performed concurrently through the completion of construction. Funding for this amendment is available in the 2010 - 2014 Capital program under Project QM-30.



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

Item Number: **9** (Final)

<b>Vendor Name (&amp; Location)</b> Parsons Brinckerhoff/Chas. H. Sells, A Joint Venture, New York, New York
<b>Description</b> Conceptual Design for Project BW-89, Elevated and On-Grade Approach Deck Replacement at the Bronx-Whitestone Bridge
<b>Contract Term (including Options, if any)</b> July 31, 2003 - March 31, 2013
<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 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> Engineering & Construction, Joe Keane, P.E.

Contract Number	AWO/Modification #
PSC-03-2672	
Original Amount:	\$ 1,522,677.49
Prior Modifications:	\$10,609,619.98
Prior Budgetary Increases:	\$ 0.00
Current Amount:	\$ 12,132,297.47
This Request:	\$ 249,278.22
% of This Request to Current Amount:	2.1%
% of Modifications (including This Request) to Original Amount:	713.1%

### Discussion:

B&T is seeking Board approval in accordance with the All Agency Guidelines for Procurement of Services to amend the Contract with Parsons Brinckerhoff/Chas. H. Sells, A Joint Venture (PB/Sells) for additional construction support services in the amount of \$249,278.22. Consistent with the Procurement Guidelines, this amendment together with the previous amendment in an amount of \$334,208 constitutes a substantial change.

### Previously Approved:

The Contract was planned and structured as a phased contract so that each design phase of Project BW-89 would proceed after the best course of action had been determined. Initially, the Contract was negotiated and awarded in an amount of \$1,522,677.49 pursuant to Board approval in July 2003 for the feasibility study and conceptual design for Project BW-89, as well as a traffic study for the Bronx-Whitestone Bridge/Throgs Neck Bridge traffic corridor. An amendment for supplemental feasibility study information was issued in December 2004 in the amount of \$147,235.93. Several amendments have since been issued for design and construction support services for Contract BW-89, Replacement of the Bronx Approach and Miscellaneous Repairs to the Queens Approach at the Bronx-Whitestone Bridge (contract value - \$206,725,881.40), including Board approved amendments in 2005, 2006, 2008 and 2009 totaling \$10,462,384.05 which resulted in a revised value of \$12,132,297.47.

### Current Request for Board Approval:

The prospective amendment is required to support additional requests for Contractor submittals that include requests for information, catalog cuts and shop drawings that require review, and changes to the fire standpipe. These additional Contractor submittals are the result of limited site access and varying field conditions, which require greater planning, coordination and review prior to performing the Work in the field. This proposed amendment includes a three month extension of time through June 30, 2013. PB/Sells submitted a proposal \$368,696.60. The Engineer's estimate is \$404,773.67. Negotiations resulted in B&T and PB/Sells agreeing to the negotiated amount of \$339,278.22 which is 16.2% lower than the estimate and is considered fair and reasonable. Remaining design funds totaling \$90,000 will be reallocated to construction support services to reduce the additional funding required for this amendment to \$249,278.22. Funding for this amendment is available from the 2000-2004 Capital Program under Project BW-89.

**Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts**Item Number: **10** (Final)

<b>Vendor Name (&amp; Location)</b> Ammann & Whitney/Gannett Fleming, a Joint Venture, New York, NY	<b>Contract Number</b> PSC-04-2726	<b>AWO/Modification #</b>
<b>Description</b> Design and Design Services During Construction for Projects HH-85 and HH-10, Replacement of Upper Level Deck and Toll Plaza and the Upper Level Curb Stringer and Safety Barrier at the Henry Hudson Bridge		
<b>Contract Term (including Options, if any)</b> June 27, 2005– June 26, 2014		
<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 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> Engineering & Construction, Joe Keane, P.E.		
	<b>Original Amount:</b>	\$2,399,999.83
	<b>Prior Modifications:</b>	\$1,175,610.19
	<b>Prior Budgetary Increases:</b>	N/A
	<b>Current Amount:</b>	\$3,575,610.02
	<b>This Request:</b>	\$170,869.44
	<b>% of This Request to Current Amount:</b>	4.8%
	<b>% of Modifications (including This Request) to Original Amount:</b>	56%

**Discussion:**

B&T is seeking Board approval under the All Agency Guidelines for the Procurement of Services to modify this Contract with Ammann & Whitney/Gannett Fleming, a Joint Venture (AWGF) for the net amount of \$170,869.44. Consistent with the Procurement Guidelines, this amendment constitutes a substantial change. This proposed amendment is for three separate items as follows:

- 1) AWGF requested additional funding for construction support services for Project HH-10 citing new steel repairs added to the construction contract in response to the most current biennial inspection and bridge conditions that were uncovered during the demolition of the deck. The impact of those differences resulted in: (i) field conditions requiring engineering input that would not typically have been required, (ii) additional requests for information, and (iii) more field drawings and shop drawing reviews. Additionally, AWGF incurred additional costs not contemplated in its original cost proposal and a greater than anticipated number of shop drawings. AWGF submitted a proposal in the amount of \$587,776. The Engineer's estimate was \$538,402. When compared with the estimate, the negotiated amount of \$547,466 is considered fair and reasonable.
- 2) The Contract contains an allowance for unanticipated design services during construction which is awarded via work orders as the need arises. That allowance is nearly depleted with insufficient funding to support the remainder of construction. Therefore, the Engineer determined that the allowance should be increased by \$150,000 to replenish funding for these services.
- 3) The Contract included design for the replacement of the existing toll plaza. However, this design has been on hold at 70% completion pending decisions on the future course of action on toll collection. B&T has been engaged in a pilot program for all electronic tolling at this site. The method of toll collection will directly impact the design for the toll plaza. Therefore, B&T has determined that a new toll plaza design should be performed under a separate contract and deleted from this Contract. The unused funding for the toll plaza design and construction support services is \$526,596.56; the value of this credit is considered fair and reasonable.

Based on the above, the net negotiated amount of \$170,869.44 is considered fair and reasonable. Funding for this amendment is available in the 2005-09 Capital Budget under Project HH-10.

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

Item Number: **11** (Final)

<b>Vendor Name (&amp; Location)</b> NYMP Acquisition LLC, Freeport, NY	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;"><b>Contract Number</b></td> <td style="width: 40%;"><b>AWO/Modification #</b></td> </tr> <tr> <td>07-MNT-2784</td> <td></td> </tr> </table>	<b>Contract Number</b>	<b>AWO/Modification #</b>	07-MNT-2784	
<b>Contract Number</b>	<b>AWO/Modification #</b>				
07-MNT-2784					
<b>Description</b> Maintenance and Repair of Fire/Smoke Alarms					
<b>Contract Term (including Options, if any)</b> December 4, 2007 through July 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 type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:					
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:					
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Maintenance Division, Patrick J. Parisi					

<b>Original Amount:</b>	\$218,525.00 (B&T) \$200,850 (MTAHQ)
<b>Prior Modifications:</b>	\$ 0.00 (B&T) \$65,500.00 (MTAHQ)
<b>Prior Budgetary Increases:</b>	\$ 0.00
<b>Current Amount:</b>	\$218,525.00 (B&T) \$266,350.00 (MTAHQ))
<b>This Request:</b>	\$75,000.00 (B&T) \$55,500.00 (MTAHQ)
<b>% of This Request to Current Amount:</b>	34% (B&T) 21% (MTAHQ)
<b>% of Modifications (including This Request) to Original Amount:</b>	34% (B&T) 60% (MTAHQ)

### Discussion:

B&T is seeking approval in accordance with the All-Agency Guidelines for Procurement of Services to modify a miscellaneous service procurement with NYMP Acquisition LLC (NYMP) (formerly New York Merchants Protective Co., Inc.) to perform additional maintenance and repair of fire/smoke alarms located at various B&T and MTA Headquarters (MTA HQ) facilities in the aggregate amount of \$130,500 (B&T - \$75,000 and MTA HQ - \$55,500). Consistent with the Procurement Guidelines, the total amount of these amendments together with the previous amendments constitutes a substantial change.

In March 2012, B&T rejected all bids for a contractor to provide all labor, materials and equipment necessary for the maintenance and repair of fire/smoke alarms located at various B&T, MTA HQ, MTA Police Department (MTA PD) and Metro North Railroad (MNR) facilities. Such bids were rejected since the agencies determined that the specifications and price schedule needed to be revised. B&T and MTA HQ (including the majority of MTA PD facilities) have requested that additional funding be added in an aggregate amount of \$130,500 (B&T - \$75,000 and MTA HQ - \$55,500) for: (i) required preventive maintenance and (ii) installation of equipment upgrades at various facilities. The Contracts will be extended from August 1 through December 31, 2012 during which time the specifications will be revisited and finalized so that a new joint procurement can be solicited and awarded. MNR and MTA PD facilities not covered under the subject contract currently obtain these services under separate contracts. Since the contractor will be compensated in accordance with the rates included in the contracts, the value of this amendment is considered fair and reasonable. Funding for this amendment is available in B&T's Operating Budget chargeable to General Ledger # 711315 and MTA HQ's Operating Budget chargeable to General Ledger #s 711604 and 711558.

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

Item Number: **12** (Final)

<b>Vendor Name (&amp; Location)</b> GenServe Inc., Bayshore, NY		<b>Contract Number</b> 09-MNT-2847	<b>AWO/Modification #</b>
<b>Description</b> Preventive Maintenance and Repair of the Authority's Emergency Generators		<b>Original Amount:</b> \$ 172,950.00	
<b>Contract Term (including Options, if any)</b> February 1, 2010 through January 31, 2013		<b>Prior Modifications:</b> \$ 65,000.00	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>Prior Budgetary Increases:</b> \$ 0.00	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		<b>Current Amount:</b> \$ 237,950.00	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		<b>This Request:</b> \$ 85,000.00	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>% of This Request to Current Amount:</b> 35.7%	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Maintenance Division, Patrick J. Parisi		<b>% of Modifications (including This Request) to Original Amount:</b> 86.7%	

### Discussion:

B&T is seeking approval in accordance with the All-Agency Guidelines for Procurement of Services to modify a miscellaneous service contract with GenServe Inc. (GenServe) to perform additional maintenance and repair of our emergency generators located at various facilities in the amount of \$85,000. Consistent with the Procurement Guidelines, this amendment together with the previous amendment constitutes a substantial change.

B&T presently has 22 emergency generators located at various facilities. Over the course of the contract, a greater than anticipated number of emergency calls and repairs were required. Additionally, when B&T-owned generators are being serviced the duration of generator rentals for use at facilities has been longer than anticipated. Maintenance has therefore requested that additional funding be added in an amount of \$85,000 so that the services may continue to be performed. Since the contractor will be compensated in accordance with the rates included in the contract, the value of this amendment is considered fair and reasonable. Funding for this amendment is available in the Operating Budget chargeable to General Ledger #713302.

# Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: 13 (Final)

<b>Vendor Name (&amp; Location)</b> E-J Electric Installation Co., Long Island City, NY		<b>Contract Number</b> RK-65D	<b>AWO/Modification #</b>
<b>Description</b> Existing Utility Relocation at the RFK Bridge and Randall's Island			
<b>Contract Term (including Options, if any)</b> June 1, 2011 – May 31, 2013		<b>Original Amount:</b> \$10,631,387.52	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>Prior Modifications:</b> (\$376,002.56)	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		<b>Prior Budgetary Increases:</b> N/A	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		<b>Current Amount:</b> \$10,255,384.96	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>This Request:</b> \$1,853,912.52	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Joe Keane, P.E.		<b>% of This Request to Current Amount:</b> 18.1%	
		<b>% of Modifications (including This Request) to Original Amount:</b> 13.9%	

## Discussion:

B&T is seeking Board approval under the All-Agency Procurement Guidelines to modify this Contract with E-J Electric Installation Co. (E-J) in the amount of \$1,853,912.52. The Engineer has determined that the estimated quantities of nine unit price items need to be increased by \$1,853,912.52 primarily due to more underground obstructions, e.g. previously unidentified utilities, than had been anticipated. In accordance with Article 3.02, Variable Quantities Clause, the Engineer determined all of the bid prices were equitable to both parties except for two which are to be adjusted upward. In order to avoid contract delays and associated impact costs, B&T authorized \$218,200 through June 2012 to enable E-J to commence performance of this work. Based on the above, the quantity increases for nine unit price items totaling \$1,853,912.52 is considered fair and reasonable. Funding for this amendment is available in the 2010-14 Capital Budget under Project RK-65D.

**Schedule I: Modifications to Purchase and Public Works Contracts**
**Item Number:** 14 (Final)

<b>Vendor Name (&amp; Location)</b> Maracap Construction Industries, Inc., College Point, New York		<b>Contract Number</b> TN-87B	<b>AWO/Modification #</b>
<b>Description</b> Anchorage and Tower Protection at the Throgs Neck Bridge			
<b>Contract Term (including Options, if any)</b> March 29, 2010 - June 18, 2012		<b>Original Amount:</b> \$12,370,100.00	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>Prior Modifications:</b> \$533,376.54	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		<b>Prior Budgetary Increases:</b> N/A	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		<b>Current Amount:</b> \$12,903,476.54	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>This Request:</b> \$859,900.00	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Joe Keane, P.E.		<b>% of This Request to Current Amount:</b> 6.7%	
		<b>% of Modifications (including This Request) to Original Amount:</b> 11.3%	

**Discussion:**

B&T is seeking Board approval under the All-Agency Procurement Guidelines to modify this Contract with Maracap Construction Industries, Inc. (Maracap) in the net amount of \$859,900.

Inspections of the tower fender systems' support framing at the Throgs Neck Bridge (TN) have resulted in the need for additional repairs and replacements to ensure the structural integrity of the fenders and walkways. The Work requires Maracap to perform twenty-four steel repairs to the fender support framing systems at the Bronx and Queens towers. Maracap submitted a proposal in the amount of \$1,451,556.72. The Engineer's estimate is \$1,065,375.90. B&T and Maracap agreed to the negotiated amount totaling \$1,285,000. The negotiated amount is fair and reasonable since the estimate overstated anticipated production rates and understated the duration of time required to repair these systems located on the water. The amendment includes an extension of time through December 31, 2012.

Additionally, this amendment includes the deletion of nine unit price steel repair items in their entirety at the Contract prices. This credit totals \$425,100 and is considered fair and reasonable. The net amount of this amendment is \$859,900. Funding is available in the 2005 – 2009 Capital Program under Project TN-87.

