



Bridges and Tunnels

Bridges and Tunnels Committee Meeting

October 2012

Committee Members

A. Cappelli, Chair

R. Bickford

J. Blair

M. Lebow

M. Pally

A. Saul

V. Tessitore



MEETING AGENDA

MTA BRIDGES AND TUNNELS COMMITTEE

October 29, 2012 – 12:15 p.m.

347 Madison Avenue
Fifth Floor Board Room
New York, NY

AGENDA ITEMS

Page

PUBLIC COMMENTS PERIOD

1. APPROVAL OF MINUTES – SEPTEMBER 2012	1
2. COMMITTEE WORK PLAN.....	11
3. REPORT ON OPERATIONS/SAFETY REPORT – AUGUST 2012.....	15
4. E-ZPASS PERFORMANCE REPORT – AUGUST 2012	31
5. FINANCIAL REPORT – AUGUST 2012	37
6. 2013 PRELIMINARY BUDGET	(Materials Previously Submitted)
7. CAPITAL PROGRAM PROJECT STATUS REPORT	51
8. PROCUREMENTS	61
Non-Competitive	63
Competitive	64
Ratifications (None)	--
9. DIVERSITY REPORT	67
3 rd Quarter 2012	
10. INTERAGENCY AGREEMENT BETWEEN MTA BRIDGES AND TUNNELS AND NEW YORK STATE DEPARTMENT OF TRANSPORTATION FOR IMPROVEMENTS TO THE GOWANUS EXPRESSWAY APPROACH TO THE VERRAZANO- NARROWS BRIDGE.....	75
(ACTION ITEM)	

Date of next meeting: Monday, November 19, 2012 at 12:15 p.m.



Bridges and Tunnels

Minutes of Committee Meeting September 2012

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

September 24, 2012

12:15 p.m.

In attendance were the Honorable:

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

Also in Attendance:
Andrew Albert
Charles G. Moerdler

James Ferrara, President
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
Cathy Sweeney, Vice President Staff Services/Chief of Staff

Also in Attendance:
Nuria I. Fernandez, Chief Operating Officer MTA

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

September 24, 2012

Minutes of TBTA Committee held September 24, 2012 at 12:15 p.m. A list of those in attendance is attached.

Public Speakers

There was one public speaker Mr. Murray Bodin. He stated that the lines on the road should give as much information to the driver as early as possible so the driver is pre-warned about what is ahead. Specifically southbound on the Henry Hudson Bridge there is one cash lane on the left separated by the same broken lines that the through lanes use. There is no advance warning to drivers that this lane is different. Mr. Bodin stated that the Authority is not following the Federal Highway Administration's Manual of Uniform Traffic Control Devices.

Minutes

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

Committee Work Plan

Mr. Ferrara stated that the 2012 MTA Bridges and Tunnels Customer Satisfaction Survey had been distributed to the Committee members, and that the survey results would be presented to the Committee today by Mr. Spero.

President's Opening Remarks

Mr. Ferrara introduced Mr. James Fortunato, Vice President Operations, who he stated will be introducing a number of Bridge and Tunnel employees who have done some spectacular things at the Authority's bridges and tunnels.

Mr. Fortunato introduced Mr. William McCann, Director Bridges South, and stated that there are three specific incidents that he would like to bring to the attention of the Committee.

Lieutenant Cheryl DeSetto, Sergeant Michael Chiarelli and Assistant Bridge and Tunnel Maintainer Joseph Bonnamico, are recognized for their efforts on May 1, 2012 during an incident with an emotionally disturbed person (potential jumper). Upon receiving reports of a possible jumper, units were dispatched to the scene, and on ABTM Bonnamico's arrival he found a distraught man on the wall on a girder of the lower level of the Verrazano-Narrows Bridge. When the other nominated B&T officers arrived on the scene they engaged the emotionally disturbed individual in conversation and were able to grab him and pull him over the wall to safety on the roadway. NYPD ESU arrived and the individual was transported to the hospital for evaluation and treatment. The quick response and actions of this group of B&T employees certainly saved the life of this emotionally disturbed person.

Officer Martha Gonzalez is being recognized for her actions in preventing an emotionally disturbed person from jumping from the Verrazano-Narrows Bridge on July 1, 2012. While on patrol of the upper level of the bridge, Officer Gonzalez came upon a vehicle stopped in the roadway. The driver exited the vehicle and ran toward the railing on the outer wall of the bridge, and began to climb the rail and had one leg over the wall. Officer Gonzalez was able to pull the

individual back over the wall and restrain him until she was able to handcuff him with the assistance of a passing NYPD Detective. The individual was transported in a patrol vehicle from the bridge and taken to the hospital for evaluation and treatment. Officer Gonzalez's actions not only placed her life in danger, but saved the life of an emotionally distraught man. Officer Gonzalez's act of gallantry and valor was performed with the knowledge of the risk involved and went above and beyond the call of duty.

Officer Eddie Fong is recognized for his actions and tireless contribution to saving the life of an emotionally disturbed man who threatened to jump from the upper level of the Verrazano-Narrows Bridge on July 23, 2012. On receipt of reports of a possible bridge jumper, units were immediately dispatched to the scene. On arrival it was determined that the emotionally disturbed man did not speak English and only spoke Cantonese. Officer Fong, who was known to speak Chinese, was immediately transported to the scene and became the lead translator for NYPD ESU. Officer Fong was engaged in conversation with the man for over four hours. After approximately four and a half hours, Officer Fong with the assistance of another NYPD Officer was able to talk the man back in from the outer cables of the Bridge, and in doing so played an integral part in saving his life.

Operations/Safety

Mr. Moretti stated that there are two reports this month. The first is for the month of June. There were 25,230,000 crossings, which is on par with the prior year. This follows the pattern of March through May where traffic was pretty much the same as the prior year. E-ZPass crossings for the month were up 1.9% over the previous year. Cash crossings were lower by 8.3%. Travel by Rockaway residents across the Cross Bay Bridge was about on par with the prior year.

With respect to the month of July there were 24,864,000 crossings which is a decrease of 627,000 or a 2.5% drop in traffic. The weather was wetter this year, with almost an inch more of rain during the month. In addition the July 4th Holiday landed on a Wednesday which typically leads to many people taking off two days (three day weekend) instead of just one, so traffic was lower. Historically, traffic is lower in years when a holiday falls on a Wednesday. E-ZPass crossings for the month were up about 0.5%. Cash crossings were down by 13%. For the month, travel by Rockaway residents across the Cross Bay Bridge was considerably higher, about 6.7% higher for the month of July. Year-to-date there were 165.9 million crossings which is 1.9 million higher than a year ago, or 1.2% greater than 2011.

Mr. Petrovich referred the Committee to the graphs and 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 for June and July, which are contained on pages 40 through 43 in the Safety report. Mr. Petrovich stated that the total number of customer collisions through July is down 10.7%, and the injury rate per million vehicles has remained steady at historically low rates. Through July 2012 there are fourteen less employee lost time injuries compared to one year ago; a drop of 27% in the frequency rate.

Customer Environment Survey Second Quarter 2012

Mr. Fortunato stated that in the second quarter of 2012 Bridges and Tunnels striped 36,382 linear feet of roadway at the Queens Midtown Tunnel and the Bronx-Whitestone and Throgs Neck Bridges. B&T repaired 857 potholes in the second quarter of 2012 which is significantly down from 1,798 in the second quarter of 2011. The overall collision rate per million vehicles was 5.42 which is 3.6% lower than the second quarter of 2011. The collision rate with injuries per million vehicles in the second quarter 2012 was 1.06, or 49.3% higher than the same period in 2011. The increase was greatest at the Robert F. Kennedy Bridge in the second quarter, so as a result B&T Special Operations Division has increased speed enforcement and patrols at the bridge.

In response to a question from Commissioner Albert as to whether the reduction in potholes could be attributed to favorable weather, Mr. Fortunato responded in the affirmative and stated that the entire span of the R. F. K. Bridge had been repaved.

E-ZPass

Mr. Spero stated that the E-ZPass market shares for both June and July were up significantly from the previous year, 1.7% and 2.5% respectively. This is a trend the Authority has seen for over a year. Year-to-date the E-ZPass market share is about 81%. More than 23,000 E-ZPass accounts were opened in June, and more than 26,000 E-ZPass accounts were opened in July. That brings the year-to-date total to 132,000, nearly 35,000 more than the same period last year. About 13,000 E-ZPass On-The-Go accounts were opened in June, and another 15,000 in July; 55% and 57% of the total respectively. These numbers are being driven by the in-lane tag sales of the On-The-Go tags, with more than 107,000 tags sold since the program began.

Chairman Cappelli asked if there was a way to track the percentage of E-ZPass On-The-Go tags that are used. Mr. Spero responded that approximately 75% of these tags have been registered. Once the On-The-Go tag is used it becomes like a regular tag.

Commissioner Lebow complimented the Authority on its innovation and execution of the E-ZPass On-The-Go program, and noted it is a significant accomplishment.

Finance

Mr. Spero referred the Committee to the Financial Report for June and July contained in the Committee Report. He stated that he would be focusing on the July report, and would answer any questions the Committee may have with respect to the June report. Mr. Spero stated that toll revenue for July was down 2.4% against the mid-year forecast. Year-to-date toll revenue was down only 0.3%. The preliminary number for August shows that toll revenue is up 1.4%. He will have a final number for August next month.

Total expenses in July were \$4 million lower than the mid-year forecast, primarily due to lower payroll expenses, Year-to-date against the mid-year forecast expenses are \$9 million lower or 4.1% due to positive variances in payroll expenses and maintenance and other operating contracts. Mr. Spero stated that this month all the other agencies are reporting their quarterly overtime results. B&T's overtime results continue to be positive. Overtime through the second quarter was just about at budget, and in July overtime was \$60,000 or 3.3% better than forecast. Year-to-date overtime is 0.3% better than Plan.

Total support to mass transit through July was approximately \$553 million which is \$14 million or 2.6% better than Plan.

Commissioner Moerdler stated that on occasions, on at least two of the bridges, the Henry Hudson and the Bronx-Whitestone Bridges, there were incidents where customers were directed to move from the E-ZPass lanes to the cash lanes. Commissioner Moerdler stated it is his understanding that the cash lanes cannot accommodate E-ZPass tags, which therefore requires customers to pay the tolls in cash or to wait for B&T personnel to respond to them in the lane which delays traffic. Commissioner Moerdler asked if it was necessary for B&T personnel not to take E-ZPass transactions in the cash lanes. Mr. Ferrara responded that the original concept of E-ZPass and dedicated lanes versus cash lanes was conceived in 1994 or 1995 with the evolution of E-ZPass. The most notable reason is that B&T felt its customers should not be held up by cash customers. This is the reason B&T has such a high E-ZPass market share for it is in effect selling efficiency by having dedicated lanes for those customers with E-ZPass tags who went out on a limb back then and invested in E-ZPass. During capital construction, maintenance, or certain instances on the operating side where customers have to be moved from the E-ZPass to the cash lanes, there is some level of inconvenience for all customers. You can see it at the Bronx-Whitestone Bridge where the customer survey indicates that customers were not happy with the results of the capital construction as it equates to their commute across the Bridge. There will be times when B&T will have to move people and there will be some inconvenience. Commissioner Moerdler stated that the cash lanes should be able to accommodate E-ZPass transactions.

Commissioner Blair stated that if the cash lanes can accommodate E-ZPass transactions, that capability perhaps should not be advertised, and the cash lanes should only be used for E-ZPass transactions when the dedicated E-ZPass lanes are not available. Commissioner Albert stated that the Port Authority has configured its lanes so that the lanes can accommodate E-ZPass or E-ZPass and cash transactions. Commissioner Pally asked if there is any time in which an E-ZPass customer cannot use E-ZPass in the E-ZPass lane as suggested by Commissioner Moerdler. Mr. Fortunato responded that the Authority never has just a cash lane open without an open E-ZPass lane. Commissioner Moerdler stated that he is suggesting that since the Authority has the E-ZPass equipment, it should be used so people like him with E-ZPass tags are not held up when an E-ZPass lane is not in service and they are moved to a cash lane. Mr. Ferrara responded that in order to accommodate an E-ZPass customer and cash customer in the same lane, there would have to be a dramatic shift in the way the Authority operates internally. The Authority needs to do a better job of traffic management in the cases referred to by Commissioner Moerdler, and sometimes B&T is just not capable based on the circumstances. One of the other problems the Authority would have is contractor, maintenance and employee safety. Generally when you have a mixed dual lane you have some cars that would stop and other cars that would not. A Bridge and Tunnel Officer or toll taker would be extending his arm out for a cash transaction and sometimes not for an E-ZPass transaction. You would have contractor, maintenance employees and Bridge and Tunnel Officers walking where they would recognize E-ZPass lanes with gates and they understand that the traffic will move through, but the dual cash lanes would not have gates. There is fundamentally a lot of operating problems to have a mixed multi-purpose lane that at this point in time the Authority is not capable of doing it from both a back office end and a safety point of view. That is why the Authority is moving forward with the AET Program which should alleviate many of the problems with mixed use lanes, cash lanes and E-ZPass lanes. There will be one mode of operation at the Henry Hudson Bridge fairly soon and this is the future business plan for the organization in terms of operating. This addresses the issues Commissioner Moerdler has pointed out and this should answer all the customers' problems from a driver's perspective for there will be no differentiation lanes. A

customer will drive through a lane without stopping which should alleviate congestion and confusion during accidents or any maintenance or construction incidents.

2012 MTA Bridges and Tunnels Customer Satisfaction Survey

Mr. Spero stated that he would discuss the highlights of the 2012 MTA Bridges and Tunnels Customer Satisfaction Survey.

Mr. Spero stated that the overall satisfaction went up significantly this year; from 80% in 2011 to 85% in 2012 which was driven by an increase in the "Very Satisfied" which went from 23% last year to 28% this year. The "Satisfied" stayed about 57% similar to last year's 58%.

On a facility-by-facility basis, each bridge and tunnel scored very well from a high of 92% at the Queens Midtown Tunnel to the lowest rated Bronx-Whitestone Bridge at 77% which is actually a good news story. Last year the Bronx-Whitestone Bridge was rated at 58%, but due to the completion of some significant construction work on the Bronx-Whitestone Ramp, that score improved dramatically.

Overall satisfaction cash versus E-ZPass, E-ZPass scored 86% in 2012 as compared to 81% last year. Cash was 81% in 2012 versus 76% in 2011.

In looking at the service attributes that were rated, there were strong scores pretty much across the board. The highest rated was overall satisfaction with E-ZPass performance which was 96% which is really quite extraordinary. Lighting, appearance and cleanliness, safety and security, and personnel performance all scored very well which is a testament to the Operations, Maintenance, and Engineering staff at all of the facilities.

There were also big improvements in road signage and road conditions which can be attributed to the completion of capital construction work, as well as an increase in satisfaction in ease of crossing for the same reasons. The availability of information stayed about the same as last year; 83% in 2012 versus 82% in 2011. Those are both very big increases from 2010 which was 67%. The biggest attribute within information availability was electronic signage. Over the past year B&T has worked hard to improve electronic signage at the facilities adding travel time information from key points to key points. This seems to have resonated with customers as that score went up from 72% in 2011 to 78% in 2012. All the other attributes in this category stayed about the same.

The only attribute that scored low was service value, although it did go up from 50% in 2011 to 53% in 2012. In response to a question from Commissioner Albert as to the meaning of service value, Mr. Spero responded that it relates to the cost of the toll.

Mr. Spero stated that there were several B&T initiatives high-lighted in the Customer Satisfaction Survey. The E-ZPass Tag Swap Program is a huge project that B&T has undertaken. Over one million tags have been swapped out so far. 92% of the customers found the Tag Swap Program convenient or very convenient. Finally, regarding the E-ZPass On-The-Go in-lane tag sales, cash customers were asked if they would consider purchasing an E-ZPass On-The-Go tag in the cash lanes at the toll plazas, 41% who had not already purchased them said they would; another 21% said they were not sure or were unaware of the Program.

Commissioner Blair asked about the drop in customer satisfaction with the Verrazano-Narrows Bridge from 81% in 2010 to 78% in 2011. Mr. Spero responded that there is major construction work at the Verrazano-Narrows Bridge this year which plays a role in the drop in the score. Mr. Ferrara stated that if you look at the correlation with the Bronx-Whitestone Bridge

that is a strong indicator that people using B&T facilities do not like the inconvenience of the Authority's capital program. In the region and Staten Island, they do not distinguish between the work that is being done by New York State Department of Transportation or B&T. A customer drives a region and when they are given a survey they are not sure who is doing the construction. There is a lot of work in the region. B&T is trying to make it a good experience; for customers traveling on the bridge. As an example, the west bound toll booths on the Verrazano-Narrows Bridge have been removed which helps keep the customer satisfaction number relatively good in a region that is going through a dramatic change for the better.

A copy of Mr. Spero's presentation is available on the MTA website.

Capital Program

Mr. Keane stated that with respect to commitments B&T remains on track to award all planned tasks in B&T's 2012 commitment plan which is about \$580 million of commitments. In July and August there were nine (9) commitments with a cumulative value of \$54.4 million. That brings the year-to-date cumulative awards to \$128.6 million. Sixty-two (62) tasks were committed compared to a plan year-to-date total of fifty-six (56) commitments with a total value of \$177.7 million. The most significant commitment made in this period was a design/build project for the deck replacement at the Manhattan-Queens Ramp at the R. F. Kennedy Bridge. This is B&T's second venture into design/build method in the bridge infrastructure arena after a successful inception with the design/build of the Harlem River Drive Ramp connection which was completed about a year ago.

There were no major completions made in July or August. Year-to-date B&T is slightly ahead of plan with completions. The Authority has completed \$22.8 million year-to-date versus a plan of \$13.8 million. Overall the Authority is on target to meet all planned completions for the year. A recent noteworthy completion alluded to in the Customer Satisfaction Survey, was the completion of the Replacement of the Bronx Approach of the Bronx-Whitestone Bridge. This project is \$212 million and is currently the largest capital project with B&T, and it was completed two months ahead of schedule.

Seventeen closeouts were made in July and August. Year-to date closeouts have a total value of \$109.8 million.

Procurements

Mr. Koestler stated that there are five procurements this month totaling about \$7.98 million. There are no non-competitive procurements.

Competitive Procurements

The first item is a five year, two month personal service contract with URS - New York to provide construction management and inspection services for Project QM-30, Facility Wide Electrical Upgrade at the Queens Midtown Tunnel in the amount of \$5,749,381. The next item is a two year, two month personal service contract with WSP Sells for \$1,293,683 to provide construction administration and inspection services at the Bronx-Whitestone Bridge under our project for Concrete Repairs at the Bronx Anchorage and Installation of a Dehumidification System in the Bronx and Queens Anchorage Chambers. Item number three is a one year miscellaneous service contract with Future Tech Enterprise to furnish and install Liebert batteries including maintenance support for the Uninterruptible Power Supply system at the Verrazano-Narrows Bridge for \$32,273. The next procurement is a modification to a public work contract

with Iron Bridge Group in an amount of \$418,647 for additional work under Contract HH-07, Structural Rehabilitation at the Henry Hudson Bridge.

The last item is a modification for additional funding under a multi-agency contract for document reproduction services with Professional Reproductions, First Choice Copy and BP Independent Reprographics that will enable MNR and NYCT to exercise the two year renewal option in their contracts. B&T requires no additional funding. MNR's funding requirement is \$200,000 and both agencies are under contract with Professional Reproductions. NYCT's combined amount with First Choice Copy and BP Independent Reprographics is \$287,450.

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

Personal Service Contracts

URS – New York, Inc.	Contract No. PSC-11-2901 Provide construction management and inspection services for Project QM-30, Facility Wide Electrical Upgrade at the Queens Midtown Tunnel.	\$5,749,380.65
Chas. H. Sells, dba WSP Sells	Contract No. PSC-11-2905 Provide construction administration and inspection services for Project BW-97/BW-97B, Concrete Repairs at the Bronx Anchorage and Installation of a Dehumidification System in the Bronx and Queens Anchorage Chambers at the Bronx-Whitestone Bridge.	\$1,293,683.00

Miscellaneous Service Contracts

Future Tech Enterprise, Inc.	Contract No. 3000001045 Contractor to furnish and install Liebert batteries for the Uninterruptible Power Supply system at the Verrazano-Narrows Bridge and to provide maintenance support for the equipment.	\$32,272.64
------------------------------	--	-------------

Modifications to Purchase & Public Works Contracts

Iron Bridge Group, Inc.	Contract No. HH-07 Additional work under Contract HH-07, Structural Rehabilitation at the Henry Hudson Bridge.	\$418,647.00
-------------------------	---	--------------

Modifications to Miscellaneous Procurement Contracts

Professional Reproductions, Inc.	\$ 0.00 (B&T)
Professional Reproductions, Inc.	\$200,000.00 (MNR)
First Choice Copy	\$249,718.00 (NYCT)
BP Independent Reprographics	<u>\$ 37,732.00 (NYCT)</u>
Contract No. 08-ENG-2824	\$487,450.00

Exercise a two year renewal option under a multi-agency contract for B&T, MNR and NYCT for document reproduction services.

Mr. Koestler stated that there are no ratifications this month.

Adjournment

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

Respectfully submitted,



Cindy L. Dugan
Assistant Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

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

II. SPECIFIC AGENDA ITEMS

	<u>Responsibility</u>
<u>November 2012</u>	
Customer Environment Survey – 3rd Quarter 2012	Operations
2013 Preliminary Budget	Planning & Budget
B&T Committee Charter – Review	MTA Board
<u>December 2012</u>	
2013 Proposed Final Budget	Planning & Budget
<u>2013 TO BE DETERMINED</u>	

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.

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.

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.

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.

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.

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

II. SPECIFIC AGENDA ITEMS

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.

DECEMBER 2012

2013 Proposed Final Budget

The Committee will recommend action to the Board.

2013 TO BE DETERMINED



Bridges and Tunnels

Report on Operations/Safety August 2012

MTA Bridges and Tunnels August 2012 Traffic Trends

Summary

Total traffic crossings in August were 25.6 million in 2012, 1.4 million greater than 2011 (Exhibit 1).

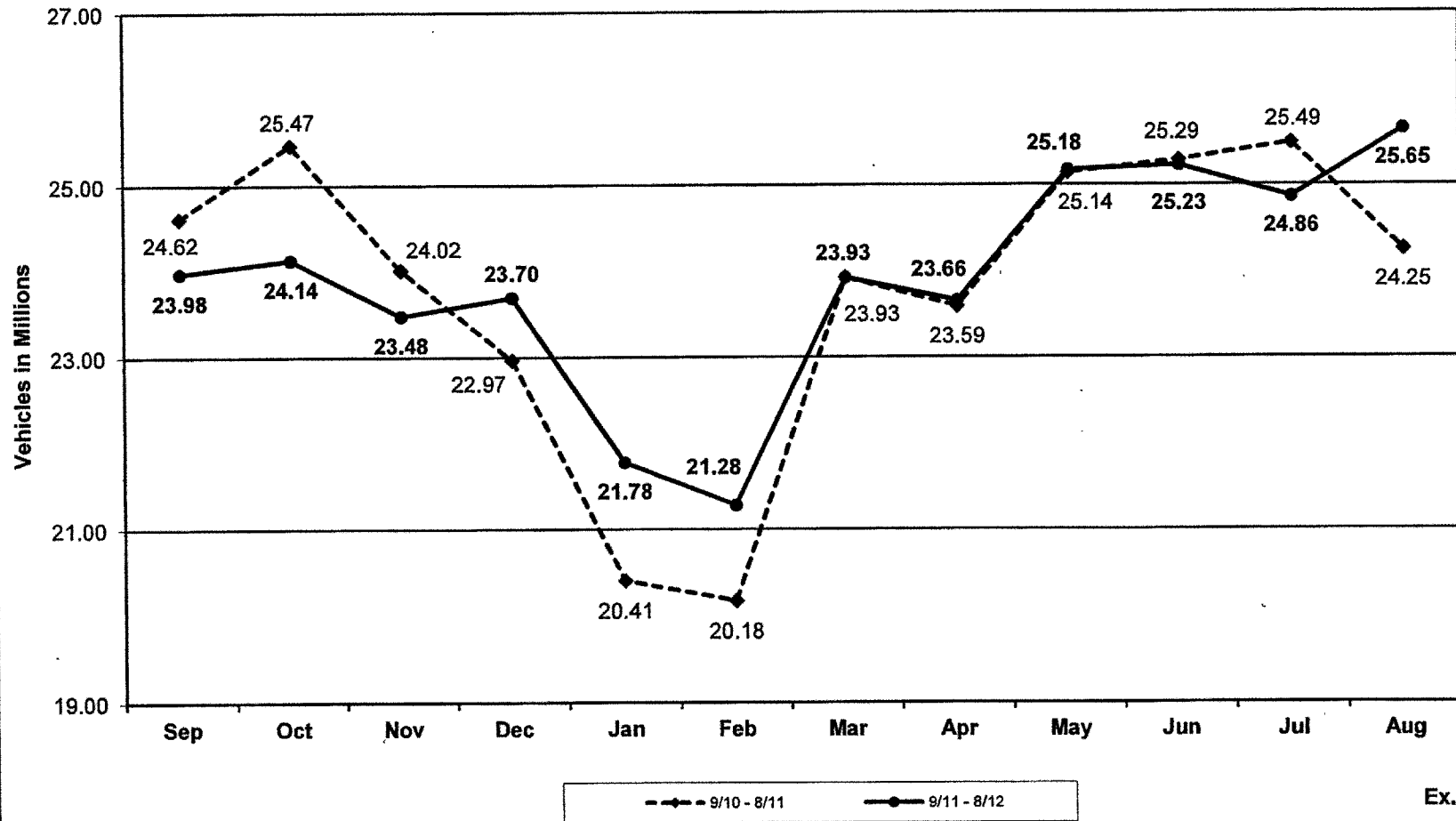
Weather this August was closer to the 30-year norm, with 3.0 inches of rain falling over 9 days (the 30-year norm for August precipitation is 4.2 inches). In August 2011, there were 14 days of rain and 17.2 inches fell in total, making it the wettest month on record.

Tropical Storm Irene hit on August 27th and rainfall totaled 5.7 inches by the time it ended the next day. In addition to the typical negative impact that extreme weather has on traffic, the Rockaway crossings were shut down completely because of high winds on August 28th from 1:30 am until approximately 10:30 am at the Marine Parkway Bridge and 12:30 pm at the Cross Bay Bridge. In all, traffic over the two-day period was more than 1.0 million transactions greater this year than last year.

Average gas prices were \$3.89 in August 2012, the same price as last year at this time.

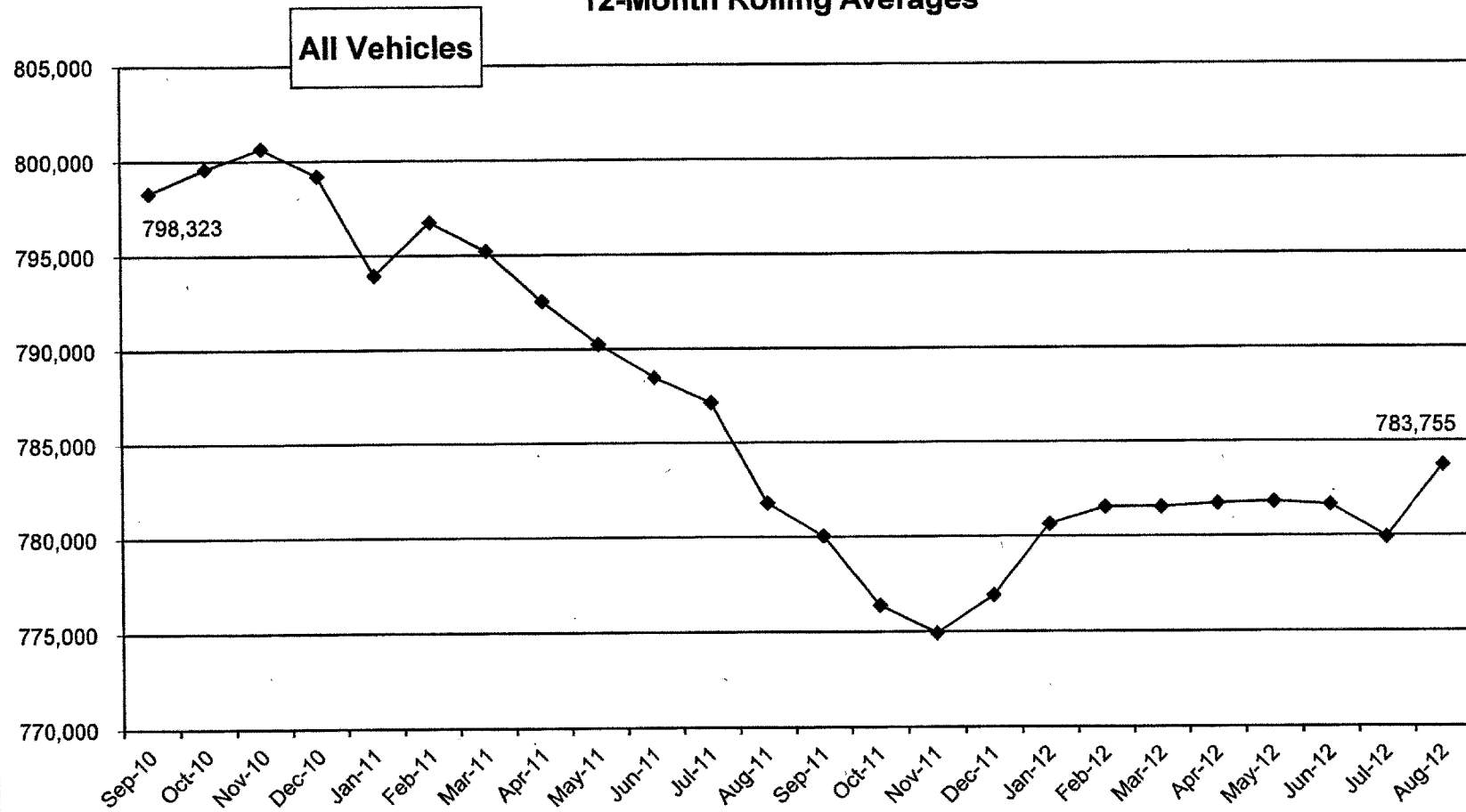
Year-to-year E-ZPass volume increased by 8.1% and year-to-year cash crossings declined by 3.1% for August 2012 versus 2011 (Exhibit 7). Passenger cars increased 6.1% year to year and other vehicles were up 1.1% (Exhibit 8).

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



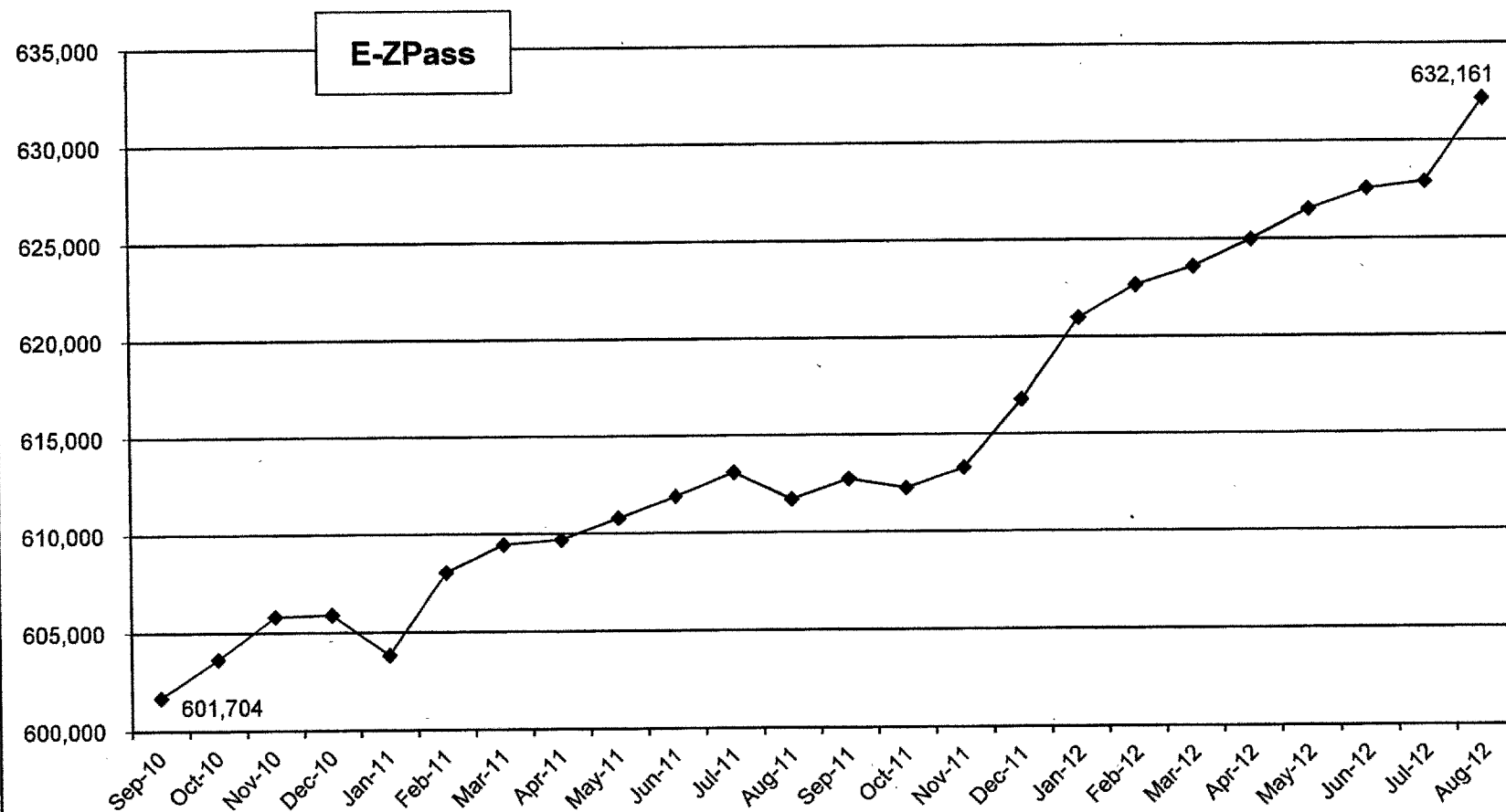
Ex. 1

MTA Bridges and Tunnels
Average Daily Traffic: September 2010 - August 2012
12-Month Rolling Averages



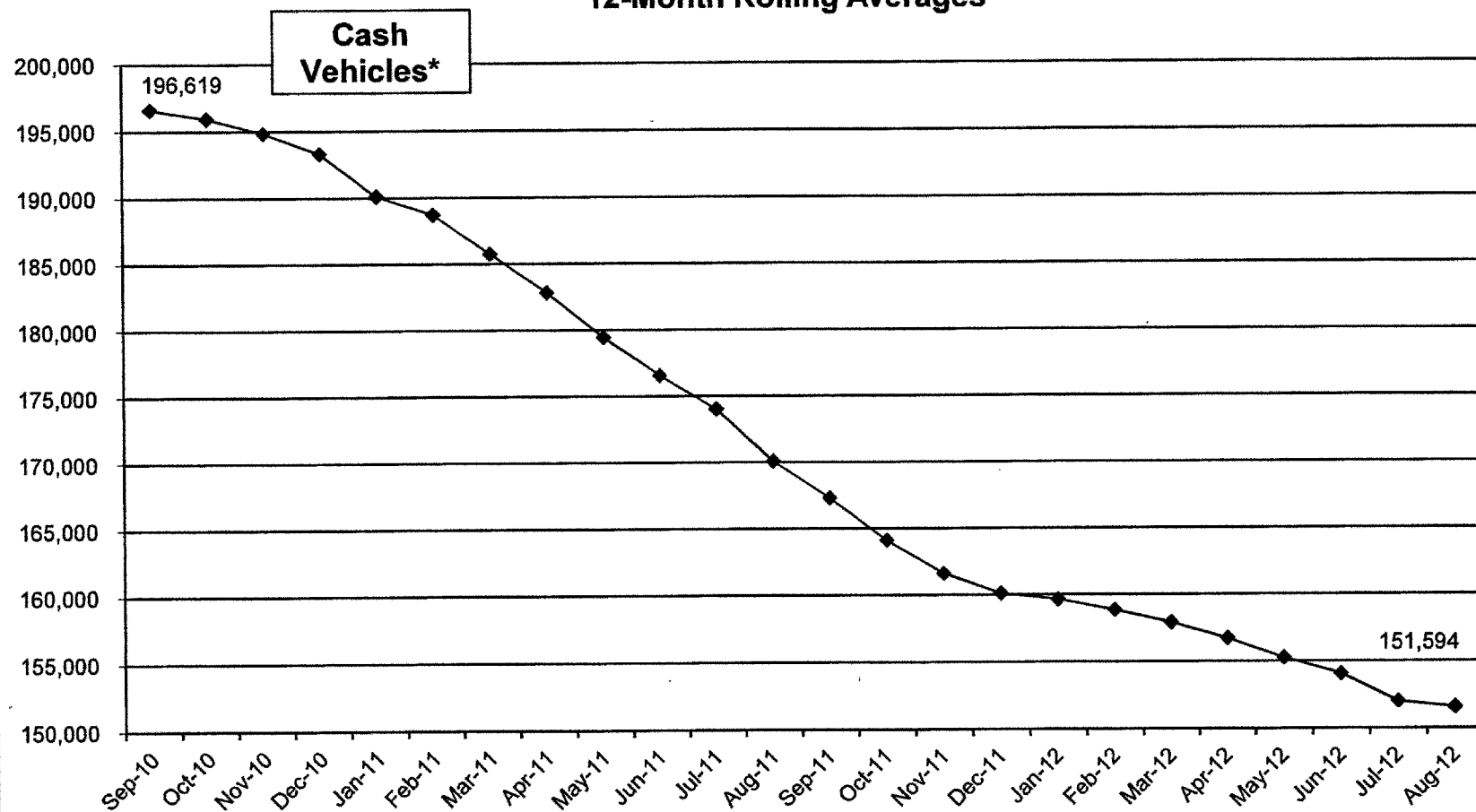
Ex. 2

MTA Bridges and Tunnels
Average Daily Traffic: September 2010 - August 2012
12-Month Rolling Averages



Ex. 3

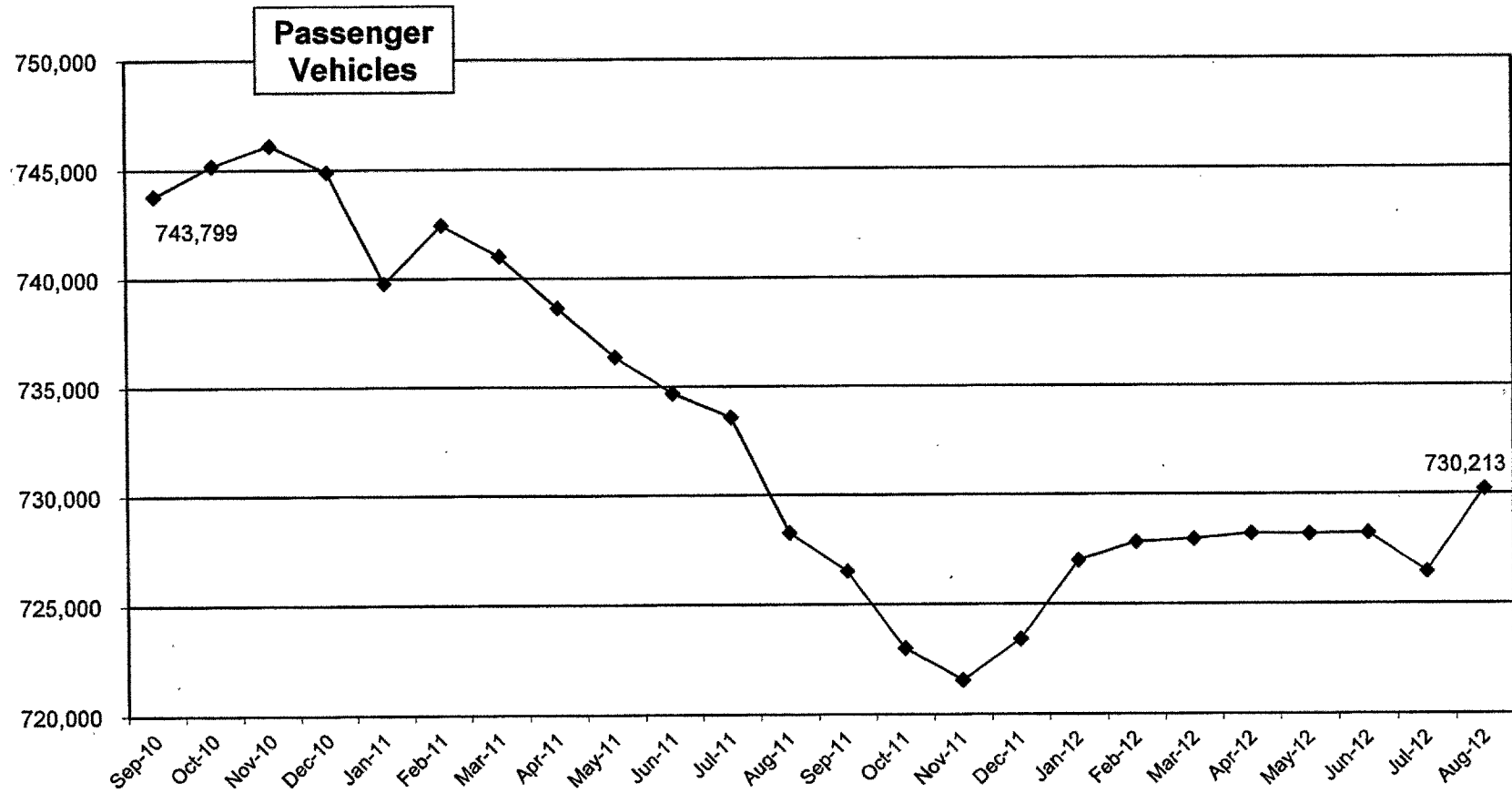
MTA Bridges and Tunnels
Average Daily Traffic: September 2010 - August 2012
12-Month Rolling Averages



*Includes token and ticket transactions.

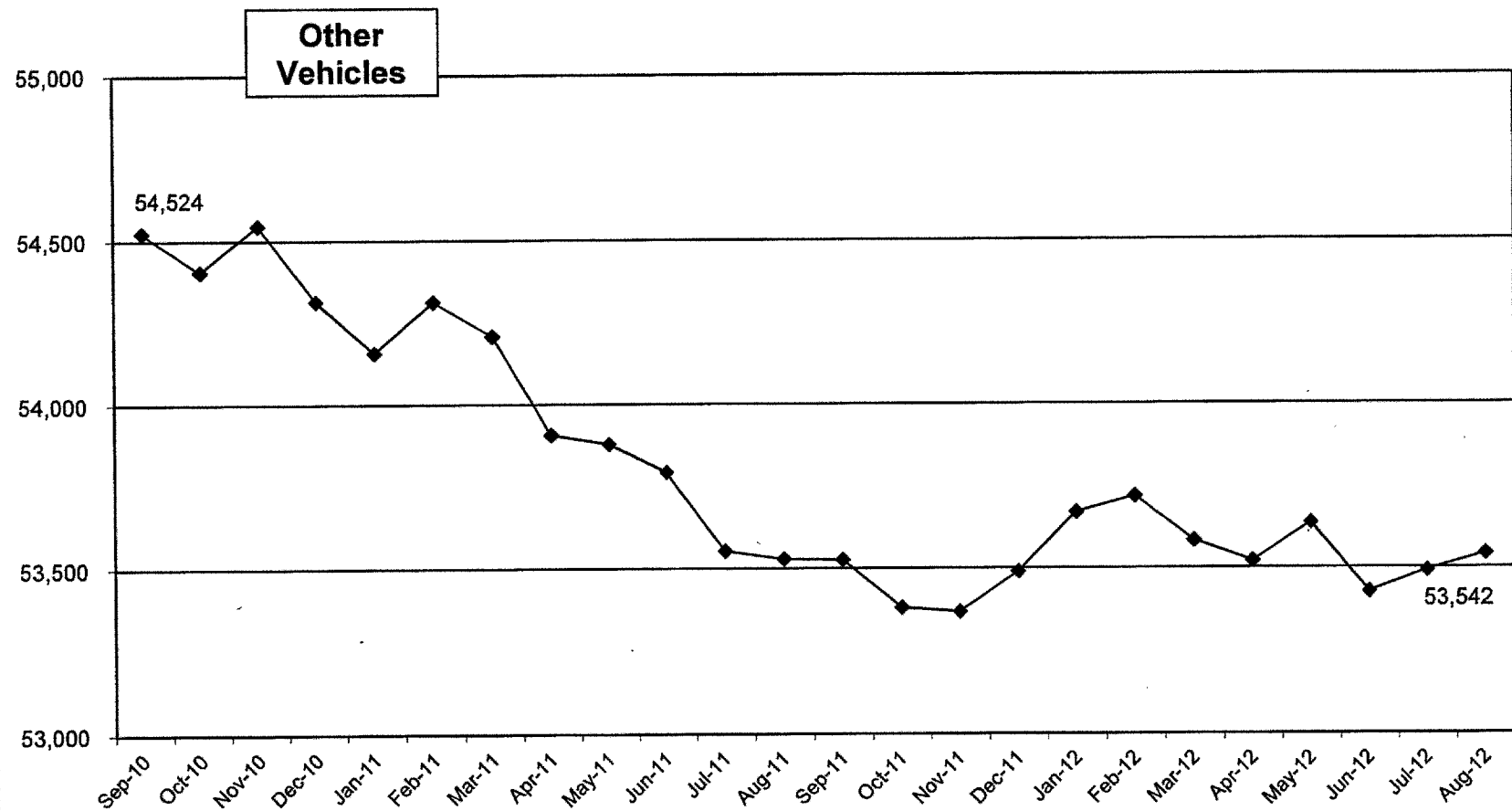
Ex. 4

MTA Bridges and Tunnels
Average Daily Traffic: September 2010 - August 2012
12-Month Rolling Averages



Ex. 5

MTA Bridges and Tunnels
Average Daily Traffic: September 2010 - August 2012
12-Month Rolling Averages



Ex. 6

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

Corridor	Toll Media	Aug ⁽¹⁾	3 Months ⁽²⁾ (Jun-Aug)	6 Months ⁽³⁾ (Mar-Aug)	9 Months ⁽⁴⁾ (Dec-Aug)	12 Months ⁽⁵⁾ (Sep-Aug)
All Facilities	Total Vehicles	5.8%	0.9%	0.5%	1.5%	0.2%
	E-ZPass	8.1%	3.5%	3.0%	4.1%	3.3%
	Cash ⁽⁶⁾	-3.1%	-8.3%	-8.5%	-8.2%	-10.9%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	5.9%	0.9%	0.6%	1.4%	0.2%
	E-ZPass	8.9%	4.0%	3.6%	4.7%	4.1%
	Cash ⁽⁶⁾	-2.6%	-7.6%	-7.9%	-7.5%	-10.3%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel ⁽⁶⁾	Total Vehicles	6.0%	1.7%	1.3%	2.0%	1.0%
	E-ZPass	8.3%	4.3%	3.7%	4.4%	3.8%
	Cash ⁽⁶⁾	-4.8%	-10.3%	-10.0%	-9.5%	-11.7%
Verrazano-Narrows Bridge	Total Vehicles	4.8%	-0.1%	-0.5%	0.8%	-0.4%
	E-ZPass	6.7%	1.8%	1.2%	2.7%	1.8%
	Cash ⁽⁷⁾	-3.3%	-8.0%	-7.9%	-7.1%	-9.6%
Henry Hudson Bridge	Total Vehicles	3.7%	0.0%	-0.4%	1.1%	-1.0%
	E-ZPass	4.9%	1.6%	1.7%	3.7%	2.3%
	Cash ⁽⁷⁾	-3.6%	-9.7%	-12.6%	-14.4%	-19.1%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	10.4%	3.7%	2.9%	3.8%	2.0%
	E-ZPass	12.8%	6.8%	5.4%	6.2%	4.5%
	Cash ⁽⁷⁾	1.1%	-7.4%	-6.8%	-6.0%	-8.2%

(1) August 2012 vs. August 2011.

(2) June 2012 to August 2012 vs. June 2011 to August 2011.

(3) March 2012 to August 2012 vs. March 2011 to August 2011.

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

(5) September 2011 to August 2012 vs. September 2010 to August 2011.

(6) Formerly Brooklyn-Battery Tunnel

(7) Includes token and ticket transactions.

Ex. 7

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

Corridor	Vehicle Type	Aug ⁽¹⁾	3 Months ⁽²⁾ (Jun-Aug)	6 Months ⁽³⁾ (Mar-Aug)	9 Months ⁽⁴⁾ (Dec-Aug)	12 Months ⁽⁵⁾ (Sep-Aug)
All Facilities	Total Vehicles	5.8%	0.9%	0.5%	1.5%	0.2%
	Passenger	6.1%	1.1%	0.6%	1.6%	0.3%
	Other	1.1%	-0.7%	-0.6%	0.4%	0.0%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	5.9%	0.9%	0.6%	1.4%	0.2%
	Passenger	6.4%	1.1%	0.7%	1.5%	0.2%
	Other	1.0%	-1.1%	-0.9%	0.4%	0.2%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel ⁽⁶⁾	Total Vehicles	6.0%	1.7%	1.3%	2.0%	1.0%
	Passenger	6.3%	1.7%	1.3%	2.0%	1.0%
	Other	2.7%	1.0%	0.3%	0.9%	0.3%
Verrazano-Narrows Bridge	Total Vehicles	4.8%	-0.1%	-0.5%	0.8%	-0.4%
	Passenger	5.2%	0.0%	-0.4%	1.0%	-0.3%
	Other	-1.3%	-2.7%	-2.1%	-1.0%	-1.4%
Henry Hudson Bridge	Total Vehicles	3.7%	0.0%	-0.4%	1.1%	-1.0%
	Passenger	3.7%	-0.1%	-0.4%	1.0%	-1.1%
	Other	3.0%	5.6%	3.9%	7.1%	6.3%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	10.4%	3.7%	2.9%	3.8%	2.0%
	Passenger	10.7%	3.7%	2.8%	3.7%	2.0%
	Other	4.4%	4.0%	4.2%	4.4%	2.7%

(1) August 2012 vs. August 2011.

(2) June 2012 to August 2012 vs. June 2011 to August 2011.

(3) March 2012 to August 2012 vs. March 2011 to August 2011.

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

(5) September 2011 to August 2012 vs. September 2010 to August 2011.

(6) Formerly Brooklyn-Battery Tunnel

Supplemental Data Page for the Report on Operations

TABLE 1 - Traffic, Gas and Weather Data

Traffic & Average Gas Price ¹			Weather ²			
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
Sep-10	24,617,701	\$2.76	73	2.6	-	8
Oct-10	25,470,647	\$2.89	60	4.6	-	10
Nov-10	24,016,670	\$3.01	49	1.8	-	8
Dec-10 ⁽³⁾	22,969,330	\$3.17	35	3.5	14.6	6
Jan-11	20,408,730	\$3.27	32	4.0	32.6	10
Feb-11	20,176,144	\$3.32	37	3.3	4.1	9
Mar-11	23,928,232	\$3.63	42	6.0	0.9	10
Apr-11	23,593,365	\$3.91	53	5.1	-	14
May-11	25,144,889	\$4.13	64	4.0	-	10
Jun-11	25,289,003	\$3.95	73	3.9	-	10
Jul-11	25,490,788	\$3.90	81	2.9	-	6
Aug-11	24,253,530	\$3.89	76	17.2	-	14
Sep-11	23,976,096	\$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
Feb-12	21,280,142	\$3.77	42	1.3	-	10
Mar-12	23,927,645	\$3.93	51	1.0	-	9
Apr-12	23,660,313	\$4.05	56	3.2	-	9
May-12	25,176,841	\$3.95	66	4.7	-	17
Jun-12	25,228,941	\$3.71	73	4.2	-	13
Jul-12	24,863,950	\$3.68	81	3.8	-	10
Aug-12	25,649,643	\$3.89	79	3.0	-	9

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences⁴

Traffic & Gas Monthly Inc/(Dec)			Weather Monthly Inc/(Dec)			
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
2011 vs. 2010						
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
2012 vs. 2011						
January	1,367,820	\$0.31	6	(0.6)	(30.1)	0
February	1,103,998	\$0.45	5	(2.0)	(4.1)	1
March	(587)	\$0.30	9	(5.0)	(0.9)	(1)
April	66,948	\$0.14	3	(1.9)	-	(5)
May	31,952	(\$0.18)	2	0.7	-	7
June	(60,062)	(\$0.24)	0	0.3	-	3
July	(626,838)	(\$0.21)	0	0.8	-	4
August	1,396,113	\$0.00	3	(14.3)	-	(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 Data Page for Exhibits 2 through 6

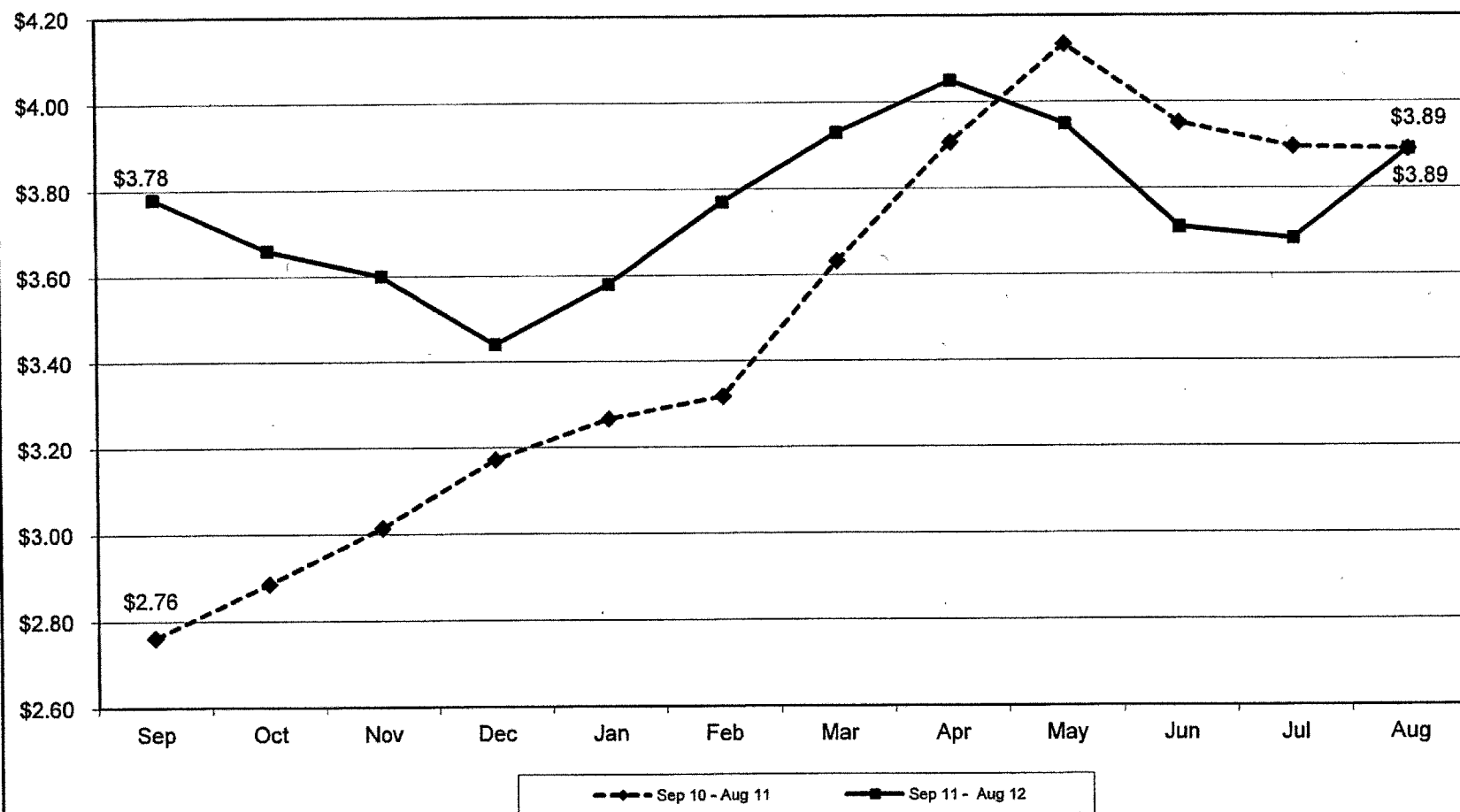
Average Daily Traffic: 12-Month Rolling Averages

<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Cash²</u>	<u>Passenger</u>	<u>Other</u>
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	781,548	622,678	158,870	727,830	53,718
Mar-12	781,547	623,610	157,937	727,964	53,583
Apr-12	781,730	624,986	156,744	728,209	53,521
May-12	781,817	626,536	155,281	728,180	53,637
Jun-12	781,653	627,573	154,080	728,226	53,427
Jul-12	779,940	627,916	152,024	726,449	53,491
Aug-12	783,755	632,161	151,594	730,213	53,542

1. Numbers may not add due to rounding.

2. Includes token and ticket transactions.

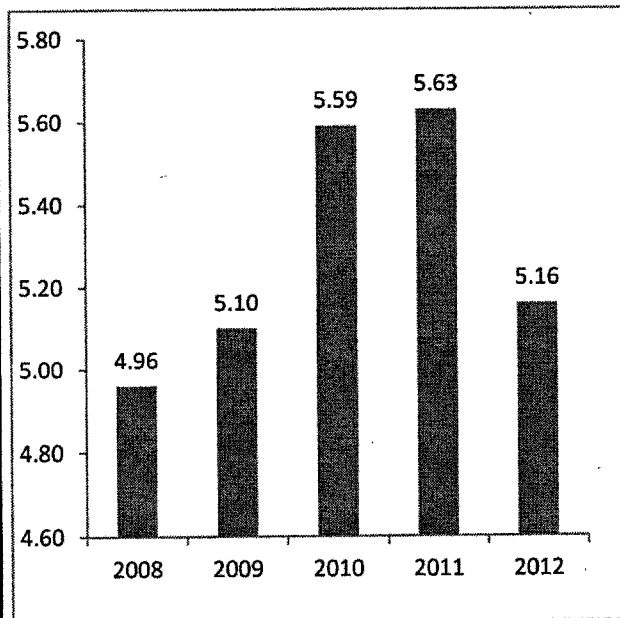
Supplemental Graph
Gas Prices in the NY-NJ-CT-PA Area
September 2010 - August 2012



SAFETY REPORT

MTA Bridges & Tunnels

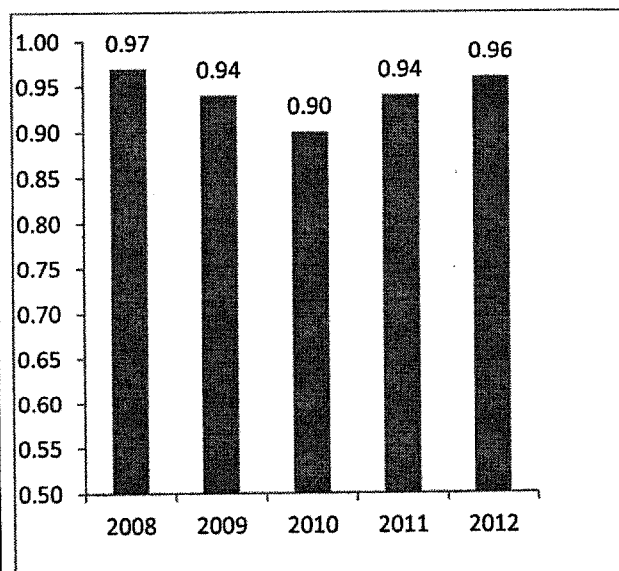
5 Yr Summary of Customer Collisions & Injuries thru August



Total Customer Collisions

Year	Total Collisions	Collision Rate/M Vehicles
2008	998	4.96
2009	1005	5.10
2010	1100	5.59
2011	1072	5.63
2012	1000	5.16

% change from last year: -8.3%
 5 year Average 5.29



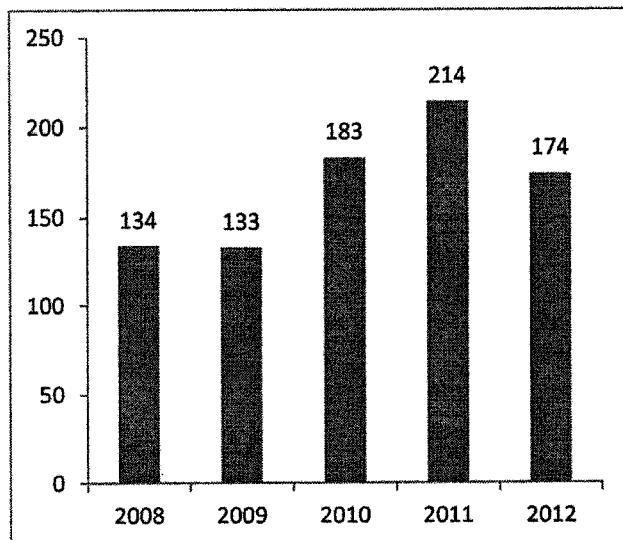
Total Injury Collisions

Year	Injury Collisions	Injury Rate/M Vehicles
2008	195	0.97
2009	186	0.94
2010	177	0.90
2011	179	0.94
2012	185	0.96

% change from last year: 2.1%
 5 year Average 0.94

MTA Bridges & Tunnels

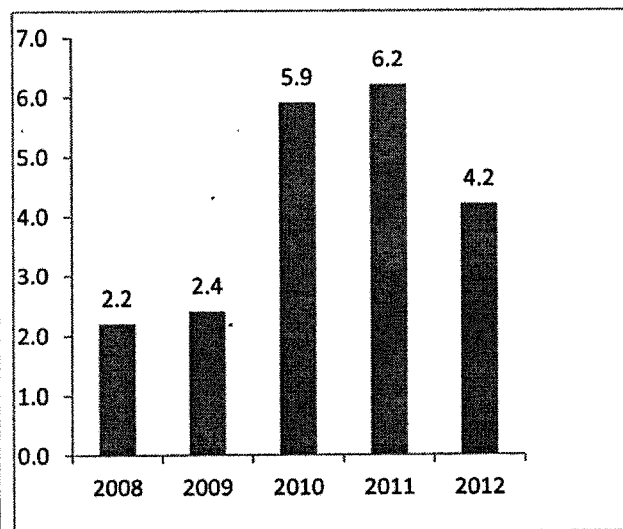
5 Yr Summary of Employee Accident Reports & Injuries thru August



Total Employee Accident Reports (C-2's)

Year	Total
2008	134
2009	133
2010	183
2011	214
2012	174

% change from last year: -18.7%
5 year Average 168



Employee Lost Time Injuries

Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2008	28	2.2
2009	30	2.4
2010	67	5.9
2011	67	6.2
2012	46	4.2

% change from last year: -32.3%
5 year Average 4.18



Bridges and Tunnels

E-ZPass Performance Report August 2012



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

E-ZPass Performance at All B&T Facilities¹			
	August 2012	Year to Date	August 2011
Total E-ZPass Traffic ²	20,656,643	154,876,831	19,103,128
E-ZPass Market Share: Total	80.5%	80.8%	78.8%
Cars	79.8%	80.1%	77.9%
Trucks	90.7%	90.9%	89.8%

Weekday E-ZPass Performance by Facility^{1,2}			
Facility	August Average E-ZPass Weekday Traffic and Market Share		
	2012 Average Traffic	2012 Market Share	2011 Market Share
Bronx-Whitestone Bridge	88,073	76.2%	73.7%
Cross Bay Veterans Memorial Bridge	18,498	80.5%	78.3%
Henry Hudson Bridge	53,868	87.5%	86.4%
Hugh L. Carey Tunnel ³	45,489	87.2%	86.1%
Marine Parkway-Gil Hodges Memorial Bridge	21,581	85.6%	83.8%
Queens Midtown Tunnel	73,862	86.8%	84.8%
Robert F. Kennedy Bridge - Bronx Plaza	58,309	73.1%	71.1%
Robert F. Kennedy Bridge - Manhattan Plaza	74,740	82.9%	80.9%
Throgs Neck Bridge	96,982	81.8%	80.0%
Verrazano-Narrows Bridge	<u>159,736</u>	83.7%	82.3%
All Facilities	691,138	82.1%	80.3%

Notes:

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

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

Weekday Peak Hour E-ZPass Performance by Facility⁴				
Facility	August E-ZPass Market Share			
	2012 AM Peak	2011 AM Peak	2012 PM Peak	2011 PM Peak
Bronx-Whitestone Bridge	82.4%	78.3%	78.0%	75.9%
Cross Bay Veterans Memorial Bridge	85.7%	84.1%	79.8%	77.2%
Henry Hudson Bridge	90.9%	89.6%	88.3%	87.3%
Hugh L. Carey Tunnel ⁵	90.9%	90.4%	87.5%	86.9%
Marine Parkway-Gil Hodges Memorial Bridge	88.4%	86.7%	85.9%	84.7%
Queens Midtown Tunnel	89.4%	87.1%	87.6%	85.5%
Robert F. Kennedy Bridge - Bronx Plaza	79.2%	76.9%	74.7%	72.8%
Robert F. Kennedy Bridge - Manhattan Plaza	86.4%	84.7%	83.9%	80.6%
Throgs Neck Bridge	86.2%	84.5%	82.5%	80.9%
Verrazano-Narrows Bridge ⁶	N/A	N/A	87.5%	86.6%
All Facilities	86.1%	84.0%	83.6%	81.9%

Weekend E-ZPass Performance by Facility¹			
Facility	August Average E-ZPass Weekend Traffic and Market Share		
	2012 Avg. Traffic	2012 Market Share	2011 Market Share
Bronx-Whitestone Bridge	84,919	69.9%	66.0%
Cross Bay Veterans Memorial Bridge	16,695	72.4%	69.9%
Henry Hudson Bridge	47,751	83.5%	81.9%
Hugh L. Carey Tunnel ⁵	30,885	81.9%	79.9%
Marine Parkway-Gil Hodges Memorial Bridge	20,000	79.5%	77.2%
Queens Midtown Tunnel	57,127	81.8%	79.2%
Robert F. Kennedy Bridge - Bronx Plaza	47,578	64.9%	62.1%
Robert F. Kennedy Bridge - Manhattan Plaza	58,758	77.1%	74.2%
Throgs Neck Bridge	88,526	76.3%	73.1%
Verrazano-Narrows Bridge	<u>142,829</u>	77.0%	73.9%
All Facilities	595,068	75.8%	72.8%

Notes:

4. Peak E-ZPass market shares report the market share figures for all vehicles during the highest overall traffic hour in the AM and PM periods for each facility.
5. Formerly Brooklyn-Battery Tunnel
6. 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
August 2012**

Preliminary data subject to final audit

E-ZPass Interoperability Statistics

B&T E-ZPass Transactions From Other Agencies ⁷			
Customer's E-ZPass Agency	August 2012 Total B&T E-ZPass Transactions	August 2012 Percentage of B&T Total Transactions	August 2011 Percentage of B&T Total Transactions
New York State Thruway Authority ⁸	1,751,122	7.71%	7.43%
New Jersey Toll Agencies ⁹	1,280,761	5.64%	5.51%
Port Authority of NY and NJ	1,225,938	5.40%	5.33%
Massachusetts Turnpike Authority ¹⁰	120,476	0.53%	0.51%
Pennsylvania Turnpike Commission	82,459	0.36%	0.34%
Maryland Transportation Authority	41,196	0.18%	0.17%
Virginia Department of Transportation ¹¹	25,941	0.11%	0.10%
Delaware River Joint Toll Bridge Commission	15,264	0.06%	0.06%
New Hampshire Department of Transportation	14,248	0.06%	0.05%
Delaware Department of Transportation	14,141	0.07%	0.06%
Other ¹²	<u>41,162</u>	<u>0.18%</u>	<u>0.16%</u>
Total	4,612,708	20.31%	19.73%

Other Agency B&T E-ZPass Transactions			
Agency Used By B&T Customers	August 2012	YTD 2012	August 2011
New York State Thruway Authority ⁸	3,042,076	19,141,938	2,628,835
New Jersey Toll Agencies ⁹	5,840,780	38,999,570	4,896,048
Port Authority of NY and NJ	3,486,574	25,042,636	3,181,387
New York State Bridge Authority	285,605	1,806,391	252,836
Massachusetts Turnpike Authority ¹⁰	545,975	3,646,739	497,640
Pennsylvania Turnpike Commission	267,601	1,773,333	242,394
Maryland Transportation Authority	309,951	2,019,075	277,840
Virginia Department of Transportation ¹¹	131,394	835,307	112,417
Delaware River Joint Toll Bridge Commission	281,274	1,694,065	242,275
New Hampshire Department of Transportation	149,092	747,630	142,515
Delaware Department of Transportation	326,859	1,859,796	292,469
Other ¹²	<u>470,575</u>	<u>2,414,220</u>	<u>400,789</u>
Total	15,137,756	99,980,700	13,167,445

Notes:

7. "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."
8. Includes Buffalo and Fort Erie Public Bridge Authority beginning in July 2011.
9. 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.
10. Includes Massachusetts Port Authority.
11. 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.
12. 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

August 2012

Preliminary data subject to final audit

E-ZPass Customer Service Statistics

MTA Bridges and Tunnels Customers				
	August 2012	YTD 2012	YTD 2011	
Accounts Opened:				
Internet	7,693	49,179	59,947	
Walk-In	2,288	16,058	19,549	
Mail/Phone	1,014	8,823	5,451	
On-The-Go	<u>15,197</u>	<u>84,015</u>	<u>29,868</u>	
Total Accounts Opened	26,192	158,075	114,815	
Total Active Accounts		2,343,815	2,118,297	
Number of E-ZPass Tags Issued ¹³	55,013	393,834	289,811	
Total Active Tags ¹⁴		3,878,087	3,566,170	

Customer Service Indicators				
	August 2012	YTD 2012	YTD 2011	
Phone Calls Answered by Customer Service Center:				
Customer Service Representatives	294,495	1,922,916	1,727,876	
Automated System	<u>379,744</u>	<u>2,735,045</u>	<u>2,368,420</u>	
Total Phone Calls Answered	674,239	4,657,961	4,096,296	
Average Phone Call Waiting Time (in min.):				
Customer Service Representatives	0.08	0.25	0.27	
Commercial Unit	0.39	0.36	0.36	
Avg. Monthly B&T E-ZPass Trips Per Account	6.88	6.68	7.02	
Average Number of Active Tags Per Account	1.65	1.65	1.68	

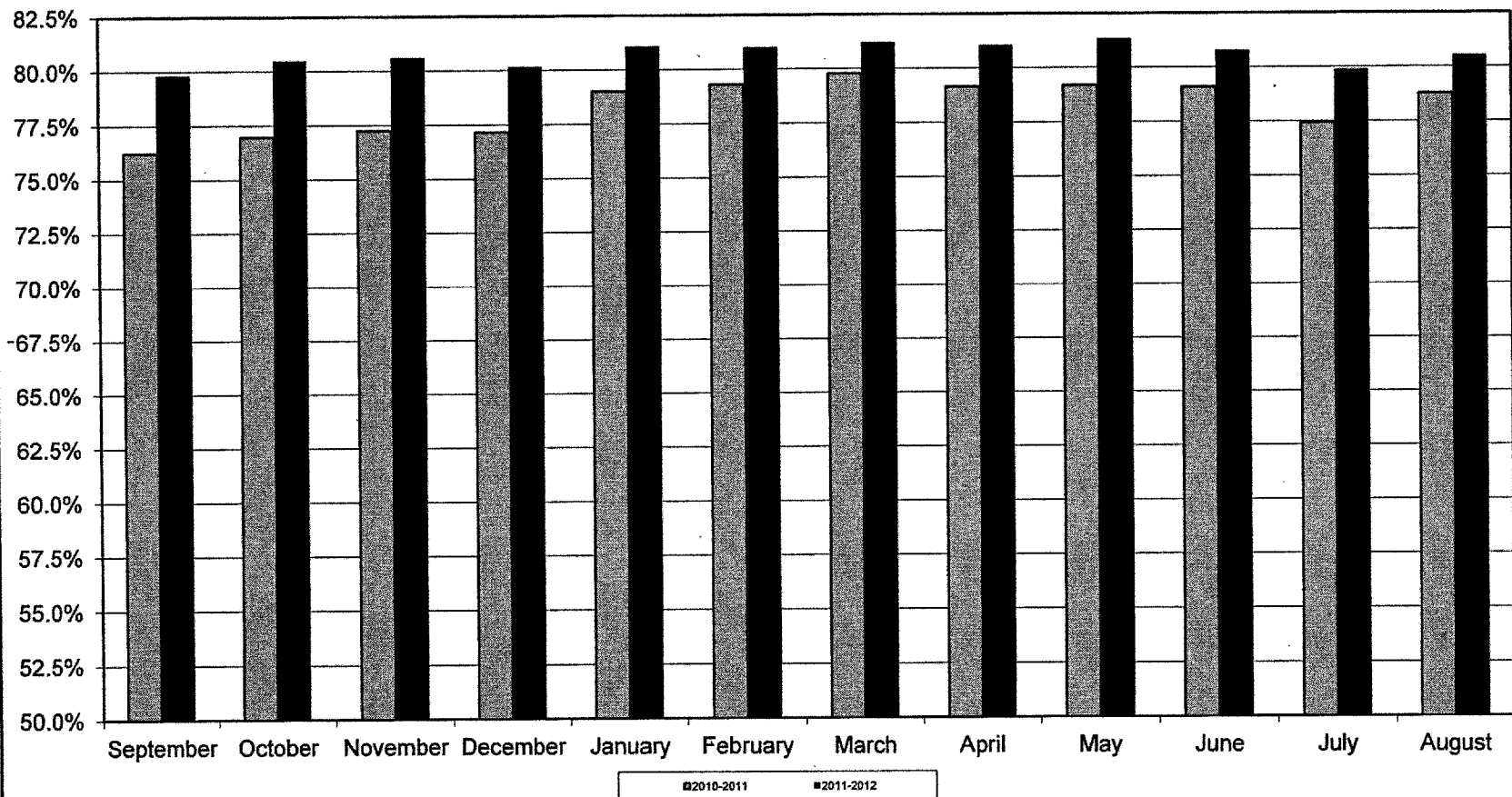
E-ZPass Tag Replacement Program				
	August 2012	YTD 2012	2011-2012	
Number of Replacement Tags Mailed	62,644	325,368	1,057,573	
Number of Tags Returned ¹⁵	21,071	313,686	1,004,523	
Number of Tags Pending Return	N/A	N/A	53,050	

13. 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.

14. 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.

15. Includes tags returned, reported as lost or stolen by the customer, and deactivated. Also, includes tags mailed in 2011 but returned in 2012.

**MTA Bridges and Tunnels
E-ZPass Market Shares
September 2010 to August 2012**





Bridges and Tunnels

Financial Report August 2012



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

ASSETS

CURRENT ASSETS:

Cash-Unrestricted	\$19,622
Investments:	
Unrestricted	59,037
Restricted	292,522
Accrued interest receivable	696
Accounts receivable	12,528
Tolls due from other agencies	22,871
Prepaid expenses	<u>2,013</u>
 Total current assets	 <u>409,289</u>

NONCURRENT ASSETS:

Investments:	
Unrestricted	36,035
Restricted	508,736
Facilities, less acc. dep of \$1,095,084	3,985,400
Capital lease 2 Broadway net acc. dep.	45,715
Deferred financing costs	406,054
Derivative Hedge Assets	274,548
Security Deposits	<u>9,245</u>
 Total noncurrent assets	 <u>5,265,733</u>

TOTAL ASSETS	<u><u>\$5,675,022</u></u>
---------------------	----------------------------------

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

(in thousands)

LIABILITIES**CURRENT LIABILITIES:**

Current portion-long term debt	\$160,420
Interest Payable	105,716
Accounts Payable	28,860
Payable to MTA-CAP	32,022
Due to MTA-Operating Expenses	4,115
Due to TA-Operating Expenses	833
Accrued salaries	24,591
Accrued Vac & Sick Benefits	17,281
Current portion of estimated liability arising from injury	4,999
Current portion of capital lease obligation	6,329
Pollution remediation projects	1,794
Due to New York City Transit Authority	33,874
Due to Metropolitan Transportation Authority	51,453
Pension Contribution Payable	5,602
Unredeemed Tolls	126,359
Tolls due to other agencies	35,733
E-ZPass Airport Toll Liability	4,743
	<hr/>
Total current liabilities	644,724

NONCURRENT LIABILITIES:

Long term debt	8,873,209
Post Employment Benefits Other than Pensions	350,767
Estimated liability arising from injury	18,879
Capital lease obligations	132,968
Derivative Hedge Liabilities	276,200
Security deposits-Contra	9,245
	<hr/>
Total noncurrent liabilities	9,661,268

TOTAL LIABILITIES 10,305,992**FUND BALANCES** (4,630,970) ***TOTAL LIABILITIES & FUND BALANCES** \$5,675,022

*The negative Fund Balance of \$ 4,630,970 (net of GASB reserves of \$15,302) 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
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
August 2012
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	133.884	135.821	1.937	1.4	0.000	0.000	0.000	-	133.884	135.821	1.937	1.4
Other Operating Revenue	1.207	1.542	0.335	27.8	0.000	0.000	0.000	-	1.207	1.542	0.335	27.8
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.191	1.083	(0.108)	(9.1)	1.191	1.083	(0.108)	(9.1)
Investment Income	0.009	0.012	0.003	33.3	0.000	0.000	0.000	-	0.009	0.012	0.003	33.3
Total Revenue	\$135.100	\$137.375	\$2.275	1.7	\$1.191	\$1.083	(\$0.108)	(9.1)	\$136.291	\$138.458	\$2.167	1.6
Expenses												
Labor:												
Payroll	\$10.464	\$9.504	\$0.960	9.2	\$0.447	\$0.470	(\$0.023)	(5.1)	\$10.911	\$9.974	\$0.937	8.6
Overtime	1.656	1.692	(0.036)	(2.2)	0.014	0.000	0.014	100.0	1.670	1.692	(0.022)	(1.3)
Health and Welfare	2.153	2.296	(0.143)	(6.6)	0.074	0.119	(0.045)	(60.8)	2.227	2.415	(0.188)	(8.4)
OPEB Current Payment	1.275	1.199	0.076	6.0	0.000	0.000	0.000	-	1.275	1.199	0.076	6.0
Pensions	2.669	2.718	(0.049)	(1.8)	0.132	0.083	0.049	37.1	2.801	2.801	0.000	0.0
Other Fringe Benefits	0.976	0.885	0.091	9.3	0.056	0.053	0.003	5.4	1.032	0.938	0.094	9.1
Reimbursable Overhead	(0.468)	(0.358)	(0.110)	(23.5)	0.468	0.358	0.110	23.5	0.000	0.000	0.000	-
Total Labor Expenses	\$18.725	\$17.936	\$0.789	4.2	\$1.191	\$1.083	\$0.108	9.1	\$19.916	\$19.019	\$0.897	4.5
Non-Labor:												
Electric Power	\$0.875	\$0.689	\$0.186	21.3	\$0.000	\$0.000	\$0.000	-	\$0.875	\$0.689	\$0.186	21.3
Fuel	0.090	0.122	(0.032)	(35.6)	0.000	0.000	0.000	-	0.090	0.122	(0.032)	(35.6)
Insurance	0.404	0.512	(0.108)	(26.7)	0.000	0.000	0.000	-	0.404	0.512	(0.108)	(26.7)
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.813	6.570	1.243	15.9	0.000	0.000	0.000	-	7.813	6.570	1.243	15.9
Professional Service Contracts	2.403	1.341	1.062	44.2	0.000	0.000	0.000	-	2.403	1.341	1.062	44.2
Materials & Supplies	0.423	0.215	0.208	49.2	0.000	0.000	0.000	-	0.423	0.215	0.208	49.2
Other Business Expenses	2.181	1.755	0.426	19.5	0.000	0.000	0.000	-	2.181	1.755	0.426	19.5
Total Non-Labor Expenses	\$14.189	\$11.204	\$2.985	21.0	\$0.000	\$0.000	\$0.000	-	\$14.189	\$11.204	\$2.985	21.0
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$32.914	\$29.140	\$3.774	11.5	\$1.191	\$1.083	\$0.108	9.1	\$34.105	\$30.223	\$3.882	11.4
Depreciation	\$7.611	\$7.233	\$0.378	5.0	\$0.000	\$0.000	\$0.000	-	\$7.611	\$7.233	\$0.378	5.0
OPEB Obligation	6.083	6.083	0.000	0.0	0.000	0.000	0.000	-	6.083	6.083	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$46.608	\$42.456	\$4.152	8.9	\$1.191	\$1.083	\$0.108	9.1	\$47.799	\$43.539	\$4.260	8.9
Less: Depreciation	\$7.611	\$7.233	\$0.378	5.0	\$0.000	\$0.000	\$0.000	-	\$7.611	\$7.233	\$0.378	5.0
Less: OPEB Obligation	6.083	6.083	0.000	0.0	0.000	0.000	0.000	-	6.083	6.083	0.000	0.0
Total Expenses	\$32.914	\$29.140	\$3.774	11.5	\$1.191	\$1.083	\$0.108	9.1	\$34.105	\$30.223	\$3.882	11.4
Net Surplus/(Deficit)	\$102.186	\$108.235	\$6.049	5.9	\$0.000	\$0.000	\$0.000	-	\$102.186	\$108.235	\$6.049	5.9

Differences are due to rounding.
*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
August 2012
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)									\$102.186	\$108.235	\$6.049	5.9
Less: Capitalized Assets									0.700	0.594	0.106	15.1
Reserves									2.705	2.705	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$98.781	\$104.936	\$6.155	6.2
Less: Debt Service									52.348	51.271	1.077	2.1
Income Available for Distribution									\$46.433	\$53.665	\$7.232	15.6
Distributable To:												
MTA - Investment Income									0.009	0.012	0.003	33.3
MTA - Distributable Income									28.481	31.996	3.515	12.3
NYCTR - Distributable Income									17.943	21.657	3.714	20.7
Total Distributable Income									\$46.433	\$53.665	\$7.232	15.6
Support to Mass Transit:												
Total Revenues									136.291	138.458	2.167	1.6
Less: Total Operating Expenses									<u>34.105</u>	<u>30.223</u>	<u>3.882</u>	11.4
Net Operating Income/(Deficit)									\$102.186	\$108.235	\$6.049	5.9
Deductions from Net Operating Income:												
Capitalized Assets									0.700	0.594	0.106	15.1
Reserves									2.705	2.705	0.000	0.0
B&T Debt Service									19.827	17.261	2.566	12.9
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$23.232	\$20.560	\$2.672	11.5
Total Support to Mass Transit									\$78.954	\$87.675	\$8.721	11.0

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
August Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	1,008.971	1,007.846	(1.125)	(0.1)	0.000	0.000	0.000	-	1,008.971	1,007.846	(1.125)	(0.1)
Other Operating Revenue	10.416	11.873	1.457	14.0	0.000	0.000	0.000	-	10.416	11.873	1.457	14.0
Capital & Other Reimbursements	0.000	0.000	0.000	-	9.289	10.093	0.804	8.7	9.289	10.093	0.804	8.7
Investment Income	0.067	0.074	0.007	10.4	0.000	0.000	0.000	-	0.067	0.074	0.007	10.4
Total Revenue	\$1,019.454	\$1,019.793	\$0.339	0.0	\$9.289	\$10.093	\$0.804	8.7	\$1,028.743	\$1,029.886	\$1.143	0.1
Expenses												
Labor:												
Payroll	\$78.229	\$75.465	\$2.764	3.5	\$3.789	\$4.261	(\$0.472)	(12.5)	\$82.018	\$79.726	\$2.292	2.8
Overtime	13.276	13.265	0.011	0.1	0.145	0.137	0.008	5.5	13.421	13.402	0.019	0.1
Health and Welfare	15.812	15.734	0.078	0.5	0.820	1.057	(0.237)	(28.9)	16.632	16.791	(0.159)	(1.0)
OPEB Current Payment	9.718	9.523	0.195	2.0	0.000	0.000	0.000	-	9.718	9.523	0.195	2.0
Pensions	24.140	24.218	(0.078)	(0.3)	0.838	0.760	0.078	9.3	24.978	24.978	0.000	0.0
Other Fringe Benefits	10.582	10.377	0.205	1.9	0.451	0.487	(0.036)	(8.0)	11.033	10.864	0.169	1.5
Reimbursable Overhead	(3.246)	(3.391)	0.145	4.5	3.246	3.391	(0.145)	(4.5)	0.000	0.000	0.000	-
Total Labor Expenses	\$148.511	\$145.191	\$3.320	2.2	\$9.289	\$10.093	(\$0.804)	(8.7)	\$157.800	\$155.284	\$2.516	1.6
Non-Labor:												
Electric Power	\$4.355	\$3.916	\$0.439	10.1	\$0.000	\$0.000	\$0.000	-	\$4.355	\$3.916	\$0.439	10.1
Fuel	1.811	1.868	(0.057)	(3.1)	0.000	0.000	0.000	-	1.811	1.868	(0.057)	(3.1)
Insurance	3.560	3.928	(0.368)	(10.3)	0.000	0.000	0.000	-	3.560	3.928	(0.368)	(10.3)
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	54.241	47.281	6.960	12.8	0.000	0.000	0.000	-	54.241	47.281	6.960	12.8
Professional Service Contracts	13.828	12.174	1.654	12.0	0.000	0.000	0.000	-	13.828	12.174	1.654	12.0
Materials & Supplies	1.894	1.221	0.673	35.5	0.000	0.000	0.000	-	1.894	1.221	0.673	35.5
Other Business Expenses	15.798	14.675	1.123	7.1	0.000	0.000	0.000	-	15.798	14.675	1.123	7.1
Total Non-Labor Expenses	\$95.487	\$85.063	\$10.424	10.9	\$0.000	\$0.000	\$0.000	-	\$95.487	\$85.063	\$10.424	10.9
Other Expense Adjustments												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$243.998	\$230.254	\$13.744	5.6	\$9.289	\$10.093	(\$0.804)	(8.7)	\$253.287	\$240.347	\$12.940	5.1
Depreciation	\$59.484	\$58.517	\$0.967	1.6	\$0.000	\$0.000	\$0.000	-	\$59.484	\$58.517	\$0.967	1.6
OPEB Obligation	48.667	48.667	0.000	0.0	0.000	0.000	0.000	-	48.667	48.667	0.000	0.0
Environmental Remediation	0.007	0.012	(0.005)	(71.4)	0.000	0.000	0.000	-	0.007	0.012	(0.005)	(71.4)
Total Expenses after Non-Cash Liability Adjs.	\$352.156	\$337.450	\$14.706	4.2	\$9.289	\$10.093	(\$0.804)	(8.7)	\$361.445	\$347.543	\$13.902	3.8
Less: Depreciation	\$59.484	\$58.517	\$0.967	1.6	\$0.000	\$0.000	\$0.000	-	\$59.484	\$58.517	\$0.967	1.6
Less: OPEB Obligation	48.667	48.667	0.000	0.0	0.000	0.000	0.000	-	48.667	48.667	0.000	0.0
Total Expenses	\$244.005	\$230.266	\$13.739	5.6	\$9.289	\$10.093	(\$0.804)	(8.7)	\$253.294	\$240.359	\$12.935	5.1
Net Surplus/(Deficit)	\$775.449	\$789.527	\$14.078	1.8	\$0.000	\$0.000	\$0.000	-	\$775.449	\$789.527	\$14.078	1.8

Differences are due to rounding.
*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
August Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Net Income/(Deficit)									\$775.449	\$789.527	\$14.078	1.8
Less: Capitalized Assets									2.369	1.883	\$0.486	20.5
Reserves									14.178	14.178	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$758.902	\$773.466	\$14.564	1.9
Less: Debt Service									408.994	403.709	5.285	1.3
Income Available for Distribution									\$349.908	\$369.757	\$19.849	5.7
Distributable To:												
MTA - Investment Income									0.067	0.074	0.007	10.4
MTA - Distributable Income									216.531	225.823	9.292	4.3
NYCTR - Distributable Income									133.310	143.860	10.550	7.9
Total Distributable Income									\$349.908	\$369.757	\$19.849	5.7
<u>Support to Mass Transit:</u>												
Total Revenues									1,028.743	1,029.886	1.143	0.1
Less: Total Operating Expenses									<u>253.294</u>	<u>240.359</u>	<u>12.935</u>	5.1
Net Operating Income/(Deficit)									\$775.449	\$789.527	\$14.078	1.8
Deductions from Net Operating Income:												
Capitalized Assets									2.369	1.883	0.486	20.5
Reserves									14.178	14.178	0.000	0.0
B&T Debt Service									141.168	133.013	8.155	5.8
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$157.715	\$149.074	\$8.641	5.5
Total Support to Mass Transit									\$617.734	\$640.453	\$22.719	3.7

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Total						
Vehicle Toll Revenue	1.937	1.4%	Higher toll revenue primarily due to 1.1% higher traffic as compared to the monthly forecast allocation.	(1.125)	-0.1%	Lower toll revenue due to 0.2% lower traffic as compared to the YTD forecast allocation.
Other Operating Revenue	0.335	27.8%	Higher Other Operating Revenue primarily due to higher E-ZPass administrative fees (\$0.360M).	1.457	14.0%	Higher Other Operating Revenue primarily due to higher E-ZPass administrative fees (\$0.606M), higher revenues from the Battery Parking Garage (\$0.384M) and the auctioning of non-revenue fleet vehicles (\$0.218M).
Capital and Other Reimbursements	(0.108)	-9.1%	Lower capital reimbursable expenses against the monthly forecast allocation.	0.804	8.7%	Higher capital reimbursable expenses against the YTD forecast allocation.
Investment Income	0.003	33.3%	Minor variance.	0.007	10.4%	Minor variance.
Payroll	0.937	8.6%	Lower payroll expenses due to vacancies.	2.292	2.8%	Lower payroll expenses due to vacancies.
Overtime	(0.022)	-1.3%	See overtime tables.	0.019	0.1%	See overtime tables.
Health and Welfare	(0.188)	-8.4%	Higher Health and Welfare expenses due to timing as compared to the monthly forecast allocation.	(0.159)	-1.0%	Minor variance.
OPEB Current Payment	0.076	6.0%	Lower OPEB expenses against the monthly forecast allocation.	0.195	2.0%	Minor variance.
Pensions	0.000	-	No variance.	0.000	-	No variance.
Other Fringe Benefits	0.094	9.1%	Lower expenses primarily due to vacancies.	0.169	1.5%	Minor variance.
Electricity - Non-Traction	0.186	21.3%	Lower electricity expenses against the monthly forecast allocation.	0.439	10.1%	Lower electricity expenses against the YTD forecast allocation.
Fuel	(0.032)	-35.6%	Minor variance.	(0.057)	-3.1%	Minor variance.
Insurance	(0.108)	-26.7%	Higher expense for Property Insurance (-\$0.112M) against the monthly forecast allocation.	(0.368)	-10.3%	Higher expense for Property Insurance (-\$0.389M) against the YTD forecast allocation.
Maintenance and Other Operating Contracts	1.243	15.9%	Lower expenses primarily for Major Maintenance and Painting (\$1.176M), E-ZPass Customer Service Center (\$0.184M), Facility Maintenance and Repair Services (\$0.113M), Security/Surveillance Equipment (\$0.106M) and other expenses against the monthly forecast allocation, offset by higher expenses due to the timing of E-ZPass tag purchases (-\$0.781M).	6.960	12.8%	Lower expenses primarily for Major Maintenance and Painting (\$4.661M), E-ZPass tag purchases (\$0.434M), Facility Maintenance and Repair Services (\$0.340M), Telephone Service/Usage (\$0.244M), Refuse and Recycling (\$0.230M) and other expenses against the YTD forecast allocation.
Professional Service Contracts	1.082	44.2%	Lower expenses primarily for Engineer Services (\$0.327M), Office Equipment Maintenance and Repair Services (\$0.185M) and Planning Studies (\$0.115M) against the monthly forecast allocation.	1.654	12.0%	Lower expenses primarily for Planning Studies (\$0.746M), MTA Other Professional Services (\$0.240M), Engineering Services (\$0.232M), Financial Services/Bank Fees (\$0.152M), Outside Training (\$0.145M) and IT Consultant Services (\$0.132M) against the YTD forecast allocation.
Materials & Supplies	0.208	49.2%	Lower expenses across a variety of small equipment and supply categories.	0.673	35.5%	Lower expenses primarily for Roadway Equipment (\$0.151M) and lower expenses across a variety of small equipment and supply categories against the YTD forecast allocation.
Other Business Expense	0.426	19.5%	Lower expenses primarily for Credit Card Fees (\$0.396M) against the monthly forecast allocation.	1.123	7.1%	Lower expenses primarily for Credit Card Fees (\$1.011M) against the YTD forecast allocation.
Depreciation	0.378	5.0%	Minor variance.	0.967	1.6%	Minor variance.
Other Post Employment Benefits	0.000	-	No variance.	0.000	-	No variance.
Reimbursable						
Payroll	(0.023)	-5.1%	Higher than planned reimbursable expenses against the monthly forecast allocation.	(0.472)	-12.5%	Higher than planned reimbursable expenses against the YTD forecast allocation.
Overtime	0.014	100.0%	See overtime tables	0.008	5.5%	See overtime tables
Health and Welfare	(0.045)	-60.8%	Higher than planned reimbursable expenses against the monthly forecast allocation.	(0.237)	-28.9%	Higher than planned reimbursable expenses against the YTD forecast allocation.
OPEB Current Payment	0.000	-	No variance.	0.000	-	No variance.
Pensions	0.049	37.1%	Lower than planned reimbursable expenses against the monthly forecast allocation.	0.078	9.3%	Lower than planned reimbursable expenses against the YTD forecast allocation.
Other Fringe Benefits	0.003	5.4%	Lower than planned reimbursable expenses against the monthly forecast allocation.	(0.036)	-8.0%	Higher than planned reimbursable expenses against the YTD forecast allocation.
Reimbursable Overhead	0.110	23.5%	Lower than planned reimbursable expenses against the monthly forecast allocation.	(0.145)	-4.5%	Higher than planned reimbursable expenses against the YTD forecast allocation.

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

	August						August Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
OPERATIONS & MAINTENANCE												
<u>Scheduled Service</u>	4,615	\$0.237	3,253	\$0.174	1,363	\$0.063	32,709	\$1.740	29,795	\$1.618	2,915	\$0.122
					29.5%	26.6%					8.9%	7.0%
<u>Unscheduled Service</u>	1,534	\$0.079	855	\$0.044	679	\$0.034	9,592	\$0.507	6,774	\$0.368	2,819	\$0.139
					44.3%	43.7%					29.4%	27.4%
<u>Programmatic/Routine Maintenance</u>	253	\$0.013	100	\$0.003	153	\$0.011	1,513	\$0.070	1,045	\$0.039	469	\$0.031
					60.5%	80.2%					31.0%	43.8%
<u>Unscheduled Maintenance</u>	2,112	\$0.113	1,386	\$0.077	727	\$0.036	10,635	\$0.585	8,355	\$0.474	2,281	\$0.111
					34.4%	31.9%					21.4%	19.0%
<u>Vacancy/Absentee Coverage</u>	13,030	\$0.694	17,503	\$0.905	(4,473)	(\$0.210)	119,871	\$6.321	131,317	\$6.840	(11,446)	(\$0.520)
					-34.3%	-30.3%					-9.5%	-8.2%
<u>Weather Emergencies</u>	785	\$0.042	56	\$0.003	729	\$0.039	5,417	\$0.282	3,401	\$0.174	2,017	\$0.108
					92.9%	92.9%					37.2%	38.4%
<u>Safety/Security/Law Enforcement</u>	4,950	\$0.258	2,380	\$0.123	2,570	\$0.135	26,953	\$1.409	19,425	\$1.017	7,529	\$0.392
					51.9%	52.4%					27.9%	27.8%
<u>Other</u>	508	\$0.029	233	\$0.014	275	\$0.016	7,918	\$0.441	5,026	\$0.268	2,892	\$0.173
					54.1%	53.4%					36.5%	39.2%
<u>*All Other Departments and Accruals</u>		\$0.191		\$0.350		(\$0.159)		\$1.922		\$2.467		(\$0.545)
						**						**
Subtotal	27,787	\$1.656	25,765	\$1.692	2,023	(\$0.036)	214,608	\$13.277	205,135	\$13.265	9,474	\$0.011
					7.3%	-2.2%					4.4%	0.1%
REIMBURSABLE OVERTIME	280	\$0.014	0	\$0.000	280	\$0.014	2,525	\$0.145	2,278	\$0.137	247	\$0.008
					100.0%	100.0%					9.8%	5.5%
TOTAL OVERTIME	28,067	\$1.671	25,765	\$1.692	2,303	(\$0.021)	217,133	\$13.421	207,413	\$13.402	9,720	\$0.019
					8.2%	-1.3%					4.5%	0.1%

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 July Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	Monthly			Year-to-Date		
	Var. - Fav./Unfav)		Explanations	Var. - Fav./Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
OPERATIONS & MAINTENANCE						
<u>Scheduled Service</u>	1,363	\$0.063	Lower than planned expenses	2,915	\$0.122	Lower than planned expenses
	29.5%	26.6%		8.9%	7.0%	
<u>Unscheduled Service</u>	679	\$0.034	Lower than planned expenses	2,819	\$0.139	Lower than planned expenses
	44.3%	43.7%		29.4%	27.4%	
<u>Programmatic/Routine Maintenance</u>	153	\$0.011	Lower than planned expenses	489	\$0.031	Lower than planned expenses
	60.5%	80.2%		31.0%	43.8%	
<u>Unscheduled Maintenance</u>	727	\$0.036	Lower than planned expenses	2,281	\$0.111	Lower than planned expenses
	34.4%	31.9%		21.4%	19.0%	
<u>Vacancy/Absentee Coverage</u>	(4,473)	(\$0.210)	Higher than planned expenses primarily due to payroll vacancies	(11,446)	(\$0.520)	Higher than planned expenses primarily due to payroll vacancies.
	-34.3%	-30.3%		-8.5%	-8.2%	
<u>Weather Emergencies</u>	729	\$0.039	Less coverage required due to less weather related incidents.	2,017	\$0.108	Less coverage required due to favorable winter weather
	92.9%	92.9%		37.2%	38.4%	
<u>Safety/Security/Law Enforcement</u>	2,570	\$0.135	More efficient use of law enforcement related overtime	7,529	\$0.392	More efficient use of law enforcement related overtime
	51.9%	52.4%		27.9%	27.8%	
<u>Other</u>	275	\$0.016	Lower than planned expenses	2,892	\$0.173	Lower than planned expenses
	54.1%	53.4%		36.5%	39.2%	
*All Other Departments and Accruals		(\$0.159)	Primarily due to adjustments for the 28-day OT payroll lag		(\$0.545)	Primarily due to adjustments for the 28-day OT payroll lag
		**			**	
Subtotal	2,023	(\$0.036)		9,474	\$0.011	
	7.3%	-2.2%		4.4%	0.1%	
REIMBURSABLE OVERTIME						
	280	\$0.014	Lower than planned overtime needed on projects eligible for reimbursement from the capital program	247	\$0.008	Lower than planned overtime needed on projects eligible for reimbursement from the capital program
	100.0%	100.0%		9.8%	5.5%	
TOTAL OVERTIME	2,303	(\$0.021)		9,720	\$0.019	

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
2012 Overtime Reporting
Overtime Legend

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

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

Month of August

Year to date ending August 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
3.2	\$19.3	3.6	\$21.9	11.8%	13.6%	Bronx-Whitestone	25.0	\$153.0	26.5	\$160.9	5.8%	5.2%
0.6	1.2	0.7	1.4	12.0%	17.1%	Cross Bay	4.8	9.6	5.0	10.0	4.6%	4.5%
1.8	4.8	1.9	5.0	3.7%	3.4%	Henry Hudson	14.7	39.3	14.9	39.4	1.4%	0.2%
1.4	7.5	1.5	7.9	5.8%	5.3%	Hugh L. Carey*	10.9	57.9	11.3	59.9	3.9%	3.5%
0.7	1.3	0.8	1.5	8.7%	14.8%	Marine Parkway	5.1	9.5	5.2	9.9	3.2%	4.3%
2.4	13.3	2.5	14.1	5.4%	6.0%	Queens Midtown	18.7	104.2	19.3	107.0	3.0%	2.7%
2.4	15.1	2.4	15.4	2.6%	2.2%	RFK - Bronx	18.2	116.5	18.2	115.6	-0.3%	-0.7%
2.5	13.8	2.7	14.7	6.3%	6.2%	RFK - Manhattan	20.0	109.7	20.2	110.0	0.8%	0.3%
3.6	22.9	3.7	24.2	2.2%	5.5%	Throgs Neck	26.9	177.2	26.7	176.0	-0.9%	-0.7%
5.6	27.8	5.9	29.7	4.7%	6.8%	Verrazano-Narrows	43.9	220.6	44.2	219.1	0.8%	-0.7%
24.3	\$127.1	25.6	\$135.8	5.6%	6.9%	Total	188.3	\$997.4	191.6	\$1,007.8	1.7%	1.1%
	\$5.232		\$5.295		1.2%	Revenue Per Vehicle		\$5.296		\$5.261		-0.7%

*Formerly Brooklyn-Battery Tunnel

Note: Numbers may not add due to rounding.

Comparison Actual vs. Mid-Year Forecast:

Mid-Year Forecast		Aug Actual		Percentage Change			Mid-Year Forecast		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
25.4	133.9	25.6	135.8	1.1%	1.4%	Total All	191.9	\$1,009.0	191.6	\$1,007.8	-0.2%	-0.1%
	\$5.277		\$5.295		0.4%	Revenue Per Vehicle		\$5.258		\$5.261		0.1%

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
August 2012

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	2	2	-	
Law	7	7	-	
CFO ⁽¹⁾	27	26	1	1 Professional vacancy
Labor Relations	5	4	1	1 Professional vacancy
Staff Services ⁽²⁾	31	22	9	3 Managerial and 6 Professional vacancies
EEO	1	1	-	
Total Administration	73	62	11	
Operations				
Revenue Management	41	36	5	1 BTO and 4 Professional vacancies
Operations (Non-Security)	732	641	91	4 Professional, 2 Superior Officer and 87 Bridge and Tunnel Officer vacancies;
Total Operations	773	677	96	2 Managerial overages
Maintenance				
Maintenance	169	172	(3)	1 Managerial and 2 Professionals over headcount
Operations - Maintainers	170	171	(1)	1 Maintainer over headcount
Technology	56	54	2	2 Professional vacancies
Internal Security - Tech Svcs	8	10	(2)	2 Maintainers over headcount
Total Maintenance	403	407	(4)	
Engineering/Capital				
Engineering & Construction	127	118	9	9 Professional vacancies
Health & Safety	8	8	-	
CFO-Planning & Budget Capital	12	13	(1)	1 Professional overage
Total Engineering/Capital	147	139	8	
Public Safety				
Operations (Security)	232	232	-	
Internal Security - Operations	38	36	2	1 Managerial vacancy and 1 Professional vacancy
Total Public Safety	270	268	2	
Total Positions	1,666	1,553	113	
Non-Reimbursable	1,622	1,509	113	
Reimbursable	44	44	-	
Total Full-Time	1,666	1,553	113	

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

(2) Includes Human Resources and Administration staff.

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
August 2012

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	28	24	4	3 Managerial vacancies in Staff Services and 1 in Law
Professional, Technical, Clerical	45	38	7	6 Professional vacancies in Staff Services, 1 in CFO and 1 in Labor Relations; 1 overage in Law.
Operational Hourlies	-	-	-	
Total Administration	73	62	11	
Operations				
Managers/Supervisors	52	54	(2)	2 Managerial overages in Operations
Professional, Technical, Clerical	39	31	8	4 Professional vacancies in Operations and 4 in Revenue Management
Operational Hourlies ⁽¹⁾	682	592	90	88 BTO vacancies (87 in Operations and 1 in Revenue Management) and 2 Superior Officer vacancies in Operations.
Total Operations	773	677	96	
Maintenance				
Managers/Supervisors	29	30	(1)	1 Managerial overage in Maintenance
Professional, Technical, Clerical	61	61	-	
Operational Hourlies ⁽²⁾	313	316	(3)	3 Maintainer overages (1 in Operations and 2 in Internal Security)
Total Maintenance	403	407	(4)	
Engineering/Capital				
Managers/Supervisors	33	33	-	
Professional, Technical, Clerical	114	106	8	9 Professional vacancies in Engineering, 1 Professional overage in Planning and Budget
Operational Hourlies	-	-	-	
Total Engineering/Capital	147	139	8	
Public Safety				
Managers/Supervisors	8	7	1	1 Managerial vacancy in Internal Security.
Professional, Technical, Clerical	28	27	1	1 Professional vacancy in Internal Security
Operational Hourlies ⁽³⁾	234	234	-	
Total Public Safety	270	268	2	
Total Positions				
Managers/Supervisors	150	148	2	
Professional, Technical, Clerical	287	263	24	
Operational Hourlies	1,229	1,142	87	
Total Positions	1,666	1,553	113	

(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

Capital Program Project Status Report September 2012

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
STATUS REPORT
SEPTEMBER 30, 2012

Introduction

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

Year to Date Progress

Commitments

In September there were six commitments made with a total value of \$9.9 million. Year-to-date there has been 68 commitments made with a total value of \$138.5 million against a plan year-to-date total of 70 commitments with a total value of \$516.8 million (See Attachment 1, 2012 Commitment Chart; Attachment 7 – 2012 Commitment Plan). A significant portion of the variance between the year-to-date plan and actual value of awards will be eliminated with the award of VN80, Replace Upper Level Suspended Span, Construction and Painting forecast for October. There were three significant commitments made in September.

- **QM30**, Tunnel Ventilation Building Electrical Upgrade, Construction Administration for \$6.0 million
- **BW97**, Concrete Anchorage Repairs, Construction Administration for \$1.4 million.
- **HH88**, Replace Upper & Lower Level Plazas and Southbound Approach, Design Force Account for \$1.1 million.

Completions

Since our last report, BW89 (Elevated and On Grade Bronx Approach) was completed two months earlier than its planned October completion. (See Attachment 4 - 2012 Major Project Completions and Attachment 5 - 2012 Completion Plan). Year-to-date, three projects have been completed with a combined value of \$234.4 million.

Close-outs

There was one task level closeout in September for \$0.2 million. Year-to-date there has been 50 task level closeouts with a total value of \$109.9 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).

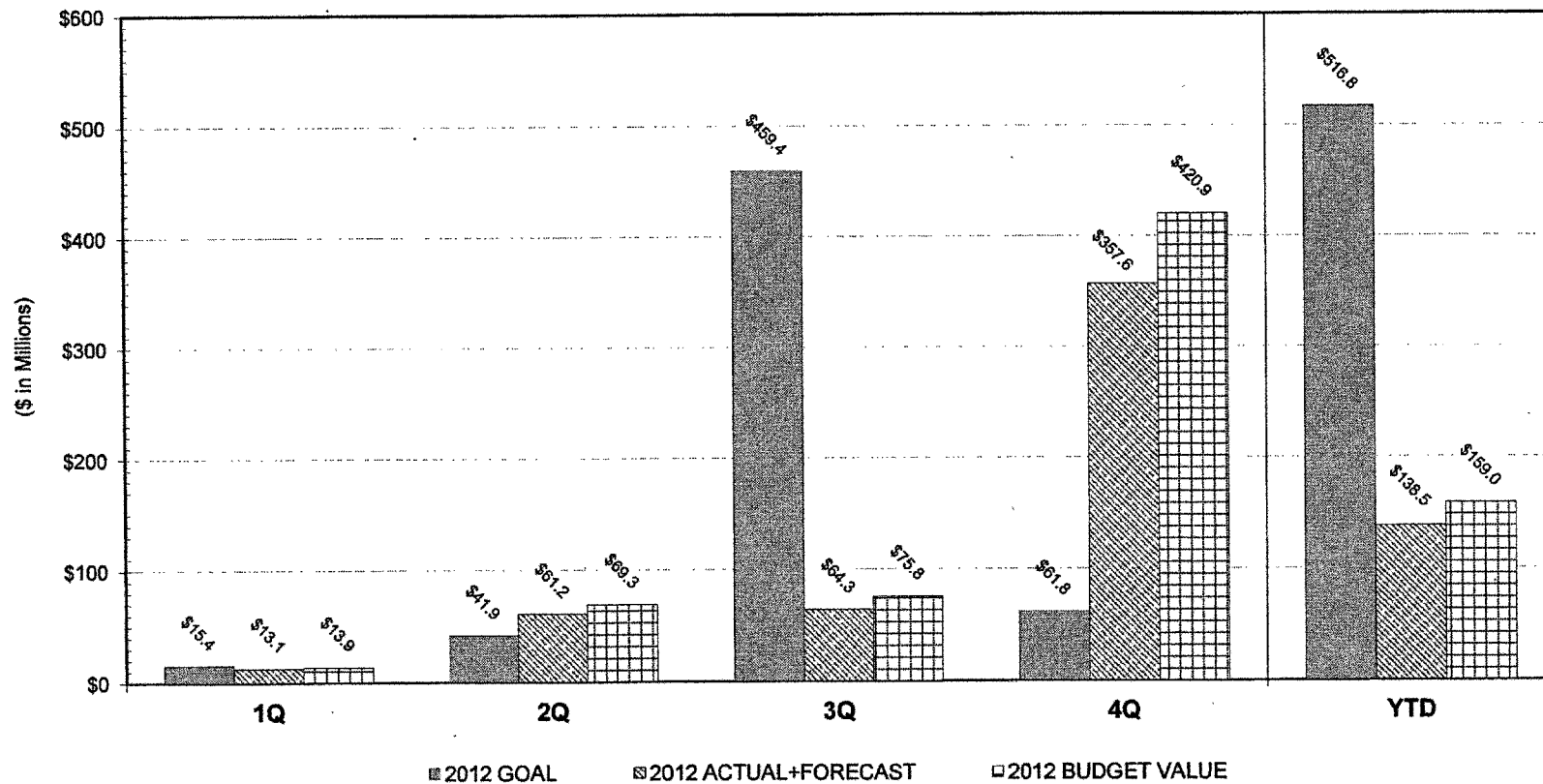
- **BB28**, Rehabilitation of Tunnel Walls, Roadway, Firelines and Ceiling Repair, Design, previously forecast as a \$3.1 million award in September is now forecast for award in November. Pre-solicitation documents took longer than expected to finalize.
- **BB43**, Rehabilitation of Battery Parking Garage (BPG), Elevator Construction, planned for a \$3.7 million award in September is forecast for award in October. Additional time required by the contractor to prepare MBE/MWBE submission.
- **MP16**, Miscellaneous Steel Repair, Design, planned for \$1.5 million September award is forecast for award in November. Pre-solicitation reviews took longer than expected.
- **RK19**, Seismic and Wind Study, Scoping Study/Design Brief, planned for a \$4.5 million award in September is forecast for award in November. Additional time was provided for consultants to prepare and submit proposals.
- **RK65R**, Deck Replacement – Bronx/Manhattan Ramps/Toll Plaza, RK65R Maintenance Facility, Design/Build and Construction Management, previously forecast as September awards for \$13.6 million and \$1.4 million respectively, are forecast for award in November. The Design/Build award was delayed in part to accommodate the proposing firms' request for additional time to prepare and submit proposals. In addition, the Construction Management award required more time owing to the resolution of responsibility issues.
- **VN80**, Replace Upper Level Suspended Span, Construction and Painting, planned as September awards for \$300.5 million and \$14.0 million respectively, are now forecast as October awards for \$217.9 million and \$29.6 million respectively. Contractor selected and the additional time is attributable to the resolution of responsibility issues.
- **VN87**, Substation #1 Rehabilitation, Design, planned for a \$0.8 million award in September, will be awarded as part of a Design/Build contract planned in November 2013. This is being revised to be solicited as a Design/Build project to allow a more efficient and streamlined execution of the project.

Completion Date Changes for Remaining Projects

There are no completion date changes for the remaining projects.

MTA Bridges and Tunnels
Commitments as of September 30, 2012

2012 Budget Goal:	\$578.6	
2012 Annual Forecast	\$496.1	
YTD Goal:	\$516.8	
YTD Actual:	\$138.5	(26.8% of YTD Goal)
YTD Budgeted Value:	\$159.0	(30.8% of YTD Goal)
Left to Commit:	\$357.6	



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

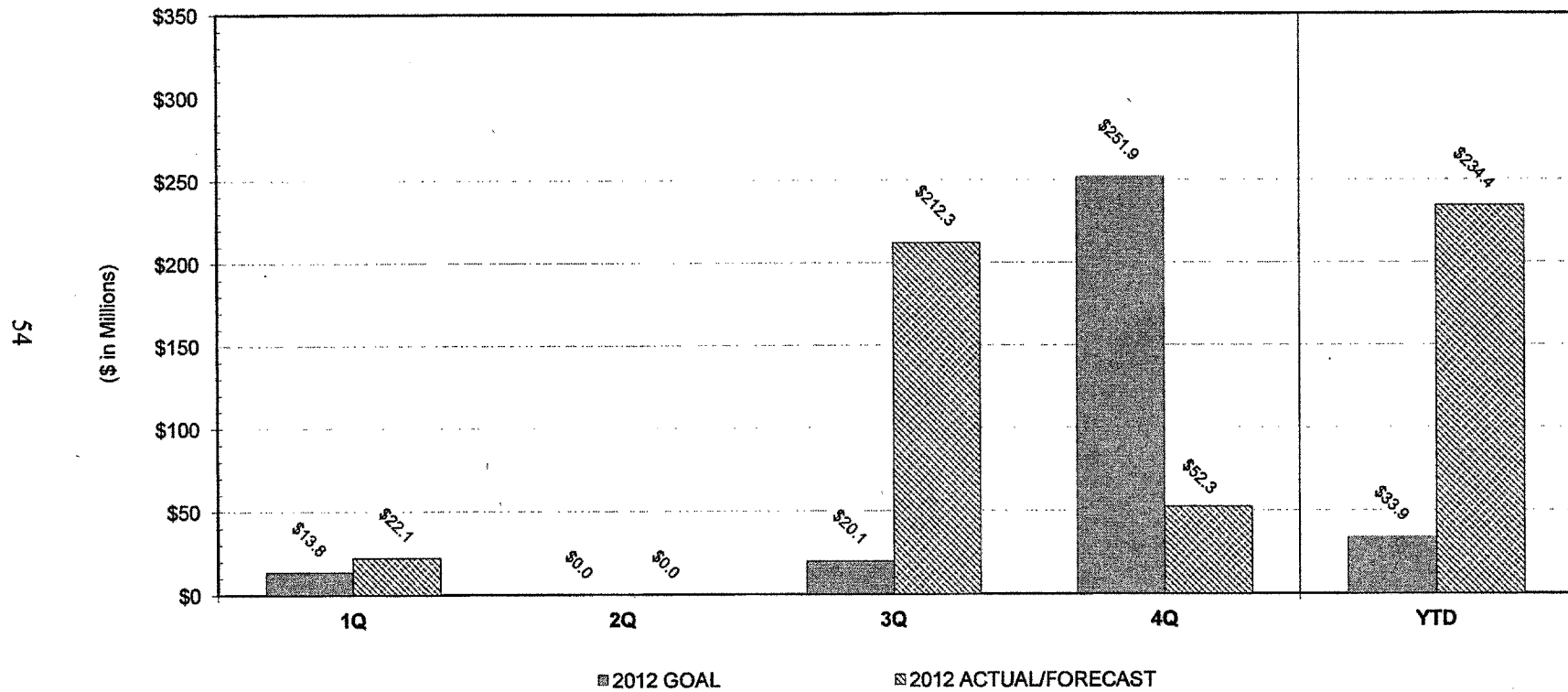
Project	Budget (\$ in Millions)			Award Date			Notes
	2012 Goal	Actual / Forecast*	Budgeted Value	2012 Goal	Advertisement Date	Actual / Forecast	
RK23 Miscellaneous Rehab - Manhattan Approach Ramps (Design)	\$9.1	\$8.6	\$9.1	May-12	Nov-11	May-12	A
VN80 Replace Upper Level Suspended Span (Construction 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	\$52.7	\$64.8	Jul-12	Aug-11	Jul-12	A
BW97 Concrete Anchorage Repairs (Construction)	\$8.0	\$8.0	\$8.0	Jul-12	Jun-12	Oct-12	F 3
RK65 Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza, RK65R, Maintenance Facility (Design/Build)	\$13.6	\$13.6	\$13.6	Jul-12	Jan-12	Nov-12	F 4
VN80 Replace Upper Level Suspended Span (Construction Administration)	\$20.5	\$18.3	\$20.5	Jul-12	Dec-11	Jun-12	A
HH88 Replace Upper & Lower Level Plazas and Southbound Approach (Design)	\$8.5	\$8.5	\$8.5	Sep-12	May-12	Nov-12	F 5
VN80 Replace Upper Level Suspended Span (Construction and Painting)	\$314.5	\$247.5	\$314.5	Sep-12	Mar-12	Oct-12	F 6
QM30 Tunnel Ventilation Building Electrical Upgrade (Construction)	\$55.0	\$55.0	\$55.0	Oct-12	Jul-12	Oct-12	F 2

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

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.
3. Additional time required to address bidders' questions and complete bid evaluation.
4. Extended RFP development time required owing to project complexity and proposing firms' request for additional time to prepare and submit proposals.
5. Additional time required to finalize procurement documents.
6. Contractor selected; additional time to resolve responsibility issues.

MTA Bridges and Tunnels Completions as of September 30, 2012

2012 Budget Goal:	\$285.8
2012 Annual Forecast:	\$286.6
YTD Goal:	\$33.9
YTD Actual:	\$234.4 (691.2% of YTD Goal)
Left to Complete:	\$52.3



MTA Bridges and Tunnels: Status of Major Completions as of September 30, 2012

Project	Budget (\$ in Millions)		Completions Status		Completion Date			Notes
	2012 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2012 Goal	Actual / Forecast		
VN03 Toll Plaza Improvements: Removal of Toll Booths and Utility Relocation	\$13.8	\$13.8	100%	59%	Mar-12	Mar-12	A	
TN87 Anchorage and Tower Protection	\$20.1	\$21.0	99%	74%	Sep-12	Dec-12	F	1
BW89 Elevated & On Grade (Bronx) Appr.	\$212.3	\$212.3	100%	-4%	Oct-12	Aug-12	A	2
VN88 Tower Painting - Below Roadway Level	\$30.4	\$30.4	99%	16%	Oct-12	Oct-12	F	
BW97 Concrete Anchorage Repairs (Queens)	\$9.2	\$9.2	97%	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. The structural painting portion of the contract was completed in March 2012 for \$8.3M.

2. BW89 was completed in August. This is a correction to the completion date in the August report.

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

Project ID (ACEP)	Project Description	Type	Goal End Date	Goal Value	Budgeted Value	Actual End Date	Actual Value	Forecast End Date	Forecast Value
D503VN03	Toll Plaza Improvements: Removal of Toll Booths and Utility Relocation	Construction	Mar-12	\$13,795,225	\$13,795,225	Mar-12	\$13,795,225		
			Mar-12 Total	\$13,795,225					
D501TN87	Anchorage and Tower Protection	Construction	Sep-12	\$11,807,782	\$11,807,782			Dec-12	\$12,661,249
D607TN87	Paint - Bronx and Queens Tower Fender Systems	Construction	Sep-12	\$8,306,173	\$8,306,173	Mar-12	\$8,306,173		
			Sep-12 Total	\$20,113,955					
D502BW89	Elevated & On Grade (Bronx) Appr.	Construction	Oct-12	\$212,269,160	\$212,269,160	Aug-12	\$212,269,160		
D607VN88	Tower Painting - Below Roadway Level	Construction	Oct-12	\$30,356,011	\$30,356,011			Oct-12	\$30,356,011
			Oct-12 Total	\$242,625,171					
D501BW97	Concrete Anchorage Repairs (Queens)	Construction	Dec-12	\$9,240,306	\$9,240,306			Dec-12	\$9,240,306
			Dec-12 Total	\$9,240,306					
			Grand Total	\$285,774,657		To Date Total	\$234,370,558	Remaining	\$52,257,566

2012 TASK LEVEL CLOSEOUTS

PROJECT	PROJECT DESCRIPTION	TASK	TASK DESCRIPTION	CLOSEOUT WAR	CERTIFICATE DATE	CERTIFICATE AMOUNT
D505QM01	Service & FE Building Rehab	D02933	BC Development F/A	D00001343A	Jan-12	\$36,828
D505QM01	Service & FE Building Rehab	D02432	Title Survey	D00001258A	Jan-12	\$6,350
D505QM01	Service & FE Building Rehab	D02838	Property Appraisal 2-15Borden Ave.	D00001284A	Jan-12	\$3,500
D401BW82	Truss Removal & Fairing Instal	D01787	BW82A-Truss Rem.& Fairing Install	D00000956C	Feb-12	\$32,700,604
D502TB64	Replace Deck-RI Viaduct	D02402	TB64C-Pedestal Rprs @ Qns appr#38	D00001220A	Feb-12	\$556,550
D603AW48	2nd Generation E-Zpass In-Lane	D02814	AET-Phi-Gantry Supply & Install	D00001286A	Feb-12	\$273,313
D502HH04	Replace Cross Drainage	D02330	GASB#49-Const(HH04)	D00001193A	Mar-12	\$1,000
D502HH04	Replace Cross Drainage	D02006	Construction	D00001192B	Mar-12	\$2,367,777
D502HH04	Replace Cross Drainage	D02004	P.M. Constr. F/A(TBTA-D1126)	D00001126B	Mar-12	\$353,116
D506AW22	Miscellaneous	D01864	Miscellaneous F/A(TBTA-D971)	D00000971B	Mar-12	\$109,606
D502VN17	Rehabilitation of Approach	D02077	VN17A-P.M. Constr. F/A(TBTA-D1052)	D00001052B	Mar-12	\$551,078
D502VN17	Rehabilitation of Approach	D02125	VN17LP-PM Constr F/A(TBTA-D1033)	D00001033B	Mar-12	\$1,518,262
D402BW89	Approach Ramps Repl.& Lower Ga	D02112	BW89C-PM Design F/A(Phil-Qns)	D00001103B	Mar-12	\$1,681,174
D506AW21	Program Administration	D02318	2009 Prog.Adm. F/A (TBTA-D1200)	D00001200B	Apr-12	\$1,520,467
D606AW21	Program Administration	D02454	2010 Indirect Prog Adm(TBTA-D1269)	D00001269B	Apr-12	\$1,439,227
D505BB80	Rehabilitation of Ventilation	D01977	P.M. Construction F/A(TBTA-D1037)	D00001037D	Apr-12	\$1,865,835
D502TN50	Replace Concrete Deck	D02433	Operations F/A(TBTA-D1259)	D00001259A	Apr-12	\$38,372
D606AW21	Program Administration	D02456	2011 Indirect Prog Adm(TBTA-D1334)	D00001334A	Apr-12	\$1,594,855
D601HH07	Structural Rehabilitation - Phase I	D02898	BC Development F/A(TBTA-D1375)	D00001375A	Apr-12	\$14,536
D502HH80	Replace Lower Level Deck	D02110	Operations F/A (TBTA-D1080)	D00001080C	Apr-12	\$446,388
D403AW41	Toll Registry Systems Replacem	D01882	AW41E-Const TN Prototype	D00001024A	Apr-12	\$1,617,446
D505TB59	Rehab of Building 104	D02281	Pynt 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 Repairs@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	TB64C Conc.Rstor. Qns-GFM474B wo#39	D00001228A	May-12	\$920,407
EH230404	06TSG & 07TSG Directed Patrol	E01348	'07TSG B&T Directed Patrol - Supp	E00000825A	Jun-12	\$9,997
D304TN37	Rehab Substation and Feeders	D01674	TN37R-Const. (TN-81)	D00000858C	Jun-12	\$122,504
D402TN81	Structural Steel Rehab & Drain	D01308	Construction	D00000819C	Jun-12	\$13,518,258
D401TN87	Fender Improvements & Scour Ba	D01241	Construction (TN-87X)	D00000964A	Jun-12	\$3,697,892
D501TB66	Anchorage Rehab and Dehumid	D01909	Construction	D00001071B	Jul-12	\$16,960,678
D505BB80	Rehabilitation of Ventilation	D02307	BB-80AB Constr. BVB	D00001141A	Jul-12	\$6,648,635
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	D02916	BC Development F/A(TBTA-D1421)	D00001421A	Jul-12	\$26,370
D602VN80	Replace Upper Level Suspended Span	D02917	BC Development F/A	D00001383A	Jul-12	\$14,724
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	D02810	BC Development F/A	D00001356A	Jul-12	\$25,761
D605BB21	Service Building Rehabilitation	D02889	BC Development F/A	D00001345A	Jul-12	\$28,395
D602BB54	Replacement Brooklyn Plaza Structural Slab	D02891	BC Development F/A(TBTA-D1378)	D00001378A	Jul-12	\$40,638
D601QM18	Entrance and Exit Plazas Structural Rehabilitation	D02906	BC Development F/A	D00001344A	Jul-12	\$33,466
D604QM30	Tunnel Ventilation Building Electrical Upgrade	D02907	BC Development F/A(TBTA-D1376)	D00001376A	Jul-12	\$35,521
D501TB23	HRD Ramp	D02940	In-House Design RFP(10%)	D00001362A	Jul-12	\$168,484
D501VN32	Structural Steel Repairs	D02341	PM Const. F/A (TBTA-D1178)	D00001178A	Jul-12	\$438,449
D602RK74	Replace T-48 Wearing Surface	D02715	Construction	D00001354A	Aug-12	\$9,280,458
D402VN17	Rehab Appr Span Decks	D01663	Design (PSC-03-2684)	D00000889E	Aug-12	\$3,596,798
D602RK74	Replace T-48 Wearing Surface	D02714	Constr. Adm.(PSC-10-2872)	D00001353A	Aug-12	\$500,344
D603AW50	Wireless Communications	D02884	BC Development F/A	D00001358A	Aug-12	\$0
D603AW54	Regional Integration	D02886	BC Development F/A	D00001380A	Aug-12	\$0
EH230404	06TSG & 07TSG Directed Patrol	E01349	'07TSG B&T Directed Patrol - Base	E00000826A	Aug-12	\$55,015
G4140501	MTA Security Program	G02749	FEMA Admin #3:Verrazano Bridge -VH	G00001973A	Sep-12	\$157,179
Total				60		\$109,919,480

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	
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D03041 RK65R-Haz.Mat Rpt-Maint. Shop	Jan-12	\$12,680.00	\$12,680.00	Jan-12	\$12,680.00		
		Jan-12 Total		\$12,680.00	\$12,680.00				
D606AW21	Program Administration	D02457 2012 Program Adm.	Feb-12	\$1,555,199.00	\$1,555,199.00	Feb-12	\$1,555,199.00		
D606AW21	Program Administration	D02458 2012 Indirect Program Admin	Feb-12	\$1,650,611.00	\$1,650,611.00	Feb-12	\$1,650,611.00		
D606AW28	Scope Development	D02472 ITS - PM Scope Dev. F/A	Feb-12	\$79,802.00	\$79,802.00	Feb-12	\$79,802.00		
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	D02472 BC Development F/A	Feb-12	\$50,000.00	\$50,000.00	Feb-12	\$50,000.00		
D605BB43	Miscellaneous Repairs at BPG	D03050 B.C. Development F/A	Feb-12	\$50,000.00	\$50,000.00	Feb-12	\$50,000.00		
D601HH07	Structural Rehabilitation - Phase I	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		
		Feb-12 Total		\$10,462,743.90	\$10,462,743.90				
D605BB21	Service Building Rehabilitation	D02552 P.M. Design F/A	Mar-12	\$175,000.00	\$175,000.00	Mar-12	\$181,985.00		
D605BB21	Service Building Rehabilitation	D02553 Design	Mar-12	\$360,000.00	\$360,000.00	Mar-12	\$315,850.00		
D602BB54	Replacement Brooklyn Plaza Structural Slab	D02570 P.M. Design F/A	Mar-12	\$969,123.21	\$969,123.21	Mar-12	\$969,123.21		
D602BB54	Replacement Brooklyn Plaza Structural Slab	D02571 Design (PSC-11-2895)	Mar-12	\$1,367,899.00	\$1,367,899.00	Apr-12	\$1,440,453.00		
D602MP21	Rehabilitate Rockaway Point Blvd Overpass	D02654 Design (PSC-11-2896)	Mar-12	\$1,110,055.00	\$1,110,055.00	Jun-12	\$601,162.00		
D607MP21	Paint - Rockaway Point Overpass	D02660 Painting - Design (PSC-11-2896)	Mar-12	\$17,500.00	\$17,500.00	Jun-12	\$18,375.00		
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control	D02908 BC Development F/A	Mar-12	\$50,000.00	\$50,000.00	Mar-12	\$50,000.00		
D505QM01	Service & FE Building Rehab	D02923 Design	Mar-12	\$900,000.00	\$900,000.00	Mar-12	\$505,263.00		
		Mar-12 Total		\$4,949,577.21	\$4,949,577.21				
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D03003 RK65R-Maint.Fac. PM Cns F/A	Apr-12	\$940,000.00	\$940,000.00	Apr-12	\$940,000.00		
D602TN49	Suspended Span Replacement - Phase A	D03018 Cns - Overlay Installation -N/bound	Apr-12	\$6,300,000.00	\$6,300,000.00	May-12	\$2,673,420.00		
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
		Apr-12 Total		\$7,540,000.00	\$7,540,000.00				
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	D02691 Design 124/125/FDR Ramps	May-12	\$9,059,132.00	\$9,059,132.00	May-12	\$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			Nov-13	Design/Build
		May-12 Total		\$21,738,449.70	\$21,738,449.70				
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	D02558 P.M. Design F/A	Jun-12	\$1,000,000.00	\$1,000,000.00	Jun-12	\$1,000,000.00		

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

ACEP	Project Description	Task Task Description	Goal			Actual		Forecast	
			Start Date	Goal Value	Budget Value	Date	Actual Value	Start Date	Forecast Value
D605BB43	Miscellaneous Repairs at BPG	D03062 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	\$3,817,149.00		
D604QM30	Tunnel Ventilation Building Electrical Upgrade	D02671 P.M. Construction F/A	Jun-12	\$2,602,235.28	\$2,602,235.28	Jun-12	\$2,602,235.00		
D604QM30	Tunnel Ventilation Building Electrical Upgrade	D02672 Construction Support Services	Jun-12	\$811,200.00	\$811,200.00	Jun-12	\$1,154,209.00		
D505QM01	Service & FE Building Rehab	D02922 Borden Ave. Remediation	Jun-12	\$1,200,000.00	\$1,200,000.00	Jun-12	\$1,140,266.00		
D405BB43	Rehab Battery Parking Garage	D02952 BB43 IVA -Elevator Const.Adm.	Jun-12	\$200,000.00	\$200,000.00	Aug-12	\$375,553.00		
D405BB43	Rehab Battery Parking Garage	D02950 BB43 IVA -Elevator PM Const F/A	Jun-12	\$75,000.00	\$75,000.00	Jun-12	\$260,000.00		
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	Jun-12	\$1,204,482.00		
D605AW12	Hazardous Materials Abatement	D02978 Air Monit/DsgnMgt	Jul-12	\$100,000.00	\$100,000.00			Oct-12	\$100,000.00
D605AW12	Hazardous Materials Abatement	D02982 Air Monit/DsgnMgt	Jul-12	\$100,000.00	\$100,000.00			Oct-12	\$100,000.00
D605AW12	Hazardous Materials Abatement	D02983 Air Monit/DsgnMgt	Jul-12	\$100,000.00	\$100,000.00			Oct-12	\$100,000.00
D605AW12	Hazardous Materials Abatement	D02984 Air Monit/DsgnMgt	Jul-12	\$100,000.00	\$100,000.00			Oct-12	\$100,000.00
D601BW97	Concrete Anchorage Repairs	D02604 P.M. Construction F/A (Bronx Anchor	Jul-12	\$688,303.29	\$688,303.29	Jul-12	\$757,948.00		
D601BW97	Concrete Anchorage Repairs	D02605 Construction (Bronx Anchorage)	Jul-12	\$8,000,000.00	\$8,000,000.00			Oct-12	\$8,000,000.00
D601BW97	Concrete Anchorage Repairs	D02606 Construction Adm. (Bronx Anchorage)	Jul-12	\$1,138,200.00	\$1,138,200.00	Sep-12	\$1,358,367.00		
D604QM30	Tunnel Ventilation Building Electrical Upgrade	D02673 Construction Adm.	Jul-12	\$6,000,000.00	\$6,000,000.00	Sep-12	\$6,036,850.00		
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D03002 RK65R-Maint.Fac. CM	Jul-12	\$1,352,000.00	\$1,352,000.00			Nov-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			Nov-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	\$52,710,000.00		
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	Jun-12	\$18,250,521.00		
D607VN80	Paint - Upper Level Superstructure	D02793 Paint C.M.	Jul-12	\$1,575,000.00	\$1,575,000.00	Jun-12	\$1,216,587.00		
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			Nov-12	\$3,058,718.00
D605BB43	Miscellaneous Repairs at BPG	D03053 Design - Structural	Sep-12	\$350,000.00	\$350,000.00	Sep-12	\$235,715.00		
D601BW14	Miscellaneous Structural Rehabilitation	D02894 BC Development F/A	Sep-12	\$50,000.00	\$50,000.00	Aug-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	\$1,090,157.00		
D602HH88	Replace Upper & Lower Level Plazas and Southbound Approach	D03061 Design	Sep-12	\$8,500,000.00	\$8,500,000.00			Nov-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			Nov-12	\$1,500,000.00
D601RK19	Seismic and Wind Study	D03075 P.M. Design Brief F/A	Sep-12	\$500,000.00	\$500,000.00	Sep-12	\$500,000.00		
D601RK19	Seismic and Wind Study	D03076 Scoping StudyDesign Brief	Sep-12	\$4,500,000.00	\$4,500,000.00			Nov-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			Oct-12	\$217,912,296.00

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	Actual Value	Forecast	Forecast Value
			Start Date			Date		Start Date	
D607VN80	Paint - Upper Level Superstructure	D02794 Painting - Cns.	Sep-12	\$14,000,000.00	\$14,000,000.00			Oct-12	\$29,602,104.00
D602VN84	Widening of Belt Parkway Ramps	D02918 BC Development F/A	Sep-12	\$50,000.00	\$50,000.00	Aug-12	\$50,000.00		
D604VN87	Substation #1 Rehabilitation	D02803 Design	Sep-12	\$750,000.00	\$750,000.00			Nov-13	Design/Build
D405BB43	Rehab Battery Parking Garage	D02953 BB43 IVA -Elevator Construction	Sep-12	\$3,700,000.00	\$3,700,000.00			Oct-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			Dec-12	\$3,500,000.00
		Nov-12 Total		\$5,174,187.96	\$5,174,187.96				
D606AW28	Scope Development	D02474 2012 Scope Development	Dec-12	\$1,124,769.33	\$1,124,769.33			Dec-12	\$1,124,769.33
		Dec-12 Total		\$1,124,769.33	\$1,124,769.33				
		Grand Total		\$578,586,628.27	\$578,586,628.27				
	Unplanned Commitments:								
D606AW15	MTA Independent Engineer	D03048 2012 Independent Eng. M+D Opt Yr 1			\$159,767.84	Feb-12	\$159,767.84		
D605AW12	Hazardous Materials Abatement	D03045 Asbestos survey-RK73 MQ Ramp RFP			\$39,843.00	Feb-12	\$39,843.00		
D502TN50	Replace Concrete Deck	D02990 Cns - C52052 -Fire Claim Settlement			\$126,403.71	Feb-12	\$126,403.71		
D606AW85	Traffic Enforcement Support	D03049 NYC TEA for VN-03B (MOU-08-33)			\$598,643.00	Feb-12	\$598,643.00		
D605AW12	Hazardous Materials Abatement	D03086 Asb Sur.-BB43 Elevator Shaft-WO-124			\$18,764.00	Mar-12	\$18,764.00		
D605AW12	Hazardous Materials Abatement	D03087 Dsg.&Abate. of Elevator Door-BB43			\$4,053.03	Mar-12	\$4,053.03		
D605AW12	Hazardous Materials Abatement	D03092 Air Monit of Damage Door-WO 128			\$2,978.81	Mar-12	\$2,978.81		
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	\$304,126.00		
D606AW28	Scope Development	D03089 Scope Dev-Staff St.Brdg(PSC06-2807A)			\$193,519.00	May-12	\$193,519.00		
D605AW12	Hazardous Materials Abatement	D03100 Monitoring & CM Svcs. QM01			\$73,270.00	Jun-12	\$73,270.00		
D601TN52	Miscellaneous Structural Rehabilitation	D02734 Design-(PSC-06-2807A Task 42)			\$202,718.00	Jul-12	\$202,718.00		
D606AW22	Miscellaneous	D03103 Constr Rev MP-06 Dsgn PSC-06-2807AA			\$47,876.00	Aug-12	\$47,876.00		
D606AW22	Miscellaneous	D03104 AW98 Peer Rev.TVRA - PSC-06-2807C			\$90,970.00	Aug-12	\$90,970.00		
		Grand Total		\$578,586,628.27	\$580,799,393.66	To Date Total	\$138,527,865.30	Remaining	\$357,566,326.84
								Grand Total	\$496,094,192.14



Bridges and Tunnels

Procurements October 2012

Staff Summary

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

Date	October 11, 2012
Vendor Name	
Contract Number	
Contract Manager Name	
Table of Contents Ref #	

Board Action					
Order	To	Date	Approval	Info	Other
1	President	10/11/12	<input checked="" type="checkbox"/>		
2	MTA B&T Committee	10/29/12			
3	MTA Board	10/31/12			

Internal Approvals			
Order	Approval	Order	Approval
	President <i>[Signature]</i>		VP Operations
	Executive Vice President <i>[Signature]</i>		Chief Procurement Officer
	VP Staff Services/COS		Chief Engineer
	General Counsel		VP Labor Relations

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

PURPOSE:

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

DISCUSSION:

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

Schedules Requiring Majority Vote		# of Actions	\$ Amount
Schedule F	Personal Service Contracts	1	\$.06M
SUBTOTAL		1	\$.06M

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

Schedules Requiring Majority Vote		# of Actions	\$ Amount
Schedule I	Modifications to Purchase and Public Works Contracts	1	\$.643M
Schedule J	Modifications to Miscellaneous Procurement Contracts	1	\$.647M
SUBTOTAL		2	\$1.29M

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

TOTAL	3	\$1.35M
-------	---	---------

BUDGET IMPACT:

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

RECOMMENDATION:

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

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
OCTOBER 2012

MTA BRIDGES & TUNNELS

Procurements Requiring Majority Vote:

F: Personal Service Contracts

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

- | | | |
|----|--|---------------------|
| 1. | U.S. Department of Commerce, National
Oceanic and Atmospheric Administration,
National Ocean Service
Contract MOA-2012-059/8595 | \$ 60,000 |
|----|--|---------------------|

5 yr. contract - Non-Competitive

In August 2007 an agreement between B&T and NOAA (Contract MOA-2007-010) in the amount of \$204,000 called for NOAA to install and maintain an air gap measurement system at the VN. The system includes a microwave sensor that measures the vertical clearance (air gap between the bottom of the bridge and the water surface) on a continuous basis. The air gap system ensures that large cruise ships and commercial vessels have proper clearance prior to their passing beneath the VN. Technological enhancements were made to the system under the 2007 agreement and it was extended through August 13, 2012. In addition, during that period NOAA received funding from the federal government to support participating agencies in the program which, in turn, offset costs to B&T. The U.S. Department of Commerce advised B&T that it will not extend the prior agreement and is requiring NOAA and B&T to enter into a new five year agreement. This agreement will be in effect as of August 14, 2012. NOAA proposed a cost of \$60,000 to continue to support and maintain the system. At this time, it cannot be determined if the federal government is going to provide funding to NOAA so that B&T may be the beneficiary of reduced costs under the new agreement. NOAA provided documentation indicating that pricing under the new agreement is consistent with the amounts charged to all governmental or private entities for similar air gap measurement systems and support services. The proposed pricing was accepted by B&T. Based on the above the amount of \$60,000 is considered fair and reasonable. Funding is available in the Operating Budget under General Ledger #711101.

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
OCTOBER 2012

MTA BRIDGES & TUNNELS

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)

- | | | | |
|----|--|----------------------|--------------------------------------|
| 1. | Restani Construction Corp.
Contract No. VN-03B
Additional work under Contract VN-03B, Toll Plaza Improvements at the Verrazano-Narrows Bridge. | \$ 643,394.00 | <u>Staff Summary Attached</u> |
|----|--|----------------------|--------------------------------------|

I: Modifications to Miscellaneous Procurement Contracts

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

- | | | | |
|---|--|---------------------|--------------------------------------|
| 2 | Transdyn, Inc.
Contract No. 00-TD-2571
Continued maintenance services for the Advanced Traffic Management Incident, Detect, Evaluate, Act, System. | \$646,930.00 | <u>Staff Summary Attached</u> |
|---|--|---------------------|--------------------------------------|

Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: 1 (Final)

Vendor Name (& Location) Restani Construction Corp.		Contract Number VN-03B	AWO/Modification #
Contract Title: Toll Plaza Improvements at the Verrazano-Narrows Bridge			
Contract Term (Including Options, If any) September 30, 2011 - June 29, 2015		Original Amount: \$49,949,976.35	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Modifications: \$0	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Prior Budgetary Increases: N/A	
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		Current Amount: \$49,949,976.35	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		This Request: \$643,394.00	
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.		% of This Request to Current Amount: 1.3%	
		% of Modifications (including This Request) to Original Amount: 1.3%	

Discussion:

B&T is seeking the Board's approval under the All-Agency Procurement Guidelines to modify this contract with Restani Construction Corp. (Restani) in the amount of \$643,394.

The scope of work under the Contract requires Restani to drill 123 three-foot diameter holes (caissons) with an average depth of 65 feet in order to install steel reinforced concrete piles, which shall serve as an earthen retaining structure to support a new roadway ramp. While drilling prior to the installation of the caissons Restani encountered large boulders, which impacted its construction operations and constitutes a differing site condition. The Contract Documents specifically precluded this site condition since the comprehensive geotechnical investigation performed during the design revealed that multiple borings used to sample the soil conditions in the construction area did not show tangible evidence of boulders being present. As a result of this differing site condition Restani calculated the additional time and effort required to complete the Work at these locations. Based on Restani's rates and the time required to drill through the boulder obstructions, Restani submitted additional costs totaling \$1,026,292. The Engineer's estimate was \$922,200. Based on negotiations the parties agreed to an amount of \$954,000, which is 3.5% above the estimate and is fair and reasonable.

Additionally, an epoxy asphalt overlay prototype was to be installed at the Belt Parkway ramp location and is to be deleted in its entirety for a credit totaling \$310,606. This results in an overall net increase to the Contract of \$643,394. Funding for this amendment is available in the 2010-14 Capital Budget under Project VN-03.

Schedule J: Modifications to Miscellaneous Procurement Contracts

Item Number: **2** (Final)

Vendor Name (& Location) Transdyn, Inc., Pleasanton, CA		Contract Number 00-TD-2571	AWO/Modification #
Description Advanced Traffic Management Incident, Detect, Evaluate, Act, System (ATM IDEAS)		Original Amount:	\$10,778,732.00
Contract Term (including Options, if any) October 31, 2001 - January 31, 2013		Prior Modifications:	\$1,837,560.00
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Budgetary Increases:	\$0.00
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Current Amount:	\$12,616,292.00
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		This Request:	\$646,930.00
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount:	5.1%
Requesting Dept/Div & Dept/Div Head Name: Technology Department, Tariq Habib		% of Modifications (including This Request) to Original Amount:	23.1%

Discussion:

B&T is seeking Board approval in accordance with the All-Agency Procurement Guidelines to modify Contract 00-TD-2571 with Transdyn, Inc. (Transdyn) for additional funding in the amount of \$646,930.

Pursuant to a competitive RFP process this contract for an Advanced Traffic Management Incident, Detect, Evaluate, Act, System (ATM IDEAS) was approved by the Board in August 2001 and awarded to Transdyn in October 2001 in the amount of \$10,778,732. The work performed to implement this system included but was not limited to: (i) designing, developing and installing hardware and proprietary software at B&T facilities; (ii) developing a new Operations Control and Communications Center (OCCC) at Randall's Island; and (iii) enhancing the software and communication systems. ATM IDEAS has been fully operational since 2006. The system is used by the Operations Department to manage the operation of the roadway networks; view and control facility traffic cameras; display messages on variable message signs; view weather data; view agency/regional incidents; and inform our customers of planned events and local incidents. Amendments totaling \$1,837,560 have been issued to improve the functionality of the system, increase its efficiency, upgrade the hardware/software and to extend the contract through January 31, 2013. B&T will continue to monitor and evaluate the system to ensure that it meets all requirements.

Given the durability and reliability of ATM IDEAS, B&T is requesting that Transdyn continue to provide maintenance services for the system at its nine facilities and the OCCC. In order to support these services B&T will extend the contract through January 31, 2016. The work will encompass: (i) routine maintenance - 24 hours/7 days a week telephone support at all facilities and the OCCC; (ii) preventive maintenance - archiving and updating all system applications on a quarterly basis; and (iii) emergency maintenance - software and hardware repairs that require corrective action within four (4) hours.

Transdyn submitted a proposal in the amount of \$709,701 to cover the required services. The project manager's estimate is \$660,900. Negotiations resulted in a reduction in Transdyn's proposal to \$646,930 which is 2.1% below the estimate. The negotiated man-hours were reviewed by project management and found to be acceptable. The rates are in accordance with the contract. The negotiated amount of \$646,930 is therefore considered fair and reasonable. Funding under the prospective amendment is available in the Operating Budget under GL #711558.



Bridges and Tunnels

Diversity Report Third Quarter 2012

The Agency has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing the Agency's September 30, 2012 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

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

EFFORTS TO IMPROVE THE REPRESENTATION OF UNDERUTILIZED PROTECTED GROUPS

EEO Program Management and Evaluation

As of 9/30/2012, B&T has a total workforce of 1,573 bi-weekly employees, of which 50.67% are minorities and 21.17% are females. There has been a steady minorities retention of 99.8% and females retention of 99.7%. The 21.17% female representation is below 80 percent of Census estimated availability. Hence, the aggressive recruitment and outreach efforts described below.

There was underutilization of females and minorities in the following job categories:

Officials and Administrators job category:

25% actual females versus 30% estimated availability.

Administrative Support job category:

58.7% actual females versus 61% estimated availability (statistically insignificant); 2.7% actual Asians versus 4% estimated availability (statistically insignificant).

Service Maintenance job category:

1.4% actual females versus 2% estimated availability (statistically insignificant); actual 12.4% Hispanics versus 18% estimated availability.

Targeted Recruitment and Outreach Efforts

The civil service examination for Maintainer (Bridges and Tunnels), the entry-level position in the Service Maintenance job category, will be held on October 27, 2012. Vigorous recruitment efforts have focused on female and Hispanic advocacy organizations, community organizations, non-profits, schools, veterans' associations and other private and public entities. Those who pass the examination, drug and alcohol testing and other requirements, may be considered for hiring, subject to a one-year probationary period. Five (5) days' classroom and on-the-road training for the required Commercial Driver's License test, to be taken within twelve (12) months from the date of hire, will be provided to those ultimately selected.

We launched a new succession planning/diversity initiative called the Management Associates Program. The hiring of five (5) Associates was undertaken inside headcount with found economies. The extensive recruitment effort centered on colleges and universities with diverse populations as well as female and minority professional organizations. A rigorous selection process culled the best candidates with undergraduate and graduate degrees in Finance, Technology, Engineering, Operations and Human Resources/Organizational Development. The result was a group consisting of one Caucasian male, two Black males, one Black female and one Asian male. They began the first of five 6-month rotations on May 10, 2012. The expectation is that with optimum exposure and formal training, the Associates will become well-rounded managers for our agency or another MTA agency.

Other Special Initiatives

To raise employee awareness of National Asian-American Heritage Month, on May 11, 2012 the B&T Diversity Committee presented an educational forum on "The Bengalis," the second largest single ethnic group in the world. The keynote speaker was university professor Dr. Asok Chaudhuri, a molecular biologist and expert on Rabindranath Tagore, the first Asian awarded the Nobel Prize in Literature. Professional dancers and singers in native dress and traditional refreshments delighted the full house and those who watched the live webcast transmission of the program.

2012 THIRD QUARTER EEO REPORT

AGENCY NAME: Bridges and Tunnels

WORKFORCE UTILIZATION ANALYSIS

AS OF 09/30/2012

JOB CATEGORY	FEMALES*			BLACKS			HISPANICS			ASIANS			AI/AN**			NHOPI***			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	30.0%	24.5%	No	10.0%	22.8%	Yes	4.0%	6.0%	Yes	6.0%	9.8%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	1.0%	0.0%	No
Professionals	31.0%	32.8%	Yes	10.0%	20.0%	Yes	6.0%	14.9%	Yes	10.0%	21.7%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	1.0%	0.0%	No
Technicians	10.0%	18.5%	Yes	9.0%	16.9%	Yes	6.0%	18.5%	Yes	1.0%	3.9%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	1.0%	0.0%	No
Protective Services	18.0%	21.1%	Yes	16.0%	32.2%	Yes	21.0%	22.5%	Yes	2.0%	4.4%	Yes	0.0%	0.2%	Yes	0.0%	0.0%	Yes	1.0%	0.0%	No
Paraprofessionals	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes
Administrative Support	61.0%	58.7%	No	18.0%	56.0%	Yes	19.0%	26.7%	Yes	4.0%	2.7%	No	0.0%	0.0%	Yes	0.0%	0.0%	Yes	2.0%	0.0%	No
Skilled Craft	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes
Service Maintenance	2.0%	1.4%	No	14.0%	14.1%	Yes	18.0%	12.4%	No	2.0%	3.8%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	2.0%	0.0%	No

*Females are also included in the percentage totals for each of the racial/ethnic groups.

**American Indian/Alaskan Native

***Native Hawaiian Other Pacific Islander

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

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

Professionals

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

Technicians

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

Protective Services

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

Paraprofessionals

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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

2012_THIRD_QUARTER EEO REPORT

AGENCY NAME: Bridges and Tunnels

NEW HIRES
AS OF 9/30/2012

JOB CATEGORY	TOTAL ¹	FEMALES ²		Minorities		Non-Minorities		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	3	0	0.0%	1	33.3%	2	66.7%	1	33.3%		0.0%		0.0%		0.0%		0.0%		0.0%
Professionals	20	8	40.0%	10	50.0%	10	50.0%	5	25.0%	2	10.0%	3	15.0%		0.0%		0.0%		0.0%
Technicians			0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Protective Services			0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Paraprofessionals			0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Administrative Support	4	1	25.0%	4	100.0%		0.0%	1	25.0%	3	75.0%		0.0%		0.0%		0.0%		0.0%
Skilled Craft			0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Service Maintenance			0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Total	27	9	33.3%	15	55.6%	12	44.4%	7	25.9%	5	18.5%	3	11.1%	0	0.0%	0	0.0%	0	0.0%

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

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

2012 ____THIRD__ QUARTER EEO REPORT

AGENCY NAME: Bridges and Tunnels

EEO AND TITLE VI COMPLAINTS

AS OF __9/30/2012__

Category	Race	Disability	Gender	National Origin	Age	Sexual Harassment	Religion	Other ¹	Total Issues ²	Total Cases	Status (# Open)
EEO	5	3	2	0	1	0	0	1	12	12	7
External Complaints	3	1	2	0	1	0	0	0	7	7	7
Internal Complaints	2	2	0	0	0	0	0	1	5	5	NONE

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

¹ "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

² In some instances a single complaint may involve two or more EEO categories.

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



Bridges and Tunnels

Interagency Agreement Between MTA B&T and New York State Department of Transportation for Improvements to the Gowanus Expressway Approach to the Verrazano-Narrows Bridge

(Action Item)

Staff Summary

Page 1 of 2

Item Number						SUMMARY INFORMATION		
Dept & Dept Head Name: Engineering & Construction, Joe Keane, PE <i>Joe Keane</i>						Vendor Name New York State Department of Transportation		Contract Number AGT-1157
Division & Division Head Name: Engineering & Construction, Vincent Montani, PE						Description: Interagency Coordination of Gowanus Expressway Improvements and Verrazano-Narrows Bridge Bus/HOV Lanes		
Board Reviews						Total Amount \$4,500,000		
Order	To	Date	Approval	Info	Other	Contract Term (including Options, if any) Five years		
1	President	10/11/12	<i>[Signature]</i>			Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
2	MTA B&T Committee	10/29/12				Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
3	MTA Board	10/31/12				Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive		
Internal Approvals						Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Agreement		
Order	Approval	Order	Approval	Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:				
1	Chief Financial Officer <i>[Signature]</i>	4	Chief of Staff <i>[Signature]</i>					
2	General Counsel <i>[Signature]</i>	5	Executive Vice President <i>[Signature]</i>					
3	Chief Procurement Officer <i>[Signature]</i>	6	President <i>[Signature]</i>					

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board authorization to enter into an Agreement with the New York State Department of Transportation (NYSDOT) to provide improvements to the Gowanus Expressway approach to the Verrazano-Narrows Bridge (VNB) including areas under the jurisdiction of the NYSDOT, in order to complete remaining portions of a permanent, continuous Bus/HOV lane between the VNB and Hugh L. Carey Tunnel (HCT formerly the Brooklyn-Battery Tunnel). Under this Agreement, B&T will reimburse NYSDOT for a portion of its overall design and construction costs in the amount of \$4,500,000 over a duration of five years. When completed, the integrated Bus/HOV Lane will accomplish a longstanding goal of benefitting the traveling public by providing a completely integrated Bus/HOV Lane link between Staten Island and Brooklyn.

II. DISCUSSION

B&T and NYSDOT share a longstanding goal of realizing regional mobility improvements in common transportation corridors where the jurisdictional limits of both agencies overlap. Over the past decade major improvements in the common I-278 corridor from Staten Island to Manhattan have been achieved with an ultimate goal of creating a

Staff Summary

Page 2 of 2

continuous Bus/HOV lane from the Staten Island Expressway (SIE) to the HCT. In order to ultimately achieve the mutually desired goal of a continuous reversible Bus/HOV lane between the HCT and the SIE, B&T and NYSDOT have partnered to coordinate the design and construction of the remaining sections of this lane to be completed by NYSDOT under its existing contracts, located between the 92nd Street limit of the Verrazano-Narrows Bridge (VNB) and the 72nd Street section of the Gowanus Expressway (Gowanus). The SIE and the Gowanus are under the jurisdiction of NYSDOT; the VNB and approaches are under the jurisdiction of B&T. B&T plans to construct its ATMS (Advanced Traffic Management Systems) and other improvements under its planned VN-80C Bus/HOV Ramp project to be commenced in 2013. This joint Agreement will allow a cost-sharing mechanism to enable the two agencies to effectively coordinate their respective efforts.

As part of the overall I-278 corridor plan, NYSDOT is currently in the early stages of a bus/HOV lane extension on the SIE which will result in a dedicated east-bound and west-bound Bus/HOV lane extending all the way from the VNB toll plaza to Victory Boulevard in Staten Island. This extension complements current access improvement projects in Staten Island around these locations by both agencies, which previously partnered under an agreement approved by the Board in January 2008. That Agreement mirrors this proposed agreement for similar improvements necessary in Brooklyn. The goal to complete this Bus/HOV lane is considered mutually desirable to each agency as it benefits the traveling public, reduces safety risks and finalizes the critical link of the Bus/HOV lane completion.

Specific work under this Agreement performed by NYSDOT will provide for the design and construction of the widening of the Gowanus approach to the VNB from 92nd Street to 72nd Street, completing the Bus/HOV lane. The work area at the Gowanus is particularly challenging as it has complex traffic patterns, overlapping real estate (the median area only from 86th Street to 92nd Street is owned by B&T) and operational considerations, such as moveable barrier machine use and storage. Additionally, an Advanced Traffic Management System (ATMS), which is necessary for the safe operation of the reversible Bus/HOV lane on the VNB will be installed at this location as part of this effort. The cost estimate for all the design and construction work under this agreement is \$9 million. B&T's share of this work is \$4.5 million, including the shared construction costs of the widening of the Gowanus approach to the VNB, and the full cost of the design and installation of B&T's ATMS System including required gantries for all variable message signs and lane control signals (which would be controlled and owned by B&T and utilized for B&T westbound VNB traffic management). The \$4.5 million is considered fair and reasonable based on the preliminary estimate and the anticipated benefits to B&T in terms of traffic flow and safety management.

III. D/M/WBE INFORMATION

N/A

IV. IMPACT ON FUNDING

Funding for this Agreement is available in the 2010-2014 Capital Program under VN-80.

V. ALTERNATIVES

Withdraw from participation in this joint agency agreement and construct the B&T ATMS and other improvements under B&T's planned Bus/HOV Ramp project (VN-80C). This alternative is not recommended as it would result in both agencies having to expend additional resources to coordinate their respective efforts and would add extra risks and overall delays to the realization of the overall VNB Capital Plan.