



Bridges and Tunnels

Bridges and Tunnels Committee Meeting

November 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

November 26, 2012 – 12:15 p.m.

347 Madison Avenue
Fifth Floor Board Room
New York, NY

AGENDA ITEMS

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PUBLIC COMMENTS PERIOD

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Ratifications (None)	--
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.....	--
(ACTION ITEM...PLEASE SEE OCTOBER 2012 B&T COMMITTEE REPORT)	

Date of next meeting: Monday, December 17, 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 included with the Minutes of this Meeting.

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
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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
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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

Detailed Summary

I. RECURRING

Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

Report on Operations

Summary of B&T's major service indicators, which includes graphs depicting total traffic for all facilities, manual traffic, and E-ZPass traffic volume for the most recent rolling twelve months compared to the previous year's rolling twelve 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.

DECEMBER 2012

2013 Proposed Final Budget

The Committee will recommend action to the Board.

2013 TO BE DETERMINED

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

TOPIC

Approval of Minutes
Committee Work Plan
Report on Operations/Safety

Financial Report
E-ZPass Performance Report
Capital Program Project Status Report

Procurements
Action Items (if any)

Responsibility

Committee Chair & Members
Committee Chair & Members
Revenue Management/
Health & Safety
Controller/Planning & Budget
Revenue Management
Engineering/Planning &
Budget
Procurement & Materials

II. SPECIFIC AGENDA ITEMS

November 2012

Customer Environment Survey – 3rd Quarter 2012
2013 Preliminary Budget

Operations
Planning & Budget

December 2012

2013 Proposed Final Budget

Planning & Budget

2013 TO BE DETERMINED



Bridges and Tunnels

Report on Operations/Safety September 2012

MTA Bridges and Tunnels September 2012 Traffic Trends

Summary

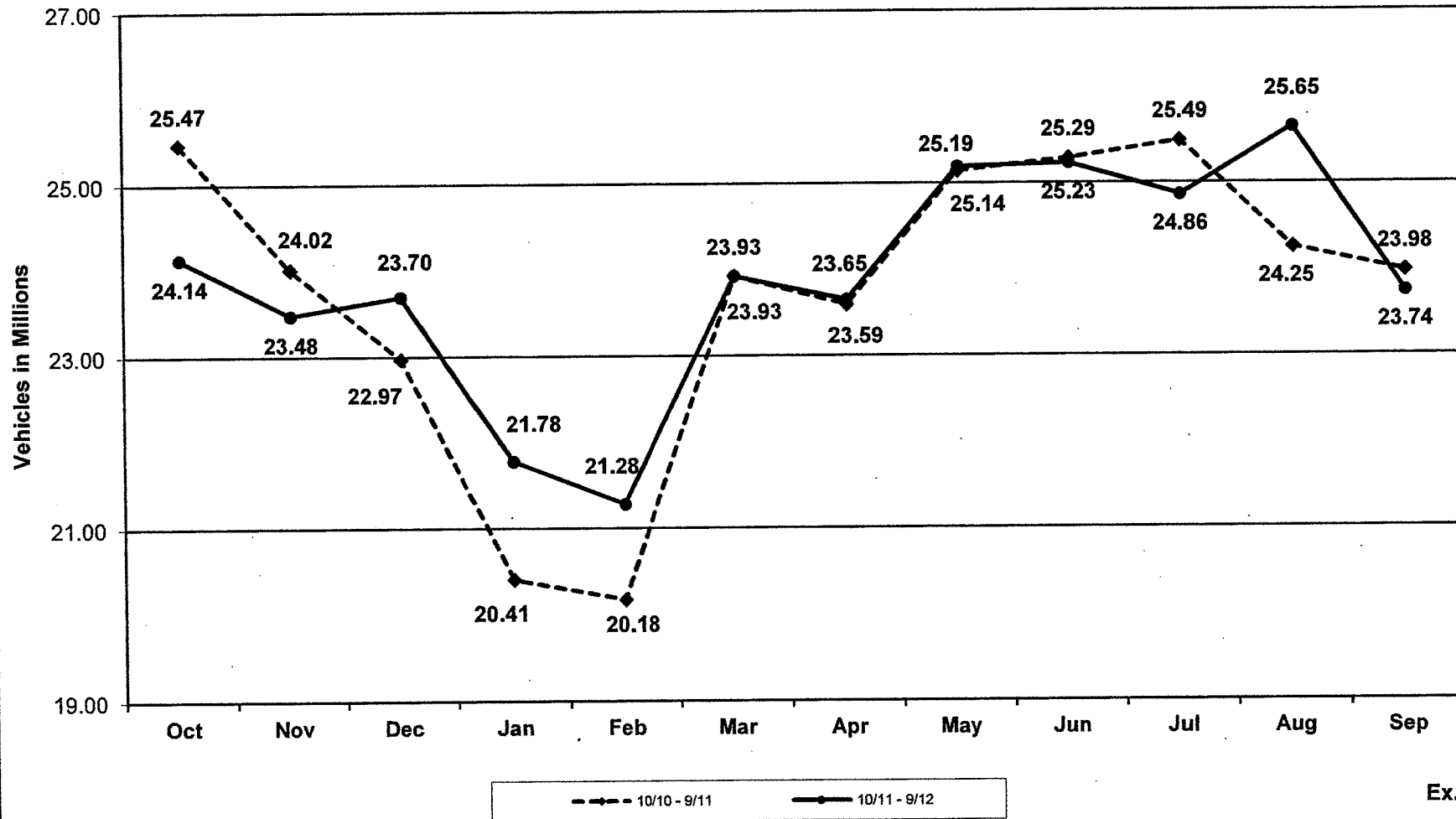
Total traffic crossings in September were 23.7 million in 2012, which was 0.2 million lower than 2011 (Exhibit 1).

This September, there were 20 weekdays and 10 weekend days compared to 22 weekdays and 8 weekend days last year. Since traffic is typically higher on weekdays, this mix of days this year resulted in approximately 0.1 million fewer vehicles. In addition, Yom Kippur fell in September of this year, while it was in October of last year. Traffic is typically lower over this holiday, which accounts for another 0.1 million loss this September.

Gas prices averaged \$4.05 per gallon, which was \$0.27 greater than last year at this time and the first month since April that the average price exceeded \$4.00. A total of 3.6 inches of rain fell over 6 days this year, compared to 7.6 inches over 11 days last year.

Year-to-year E-ZPass usage increased by 1.0% while cash crossings declined 8.7% for September 2012 versus 2011 (Exhibit 7). Passenger cars were down by 0.5% year-to-year and other vehicles were down 7.2% (Exhibit 8).

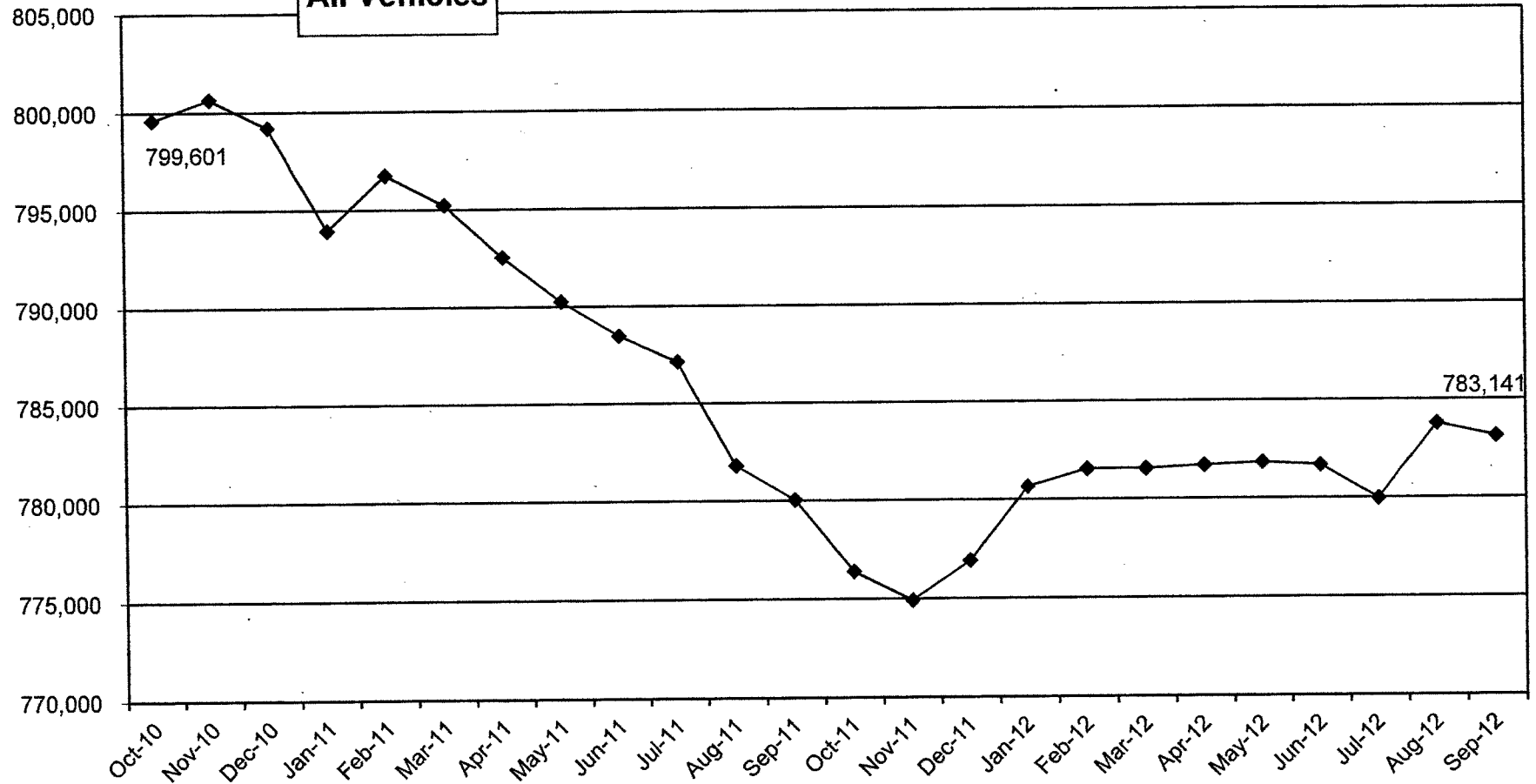
MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending - September 2012



Ex. 1

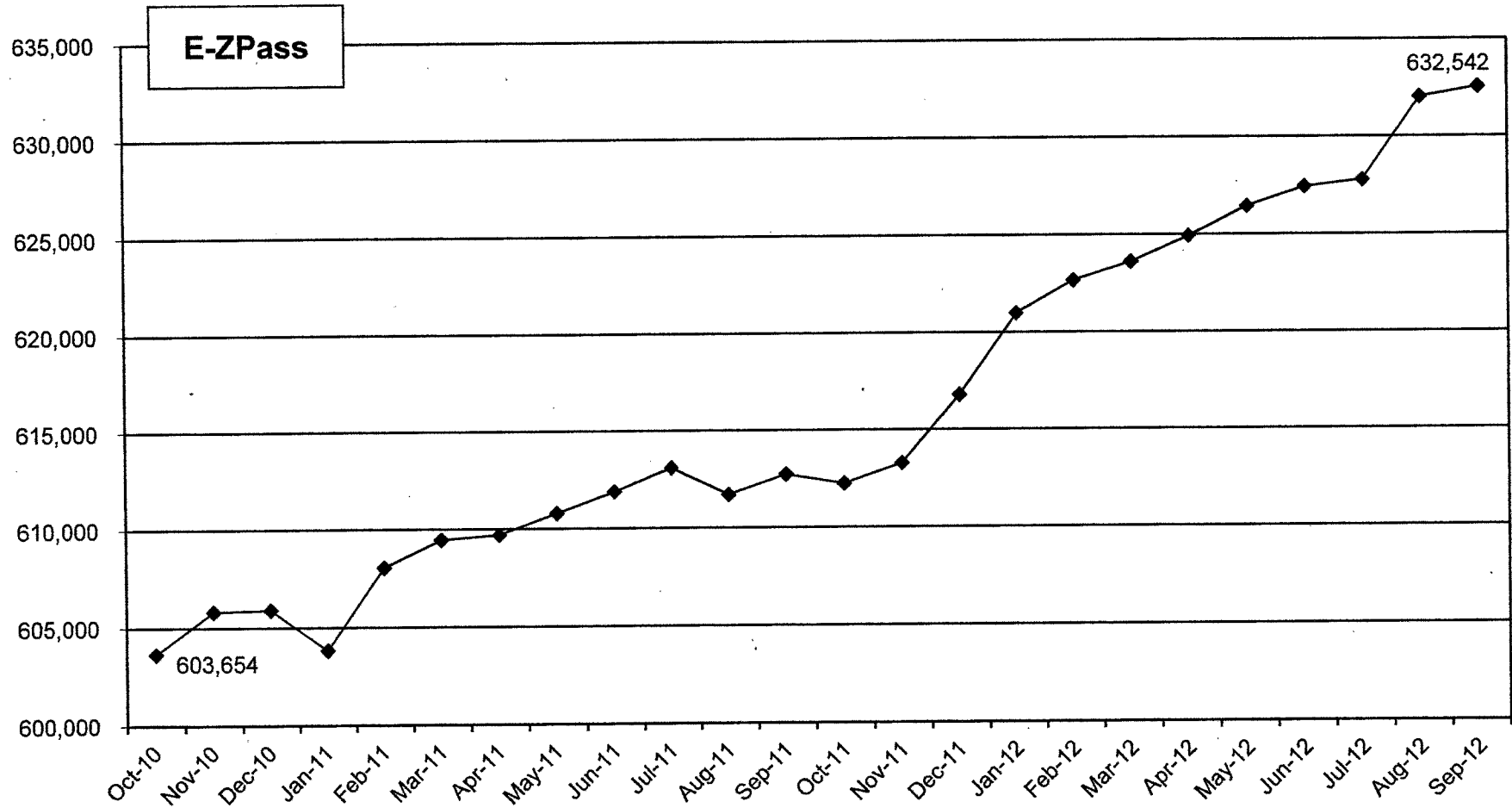
**MTA Bridges and Tunnels
Average Daily Traffic: October 2010 - September 2012
12-Month Rolling Averages**

All Vehicles



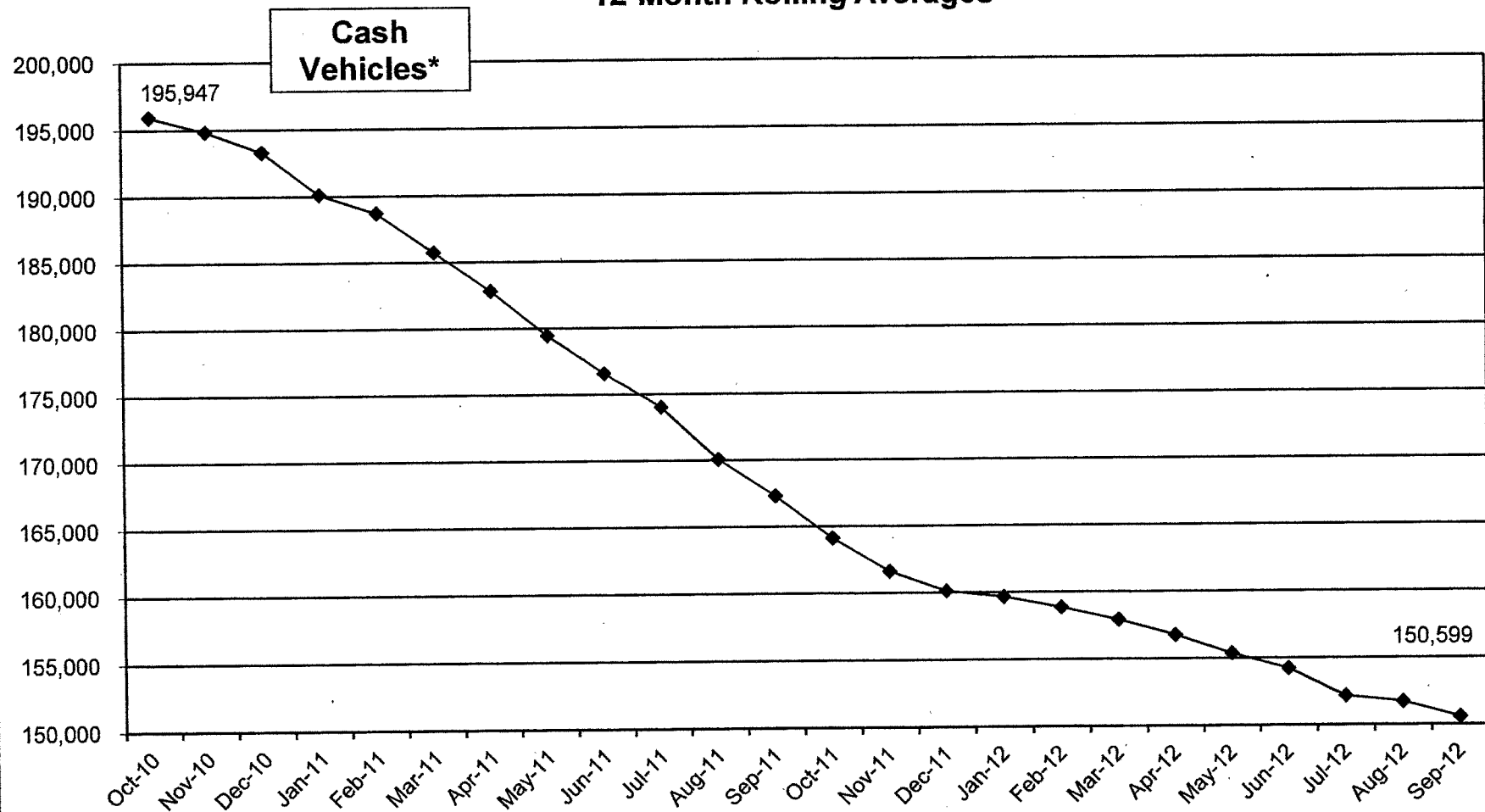
Ex. 2

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



Ex. 3

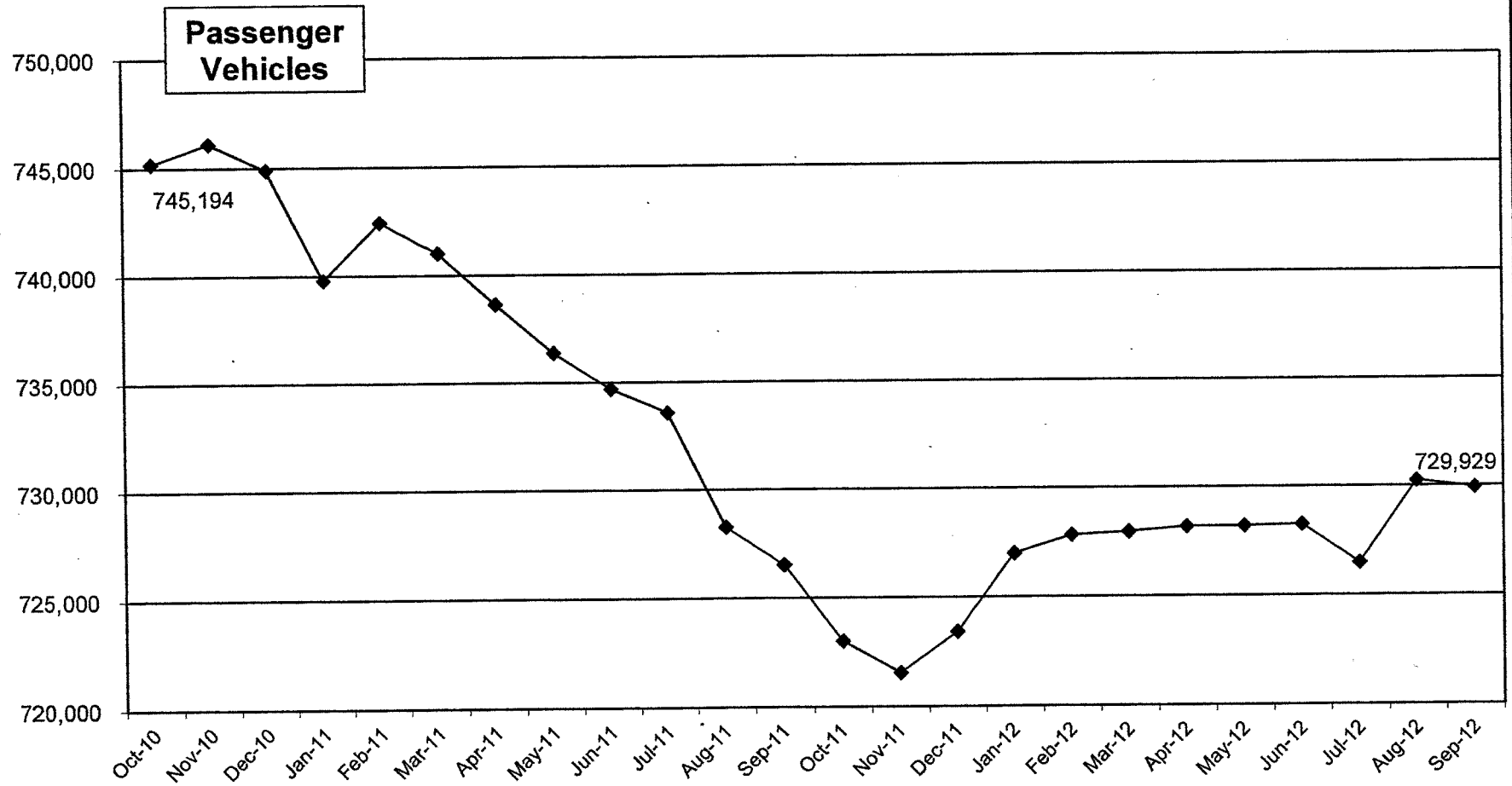
MTA Bridges and Tunnels
Average Daily Traffic: October 2010 - September 2012
12-Month Rolling Averages



*Includes token and ticket transactions.

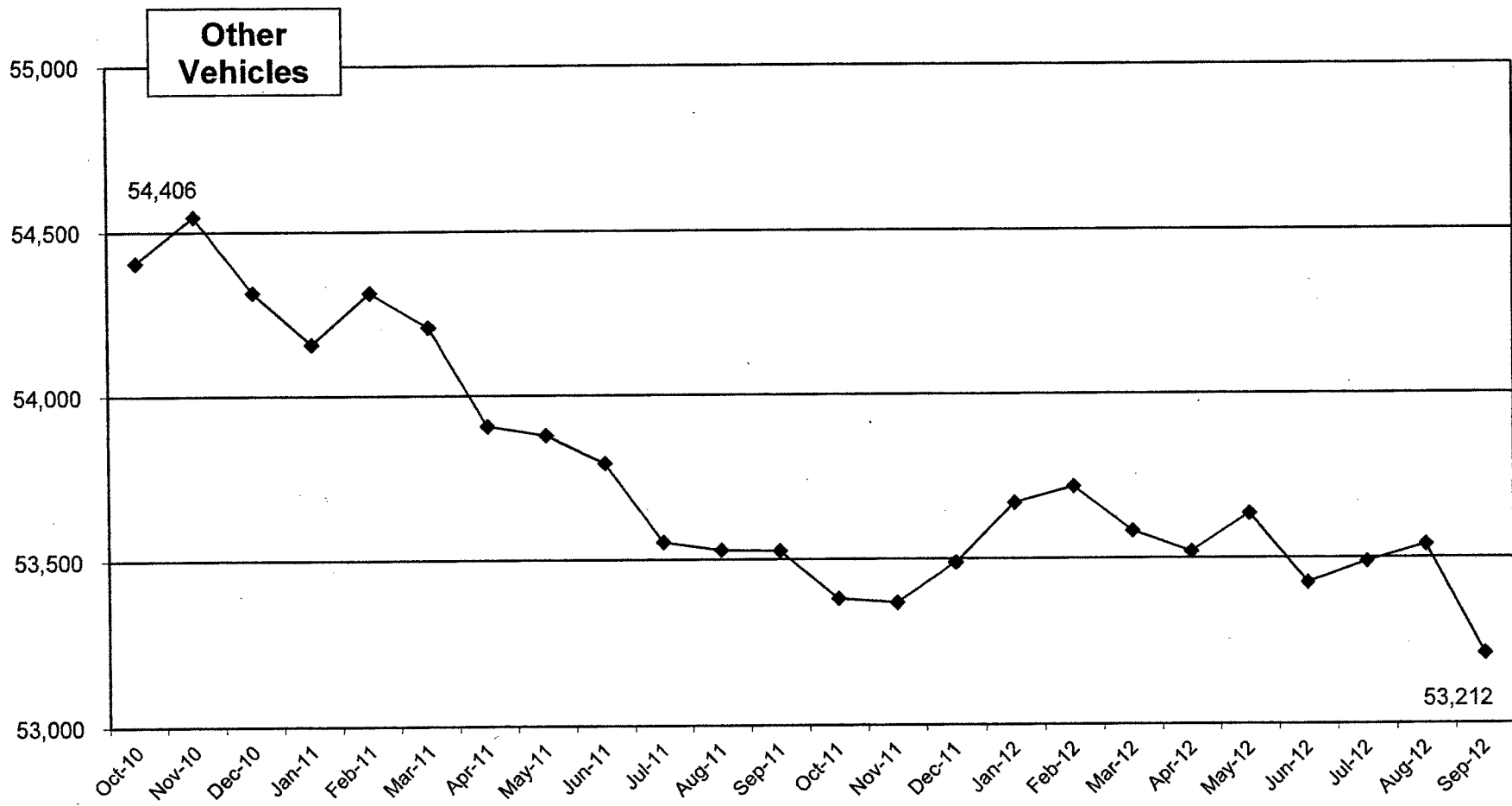
Ex. 4

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



Ex. 5

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



Ex. 6

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

Corridor	Toll Media	Sept ⁽¹⁾	3 Months ⁽²⁾ (Jul-Sept)	6 Months ⁽³⁾ (Apr-Sept)	9 Months ⁽⁴⁾ (Jan-Sept)	12 Months ⁽⁵⁾ (Oct-Sept)
All Facilities	Total Vehicles	-1.0%	0.7%	0.4%	1.1%	0.4%
	E-ZPass	1.0%	3.2%	2.8%	3.4%	3.2%
	Cash ⁽⁶⁾	-8.7%	-8.5%	-8.6%	-7.8%	-10.0%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-0.8%	0.7%	0.4%	1.0%	0.4%
	E-ZPass	1.5%	3.7%	3.3%	3.9%	4.0%
	Cash ⁽⁶⁾	-7.8%	-7.6%	-7.9%	-7.1%	-9.3%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel ⁽⁷⁾	Total Vehicles	-0.4%	1.7%	1.1%	1.7%	1.0%
	E-ZPass	1.8%	4.3%	3.6%	3.9%	3.6%
	Cash ⁽⁶⁾	-11.2%	-10.3%	-10.3%	-9.0%	-11.0%
Verrazano-Narrows Bridge	Total Vehicles	-2.7%	-0.5%	-0.9%	0.0%	-0.4%
	E-ZPass	-1.6%	1.3%	0.9%	1.7%	1.6%
	Cash ⁽⁶⁾	-7.7%	-7.8%	-8.1%	-7.2%	-8.9%
Henry Hudson Bridge	Total Vehicles	0.8%	0.1%	0.1%	1.0%	-0.4%
	E-ZPass	2.2%	1.6%	2.0%	3.3%	2.6%
	Cash ⁽⁶⁾	-8.5%	-9.3%	-11.2%	-12.7%	-17.2%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	0.1%	2.4%	2.8%	3.1%	2.3%
	E-ZPass	2.6%	5.8%	5.4%	5.4%	4.8%
	Cash ⁽⁶⁾	-11.2%	-10.2%	-7.4%	-6.4%	-7.7%

(1) September 2012 vs. September 2011.

(2) July 2012 to September 2012 vs. July 2011 to September 2011.

(3) April 2012 to September 2012 vs. April 2011 to September 2011.

(4) January 2012 to September 2012 vs. January 2011 to September 2011.

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

(6) Includes token and ticket transactions.

Ex. 7

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

Corridor	Vehicle Type	Sept ⁽¹⁾	3 Months ⁽²⁾ (Jul-Sept)	6 Months ⁽³⁾ (Apr-Sept)	9 Months ⁽⁴⁾ (Jan-Sept)	12 Months ⁽⁵⁾ (Oct-Sept)
All Facilities	Total Vehicles	-1.0%	0.7%	0.4%	1.1%	0.4%
	Passenger	-0.5%	0.9%	0.5%	1.2%	0.5%
	Other	-7.2%	-1.6%	-1.4%	-0.7%	-0.6%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-0.8%	0.7%	0.4%	1.0%	0.4%
	Passenger	-0.1%	1.0%	0.6%	1.2%	0.5%
	Other	-7.8%	-2.1%	-1.8%	-0.8%	-0.5%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel ⁽⁶⁾	Total Vehicles	-0.4%	1.7%	1.1%	1.7%	1.0%
	Passenger	0.0%	1.7%	1.2%	1.8%	1.1%
	Other	-6.0%	0.4%	-0.2%	0.0%	-0.1%
Verrazano-Narrows Bridge	Total Vehicles	-2.7%	-0.5%	-0.9%	0.0%	-0.4%
	Passenger	-2.3%	-0.3%	-0.7%	0.2%	-0.3%
	Other	-8.3%	-3.5%	-2.8%	-2.2%	-2.0%
Henry Hudson Bridge	Total Vehicles	0.8%	0.1%	0.1%	1.0%	-0.4%
	Passenger	0.8%	0.0%	0.0%	1.0%	-0.4%
	Other	-0.8%	4.9%	4.1%	6.0%	5.4%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	0.1%	2.4%	2.8%	3.1%	2.3%
	Passenger	0.1%	2.4%	2.8%	3.1%	2.3%
	Other	-1.7%	3.0%	3.9%	4.0%	2.7%

(1) September 2012 vs. September 2011.

(2) July 2012 to September 2012 vs. July 2011 to September 2011.

(3) April 2012 to September 2012 vs. April 2011 to September 2011.

(4) January 2012 to September 2012 vs. January 2011 to September 2011.

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

(7) Formerly Brooklyn-Battery Tunnel

Ex. 8

Supplemental Data Page for the Report on Operations

TABLE 1 - Traffic, Gas and Weather Data

Traffic & Average Gas Price ¹			Weather ²			Precipitation
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Days</u>
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	23,651,425	\$4.05	56	3.2	-	9
May-12	25,192,764	\$3.95	66	4.7	-	17
Jun-12	25,233,363	\$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
Sep-12	23,740,051	\$4.05	72	3.6	-	6

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences⁴

Traffic & Gas Monthly Inc/(Dec)			Weather Monthly Inc/(Dec)			Precipitation
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Days</u>
2011 vs. 2010						
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	58,060	\$0.14	3	(1.9)	-	(5)
May	47,875	(\$0.18)	2	0.7	-	7
June	(55,640)	(\$0.24)	0	0.3	-	3
July	(626,838)	(\$0.21)	0	0.8	-	4
August	1,396,113	(\$0.01)	3	(14.3)	-	(5)
September	(236,045)	\$0.27	1	(4.0)	-	(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

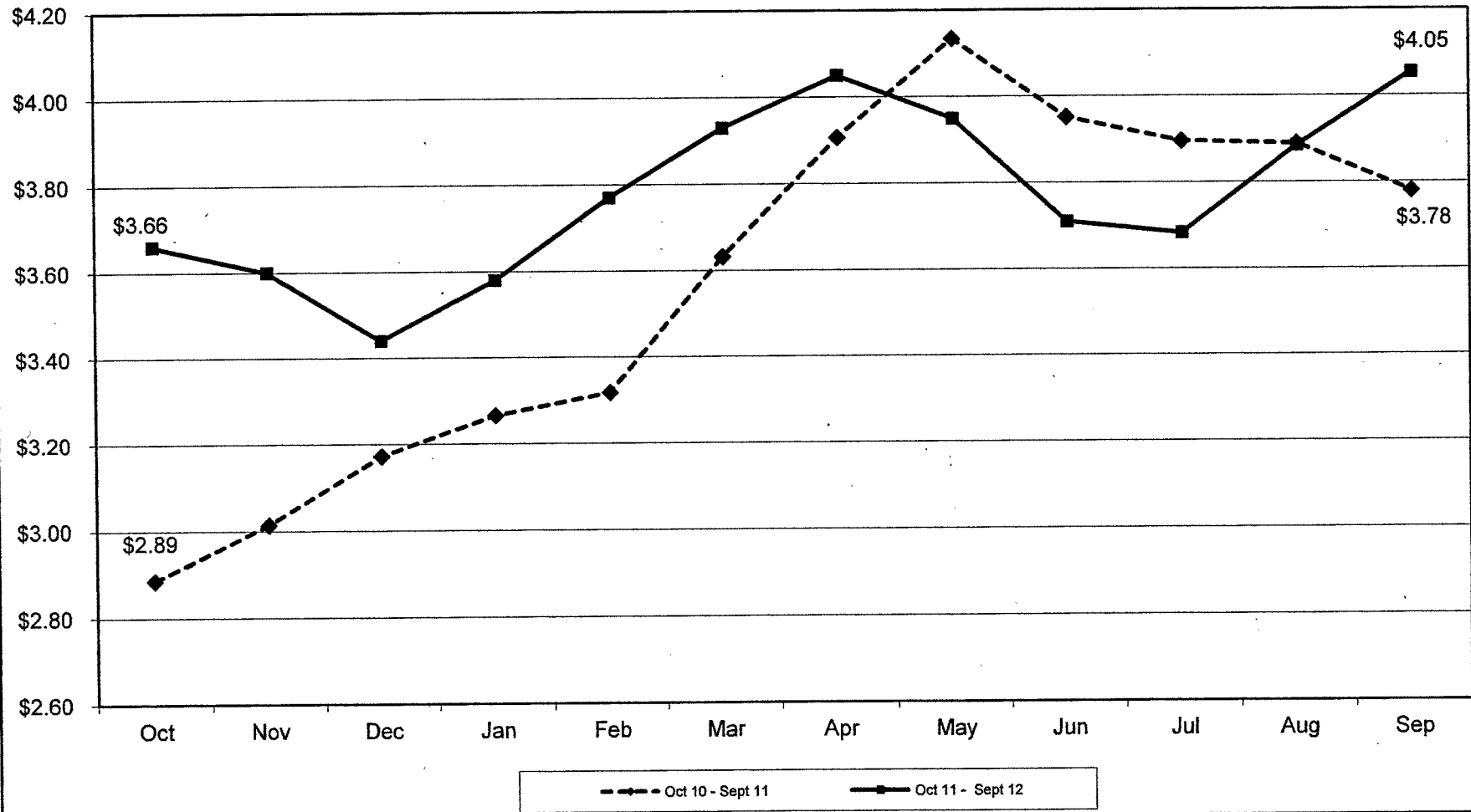
Average Daily Traffic: 12-Month Rolling Averages

<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Cash²</u>	<u>Passenger</u>	<u>Other</u>
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	781,705	624,936	156,769	728,186	53,520
May-12	781,836	626,455	155,381	728,201	53,635
Jun-12	781,684	627,445	154,239	728,259	53,425
Jul-12	779,971	627,788	152,183	726,482	53,489
Aug-12	783,786	632,033	151,753	730,246	53,540
Sep-12	783,141	632,542	150,599	729,929	53,212

1. Numbers may not add due to rounding.

2. Includes token and ticket transactions.

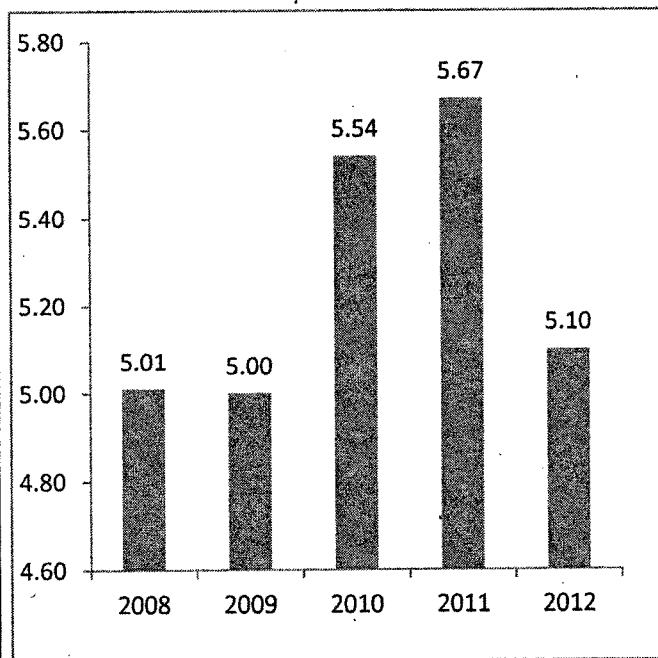
Supplemental Graph
Gas Prices in the NY-NJ-CT-PA Area
October 2010 - September 2012



SAFETY REPORT

MTA Bridges & Tunnels

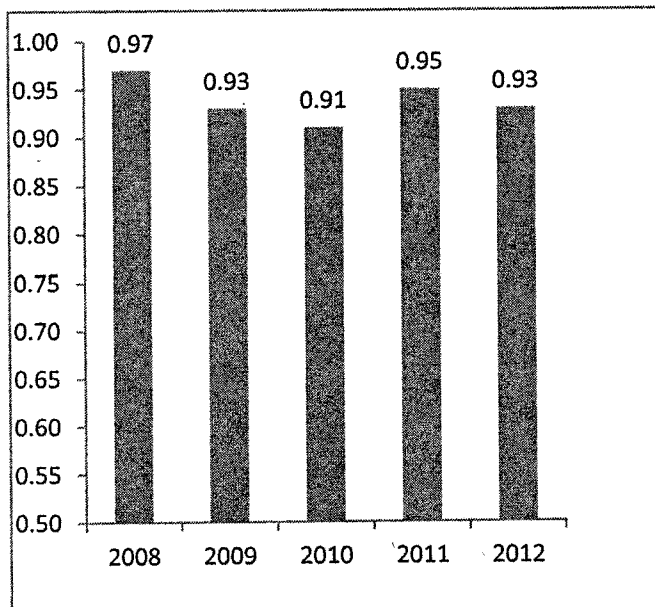
5 Yr Summary of Customer Collisions & Injuries thru September



Total Customer Collisions

Year	Total Collisions	Collision Rate/M Vehicles
2008	1132	5.01
2009	1109	5.00
2010	1228	5.54
2011	1218	5.67
2012	1111	5.10

% change from last year: -10.1%
5 year Average 5.26



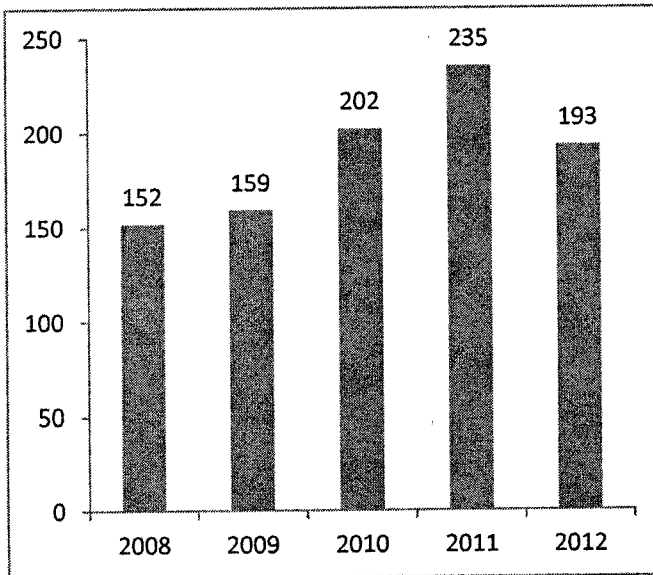
Total Injury Collisions

Year	Injury Collisions	Injury Rate/M Vehicles
2008	220	0.97
2009	207	0.93
2010	202	0.91
2011	205	0.95
2012	202	0.93

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

MTA Bridges & Tunnels

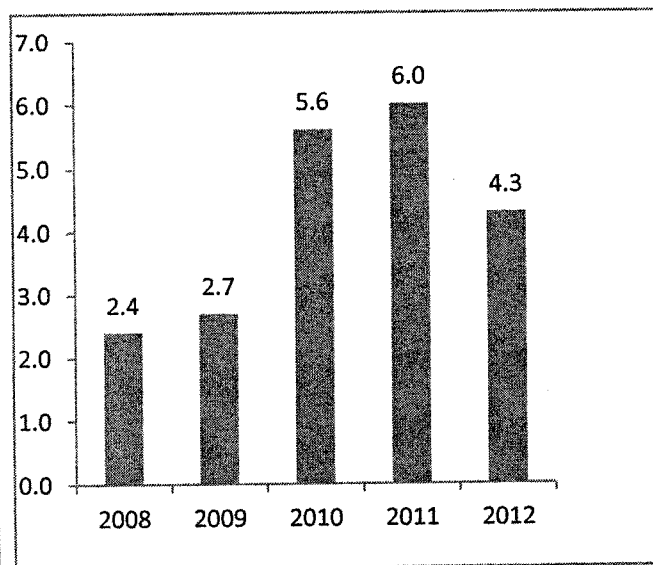
5 Yr Summary of Employee Accident Reports & Injuries thru September



Total Employee Accident Reports (C-2's)

Year	Total
2008	152
2009	159
2010	202
2011	235
2012	193

% change from last year: -17.9%
5 year Average 188



Employee Lost Time Injuries

Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2008	34	2.4
2009	37	2.7
2010	72	5.6
2011	73	6.0
2012	53	4.3

% change from last year: -28.3%
5 year Average 4.2



Bridges and Tunnels

Customer Environment Survey 3rd Quarter 2012





KEY CUSTOMER SERVICE AREAS

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

SCOPE OF THE OPERATIONS DEPARTMENT

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

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

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

CRITICAL OBJECTIVES

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

EXECUTIVE SUMMARY

The following is a summary of third quarter 2012 results:

Customer Environment

B&T striped 31,457 linear feet of roadway at the Robert F. Kennedy Bridge in the third quarter 2012. B&T repaired 701 potholes in the third quarter 2012, down from 927 in the third quarter 2011. The completion of a repaving project at the Robert F. Kennedy Bridge was the major factor in this difference.

Customer Safety

The overall collisions per million vehicles rate was 5.40 in the third quarter 2012, 19.4% better than the third quarter 2011. The collision with injury rate per million vehicles in the third quarter 2012 was 0.92, 29.8% lower than the same period in 2011.

Customer Service

During the third quarter 2012, 94.1% of vehicle crossings at bridges during weekday peak periods traveled above 30 mph, an improvement from 85.5% during the third quarter 2011.



PERFORMANCE REPORT

✓ Enhance the customer environment of bridge and tunnel facilities.

Maintenance Work Orders

A completed maintenance work order indicates the completion of a maintenance task that is either scheduled or requested. An emergency roadway work order relates to a high priority roadway condition that directly impacts customers. During the third quarter 2012, B&T completed 3,775 work orders, 6 of which were for emergencies. The average time to complete emergency work orders was 0.5 days during this period.

Potholes Repaired

B&T repaired 701 potholes during the third quarter 2012, down from 927 in the third quarter of 2011. This decline can be attributed mainly due to the completion of a major repaving project to improve the roadway at the Robert F. Kennedy Bridge.

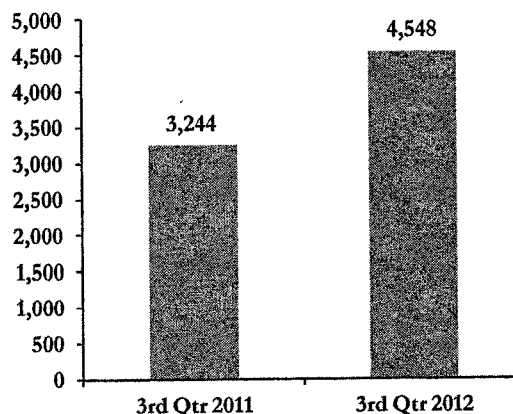
Roadway Striping

B&T striped 31,457 linear feet of roadway at the Robert F. Kennedy Bridge in the third quarter 2012. In the year-to-date period, 185,315 linear feet – or three-quarters of the 2012 goal – have been striped. Roadway striping enhances the ability of customers to safely and efficiently cross B&T facilities.

Tunnel Cleaning

In the third quarter 2012, B&T cleaned 909,855 linear feet at the Queens Midtown and Hugh L. Carey Tunnels, bringing the year-to-date total to 2,203,461 linear feet cleaned, or approximately 80% of the 2012 goal.

Roadway Sweeping (miles)
3rd Quarter 2011 vs. 3rd Quarter 2012

**Roadway Sweeping**

B&T swept 4,548 miles of roadway in the third quarter of 2012, a 40.2% increase from the third quarter of 2011.

Performance Statistics	ACTUAL							GOAL
	Year End				3rd Qtr	3rd Qtr	% Chg	YE
	2008	2009	2010	2011	2011	2012	B/(W)	2012
Maintenance Work Orders (All)	19,987	20,260	16,757	15,476	3,680	3,775	2.6%	N/A
Maintenance Work Orders (Emergency)	N/A	34	36	36	8	6	(25.0%)	N/A
Avg. days to completion for emergency work order	N/A	0.4	0.3	0.4	0.3	0.5	(66.7%)	1.0
Potholes repaired	N/A	8,353	6,361	8,323	927	701	(24.4%)	N/A
Roadway sweeping (miles)	26,128	29,166	12,480	11,795	3,244	4,548	40.2%	12,500
Roadway lights in service (%)	N/A	95.9%	95.2%	97.2%	97.3%	98.1%	0.8%	95.0%
Tunnel cleaning -walls and ceilings (linear ft.)	N/A	3,408,927	3,682,328	3,577,420	1,104,208	909,855	(17.6%)	2,776,320

Roadway Striping Performance	ACTUAL							GOAL
	Year End				3rd Qtr	3rd Qtr	% Chg	YE
	2008	2009	2010	2011	2011	2012	B/(W)	2012
Roadway striping replaced (linear ft.)	111,368	359,454	213,044	314,369	94,680	31,457	(66.8%)	N/A
Roadway striping replacement plan (linear ft.)	100,000	200,000	200,000	100,000	50,000	50,000	0.0%	250,000
% Completed versus plan	111.4%	179.7%	106.5%	314.4%	189.4%	62.9%	(66.8%)	N/A

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

Travel Time

Since the first quarter 2009, the Customer Environment Survey has reported weekday peak period average travel time across each facility. Actual travel times vary by facility, since the travel distance being measured is not identical at each facility.

Percentage of Vehicles Traveling Above 30 Miles per Hour During Weekday Peak Periods			
	3rd Qtr 2011	3rd Qtr 2012	YE 2011
<i>Bridges</i>			
Henry Hudson Bridge	94.7%	95.4%	93.4%
Throgs Neck Bridge	94.9%	97.9%	96.2%
Bronx-Whitestone Bridge	66.7%	96.8%	72.6%
Robert F. Kennedy Bridge	84.3%	84.8%	84.1%
Verrazano-Narrows Bridge	84.8%	96.6%	88.5%
Marine Parkway Bridge	99.9%	99.2%	99.9%
Cross Bay Bridge	100.0%	100.0%	99.8%
<i>All Bridges Combined</i>	<i>85.5%</i>	<i>94.1%</i>	<i>87.4%</i>
Percentage of Vehicles Traveling Above 25 Miles per Hour During Weekday Peak Periods			
	3rd Qtr 2011	3rd Qtr 2012	YE 2011
<i>Tunnels</i>			
Queens Midtown Tunnel	58.0%	54.5%	59.0%
Hugh L. Carey Tunnel*	91.5%	90.9%	89.3%
<i>All Tunnels Combined</i>	<i>70.5%</i>	<i>68.1%</i>	<i>70.2%</i>

Third Quarter 2012 Highlights

During the third quarter 2012, 94.1% of vehicle crossings at bridges during weekday peak periods traveled above 30 mph Authority-wide, versus 85.5% for the third quarter 2011.

Travel time at the Bronx-Whitestone Bridge improved due to the lifting of the long-term lane closure in October 2011, which had been in effect since June 2010 due to work on the Bronx approach reconstruction. All six of the facility's lanes are now available for customers during peak travel times. Travel time at the Verrazano-Narrows Bridge improved mainly due to the completion of the toll booth removal project in the eastbound direction in January 2012.

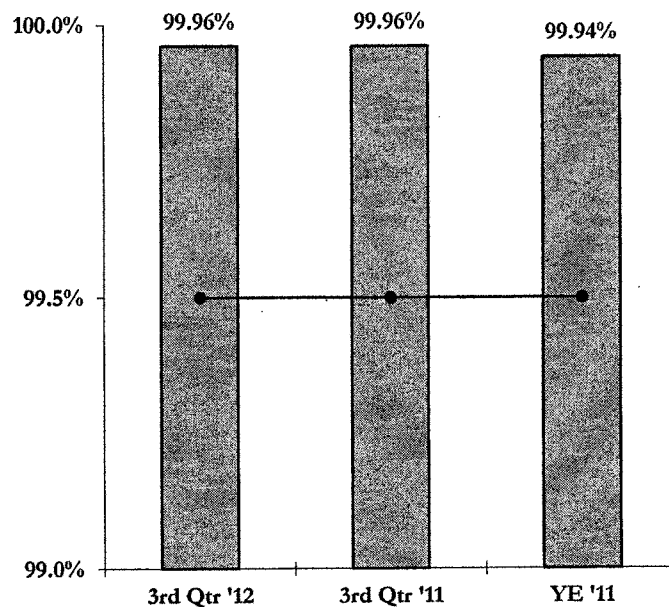
*formerly Brooklyn-Battery Tunnel

E-ZPass Toll Lane Availability

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

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

E-ZPass Toll Lane Availability Performance



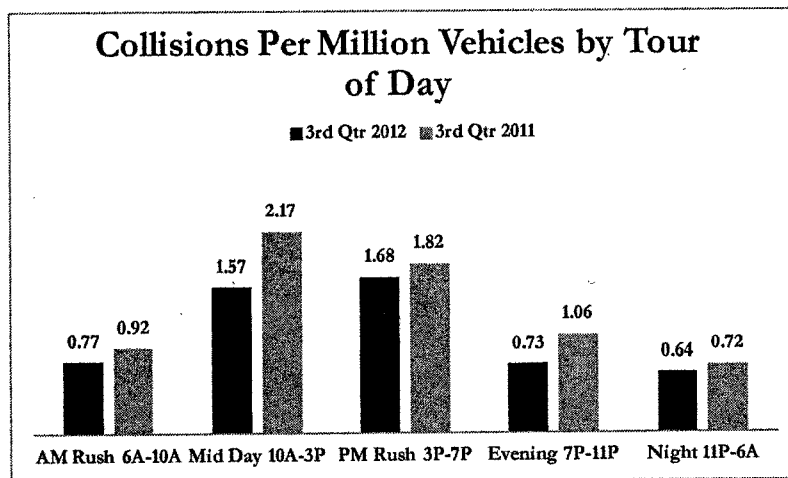
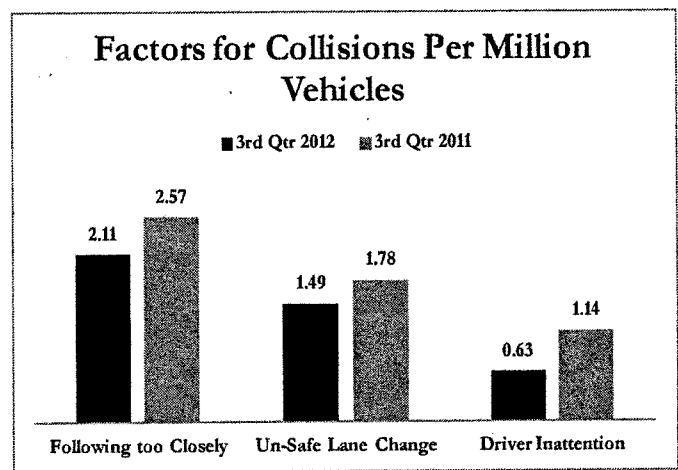
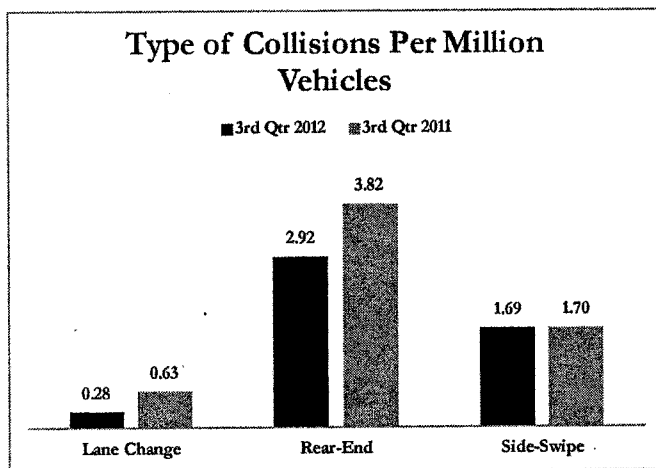
Performance Statistics	ACTUAL							GOAL
	Year End				3rd Qtr	3rd Qtr	% Chg B/(W)	YE
	2008	2009	2010	2011	2011	2012		2012
E-ZPass toll lane availability	99.93%	99.90%	99.89%	99.94%	99.96%	99.96%	0.00%	99.50%



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

Customer Safety

In the third quarter 2012, the collision rate per million vehicles was 5.40 and the collision with injury rate per million vehicles was 0.92. The majority of collisions on B&T facilities were rear-end accidents caused by following too closely. Special Operations Division deployed increased resources at the Robert F. Kennedy Narrows Bridge during the quarter to deter aggressive driving behaviors. These efforts helped to reduce total collisions 39% compared to the third quarter 2011 at the facility.



Operations personnel issued 1,512 speeding summonses in the third quarter 2012, a 24.3% increase from the same period in 2011. B&T's Special Operations Division issued 600 truck enforcement-related summonses in the third quarter 2012 compared to 514 in the third quarter 2011, a 16.7% increase.

Customer Safety continued

Performance Statistics	ACTUALS							GOAL
	Year End				3rd Qtr	3rd Qtr	% Chg	YE
	2008	2009	2010	2011	2011	2012	B/(W)	2012
Collision rate per million vehicles	5.04	4.88	5.40	5.48	6.70	5.40	19.4%	5.21
Collision with injury rate per million vehicles	0.95	0.96	0.90	0.88	1.31	0.92	29.8%	0.84
Speeding summonses	8,062	5,471	5,194	5,811	1,216	1,512	24.3%	N/A
Truck summonses	2,502	4,012	2,601	2,213	514	600	16.7%	N/A
Emergency wrecker response time (min:sec)	6:41	6:53	6:45	7:02	7:05	6:33	7.5%	N/A

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

- B&T worked with the New York City Department of Transportation to facilitate lane striping on the southbound Henry Hudson Parkway near Dyckman and Kappock Streets, resulting in clear traffic lanes for highway-speed traffic approaching and departing the Henry Hudson Bridge.
- Also at the Henry Hudson Bridge, a secondary catch basin at the Kappock Street exit was installed to alleviate flood problems.
- Delineators were restored at the Belt Parkway ramp cutouts of the Verrazano-Narrows Bridge. In addition, potholes were repaired in lanes 21, 22, and 24.
- Plaza lane delineators were reinstalled at the Bronx-Whitestone Bridge to improve the safe flow of traffic toward the plaza. Multiple potholes were repaired at this facility during the quarter.
- Also at the Bronx-Whitestone, a new salt dome was opened to allow for easier employee access during severe weather events.



INDICATOR DEFINITIONS

CUSTOMER ENVIRONMENT

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



INDICATOR DEFINITIONS - (CONTINUED)

CUSTOMER SERVICE

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

**INDICATOR DEFINITIONS - (CONTINUED)**

CUSTOMER SAFETY

Indicator Name:	Collision rate per million vehicles
Description:	The rate of vehicular collisions for every one million vehicles
Source:	Operations and Traffic Engineering database of accident reports Traffic data is supplied by the Revenue Management Department. Rates are calculated by Operations personnel using source data
Indicator Name:	Collision with injury rate per million vehicles
Description:	The rate of vehicular collisions on B&T property where an injury occurred for every one million vehicles. Total injuries include injuries where customers indicate that they are injured at the scene.
Source:	Operations and Traffic Engineering database of accident reports Traffic data is supplied by the Revenue Management Department. Rates are derived by Operations personnel using source data
Indicator Name:	Speeding summonses
Description:	The number of speed enforcement and speeding in construction zone enforcement summonses written at facilities
Source:	Facility database
Indicator Name:	Truck summonses
Description:	The number of truck enforcement summonses written at facilities including CFR and overweight violations
Source:	Facility database
Indicator Name:	Emergency wrecker response time
Description:	The average time recorded from the time a call is reported to the time a wrecker arrives on the scene. This includes wrecker responses to collisions, disabled vehicles, and debris in roadway.
Source:	Facility database
Indicator Name:	Collisions by Type
Description:	The percentage of collisions associated with each type of accident
Source:	CARS database
Indicator Name:	Collisions by Tour
Description:	The percentage of collisions that occurred within each of the five tour periods of a day
Source:	CARS database
Indicator Name:	Collisions by Factor
Description:	The percentage of collisions attributed to each of the causal factors
Source:	CARS database



Bridges and Tunnels

E-ZPass Performance Report September 2012

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

E-ZPass Performance at All B&T Facilities¹			
	September 2012	Year to Date	September 2011
Total E-ZPass Traffic ²	19,324,565	174,154,542	19,135,541
E-ZPass Market Share: Total	81.4%	80.9%	79.9%
Cars	80.7%	80.2%	79.1%
Trucks	90.8%	90.9%	90.0%

Weekday E-ZPass Performance by Facility^{1,2}			
Facility	September Average E-ZPass Weekday Traffic and Market Share		
	2012 Average Traffic	2012 Market Share	2011 Market Share
Bronx-Whitestone Bridge	85,157	78.0%	75.4%
Cross Bay Veterans Memorial Bridge	18,175	84.4%	81.3%
Henry Hudson Bridge	58,395	89.2%	87.8%
Hugh L. Carey Tunnel ³	46,505	88.4%	87.0%
Marine Parkway-Gil Hodges Memorial Bridge	19,096	87.7%	85.1%
Queens Midtown Tunnel	76,054	87.8%	85.5%
Robert F. Kennedy Bridge - Bronx Plaza	57,797	74.9%	73.0%
Robert F. Kennedy Bridge - Manhattan Plaza	76,356	84.6%	82.5%
Throgs Neck Bridge	93,296	83.4%	81.5%
Verrazano-Narrows Bridge	<u>157,368</u>	85.3%	83.8%
All Facilities	688,199	83.8%	81.9%

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
September 2012
Preliminary data subject to final audit

Weekday Peak Hour E-ZPass Performance by Facility⁴				
Facility	September E-ZPass Market Share			
	2012 AM Peak	2011 AM Peak	2012 PM Peak	2011 PM Peak
Bronx-Whitestone Bridge	83.6%	80.5%	79.6%	77.1%
Cross Bay Veterans Memorial Bridge	88.0%	85.5%	85.4%	81.8%
Henry Hudson Bridge	92.1%	90.6%	90.4%	88.9%
Hugh L. Carey Tunnel ⁵	91.7%	91.1%	87.9%	87.8%
Marine Parkway-Gil Hodges Memorial Bridge	91.2%	88.8%	88.1%	85.5%
Queens Midtown Tunnel	90.1%	87.9%	87.8%	86.1%
Robert F. Kennedy Bridge - Bronx Plaza	80.5%	78.9%	76.4%	74.3%
Robert F. Kennedy Bridge - Manhattan Plaza	87.1%	85.6%	85.1%	82.8%
Throgs Neck Bridge	88.0%	86.3%	83.9%	82.7%
Verrazano-Narrows Bridge ⁶	N/A	N/A	88.8%	87.7%
All Facilities	87.4%	85.5%	85.0%	83.4%

Weekend E-ZPass Performance by Facility¹			
Facility	September Average E-ZPass Weekend Traffic and Market Share		
	2012 Avg. Traffic	2012 Market Share	2011 Market Share
Bronx-Whitestone Bridge	79,037	70.7%	67.8%
Cross Bay Veterans Memorial Bridge	15,112	76.9%	75.0%
Henry Hudson Bridge	48,282	85.1%	83.2%
Hugh L. Carey Tunnel ⁵	33,736	83.1%	80.7%
Marine Parkway-Gil Hodges Memorial Bridge	16,675	81.9%	80.0%
Queens Midtown Tunnel	59,443	82.9%	80.1%
Robert F. Kennedy Bridge - Bronx Plaza	48,118	66.2%	63.6%
Robert F. Kennedy Bridge - Manhattan Plaza	61,816	78.4%	75.9%
Throgs Neck Bridge	88,062	77.3%	75.3%
Verrazano-Narrows Bridge	<u>139,690</u>	78.4%	76.7%
All Facilities	589,971	77.2%	74.8%

Notes:

4. Peak E-ZPass market shares report the market share figures for all vehicles during the highest overall traffic hour in the AM and PM periods for each facility.
5. 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
September 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	September 2012 Total B&T E-ZPass Transactions	September 2012 Percentage of B&T Total Transactions	September 2011 Percentage of B&T Total Transactions
New York State Thruway Authority ⁸	1,573,704	7.48%	7.45%
New Jersey Toll Agencies ⁹	1,166,533	5.54%	5.54%
Port Authority of NY and NJ	1,118,095	5.31%	5.50%
Massachusetts Turnpike Authority ¹⁰	113,273	0.54%	0.50%
Pennsylvania Turnpike Commission	71,587	0.34%	0.34%
Maryland Transportation Authority	33,691	0.16%	0.15%
Virginia Department of Transportation ¹¹	19,939	0.09%	0.09%
Delaware River Joint Toll Bridge Commission	12,130	0.06%	0.06%
Delaware Department of Transportation	11,728	0.06%	0.06%
New Hampshire Department of Transportation	10,015	0.05%	0.05%
Other ¹²	<u>34,567</u>	<u>0.16%</u>	<u>0.15%</u>
Total	4,165,262	19.79%	19.90%

Other Agency B&T E-ZPass Transactions			
Agency Used By B&T Customers	September 2012	YTD 2012	September 2011
New York State Thruway Authority ⁸	2,428,908	21,570,846	2,448,945
New Jersey Toll Agencies ⁹	4,756,262	43,755,832	5,216,566
Port Authority of NY and NJ	3,139,388	28,182,024	3,045,538
New York State Bridge Authority	233,845	2,040,236	228,718
Massachusetts Turnpike Authority ¹⁰	519,268	4,166,007	474,589
Pennsylvania Turnpike Commission	228,467	2,001,800	212,328
Maryland Transportation Authority	233,438	2,252,513	203,230
Virginia Department of Transportation ¹¹	107,183	942,490	92,943
Delaware River Joint Toll Bridge Commission	215,737	1,909,802	227,173
Delaware Department of Transportation	222,715	2,082,511	212,354
New Hampshire Department of Transportation	91,977	839,607	93,833
Other ¹²	<u>340,070</u>	<u>2,754,290</u>	<u>304,290</u>
Total	12,517,258	112,497,958	12,760,507

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
September 2012
Preliminary data subject to final audit

E-ZPass Customer Service Statistics

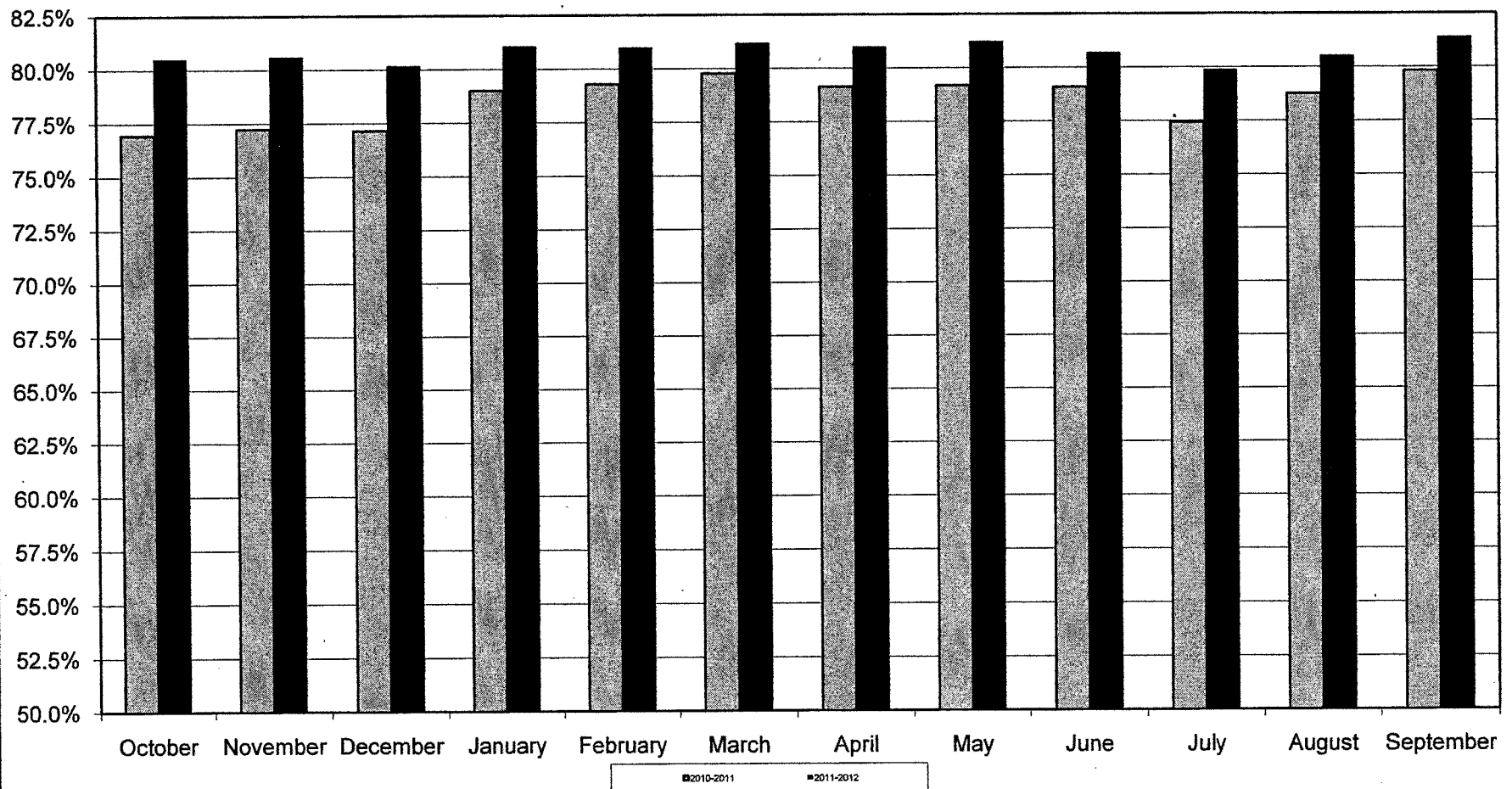
MTA Bridges and Tunnels Customers			
	September 2012	YTD 2012	YTD 2011
Accounts Opened:			
Internet	5,360	54,539	68,430
Walk-In	1,606	17,664	22,663
Mail/Phone	718	9,541	6,860
On-The-Go	<u>9,731</u>	<u>93,746</u>	<u>35,111</u>
Total Accounts Opened	17,415	175,490	133,064
Total Active Accounts		2,364,790	2,133,612
Number of E-ZPass Tags Issued ¹³	40,158	433,992	335,899
Total Active Tags ¹⁴		3,866,848	3,662,191

Customer Service Indicators			
	September 2012	YTD 2012	YTD 2011
Phone Calls Answered by Customer Service Center:			
Customer Service Representatives	230,547	2,153,463	1,974,226
Automated System	<u>347,793</u>	<u>3,082,838</u>	<u>2,689,891</u>
Total Phone Calls Answered	578,340	5,236,301	4,664,117
Average Phone Call Waiting Time (in min.):			
Customer Service Representatives	0.15	0.24	0.38
Commercial Unit	0.37	0.36	0.36
Avg. Monthly B&T E-ZPass Trips Per Account	6.44	6.66	7.02
Average Number of Active Tags Per Account	1.64	1.64	1.72

E-ZPass Tag Replacement Program			
	September 2012	YTD 2012	2011-2012
Number of Replacement Tags Mailed	42,534	354,920	1,087,125
Number of Tags Returned ¹⁵	47,106	387,264	1,050,335
Number of Tags Pending Return	N/A	N/A	36,790

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
October 2010 to September 2012**





Bridges and Tunnels

Financial Report September 2012

MTA BRIDGES & TUNNELS
BALANCE SHEET
As of SEPTEMBER 30, 2012
(in thousands)

ASSETS

CURRENT ASSETS:

Cash-Unrestricted	\$22,653
Investments:	
Unrestricted	42,206
Restricted	393,350
Accrued interest receivable	718
Accounts receivable	20,286
Tolls due from other agencies	21,206
Prepaid expenses	<u>1,815</u>
 Total current assets	 <u>502,234</u>

NONCURRENT ASSETS:

Investments:	
Unrestricted	30,736
Restricted	434,929
Facilities, less acc. dep of \$1,102,422	4,014,610
Capital lease 2 Broadway net acc. dep.	45,590
Deferred financing costs	406,167
Derivative Hedge Assets	220,793
Security Deposits	<u>15,460</u>
 Total noncurrent assets	 <u>5,168,285</u>

TOTAL ASSETS	<u><u>\$5,670,519</u></u>
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MTA BRIDGES & TUNNELS**BALANCE SHEET****As of SEPTEMBER 30, 2012**

(in thousands)

LIABILITIES**CURRENT LIABILITIES:**

Current portion-long term debt	\$160,420
Interest Payable	135,445
Accounts Payable	50,521
Payable to MTA-CAP	27,180
Due to MTA-Operating Expenses	5,419
Due to TA-Operating and Finance Expenses	30,711
Accrued salaries	26,144
Accrued Vac & Sick Benefits	17,281
Current portion of estimated liability arising from injury	3,643
Current portion of capital lease obligation	6,329
Pollution remediation projects	1,837
Due to New York City Transit Authority	28,925
Due to Metropolitan Transportation Authority	47,282
Pension Contribution Payable	8,404
Unredeemed Tolls	127,154
Tolls due to other agencies	34,617
E-ZPass Airport Toll Liability	4,743

Total current liabilities 716,055

NONCURRENT LIABILITIES:

Long term debt	8,873,209
Post Employment Benefits Other than Pensions	356,850
Estimated liability arising from injury	20,900
Capital lease obligations	133,363
Derivative Hedge Liabilities	222,445
Security deposits-Contra	15,460

Total noncurrent liabilities 9,622,227

TOTAL LIABILITIES 10,338,282

FUND BALANCES (4,667,763) *

TOTAL LIABILITIES & FUND BALANCES \$5,670,519

*The negative Fund Balance of \$ 4,667,763 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
September 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	125.527	124.259	(1.268)	(1.0)	0.000	0.000	0.000	-	125.527	124.259	(1.268)	(1.0)
Other Operating Revenue	1.221	1.863	0.642	52.6	0.000	0.000	0.000	-	1.221	1.863	0.642	52.6
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.191	0.994	(0.197)	(16.5)	1.191	0.994	(0.197)	(16.5)
Investment Income	0.009	0.015	0.006	66.7	0.000	0.000	0.000	-	0.009	0.015	0.006	66.7
Total Revenue	\$126.757	\$126.137	(\$0.620)	(0.5)	\$1.191	\$0.994	(\$0.197)	(16.5)	\$127.948	\$127.131	(\$0.817)	(0.6)
Expenses												
Labor:												
Payroll	\$10.135	\$9.131	\$1.004	9.9	\$0.447	\$0.438	\$0.009	2.0	\$10.582	\$9.569	\$1.013	9.6
Overtime	1.614	1.675	(0.061)	(3.8)	0.014	0.000	0.014	100.0	1.628	1.675	(0.047)	(2.9)
Health and Welfare	2.153	2.314	(0.161)	(7.5)	0.074	0.111	(0.037)	(50.0)	2.227	2.425	(0.198)	(8.9)
OPEB Current Payment	1.275	0.942	0.333	26.1	0.000	0.000	0.000	-	1.275	0.942	0.333	26.1
Pensions	2.669	2.724	(0.055)	(2.1)	0.132	0.077	0.055	41.7	2.801	2.801	0.000	0.0
Other Fringe Benefits	1.900	1.762	0.138	7.3	0.056	0.049	0.007	12.5	1.956	1.811	0.145	7.4
Reimbursable Overhead	(0.468)	(0.319)	(0.149)	(31.8)	0.468	0.319	0.149	31.8	0.000	0.000	0.000	-
Total Labor Expenses	\$19.278	\$18.229	\$1.049	5.4	\$1.191	\$0.994	\$0.197	16.5	\$20.469	\$19.223	\$1.246	6.1
Non-Labor:												
Electric Power	\$0.881	\$0.520	\$0.361	41.0	\$0.000	\$0.000	\$0.000	-	\$0.881	\$0.520	\$0.361	41.0
Fuel	0.079	0.220	(0.141)	*	0.000	0.000	0.000	-	0.079	0.220	(0.141)	*
Insurance	0.404	0.513	(0.109)	(27.0)	0.000	0.000	0.000	-	0.404	0.513	(0.109)	(27.0)
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	12.495	9.909	2.586	20.7	0.000	0.000	0.000	-	12.495	9.909	2.586	20.7
Professional Service Contracts	2.617	2.033	0.584	22.3	0.000	0.000	0.000	-	2.617	2.033	0.584	22.3
Materials & Supplies	0.423	0.130	0.293	69.3	0.000	0.000	0.000	-	0.423	0.130	0.293	69.3
Other Business Expenses	2.175	1.835	0.340	15.6	0.000	0.000	0.000	-	2.175	1.835	0.340	15.6
Total Non-Labor Expenses	\$19.074	\$15.160	\$3.914	20.5	\$0.000	\$0.000	\$0.000	-	\$19.074	\$15.160	\$3.914	20.5
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.	\$38.352	\$33.389	\$4.963	12.9	\$1.191	\$0.994	\$0.197	16.5	\$39.543	\$34.383	\$5.160	13.0
Depreciation	\$7.611	\$7.463	\$0.148	1.9	\$0.000	\$0.000	\$0.000	-	\$7.611	\$7.463	\$0.148	1.9
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	0.043	(0.043)	-	0.000	0.000	0.000	-	0.000	0.043	(0.043)	-
Total Expenses after Non-Cash Liability Adjs.	\$52.046	\$46.978	\$5.068	9.7	\$1.191	\$0.994	\$0.197	16.5	\$53.237	\$47.972	\$5.265	9.9
Less: Depreciation	\$7.611	\$7.463	\$0.148	1.9	\$0.000	\$0.000	\$0.000	-	\$7.611	\$7.463	\$0.148	1.9
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	\$38.352	\$33.432	\$4.920	12.8	\$1.191	\$0.994	\$0.197	16.5	\$39.543	\$34.426	\$5.117	12.9
Net Surplus/(Deficit)	\$88.405	\$92.705	\$4.300	4.9	\$0.000	\$0.000	\$0.000	-	\$88.405	\$92.705	\$4.300	4.9

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
September 2012
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Net Income/(Deficit)									\$88.405	\$92.705	\$4.300	4.9
Less: Capitalized Assets									0.700	1.203	(0.503)	(71.9)
Reserves									2.705	2.705	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$85.000	\$88.797	\$3.797	4.5
Less: Debt Service									52.348	49.632	2.716	5.2
Income Available for Distribution									\$32.652	\$39.165	\$6.513	19.9
Distributable To:												
MTA - Investment Income									0.009	0.015	0.006	66.7
MTA - Distributable Income									21.591	24.610	3.019	14.0
NYCTR - Distributable Income									11.052	14.540	3.488	31.6
Total Distributable Income									\$32.652	\$39.165	\$6.513	19.9
Support to Mass Transit:												
Total Revenues									127.948	127.131	(0.817)	(0.6)
Less: Total Operating Expenses									<u>39.543</u>	<u>34.426</u>	<u>5.117</u>	12.9
Net Operating Income/(Deficit)									\$88.405	\$92.705	\$4.300	4.9
Deductions from Net Operating Income:												
Capitalized Assets									0.700	1.203	(0.503)	(71.9)
Reserves									2.705	2.705	0.000	0.0
B&T Debt Service									19.827	16.546	3.281	16.5
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$23.232	\$20.454	\$2.778	12.0
Total Support to Mass Transit									\$65.173	\$72.251	\$7.078	10.9

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
September 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	1,134.498	1,132.104	(2.394)	(0.2)	0.000	0.000	0.000	-	1,134.498	1,132.104	(2.394)	(0.2)
Other Operating Revenue	11.637	13.735	2.098	18.0	0.000	0.000	0.000	-	11.637	13.735	2.098	18.0
Capital & Other Reimbursements	0.000	0.000	0.000	-	10.479	11.088	0.609	5.8	10.479	11.088	0.609	5.8
Investment Income	0.076	0.089	0.013	17.1	0.000	0.000	0.000	-	0.076	0.089	0.013	17.1
Total Revenue	\$1,146.211	\$1,145.928	(\$0.283)	(0.0)	\$10.479	\$11.088	\$0.609	5.8	\$1,156.690	\$1,157.016	\$0.326	0.0
Expenses												
Labor:												
Payroll	\$88.364	\$84.595	\$3.769	4.3	\$4.235	\$4.701	(\$0.466)	(11.0)	\$92.599	\$89.296	\$3.303	3.6
Overtime	14.889	14.940	(0.051)	(0.3)	0.159	0.137	0.022	13.8	15.048	15.077	(0.029)	(0.2)
Health and Welfare	17.965	18.048	(0.083)	(0.5)	0.894	1.167	(0.273)	(30.5)	18.859	19.215	(0.356)	(1.9)
OPEB Current Payment	10.993	10.465	0.528	4.8	0.000	0.000	0.000	-	10.993	10.465	0.528	4.8
Pensions	26.810	26.943	(0.133)	(0.5)	0.970	0.837	0.133	13.7	27.780	27.780	0.000	0.0
Other Fringe Benefits	12.483	12.139	0.344	2.8	0.507	0.536	(0.029)	(5.7)	12.990	12.675	0.315	2.4
Reimbursable Overhead	(3.714)	(3.710)	(0.004)	(0.1)	3.714	3.710	0.004	0.1	0.000	0.000	0.000	-
Total Labor Expenses	\$167.790	\$163.420	\$4.370	2.6	\$10.479	\$11.088	(\$0.609)	(5.8)	\$178.269	\$174.508	\$3.761	2.1
Non-Labor:												
Electric Power	\$5.236	\$4.436	\$0.800	15.3	\$0.000	\$0.000	\$0.000	-	\$5.236	\$4.436	\$0.800	15.3
Fuel	1.890	2.087	(0.197)	(10.4)	0.000	0.000	0.000	-	1.890	2.087	(0.197)	(10.4)
Insurance	3.965	4.441	(0.476)	(12.0)	0.000	0.000	0.000	-	3.965	4.441	(0.476)	(12.0)
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	66.735	57.190	9.545	14.3	0.000	0.000	0.000	-	66.735	57.190	9.545	14.3
Professional Service Contracts	16.445	14.207	2.238	13.6	0.000	0.000	0.000	-	16.445	14.207	2.238	13.6
Materials & Supplies	2.317	1.351	0.966	41.7	0.000	0.000	0.000	-	2.317	1.351	0.966	41.7
Other Business Expenses	17.972	16.510	1.462	8.1	0.000	0.000	0.000	-	17.972	16.510	1.462	8.1
Total Non-Labor Expenses	\$114.560	\$100.222	\$14.338	12.5	\$0.000	\$0.000	\$0.000	-	\$114.560	\$100.222	\$14.338	12.5
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.	\$282.350	\$263.642	\$18.708	6.6	\$10.479	\$11.088	(\$0.609)	(5.8)	\$292.829	\$274.730	\$18.099	6.2
Depreciation	\$67.095	\$65.980	\$1.115	1.7	\$0.000	\$0.000	\$0.000	-	\$67.095	\$65.980	\$1.115	1.7
OPEB Obligation	54.750	54.750	0.000	0.0	0.000	0.000	0.000	-	54.750	54.750	0.000	0.0
Environmental Remediation	0.007	0.055	(0.048)	*	0.000	0.000	0.000	-	0.007	0.055	(0.048)	*
Total Expenses after Non-Cash Liability Adjs.	\$404.202	\$384.427	\$19.775	4.9	\$10.479	\$11.088	(\$0.609)	(5.8)	\$414.681	\$395.515	\$19.166	4.6
Less: Depreciation	\$67.095	\$65.980	\$1.115	1.7	\$0.000	\$0.000	\$0.000	-	\$67.095	\$65.980	\$1.115	1.7
Less: OPEB Obligation	54.750	54.750	0.000	0.0	0.000	0.000	0.000	-	54.750	54.750	0.000	0.0
Total Expenses	\$282.357	\$263.697	\$18.660	6.6	\$10.479	\$11.088	(\$0.609)	(5.8)	\$292.836	\$274.785	\$18.051	6.2
Net Surplus/(Deficit)	\$863.854	\$882.231	\$18.377	2.1	\$0.000	\$0.000	\$0.000	-	\$863.854	\$882.231	\$18.377	2.1

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
September Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Net Income/(Deficit)									\$863.854	\$882.231	\$18.377	2.1
Less: Capitalized Assets									3.069	\$3.086	(\$0.017)	(0.6)
Reserves									16.884	16.884	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$843.901	\$862.261	\$18.360	2.2
Less: Debt Service									461.342	453.340	8.002	1.7
Income Available for Distribution									\$382.559	\$408.921	\$26.362	6.9
Distributable To:												
MTA - Investment Income									0.076	0.089	0.013	17.1
MTA - Distributable Income									238.122	250.433	12.311	5.2
NYCTR - Distributable Income									144.361	158.399	14.038	9.7
Total Distributable Income									\$382.559	\$408.921	\$26.362	6.9
Support to Mass Transit:												
Total Revenues									1,156.690	1,157.016	0.326	0.0
Less: Total Operating Expenses									<u>292.836</u>	<u>274.785</u>	<u>18.051</u>	6.2
Net Operating Income/(Deficit)									\$863.854	\$882.231	\$18.377	2.1
Deductions from Net Operating Income:												
Capitalized Assets									3.069	3.086	(0.017)	(0.6)
Reserves									16.884	16.884	0.000	0.0
B&T Debt Service									160.995	149.559	11.436	7.1
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$180.948	\$169.529	\$11.419	6.3
Total Support to Mass Transit									\$682.906	\$712.702	\$29.796	4.4

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		September 2012	Favorable/ (Unfavorable) Variance		Year-to-Date
	\$	%	Reason for Variance	\$	%	Reason for Variance
Total						
Vehicle Toll Revenue	(1.268)	-1.0%	Lower toll revenue due to 0.5% lower traffic as compared to the monthly forecast allocation (\$0.569) and a lower than anticipated average toll (0.699).	(2.394)	-0.2%	Lower toll revenue primarily due to 0.2% lower traffic as compared to the YTD forecast allocation.
Other Operating Revenue	0.642	52.6%	Higher Other Operating Revenue primarily due to higher revenues from the Battery Parking Garage (\$0.294M) and higher E-ZPass administrative fees (\$0.283M).	2.098	18.0%	Higher Other Operating Revenue primarily due to higher E-ZPass administrative fees (\$0.889M), higher revenues from the Battery Parking Garage (\$0.678M) and the auctioning of non-revenue fleet vehicles (\$0.266M).
Capital and Other Reimbursements	(0.197)	-16.5%	Lower capital reimbursable expenses against the monthly forecast allocation.	0.609	5.8%	Higher capital reimbursable expenses against the YTD forecast allocation.
Investment Income	0.006	66.7%	Minor variance.	0.013	17.1%	Minor variance.
Payroll	1.013	9.6%	Lower payroll expenses due to vacancies.	3.303	3.6%	Lower payroll expenses due to vacancies.
Overtime	(0.047)	-2.9%	Higher than planned expenses primarily due to payroll vacancies	(0.029)	-0.2%	Higher than planned expenses primarily due to payroll vacancies.
Health and Welfare	(0.198)	-8.9%	Higher Health and Welfare expenses due to timing as compared to the monthly forecast allocation.	(0.356)	-1.9%	Minor variance.
OPEB Current Payment	0.333	26.1%	Lower OPEB expenses against the monthly forecast allocation.	0.528	4.8%	Lower OPEB expenses against the YTD forecast allocation.
Pensions	0.000	-	No variance.	0.000	-	No variance.
Other Fringe Benefits	0.145	7.4%	Lower expenses primarily due to vacancies.	0.315	2.4%	Minor variance.
Electricity - Non-Traction	0.361	41.0%	Lower electricity expenses against the monthly forecast allocation.	0.800	15.3%	Lower electricity expenses against the YTD forecast allocation.
Fuel	(0.141)	-178.5%	Higher fuel expenses due to the timing of invoiced deliveries.	(0.197)	-10.4%	Higher fuel expenses due to the timing of invoiced deliveries.
Insurance	(0.109)	-27.0%	Higher expense for Property Insurance (-\$0.112M) against the monthly forecast allocation.	(0.476)	-12.0%	Higher expense for Property Insurance (-\$0.501M) against the YTD forecast allocation.
Maintenance and Other Operating Contracts	2.586	20.7%	Lower expenses primarily for Major Maintenance and Painting (\$2.097M), Security/Surveillance Equipment (\$0.118M), Facility Maintenance and Repair Services (\$0.114M) and other expenses against the monthly forecast allocation.	9.545	14.3%	Lower expenses primarily for Major Maintenance and Painting (\$6.759M), Facility Maintenance and Repair Services (\$0.453M), E-ZPass tag purchases (\$0.383M), Telephone Service/Usage (\$0.336M), Refuse and Recycling (\$0.292M), Security/Surveillance Equipment (\$0.272M) and other expenses against the YTD forecast allocation.
Professional Service Contracts	0.584	22.3%	Lower expenses primarily for Planning Studies (\$0.231M), Office Equipment Maintenance and Repair Services (\$0.110M) and other expenses against the monthly forecast allocation.	2.238	13.6%	Lower expenses primarily for Planning Studies (\$0.977M), MTA Other Professional Services (\$0.284M), Financial Services/Bank Fees (\$0.221M), Bond Issuance Costs (\$0.186M), IT Consultant Services (\$0.184M), Outside Training (\$0.163M), IT Hardware (\$0.144M) and Advertising (\$0.126M) against the YTD forecast allocation.
Materials & Supplies	0.293	69.3%	Lower expenses across a variety of small equipment and supply categories.	0.966	41.7%	Lower expenses primarily for Roadway Equipment (\$0.186M) and lower expenses across a variety of small equipment and supply categories against the YTD forecast allocation.
Other Business Expense	0.340	15.6%	Lower expenses primarily for Credit/Debit Card Fees (\$0.354M) against the monthly forecast allocation.	1.462	8.1%	Lower expenses primarily for Credit/Debit Card Fees (\$1.364M) against the YTD forecast allocation.
Depreciation	0.148	1.9%	Minor variance.	1.115	1.7%	Minor variance.
Other Post Employment Benefits	0.000	-	No variance.	0.000	-	No variance.
Reimbursable						
Payroll	0.009	2.0%	Lower than planned reimbursable expenses against the monthly forecast allocation.	(0.466)	-11.0%	Higher than planned reimbursable expenses against the YTD forecast allocation.
Overtime	0.014	100.0%	See overtime tables	0.022	13.8%	See overtime tables
Health and Welfare	(0.037)	-50.0%	Higher than planned reimbursable expenses against the monthly forecast allocation.	(0.273)	-30.5%	Higher than planned reimbursable expenses against the YTD forecast allocation.
OPEB Current Payment	0.000	-	No variance.	0.000	-	No variance.
Pensions	0.055	41.7%	Lower than planned reimbursable expenses against the monthly forecast allocation.	0.133	13.7%	Lower than planned reimbursable expenses against the YTD forecast allocation.
Other Fringe Benefits	0.007	12.5%	Lower than planned reimbursable expenses against the monthly forecast allocation.	(0.029)	-5.7%	Higher than planned reimbursable expenses against the YTD forecast allocation.
Reimbursable Overhead	0.148	31.8%	Lower than planned reimbursable expenses against the monthly forecast allocation.	0.004	0.1%	Lower than planned reimbursable expenses against the YTD forecast allocation.

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

Month of September

Year to date ending September 2012.

Comparison Current Year vs. Prior Year:

Prior Year		Current Year		Percentage Change			Prior Year		Current Year		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
3.1	\$19.2	3.3	\$19.9	5.5%	3.5%	Bronx-Whitestone	28.1	\$172.2	29.8	\$180.8	5.8%	5.0%
0.6	1.2	0.6	1.2	2.9%	1.5%	Cross Bay	5.4	10.8	5.7	11.2	4.4%	4.2%
1.8	4.9	1.8	4.8	0.8%	-1.0%	Henry Hudson	16.5	44.2	16.7	44.2	1.3%	0.1%
1.4	7.4	1.4	7.4	2.1%	0.0%	Hugh L. Carey*	12.3	65.2	12.8	67.3	3.7%	3.1%
0.6	1.2	0.6	1.2	-2.6%	-2.4%	Marine Parkway	5.7	10.7	5.9	11.1	2.5%	3.6%
2.4	13.5	2.4	13.3	-0.7%	-1.9%	Queens Midtown	21.1	117.7	21.7	120.2	2.6%	2.2%
2.4	15.0	2.2	14.2	-4.7%	-5.6%	RFK - Bronx	20.6	131.5	20.4	129.8	-0.8%	-1.3%
2.6	14.2	2.6	13.8	-1.5%	-2.4%	RFK - Manhattan	22.6	123.8	22.8	123.8	0.6%	0.0%
3.5	23.0	3.4	21.9	-3.9%	-5.0%	Throgs Neck	30.4	200.2	30.0	197.8	-1.2%	-1.2%
5.5	27.7	5.4	26.7	-2.7%	-3.8%	Verrazano-Narrows	49.4	248.4	49.6	245.8	0.4%	-1.0%
24.0	\$127.3	23.7	\$124.3	-1.0%	-2.4%	Total	212.3	\$1,124.6	215.3	\$1,132.1	1.4%	0.7%
	\$5.308		\$5.234		-1.4%	Revenue Per Vehicle		\$5.297		\$5.258		-0.7%

*Formerly Brooklyn-Battery Tunnel

Note: Numbers may not add due to rounding.

Comparison Actual vs. Mid-Year Forecast:

Mid-Year Forecast		Sep Actual		Percentage Change			Mid-Year Forecast		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
23.8	125.5	23.7	124.3	-0.5%	-1.0%	Total All	215.7	\$1,134.5	215.3	\$1,132.1	-0.2%	-0.2%
	\$5.264		\$5.234		-0.6%	Revenue Per Vehicle		\$5.259		\$5.258		0.0%

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
September 2012

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	2	2	-	
Law	7	7	-	
CFO ⁽¹⁾	27	27	-	
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	63	10	
Operations				
Revenue Management	41	36	5	1 BTO and 4 Professional vacancies
Operations (Non-Security)	732	643	89	1 Professional, 2 Superior Officer and 89 Bridge and Tunnel Officer vacancies;
Total Operations	773	679	94	3 Managerial overages
Maintenance				
Maintenance	169	170	(1)	1 Managerial and 1 Maintainer over headcount; 1 Professional vacancy
Operations - Maintainers	170	169	1	1 Maintainer vacancy
Technology	56	54	2	2 Professional vacancies
Internal Security - Tech Svcs	8	10	(2)	2 Maintainers over headcount
Total Maintenance	403	403	-	
Engineering/Capital				
Engineering & Construction	127	119	8	1 Managerial and 7 Professional vacancies
Health & Safety	8	8	-	
CFO-Planning & Budget Capital	12	13	(1)	1 Professional overage
Total Engineering/Capital	147	140	7	
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
September 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	39	6	6 Professional vacancies in Staff Services
Operational Hourlies	-	-	-	
Total Administration	73	63	10	
Operations				
Managers/Supervisors	52	55	(3)	3 Managerial overages in Operations
Professional, Technical, Clerical	39	34	5	1 Professional vacancy in Operations and 4 in Revenue Management
Operational Hourlies ⁽¹⁾	682	590	92	90 BTO vacancies (89 in Operations and 1 in Revenue Management) and 2 Superior Officer vacancies in Operations.
Total Operations	773	679	94	
Maintenance				
Managers/Supervisors	29	30	(1)	1 Managerial overage in Maintenance
Professional, Technical, Clerical	61	58	3	1 Professional vacancy in Maintenance and 2 in Technology
Operational Hourlies ⁽²⁾	313	315	(2)	2 Maintainer overages in Internal Security
Total Maintenance	403	403	-	
Engineering/Capital				
Managers/Supervisors	33	32	1	1 Managerial vacancy in Engineering
Professional, Technical, Clerical	114	108	6	7 Professional vacancies in Engineering; 1 Professional overage in Planning and Budget
Operational Hourlies	-	-	-	
Total Engineering/Capital	147	140	7	
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	266	21	
Operational Hourlies	1,229	1,139	90	
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 October 2012

MTA BRIDGES & TUNNELS

CAPITAL PROGRAM

STATUS REPORT

OCTOBER 31, 2012

Introduction

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

Year to Date Progress

Commitments

In October there were three commitments made with a total value of \$8.9 million. Year-to-date there has been 71 commitments made with a total value of \$147.5 million against a plan year-to-date total of 72 commitments with a total value of \$572.3 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 November. There were two significant commitments made in October.

- **BB43**, Rehabilitation of Battery Parking Garage, Elevator Construction for \$2.9 million
- **BW97**, Concrete Anchorage Repairs, Construction (Bronx Anchorage) for \$5.3 million.

Completions

There was one completion made in October: **VN88**, Tower Painting - Below Roadway Level (Painting) for \$30.4 million (See Attachment 3 - 2012 Completion Chart; Attachment 4 – 2012 Major Project Completions; Attachment 5 - 2012 Project Completion Plan).

Close-outs

There were 11 task level closeouts in October for \$78.7 million. Year-to-date there has been 61 task level closeouts with a total value of \$188.6 million (See Attachment 6 – 2012 Task Level Closeouts).

Award Date Changes for Remaining Commitments

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

- **VN80**, Replace Upper Level Suspended Span, Construction and Painting, previously forecasted as October awards for \$300.5 million and \$14.0 million respectively, are now forecast for awards in November for \$217.9 million and \$29.6 million respectively. Contractor has been selected and award documents are being processed.
- **QM30**, Tunnel Ventilation Building Electrical Upgrade, Construction, planned for \$55 million award in October is forecast for award in November. Bids have been received and currently under evaluation.
- **RK76**, Miscellaneous Structural Repair, Design Force Account, planned for \$0.5 million award in October is forecast for award in 2013. Awaiting finalization of scope of work.
- **AW12**, Hazardous Materials Abatement, Air Monitoring and Design Management Contracts, forecasted for \$0.4 million award in October are forecast for award in November.
- **HH88**, Replace Upper and Lower Level Plazas and Southbound Approach, Design, previously forecasted for \$8.5 million award in November is now forecast for award in December. Procurement process took longer than expected.
- **MP16**, Miscellaneous Steel Repairs, Design, previously forecasted for \$1.5 million award in November is now forecast for award in December. Procurement process took longer than expected.
- **RK19**, Seismic and Wind Study, Scoping Study and Design Brief, previously forecasted for \$4.5 million award in November is now forecast for award in December. Procurement process took longer than expected.

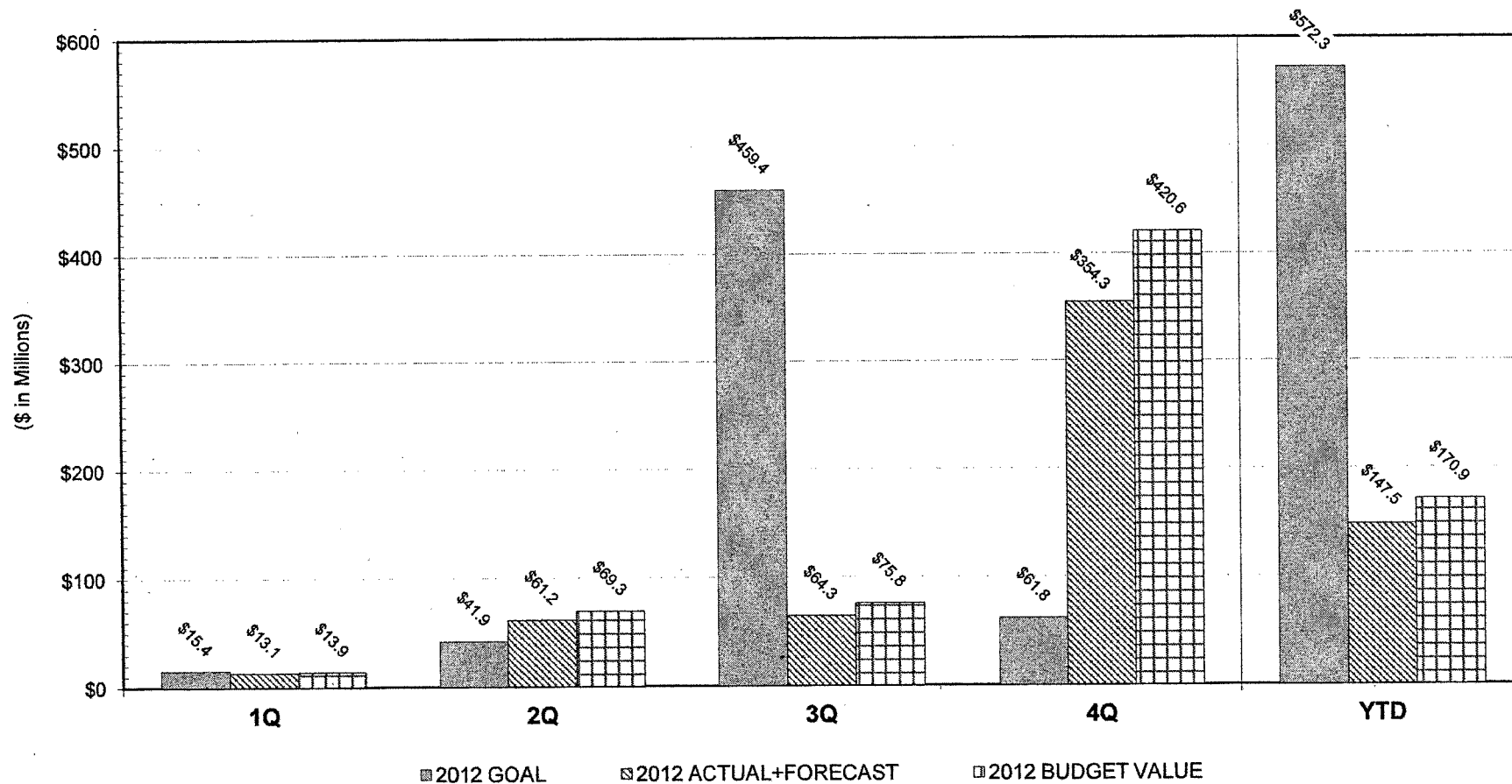
Completion Date Changes for Remaining Projects

There are no completion date changes for the remaining projects.

MTA Bridges and Tunnels

Commitments as of October 31, 2012

2012 Budget Goal:	\$578.6
2012 Annual Forecast	\$492.8
YTD Goal:	\$572.3
YTD Actual:	\$147.5 (25.8% of YTD Goal)
YTD Budgeted Value:	\$170.9 (29.9% of YTD Goal)
Left to Commit:	\$345.4



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

Project	Budget (\$ in Millions)			Award Date				Notes
	2012 Goal	Actual / Forecast*	Budgeted Value	2012 Goal	Advertisement Date	Actual / Forecast		
RK23 Miscellaneous Rehab - Manhattan Approach Ramps (Design)	\$9.1	\$8.6	\$9.1	May-12	Nov-11	May-12	A	
VN80 Replace Upper Level Suspended Span (Construction Support Service)	\$8.5	\$8.5	\$8.5	May-12	Mar-12	Apr-12	A	1
RK73 Deck Replacement- RFK MQ Ramp (Design/Build)	\$64.8	\$52.7	\$64.8	Jul-12	Aug-11	Jul-12	A	
BW97 Concrete Anchorage Repairs (Construction)	\$8.0	\$5.3	\$8.0	Jul-12	Jun-12	Oct-12	A	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	Dec-12	F	5
VN80 Replace Upper Level Suspended Span (Construction and Painting)	\$314.5	\$247.5	\$314.5	Sep-12	Mar-12	Nov-12	F	6
QM30 Tunnel Ventilation Building Electrical Upgrade (Construction)	\$55.0	\$55.0	\$55.0	Oct-12	Jul-12	Nov-12	F	2

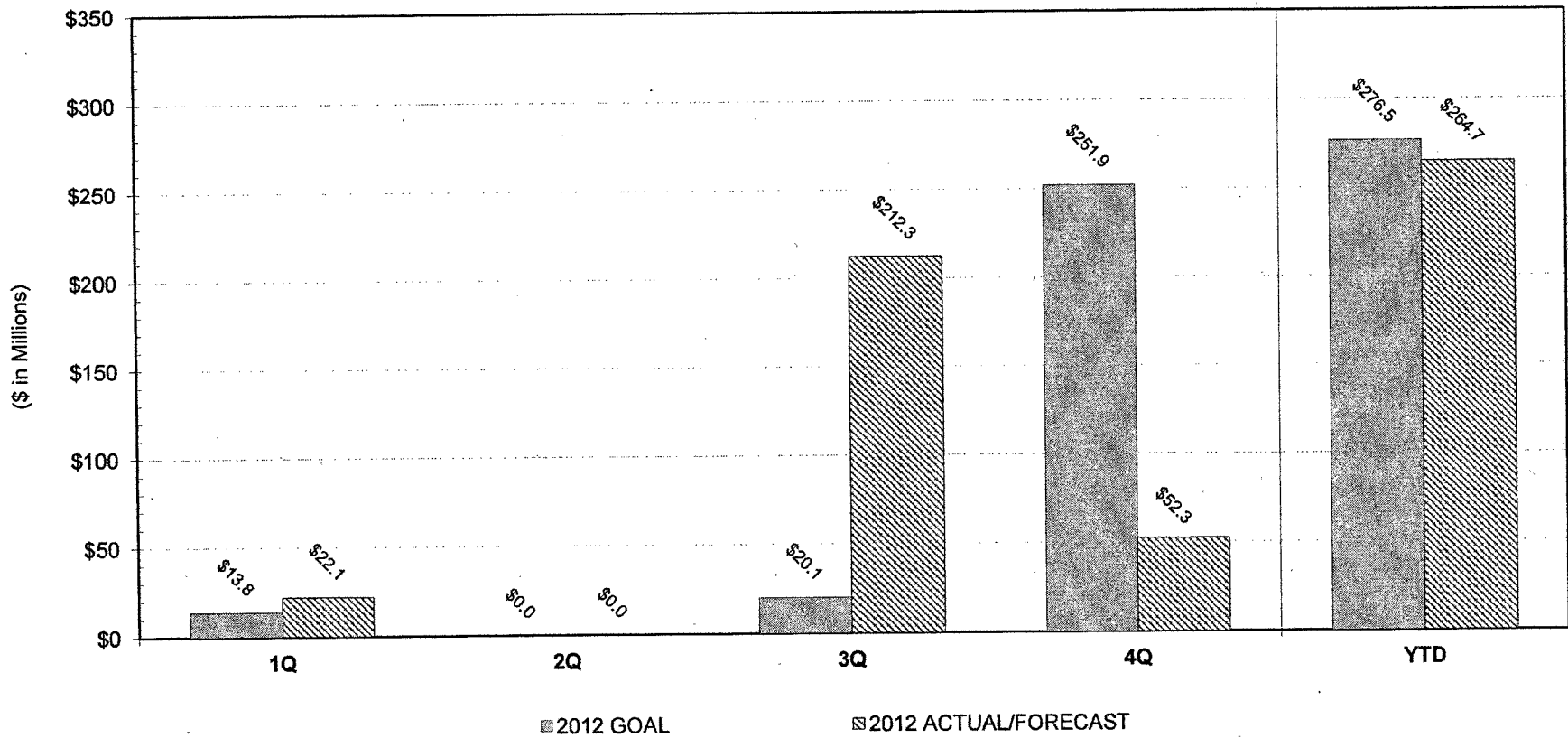
* Forecast is equal to the most current engineer's estimate at award for a project that is scheduled to be committed.

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. Additional time required for bid evaluation.
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 October 31, 2012

2012 Budget Goal:	\$285.8	
2012 Annual Forecast:	\$286.6	
YTD Goal:	\$276.5	
YTD Actual:	\$264.7	(95.7% of YTD Goal)
Left to Complete:	\$21.9	

09



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

Project	Budget (\$ in Millions)		Completions Status		Completion Date			Notes
	2012 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2012 Goal	Actual / Forecast		
VN03 Toll Plaza Improvements: Removal of Toll Booths and Utility Relocation	\$13.8	\$13.8	100%	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%	0%	Oct-12	Aug-12	A	2
VN88 Tower Painting - Below Roadway Level	\$30.4	\$30.4	100%	19%	Oct-12	Oct-12	A	
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	\$264,726,569	Remaining	\$21,901,555

2012 TASK LEVEL CLOSEOUTS

PROJECT	PROJECT DESCRIPTION	TASK	TASK DESCRIPTION	CLOSEOUT WAR	CERTIFICATE DATE	CERTIFICATE AMOUNT
D505QM01	Service & FE Building Rehab	D02933	BC Development F/A	D00001343A	Jan-12	\$36,828
D505QM01	Service & FE Building Rehab	D02432	Title Survey	D00001258A	Jan-12	\$6,350
D505QM01	Service & FE Building Rehab	D02838	Property Appraisal 2-15Borden Ave.	D00001284A	Jan-12	\$3,500
D401BW82	Truss Removal & Fairing Instal	D01787	BW82A-Truss Rem.& Fairing Install	D00000956C	Feb-12	\$32,700,604
D502TB64	Replace Deck-RI Viaduct	D02402	TB64C-Pedestal Rprs @ Qns appr#38	D00001220A	Feb-12	\$556,550
D603AW48	2nd Generation E-Zpass In-Lane	D02814	AET-PhI-Gantry Supply & Install	D00001286A	Feb-12	\$273,313
D502HH04	Replace Cross Drainage	D02330	GASB#49-Const(HH04)	D00001193A	Mar-12	\$1,000
D502HH04	Replace Cross Drainage	D02006	Construction	D00001192B	Mar-12	\$2,367,777
D502HH04	Replace Cross Drainage	D02004	P.M. Constr. F/A(TBTA-D1126)	D00001126B	Mar-12	\$353,116
D506AW22	Miscellaneous	D01864	Miscellaneous F/A(TBTA-D971)	D00000971B	Mar-12	\$109,606
D502VN17	Rehabilitation of Approach	D02077	VN17A-P.M. Constr. F/A(TBTA-D1052)	D00001052B	Mar-12	\$551,078
D502VN17	Rehabilitation of Approach	D02125	VN17LP-PM Constr F/A(TBTA-D1033)	D00001033B	Mar-12	\$1,518,262
D402BW89	Approach Ramps Repl.& Lower Ga	D02112	BW89C-PM Design F/A(PhII-Qns)	D00001103B	Mar-12	\$1,681,174
D506AW21	Program Administration	D02318	2009 Prog.Adm. F/A (TBTA-D1200)	D00001200B	Apr-12	\$1,520,467
D606AW21	Program Administration	D02454	2010 Indirect Prog Adm(TBTA-D1269)	D00001269B	Apr-12	\$1,439,227
D505BB80	Rehabilitation of Ventilation	D01977	P.M. Construction F/A(TBTA-D1037)	D00001037D	Apr-12	\$1,865,835
D502TN50	Replace Concrete Deck	D02433	Operations F/A(TBTA-D1259)	D00001259A	Apr-12	\$38,372
D606AW21	Program Administration	D02456	2011 Indirect Prog Adm(TBTA-D1334)	D00001334A	Apr-12	\$1,594,855
D601HH07	Structural Rehabilitation - Phase I	D02898	BC Development F/A (TBTA-D1375)	D00001375A	Apr-12	\$14,536
D502HH80	Replace Lower Level Deck	D02110	Operations F/A (TBTA-D1080)	D00001080C	Apr-12	\$446,388
D403AW41	Toll Registry Systems Replacem	D01882	AW41E-Const TN Prototype	D00001024A	Apr-12	\$1,617,446
D505TB59	Rehab of Building 104	D02261	Pymt to OMH for Debt Retirement	D00001102B	Apr-12	\$1,300,000
D505QM01	Service & FE Building Rehab	D02419	Dsgn Dev -D/B RFP(PSC06-2807D#3)	D00001233A	Apr-12	\$314,239
D602MP21	Rehabilitate Rockaway Point Blvd Overpass	D02905	BC Development F/A(TBTA-D1338)	D00001338A	Apr-12	\$34,557
D502TB64	Replace Deck-RI Viaduct	D02855	RK75 Rprs.QueensManh.Ramp-GFM474#69	D00001306A	May-12	\$2,720,326
D502TB64	Replace Deck-RI Viaduct	D02418	TB64C Steel Repsirs@RFK BridgeWO#58	D00001243A	May-12	\$539,100
D504AW80	Variable Message Signs	D02813	Removal VMS Signs @TNB GFM-474WO#72	D00001289A	May-12	\$35,000
D502TB64	Replace Deck-RI Viaduct	D02403	TB64CConc.Rstor. Qns-GFM474B wo#39	D00001228A	May-12	\$920,407
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

2012 TASK LEVEL CLOSEOUTS

PROJECT	PROJECT DESCRIPTION	TASK	TASK DESCRIPTION	CLOSEOUT WAR	CERTIFICATE DATE	CERTIFICATE AMOUNT
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	D02910	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 -I/H	G00001973A	Sep-12	\$157,179
G4140102	Verazzano Br Security / Harden	G00884	IESS:TBTA Eng'g Support	G00000572D	Oct-12	\$2,223,788
G4140102	Verazzano Br Security / Harden	G00847	TBTA Support-VNTask 9	G00000538D	Oct-12	\$830,063
G4140102	Verazzano Br Security / Harden	G00505	TO# 003:Altern Study/Cncpt Dsgn	G00000265D	Oct-12	\$269,927
G4140102	Verazzano Br Security / Harden	G00605	TO#009:Prel/Fnl Dsgn Cnslt(IQ)-B&T	G00000358D	Oct-12	\$3,796,816
G4140102	Verazzano Br Security / Harden	G01268	I/Q Cnslt:Admin Bldg Extension Dsgn	G00000817A	Oct-12	\$55,204
G4140102	Verazzano Br Security / Harden	G00846	I/H Constr Admin(MTACC)-VNTask 9	G00000537B	Oct-12	\$136,071
G4140101	B&T Security Projs:Infra&Facs	G00833	TO #23: TBTA Eng'g Supp-Throgs Nk	G00000528A	Oct-12	\$162,261
G4140101	B&T Security Projs:Infra&Facs	G00835	TO #23: TBTA Eng'g Supp-Whitestone	G00000530A	Oct-12	\$199,868
G4140101	B&T Security Projs:Infra&Facs	G01341	TBTA Eng Dsgn Sprt: Triborough Brdg	G00000888A	Oct-12	\$298,873
G4140102	Verazzano Br Security / Harden	G00831	TO #020:I/Q Cnslt-Cnstr Mgmt;Hrdng	G00000526C	Oct-12	\$2,435,335
G4140102	Verazzano Br Security / Harden	G00844	B&T Cnstr Cntr 'VN Task 9'-Hardeng	G00000535E	Oct-12	\$68,291,462
Total					61	\$188,619,149

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

ACEP	Project Description	Task	Task Description	Goal	Goal Value	Budget Value	Actual	Actual Value	Forecast	Forecast Value
				Start Date			Start Date		Start Date	
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D03041	RK65R-Haz.Mat Rpt-Maint. Shop	Jan-12	\$12,680.00	\$12,680.00	Jan-12	\$12,680.00		
				Jan-12 Total	\$12,680.00	\$12,680.00				
D606AW21	Program Administration	D02457	2012 Program Adm.	Feb-12	\$1,555,199.00	\$1,555,199.00	Feb-12	\$1,555,199.00		
D606AW21	Program Administration	D02458	2012 Indirect Program Admin	Feb-12	\$1,650,611.00	\$1,650,611.00	Feb-12	\$1,650,611.00		
D606AW28	Scope Development	D02472	ITS - PM Scope Dev. F/A	Feb-12	\$79,802.00	\$79,802.00	Feb-12	\$79,802.00		
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	D02472	BC Development F/A	Feb-12	\$50,000.00	\$50,000.00	Feb-12	\$50,000.00		
D605BB43	Miscellaneous Repairs at BPG	D03050	B.C. Development F/A	Feb-12	\$50,000.00	\$50,000.00	Feb-12	\$50,000.00		
D601HH07	Structural Rehabilitation - Phase I	D02614	Constr. Adm.(PSC-11-2892)	Feb-12	\$1,084,545.00	\$1,084,545.00	Feb-12	\$922,286.00		
D601MP16	Miscellaneous Steel Repairs	D02904	BC Development F/A	Feb-12	\$50,000.00	\$50,000.00	Feb-12	\$50,000.00		
D601RK76	Miscellaneous Structural Repair	D03078	BC Development F/A	Feb-12	\$50,000.00	\$50,000.00	Feb-12	\$50,000.00		
D602TN49	Suspended Span Replacement - Phase A	D02724	Design (PSC-11-2897)	Feb-12	\$5,079,067.00	\$5,079,067.00	Mar-12	\$5,079,067.00		
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	D02770	P.M. Design F/A	Feb-12	\$613,519.90	\$613,519.90	Mar-12	\$409,000.00		
D505QM01	Service & FE Building Rehab	D02921	PM Design F/A	Feb-12	\$200,000.00	\$200,000.00	Feb-12	\$200,000.00		
				Feb-12 Total	\$10,462,743.90	\$10,462,743.90				
D605BB21	Service Building Rehabilitation	D02552	P.M. Design F/A	Mar-12	\$175,000.00	\$175,000.00	Mar-12	\$181,985.00		
D605BB21	Service Building Rehabilitation	D02553	Design	Mar-12	\$360,000.00	\$360,000.00	Mar-12	\$315,850.00		
D602BB54	Replacement Brooklyn Plaza Structural Slab	D02570	P.M. Design F/A	Mar-12	\$969,123.21	\$969,123.21	Mar-12	\$969,123.21		
D602BB54	Replacement Brooklyn Plaza Structural Slab	D02571	Design (PSC-11-2895)	Mar-12	\$1,367,899.00	\$1,367,899.00	Apr-12	\$1,440,453.00		
D602MP21	Rehabilitate Rockaway Point Blvd Overpass	D02654	Design (PSC-11-2896)	Mar-12	\$1,110,055.00	\$1,110,055.00	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	Oct-12	\$797,232.00		
				May-12 Total	\$21,738,449.70	\$21,738,449.70				

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

ACEP	Project Description	Task	Task Description	Goal			Actual		Forecast	
				Start Date	Goal Value	Budget Value	Start Date	Actual Value	Start Date	Forecast Value
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	D02558	P.M. Design F/A	Jun-12	\$1,000,000.00	\$1,000,000.00	Jun-12	\$1,000,000.00		
D605BB43	Miscellaneous Repairs at BPG	D03052	PM Design F/A	Jun-12	\$350,800.00	\$350,800.00	Jun-12	\$350,800.00		
D602RK73	Deck Replacement- RFK MQ Ramp	D02973	PM Dsgn/Build F/A (MQ Ramp)	Jun-12	\$1,911,277.00	\$1,911,277.00	Jun-12	\$1,911,277.00		
D602RK73	Deck Replacement- RFK MQ Ramp	D02974	Const. Adm. (MQ Ramp)PSC-11-2894	Jun-12	\$4,500,000.00	\$4,500,000.00	Jun-12	\$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 ConstAdm.	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			Nov-12	\$100,000.00
D605AW12	Hazardous Materials Abatement	D02982	Air Monit/DsgnMgt	Jul-12	\$100,000.00	\$100,000.00			Nov-12	\$100,000.00
D605AW12	Hazardous Materials Abatement	D02983	Air Monit/DsgnMgt	Jul-12	\$100,000.00	\$100,000.00			Nov-12	\$100,000.00
D605AW12	Hazardous Materials Abatement	D02984	Air Monit/DsgnMgt	Jul-12	\$100,000.00	\$100,000.00			Nov-12	\$100,000.00
D601BW97	Concrete Anchorage Repairs	D02604	P.M. Construction F/A (Bronx Anchor	Jul-12	\$668,303.29	\$668,303.29	Jul-12	\$757,948.00		
D601BW97	Concrete Anchorage Repairs	D02605	Construction (Bronx Anchorage)	Jul-12	\$8,000,000.00	\$8,000,000.00	Oct-12	\$5,286,569.00		
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			Dec-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			Dec-12	\$1,500,000.00
D601RK19	Seismic and Wind Study	D03075	P.M. Design Brief F/A	Sep-12	\$500,000.00	\$500,000.00	Sep-12	\$500,000.00		

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

ACEP	Project Description	Task	Task Description	Goal	Goal Value	Budget Value	Actual		Forecast	
				Start Date			Date	Actual Value	Start Date	Forecast Value
D601RK19	Seismic and Wind Study	D03076	Scoping StudyDesign Brief	Sep-12	\$4,500,000.00	\$4,500,000.00			Dec-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			Nov-12	\$217,912,296.00
D607VN80	Paint - Upper Level Superstructure	D02794	Painting - Cns.	Sep-12	\$14,000,000.00	\$14,000,000.00			Nov-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	\$2,861,672.00		
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			Nov-12	\$55,000,000.00
D601RK76	Miscellaneous Structural Repair	D03079	P.M. Design F/A	Oct-12	\$500,000.00	\$500,000.00			Sep-13	\$0.00
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		
D505AW12	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	YTD Total	\$147,473,338.30	Remaining	\$345,366,326.84
									Grand Total	\$492,839,665.14



Bridges and Tunnels

Procurements November 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	November 9, 2012
Vendor Name	
Contract Number	
Contract Manager Name	
Table of Contents Ref #	

Board Action					
Order	To	Date	Approval	Info	Other
1	President	11/9/12	<i>[Signature]</i>		
2	MTA B&T Committee	11/26/12			
3	MTA Board	11/28/12			

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:

<u>Schedules Requiring Majority Vote</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule F	Personal Service Contracts	1	\$.060M
Schedule J	Modifications to Miscellaneous Procurement Contracts	1	\$.268M
SUBTOTAL		2	\$.328M

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

<u>Schedules Requiring Two-Thirds Vote</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule B	Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	TBD

<u>Schedules Requiring Majority Vote</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule F	Personal Service Contracts	1	\$2.702M
Schedule H	Modifications to Personal/Miscellaneous Service Contracts	1	\$2.070M
Schedule I	Modifications to Purchase & Public Works Contracts	3	\$2.083M
Schedule J	Modifications to Miscellaneous Procurement Contracts	1	\$.647M
SUBTOTAL		7	\$7.502M
MTA B&T presents the following procurement actions for Ratification: None			
TOTAL		9	\$7.830M

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

Staff Summary

BUDGET IMPACT:

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

\$ 60,000.00

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.

J: Modifications to Miscellaneous Procurement Contracts

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

2. Citilog, Inc.
Contract No. 04-TD-2710

\$ 267,828.00

Staff Summary Attached

Additional funding to upgrade the Video Incident Detection System (VIDS) software and install a VIDS at the Henry Hudson Bridge.

Schedule J: Modifications to Miscellaneous Procurement Contracts

Item Number: **2**

(Final)

Vendor Name (& Location) Citilog, Inc., Philadelphia, PA		Contract Number 04-TD-2710		AWO/Modification #	
Description Furnish and Install a Video Incident Detection System		Original Amount:		\$650,000.00	
Contract Term (including Options, if any) October 8, 2004 - December 31, 2012		Prior Modifications:		\$236,258.00	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Budgetary Increases:		\$0.00	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive		Current Amount:		\$886,258.00	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		This Request:		\$267,828.00	
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:		30.2%	
Requesting Dept/Div & Dept/Div Head Name: Technology Department/Tariq Habib		% of Modifications (including This Request) to Original Amount:		77.6%	

Discussion:

B&T is seeking Board approval in accordance with the All-Agency Procurement Guidelines to modify Contract 04-TD-2710 with Citilog, Inc. (Citilog) for additional funding in the amount of \$267,828.

Contract 04-TD-2710 was approved by the Board in August 2004 and awarded to Citilog in October 2004 in the amount of \$650,000. The Video Incident Detection System (VIDS) was installed at the Hugh L. Carey and Queens Midtown Tunnels. This system: (i) monitors traffic activity at the toll plazas via Closed Circuit Television; (ii) detects traffic disruptions; and (iii) provides enhanced security and incident response times at the bridges and tunnels. Previous amendments totaling \$236,258 were issued to add the Throgs Neck and Verrazano-Narrows Bridges to the contract, provide ongoing system maintenance and support and to extend the contract through December 31, 2012.

B&T is requesting that Citilog upgrade the VIDS software for the existing systems, add 26 new software licenses and install a video incident detection system at the Henry Hudson Bridge. Our analysis indicates that it is more cost effective to upgrade the VIDS software rather than solicit an RFP for a completely new system. In order to enable the contractor to continue to provide maintenance and support of the system, B&T will extend the contract through December 31, 2015.

Citilog submitted a proposal in the amount of \$298,686. The project manager's estimate is \$252,000. Negotiations resulted in an amount of \$267,828 which is 6.3% above 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 \$267,828 is considered fair and reasonable. Funding under the proposed amendment is available in the Operating Budget under GL #176766.

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
NOVEMBER 2012

MTA BRIDGES & TUNNELS

Procurements Requiring Two-Thirds Vote:

B: Request to Use RFP for Procurement of Purchase & Public Works in lieu of Sealed Bid
(Staff Summaries only required for items estimated to be greater than \$1 million)

- | | | | |
|----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|--------------------------------------|
| 1. | Contractors to be Determined
Contract No. VN-87 | Cost to be Determined | <u>Staff Summary Attached</u> |
| | Request that the Board declare competitive bidding to be impractical and/or inappropriate and authorize B&T to enter into a competitive Request for Proposal process for Design/Build Services for the Replacement of Substation #1 at the Verrazano-Narrows Bridge. | | |

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

- | | | | |
|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|--------------------------------------|
| 2. | Hatch Mott MacDonald NY, INC.
Contract No. PSC-12-2913 | \$ 2,702,411.00 | <u>Staff Summary Attached</u> |
| | 1 yr. 4 mo. contract – Competitive RFP – 3 Proposals
Provide design and construction support services for Project BB-28, Phase II, Rehabilitation of the Tunnel Walls, Roadway, Drainage, Ceiling and Fireline at the Brooklyn Battery Tunnel. | | |

H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services
(Approvals/Staff Summaries required for substantial change orders and change orders that cause original contract to equal or exceed monetary or durational threshold required for Board approval)

- | | | | |
|----|------------------------------------------------------------------------------------------------------------------------------------|------------------------|--------------------------------------|
| 3. | HNTB New York Engineering & Architecture, P.C.
Contract No. PSC-09-2852 | \$ 2,070,495.00 | <u>Staff Summary Attached</u> |
| | Provide additional design services and construction support services for Project VN-80C, New Ramp at the Verrazano-Narrows Bridge. | | |

I: Modifications to Purchase & Public Works Contracts
(Approvals/Staff Summaries required for individual change orders greater than \$250K. Approvals without Staff Summaries required for change orders greater than 15% of previous approved amount which are also at least \$50K)

- | | | | |
|----|----------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|--------------------------------------|
| 4. | Judlau Contracting, Inc.
Contract No. HH-10 | \$ 1,088,573.00 | <u>Staff Summary Attached</u> |
| | Additional work and a credit under Contract HH-10, Replacement of the Upper Level Curb Stringers, and Roadway Lighting at the Henry Hudson Bridge. | | |

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
NOVEMBER 2012

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)

- | | | | |
|------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|--------------------------------------|
| 5. | 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> |
|
 | | | |
| 6. | TAP Electrical Contracting Service, Inc.
Contract No. BB-45
Additional work and quantity adjustments under Contract BB-45, Replacement of Switchgear and Power Distribution System at the Brooklyn Battery Tunnel (now known as the Hugh L. Carey Tunnel). | \$ 350,984.22 | <u>Staff Summary Attached</u> |

J: Modifications to Miscellaneous Procurement Contracts

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

- | | | | |
|----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|--------------------------------------|
| 7. | 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> |
|----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|--------------------------------------|

Staff Summary

Page 1 of 2

Item Number 1 (Final)					
Dept & Dept Head Name: <i>Joe Keane</i> Engineering and Construction, Joe Keane, P.E.					
Division & Division Head Name: Engineering and Construction, Vince Montanti, P.E. <i>JK VM</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	11/9/12	<i>[Signature]</i>		
2	MTA B&T Committee	11/26/12			
3	MTA Board	11/28/12			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>[Signature]</i>	4	Chief of Staff <i>[Signature]</i>		
2	General Counsel <i>[Signature]</i>	5	Executive Vice President		
3	Chief Procurement Officer <i>[Signature]</i>	6	President <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name N/A	Contract Number VN-87
Description Design/Build Services for the Replacement of Substation #1 at the Verrazano-Narrows Bridge	
Total Amount \$17,000,000 (estimated)	
Contract Term (including Options, if any) Two (2) years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All-Agency Procurement Guidelines to declare competitive bidding to be impractical and/or inappropriate in accordance with the All-Agency Procurement Guidelines, Article III.A.6. and Public Authorities Law §559, and authorize B&T to enter into a competitive Request for Proposal (RFP) process for Design/Build Services for the Replacement of Substation #1 at the Verrazano-Narrows Bridge (VNB).

II. DISCUSSION

The VNB is B&T's largest structure and serves as a major traffic artery between Brooklyn and Staten Island. Electrical power for this facility is handled by two redundant substation power sources. Redundancy is necessary to ensure that power can be supplied when one electrical power source is unavailable due to failure. Substation #1 was built in 1962. In recent years equipment repairs have been more frequent and the substation consequently has become less reliable. B&T has determined that the existing equipment must be replaced on an accelerated basis due to the critical function that it provides. In addition, the new project will include an emergency generator that will back up the medium voltage Con Ed Feeders and thus maintain full operations at the facility in case of an event where all other power sources are lost. The new substation will be designed and constructed under Project VN-87, which is included in the 2010-2014 Capital Program. B&T is requesting to advance this project as expeditiously as possible. The scope of work includes but is not limited to providing all labor, materials and equipment necessary to design and construct a new medium voltage substation and to supply a new emergency generator. The design/build procurement process will enable the project to be awarded and completed approximately one year sooner than the typical design/ bid/build procurement method. In addition, it will minimize B&T's exposure to electrical outages and costs of interim repairs and take advantage of currently favorable construction market conditions. The project budget is \$17,000,000 over a duration of two years.

Based on the above, B&T deems it to be in the public interest to request that the Board adopt a resolution declaring competitive bidding to be impractical in favor of contract award by means of a competitive RFP process.

Staff Summary

III. D/M/WBE INFORMATION

The MTA DDCR will assign applicable goals prior to issuance of the Request for Proposals.

IV. IMPACT ON FUNDING

Funding is available under project VN-87 in the 2010-14 Capital Program.

V. ALTERNATIVES

Utilize the conventional design/bid/build procurement process. This process is impractical due to the condition of the substation and the time constraints in connection with this project.

Staff Summary

Page 1 of 2

Item Number 2 (Final)					
Dept & Dept Head Name:					
Engineering and Construction, Joe Keane, P.E. <i>Joe Keane</i>					
Division & Division Head Name:					
Engineering and Construction, Vincent Montanti, P.E. <i>VM</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	11/9/12	<i>[Signature]</i>		
2	MTA B&T Committee	11/26/12			
3	MTA Board	11/28/12			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>[Signature]</i>	4	Chief of Staff <i>[Signature]</i>		
2	General Counsel <i>MMT</i>	5	Executive Vice President <i>[Signature]</i>		
3	Chief Procurement Officer <i>AWK</i>	6	President <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Hatch Mott MacDonald NY, Inc.	PSC-12-2913
Description:	
Design and Construction Support Services for Project BB-28, Phase II, Rehabilitation of the Tunnel Walls, Roadway, Drainage, Ceiling and Fireline at the Brooklyn Battery Tunnel	
Total Amount	
\$2,702,411	
Contract Term (including Options, if any)	
One (1) year, four (4) months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Guidelines for Procurement of Services to award a personal services contract for Design and Construction Support Services for Project BB-28, Phase II, Rehabilitation of the Tunnel Walls, Roadway, Drainage, Ceiling and Fireline at the Brooklyn Battery Tunnel (now the Hugh L. Carey Tunnel or the HCT) to Hatch Mott MacDonald NY, Inc. (HMM) for a period of one (1) year, four (4) months. The cost of the design portion of the contract is \$2,702,411. At a future date, the cost for construction support services will be negotiated and presented to the Board for approval.

II. DISCUSSION

B&T requires the services of a consultant to provide design and construction support services for the phased rehabilitation of the tunnel walls, roadway, drainage, ceiling and fireline at the HCT. The Contract also includes a \$500,000 allowance to be negotiated at a future date for the incorporation of recommendations for fire hardening.

Staff Summary

Page 2 of 2

The service requirements were publicly advertised; eight firms submitted qualification information. Three firms, HMM, Parsons Brinckerhoff (PB) and Michael Baker Engineering (MB), were chosen to receive the RFP based on a review of their qualifications and all firms submitted proposals. The proposals were evaluated against established criteria set forth in the RFP, including an understanding of the technical requirements and expertise, proposed personnel, oral presentations and cost. The Selection Committee recommended that B&T enter into negotiations with HMM, the highest rated firm. Although HMM proposed the highest cost its proposal reflected a thorough understanding of the scope and its Project Team demonstrated extensive tunnel rehabilitation and design experience. HMM provided detailed new alternatives and comprehensive approaches to address the required repairs. PB's proposal did not include any new alternatives beyond those previously reviewed and considered by B&T in the past under a prior contract. Based on MB's limited tunnel experience its proposal did not reflect the depth of project understanding in comparison with HMM's proposal.

HMM submitted a proposal in the amount of \$3,654,878. The Engineer's estimate is \$2,705,573. During negotiations it was determined that HMM overstated its proposal in connection with the task of reviewing existing inspection documentation and project reports. The consultant's proposed hours were consequently reduced in order to properly reflect the level of effort needed to satisfy these requirements. B&T and HMM agreed to the negotiated amount of \$2,702,411, which is 0.1% below the estimate and is fair and reasonable. HMM is deemed to be a responsible consultant.

III. D/M/WBE INFORMATION

The MTA DDCR has established goals of 10% MBE and 10% WBE for the referenced contract. HMM has achieved its previous MWBE goals on previous MTA contracts. This contract will not be awarded without approval of MTA DDCR.

IV. IMPACT ON FUNDING

Funding is available under Project BB-28, Phase II in the amount of \$2,702,411 in the 2010-2014 Capital Budget.

IV. ALTERNATIVES

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

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

Item Number: 3

(Final)

Vendor Name (& Location) HNTB New York Engineering & Architecture, P.C., New York, NY		Contract Number PSC-09-2852	AWO/Modification #
Description Design and Construction Support Services for Project VN-80C, New Ramp at the Verrazano-Narrows Bridge			
Contract Term (including Options, if any) April 27, 2010 – December 26, 2012		Original Amount: \$2,810,169.00	
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 checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		Current Amount: \$2,810,169.00	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		This Request: \$2,070,495.00	
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.		% of This Request to Current Amount: 73.7%	
		% of Modifications (including This Request) to Original Amount: 73.7%	

Discussion:

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to amend this contract with HNTB New York Engineering & Architecture, P.C. (HNTB) for funding to perform: (i) construction support services (CSS) in the amount of \$1,480,982 and (ii) additional design services in the negotiated net amount of \$589,513, resulting in a total increase of \$2,070,495. Consistent with the Procurement Guidelines this amendment constitutes a substantial change.

Contract PSC-09-2852 was approved by the Board in March 2010 and awarded to HNTB in April 2010. This contract contained the requirements for a complete design and CSS, however the contract included the cost for design services only. Funds are required for construction support services under Project VN-80C (formerly VN-84) as the final design is near completion and bids for construction are expected to be issued soon. The construction support services include but are not limited to reviewing shop drawings and document submittals, technical review of any claims, providing technical assistance and support for requests for information, quality assurance and oversight. HNTB submitted a proposal in the amount of \$1,480,982. The Engineer's estimate is \$1,490,379. Based on discussions with HNTB, B&T accepted its proposal. The amount is 0.6% below the estimate and is fair and reasonable. This amendment also includes a three year, four month extension through April 2016 so that CSS will be performed concurrently through completion of construction.

During the design process requirements arose which were not anticipated to be part of the original scope of work. These requirements include but are not limited to: i) Brooklyn Yard drainage modifications; ii) additional environmental assessments ; iii) additional design and coordination services at the Staten Island approach; iv) fire standpipes and Staten Island hydrant drain replacement; v) designs to accommodate the moveable barrier transfer vehicle; and vi) additions to footings, piers and the Superstructure. HNTB proposed \$954,839 for these extra services and the engineer's estimate was \$667,396. Negotiations resulted in a cost of \$773,765. Given that the estimate was understated in regard to the level of effort for the items above, the final amount is considered fair and reasonable. Since the Contract has \$184,252 in remaining design funds, the net cost is \$589,513. Funding for this amendment is available in the 2005 – 2009 Capital Program under Project VN-84 for the design services and in the 2010-2014 Capital Program under VN-80 for CSS.

Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: 4 (Final)

Vendor Name (& Location) Judlau Contracting, Inc., College Point, NY		Contract Number HH-10	AWO/Modification #
Description Replacement of the Upper Level Curb Stringers and Roadway Lighting at the Henry Hudson Bridge			
Contract Term (including Options, if any) December 22, 2010 – September 21, 2013		Original Amount: \$32,820,000.00	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Modifications: \$2,444,802.60	
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: \$35,264,802.60	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		This Request: \$1,088,573.00	
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.		% of This Request to Current Amount: 3.1%	
		% of Modifications (including This Request) to Original Amount: 10.8%	

Discussion:

B&T is seeking the Board's approval under the All-Agency Procurement Guidelines to modify this Contract with Judlau Contracting, Inc. (Judlau) for the net amount of \$1,088,573. The items are summarized as follows:

- 1) The contract requires steel repairs to be made to the east fascia girder (longitudinal steel structural member) after removing the concrete sidewalk that surrounds the lower part of it. However, during the process of concrete removal the Engineer observed that the girder was deteriorated more than originally had been anticipated. As such, the Engineer has determined that 14 spans of this girder should be replaced instead of performing various repairs to the girder. Judlau proposed a cost of \$1,633,800; the Engineer's estimate is \$1,386,019. Negotiations resulted in an amount totaling \$1,398,575, which is 0.9% over the estimate and is fair and reasonable. In order to mitigate any delay in this project, B&T authorized \$13,000 to enable the contractor to initiate the shop drawing process for the new fascia girder.
- 2) The removal of the sidewalk also revealed some planned steel repairs that will not be required or are being superseded by the replacement of the fascia girder. Therefore, B&T will reduce the estimated quantity of these unit price items. In accordance with Article 3.02 (Variable Quantities Clause), the Engineer determined that using the existing unit price for the credit will be equitable to both parties. Therefore, a credit in the amount of \$641,800 is considered fair and reasonable.
- 3) Biennial Bridge and field inspection work performed during Stage 2 of construction revealed additional steel members that need to be repaired and replaced. Since a temporary platform was already installed under this contract, it is more cost effective to perform these repairs at this time. Judlau proposed a cost of \$328,500; the Engineer's estimate is \$319,662. Negotiations resulted in an amount totaling \$317,998, which is 0.5% less than the estimate and is fair and reasonable.
- 4) The Contract includes an item for miscellaneous painting as ordered by the Engineer. The Engineer has identified additional locations in an estimated amount of 230 square feet (SF) that require painting. The work will be performed at a contract rate of \$60/SF for a total of \$13,800. The increase of \$13,800 is fair and reasonable.

The overall net increase to the contract equates to \$1,088,573, which is considered fair and reasonable. Funding for this amendment is available in the 2010-14 Capital Budget under Project HH-10.

Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: 5

(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		
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.		
	Original Amount:	\$49,949,976.35
	Prior Modifications:	\$0
	Prior Budgetary Increases:	N/A
	Current Amount:	\$49,949,976.35
	This Request:	\$643,394.00
	% 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 I: Modifications to Purchase and Public Works Contracts

Item Number: 6

(Final)

Vendor Name (& Location) TAP Electrical Contracting Service, Inc., Holbrook, NY	Contract Number BB-45	AWO/Modification #
Description Replacement of Switchgear and Power Distribution System at the Brooklyn Battery Tunnel	Original Amount: \$43,650,000.00	
Contract Term (Including Options, if any) December 29, 2010 - May 28, 2014	Prior Modifications: \$1,547,953.51	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Prior Budgetary Increases: N/A	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount: \$45,197,953.51	
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request: \$350,984.22	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount: 0.8%	
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.	% of Modifications (including This Request) to Original Amount: 4.4%	

Discussion:

B&T is seeking Board approval under the All Agency Procurement Guidelines to modify this Contract with TAP Electrical Contracting Service Inc. (TAP) in the amount of \$350,984.22. The items are summarized as follows:

(i) Field surveys and Requests for Information from the contractor necessitate the adjustment of conduit sizes resulting in quantity adjustments to 11 unit price items. These adjustments are consistent with the Engineer's decision to utilize less costly electrical metallic tubing in lieu of the originally specified rigid galvanized steel conduit. Seven items are to be increased and four items decreased at the contract unit prices, which result in a net increase totaling \$138,060. In accordance with Article 3.02, Variable Quantities Clause, the Engineer determined that the contract bid prices are equitable to all parties. Since the quantity adjustments are at the Contract unit prices the net amount is fair and reasonable.

Items (ii) and (iii) are the result of identifying project enhancements, which shall increase the overall reliability, maintainability, and redundancy of the monitoring and control systems as follows:

(ii) Modifications to the ventilation control system configuration that include incorporating specialized converters that group supply/exhaust fans on separate circuits. This will limit the number of fans that may become inoperable during a system failure or other unforeseen event thereby maintaining overall tunnel ventilation operations. These additional converters will also enhance the troubleshooting capabilities of the system by B&T personnel. TAP submitted a proposal in the amount of \$134,241.15. The Engineer's Estimate was \$104,036. Negotiations resulted in an amount totaling \$105,000, which is 0.9% above the estimate and is fair and reasonable.

(iii) Modifications to the power monitoring system, which necessitates the installation of four new Ethernet switches to create an independent system to enhance overall system reliability and minimize troubleshooting in the future. Originally the power monitoring system was to be connected to the existing traffic signal controls and tunnel ventilation system. TAP submitted a proposal in the amount of \$135,477.70. The Engineer's Estimate was \$101,668.05. The parties agreed to the negotiated amount totaling \$107,924.22, which is 6.2% above the estimate and is fair and reasonable.

The overall net increase to the contract equates to \$350,984.22. Funding for this amendment is available in the 2010 - 2014 Capital Program under Project BB-45.

Schedule J: Modifications to Miscellaneous Procurement Contracts

Item Number: **7** (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.