



Bridges and Tunnels

Bridges and Tunnels Committee Meeting

December 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

December 17, 2012 – 12:15 p.m.

347 Madison Avenue
Fifth Floor Board Room
New York, NY

AGENDA ITEMS

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3 rd Quarter 2012	

Date of next meeting: Monday, January 28, 2013 at 11:45 a.m.



Bridges and Tunnels

Minutes of Committee Meeting November 2012



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

November 26, 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

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

November 26, 2012

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

Public Speakers

There was one public speaker Mr. Murray Bodin. Mr. Bodin commented on the Henry Hudson Bridge southbound. He stated that recently a sign was erected which referred to a toll plaza. Mr. Bodin stated that there is no such thing as a toll plaza, and that the reference to a non-existent toll plaza is ridiculous and indicative of what's wrong, in addition to the failure to remove the E-ZPass signs and toll booths. He stated that tolling with E-ZPass is a mature technology and although presented to the Committee as a pilot project, there are E-ZPass lanes throughout this area on the Thruway northbound from Suffern and the Garden State Parkway from the south end to the north end. Mr. Bodin does not agree with the designation of four E-ZPass lanes on the Henry Hudson Bridge, and suggested that there is little traffic from the North part of the Henry Hudson Bridge to Dyckman Street so two lanes are adequate; a third lane should be a shoulder. Mr. Bodin feels that the signage (arrows) being erected by Bridges and Tunnels and roadway lines are not in conformance with what is legally required.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on September 24, 2012 were approved.

Committee Work Plan

Mr. Ferrara stated that next month the Work Plan will reflect the revised Committee meeting schedule approved by the MTA Board in September. The Committee will be asked to approve the Work Plan for the upcoming calendar year.

Mr. Ferrara stated that the Third Quarter Diversity report originally scheduled for the October meeting will be given next month.

President's Report on Hurricane Sandy

Mr. Ferrara stated that instead of the report on Operations, he would provide a summation of what occurred during Hurricane Sandy.

Mr. Ferrara stated that preparations for Hurricane Sandy included the mobilization of hundreds of B&T personnel. Pre-storm inspections were included as well as the strategic relocation of wind and water sensitive assets to prevent damage such as B&T vehicles and portable variable message signs were moved to higher ground. Fueling of generators was critical to post storm work. Drains, gutters and catch basins were cleaned as part of the pre-storm preparation to prevent excessive flash flooding. B&T worked with New York City Department of Transportation to clear the Grand Central Parkway which is the approach to the Robert F. Kennedy Bridge. Water barriers were setup in locations that were vulnerable to closure, in particular the Rockaway facilities. Maintenance and construction activities were discontinued. B&T was well prepared prior to the storm. At this point B&T had an amount of confidence that

once the storm hit it would be back on line and schedule quickly, or least be able to respond to the storm quickly.

Mr. Ferrara stated that the storm was much larger in capacity in terms of flooding than the Authority had ever experienced at its facilities. At times the winds were in excess of 100 mph. Facility closures started with the Hugh L. Carey Tunnel and ended with the Robert F. Kennedy Bridge when gusts of wind approached 103 mph. The safety of employees and customers was first and foremost in the decision to close the Authority's facilities.

The flood waters approached record levels impacting the Authority's two tunnels the most. The Hugh L. Carey Tunnel flooded with water from the Hudson and East Rivers. Several millions of gallons of water flooded the tunnel. The Queens Midtown Tunnel was flooded with water from the Newtown Creek area. Although the flooding was less than the Hugh L. Carey Tunnel, millions of gallons of water entered the Queens Midtown Tunnel.

When the storm subsided, the Authority's bridges reopened the day after the storm (except the Marine Parkway Bridge which reopened October 31st) following an inspection by B&T's Engineering staff to ensure that all the bridges were safe. There was minimal damage to the Authority's bridges. The tunnels sustained structural, electrical and mechanical damage. Outside consultants inspected all facets of the tunnels before any assessment could be made about allowing traffic through the tunnels. B&T's maintenance staff was assigned to work around the clock to restore the tunnels. Because of B&T's maintenance staff working in conjunction with outside contractors, both tunnels were back on line in a relatively short period of time. Mr. Ferrara stated that every component of the tunnels had to be inspected for safety and there was a lot of damage. For example, the ceilings had to be inspected as well as traffic lights, mechanical air ventilation systems, and lighting fixtures inside the ceilings. Structurally the tunnels are in good condition, but the electrical components and pumping stations were severely damaged along with computer and communication systems.

Step-by-step the Authority put together a programmatic plan to get the assets back on line. There was an assembly line of B&T maintenance personnel fixing and repairing the lighting in the ceiling fixture by fixture. There were thousands of fixtures that had to be replaced. Maintenance personnel and contractors worked twenty four hours a day to pump the water out of the tunnels which was a first for the Authority.

Mr. Ferrara commended all B&T employees. He stated that 2 Broadway was closed and the Authority's Disaster Recovery Plan worked very well. Administrative staff were up and running at Randalls Island and MTA Headquarters on Madison Avenue, so B&T was able to conduct its business functions. The Operations Maintenance Division was spectacular working in conjunction with B&T's Engineering staff and outside contractors who were brought in to work on the tunnels. Mr. Ferrara stated that this was a record setting storm and B&T responded in record time in getting both tunnels back on line.

Commissioner Albert asked if all the damage to the Queens Midtown Tunnel was due to flooding from the Newtown Creek entering the Queens end of the tunnel. Mr. Ferrara responded that the damage was from the Newtown Creek and no water entered from the Manhattan side other than rain water. Mr. Ferrara stated that this was the first time both the Hugh L. Carey and Queens Midtown Tunnels had ever flooded. This was a first time event and a learning lesson for the Authority for the future.

Commissioner Blair asked how long did it take for both tunnels to reopen. Mr. Ferrara responded approximately two weeks for the Queens Midtown Tunnel and three weeks for the Hugh L. Carey Tunnel.

Commissioner Lebow asked if B&T lost power at Randalls Island which is the Authority's headquarters. Mr. Ferrara responded that there was no power for a short period of time, but power was restored with a generator. He stated that Randalls Island was probably one sandbag away from losing that facility. Mr. Ferrara commended maintenance staff who built by hand a sandbag wall which prevented the Randalls Island building from flooding.

Mr. Ferrara stated that he cannot say enough about all B&T employees, and especially the people out in the field who were doing the heavy lifting protecting the Authority's assets and then getting them back on line.

Commissioner Albert asked how the water was pumped out of the Hugh L. Carey Tunnel. Mr. Ferrara responded that a line was brought in from Governor's Island through the air shaft and the water was pumped into the Bay, and out of both the Brooklyn and Manhattan ends of the Tunnel. There were three pumping locations. Commissioner Albert stated that it must be approximately thirteen stories from the Tunnel to the surface. Mr. Ferrara stated that was correct; moving the water through the system was challenging in and of itself, and it certainly was a learning experience since it had never been done before. The contractors in conjunction with B&T's facility engineers and maintenance staff worked to develop a plan to pump out the tunnels. Mr. Ferrara added that the Army Corps of Engineers assisted the Authority and FEMA representatives visited the sites to provide information and to consult.

In response to a question from Commissioner Albert, Mr. Fortunato responded that 8,000 gallons of water a minute was pumped out of the Hugh L. Carey Tunnel. Commissioner Albert asked if the entire Queens Midtown Tunnel flooded. Mr. Ferrara responded that approximately three quarters of the Hugh L. Carey Tunnel flooded, and one third to a half of the Queens Midtown Tunnel flooded. In response to a question from Chairman Cappelli, Mr. Ferrara stated that water entered the Hugh L. Carey Tunnel from both Manhattan and Brooklyn; water entered the Queens Midtown Tunnel from Newtown Creek in Queens.

Mr. Ferrara stated that in the midst of the flood and its aftermath, the cashless tolling phase of the Pilot Program was initiated at the Henry Hudson Bridge. He cannot speak more highly of B&T employees who were not only focused on the storm, but the Pilot Project as well. Mr. Ferrara added that with respect to cashless tolls everything went according to plan and started successfully.

Commissioner Blair stated that he understood that the Hugh L. Carey Tunnel prevented a lot of serious damage to the buildings in Battery Park City. The tunnel acted like an underground tank for the flood water that was building up on the Manhattan side. Mr. Ferrara responded that although not designed for that purpose, he suspected it acted as a funnel for the East and Hudson Rivers by capturing most of the water.

On behalf of the Committee, Chairman Cappelli congratulated B&T management and its employees for exemplary service above and beyond the call of duty.

Customer Environment Survey Third Quarter 2012

Mr. Fortunato stated that in the third quarter of 2012 Bridges and Tunnels striped 31,457 linear feet of roadway at the Robert F. Kennedy Bridge. B&T repaired 701 potholes in the third

quarter of 2012 which is down from 927 in the third quarter of 2011. The overall collision rate per million vehicles was 5.40 which is 19.4% better than the third quarter of 2011. The collision rate with injuries per million vehicles in the third quarter 2012 was .92, which is 29.8% lower than the same period in 2011. During the third quarter of 2012, 94.1% of vehicle crossings at bridges during the weekday peak periods traveled above 30 mph, an improvement from 85.5% during the third quarter 2011.

Commissioner Lebow stated that B&T had done a great job repairing the roadway at the RFK Bridge, and it is a magnificent improvement.

E-ZPass

Mr. Spero stated that the E-ZPass market share for September was 81.4%, about 1.5% higher than the previous year. Year-to-date the E-ZPass market share is about 81%. More than 17,000 E-ZPass accounts were opened in September. The year-to-date total is more than 175,000, approximately 42,000 more than the same period last year. More than 9,700 E-ZPass On-The-Go accounts were opened in September; 56% of the total number of accounts opened. The in-lane tag sales of the On-The-Go tags continues to be successful; approximately 125,000 tags have been sold since the program began.

Finance

Mr. Spero stated that toll revenue for September was down 1% against the mid-year forecast. Year-to-date toll revenue is pretty much at budget, down only 0.2% against the mid-year forecast.

Total expenses in September were down \$5 million against the mid-year forecast, primarily due to lower payroll expenses and the timing of maintenance and other operating expenses. Year-to-date against the mid-year forecast expenses are \$18 million lower or 6% due to positive variances in those categories. B&T's overtime through September is at budget.

Total support to mass transit through September was approximately \$700 million which is about 4.4% better than Plan.

Capital Program

Mr. Keane stated that collectively in September and October nine commitments were made with a total commitment value of \$19 million. As of October 31st, 71 tasks have been committed with a total value of \$147.5 million. This compares to a year-to-date plan of 72 tasks and a value of \$572.3 million. A significant portion of the variance between plan and actual commitments will be eliminated with the award within days of Project VN80-B 'Replace Upper Level Suspended Span, Construction and Painting.' This award in the amount of \$247.5 million, as mentioned is expected to be made by the end of the month. With the projected award of the Verrazano-Narrows Bridge project, B&T will have achieved bid savings of approximately \$90 million for awards made year-to-date.

The most significant awards made in September and October were construction awards for elevator replacement at the Battery Parking Garage, and a project for concrete anchorage repairs at the Bronx-Whitestone Bridge, as well as a construction administration contract for a major electrical upgrade project at the Queens Midtown Tunnel.

There was one completion made in October, which was the tower painting at the Verrazano-Narrows Bridge in the amount of \$30.4 million. This brings year-to-date completions

to 4 projects completed with a cumulative value of \$264.7 million. The Authority remains on target for on time completions of the remaining planned completions for the calendar year. The Authority expects overall to realize \$285.8 million in project completions by year end.

Eleven closeouts were made in October with a total value of \$78.7 million. Year-to date the Authority has closed out 61 tasks with a total value of \$188.6 million.

Mr. Keane referred the Committee to the Capital Program Status Report for award date changes for remaining commitments for the rest of the year.

Procurements

Mr. Koestler stated that there are nine procurements this month totaling about \$7.83 million.

Non-Competitive Procurements

There are two non-competitive procurements.

Mr. Koestler stated that the first non-competitive procurement is a five year personal service contract for \$60,000 between B&T and the National Oceanic and Atmospheric Administration ("NOAA") that will enable NOAA to operate, maintain and repair the microwave air gap measurement system at the Verrazano-Narrows Bridge. The system includes a microwave sensor that measures the gap between the bottom of the bridge and the water surface to ensure that marine vessels have proper clearance as they pass beneath the bridge. The second is a modification to a miscellaneous procurement contract with Citilog for \$267,828 to upgrade the software for the Video Incident Detection System which enables monitoring of traffic activity at our two tunnels, the Throgs Neck and the Verrazano-Narrows Bridges. This system will be installed at the Henry Hudson Bridge under this amendment.

Competitive Procurements

Mr. Koestler referred the Committee members to the Procurement Report. He stated there is a staff summary requesting the Board to declare competitive bidding to be impractical and to authorize Bridges & Tunnels to enter into a competitive RFP process for Design/Build Services for the Replacement of Substation #1 at the Verrazano-Narrows Bridge. This project's budget is \$17M.

The second item is a personal service contract with Hatch Mott MacDonald NY for design and construction support services for Rehabilitation of the Tunnel Walls, Roadway, Drainage, Ceiling and Fireline at the BBT (now the Hugh Carey Tunnel). At this time B&T is requesting approval only for design services in an amount of \$2,702,411.

Commissioner Albert asked if this contract would have to be changed as a result of Sandy in that the drainage and ceiling may require further work. Mr. Koestler responded that it can't be determined at this time the impact Sandy will have on the overall design. Mr. Ferrara stated that assessments of the Tunnel are on-going. Preliminary indications are a top to bottom assessment of all the Authority's assets inside the Tunnel, both structural and electrical components, will have to be undertaken. Commissioner Albert stated that perhaps there will have to be an amendment to this procurement once that assessment is made as to what damage has been sustained. Mr. Ferrara stated that will have to be addressed as the assessment progresses.

Chairman Cappelli asked with respect to the Verrazano-Narrows Bridge sensor, how much clearance is there between the Bridge and the water, and how much clearance is there for

large cruise ships that travel under the Bridge. Mr. Fortunato responded that there is 225 feet between the water and the Bridge, and the cruise ships clear the Bridge by about 30 to 40 feet. There are some ships that have a 14 foot clearance, but they do an adjustment before they travel under the Bridge.

Mr. Koestler stated that the next item is a modification to a personal service contract with HNTB New York Engineering & Architecture to perform construction support services as well as additional design services in connection with our construction project for a new ramp at the Verrazano-Narrows Bridge. The total value of this amendment is \$2,070,495.

The next three items are modifications to public work contracts with Judlau Contracting, Restani Construction Corp. and TAP Electrical Contracting Service for additional work at the Henry Hudson and Verrazano-Narrows Bridges and the Hugh L. Carey Tunnel, respectively. The value of the three amendments is \$2,083,000.

The last item is a modification to a miscellaneous procurement contract with Transdyn for \$646,930 to provide continued maintenance services for the Advanced Traffic Management Incident, Detect, Evaluate, Act, System.

Regarding the procurement with Restani Construction Corporation, Contract No. VN-03B, Commissioner Blair stated that the additional expense being authorized was for boulders that were discovered during construction that were not anticipated. Commissioner Blair asked what kind of margin was in the contract, since this must be a common occurrence. Mr. Keane stated that a geotechnical investigation was conducted during the design phase. That investigation did not reveal an extensive amount of boulders. There was language in the contract that some obstructions could be anticipated. As is standard with these types of construction projects the geotechnical investigation report was made available to the bidders. Based on that there was a reasonable expectation there would have been few of these types of obstructions encountered during the actual work. As it turned out once the caissons were driven, which are three foot diameter, sixty foot deep structures, quite a number of them were impeded by massive boulders that were not detected in the geotechnical investigation. This falls into the category of differing site conditions for this type of work so it is on that basis that the contractor is reimbursed for some of its costs taking account of the fact that the contractor should have anticipated some obstructions, but not to the extent which it encountered. Commissioner Blair asked if the people that conducted the geotechnical investigation should have been accountable for this as well. Mr. Keane responded that the Authority is continuing to look at that issue with the design organizations responsible to see if the standard of care they exercised in specifying the required level of the geotechnical investigation meets industry standards. Mr. Keane stated that right now it appears they did follow industry standards, but the Authority has not concluded its investigation.

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

Non-Competitive Procurements

Personal Service Contracts

US Department of Commerce National Oceanic and Atmospheric Administration National Ocean Service	Contract MOA-2012-059/8595 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.	\$60,000.00
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Modifications to Miscellaneous Procurement Contracts

Citilog, Inc.	Contract No. 04-TD-2710 Additional funding to upgrade the Video Incident Detection System (VIDS) software and install a VIDS at the Henry Hudson Bridge.	\$267,828.00
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Competitive Procurements

Request to USE RFP for Procurement of Purchase & Public Works in lieu of Sealed Bid

Contractors to be Determined	Contract No. VN-87 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	Cost to be Determined
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Replacement of Substation #1 at the
Verrazano-Narrows Bridge.

Personal Service Contracts

Hatch Mott MacDonald NY, Inc.	Contract No. PSC-12-2913	\$2,702,411.00
	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.	

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

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

Modifications to Purchase & Public Works Contracts

Judlau Contracting, Inc.	Contract No. HH-10	\$1,088,573.00
	Additional work and credit under Contract HH-10, Replacement of the Upper Level Curb Stringers, and Roadway Lighting at the Henry Hudson Bridge.	
Restani Construction Corp.	Contract No. VN-03B	\$643,394.00
	Additional work under Contract VN-03B, Toll Plaza Improvements at the Verrazano-Narrows Bridge.	
TAP Electrical Contracting Service, Inc.	Contract No. BB-45	\$350,984.22
	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.)	

Modifications to Miscellaneous Procurement Contracts

Transdyn, Inc.	Contract No. 00-TD-2571	\$646,930.00
	Continued maintenance services for the	

Advanced Traffic Management Incident,
Detect, Evaluate, Act, System.

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

**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**

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

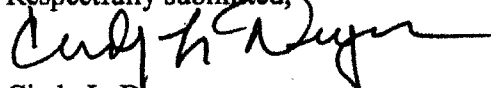
Upon a motion duly made and seconded, the Committee approved and moved to the Board the Interagency Agreement between MTA Bridges and Tunnels and New York State Department of Transportation for Improvements to the Gowanus Expressway Approach to the Verrazano-Narrows Bridge.

A copy of the staff summary setting forth the details of the above item is filed with the minutes of this meeting.

Adjournment

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

Respectfully submitted,



Cindy L. Dugan
Assistant Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

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

January 2013

Approval of 2013 Work Plan

Responsibility

Committee Chair & Members

February 2013

No meeting scheduled.

March 2013

Customer Environment Survey – 4th Quarter 2012
 Preliminary Review of 2012 Operating Budget Results
 2013 Adopted Budget/Financial Plan 2013-2016
 2012 B&T Operating Surplus
 Diversity Report – 4th Quarter 2012
 Annual Procurement Contracts Report

Operations
 Planning & Budget
 Planning & Budget
 Controller
 EEO
 Procurement & Materials/
 Finance

April 2013

Final Review of 2012 Year-End Operating Results

Planning & Budget

May 2013

No meeting scheduled.

June 2013

Customer Environment Survey – 1st Quarter 2013
 Diversity Report – 1st Quarter 2013

Operations
 EEO

II. SPECIFIC AGENDA ITEMS (cont'd)

Responsibility

July 2013

No items scheduled.

August 2013

No meeting scheduled.

September 2013

Customer Environment Survey – 2nd Quarter 2013
2014 Preliminary Budget
Diversity Report – 2nd Quarter 2013

Operations
Planning & Budget
EEO

October 2013

No meeting scheduled.

November 2013

Customer Environment Survey – 3rd Quarter 2013
2014 Preliminary Budget
B&T Committee Charter – Review

Operations
Planning & Budget
MTA Board

December 2013

2014 Proposed Committee Work Plan
2014 Proposed Final Budget
Diversity Report – 3rd Quarter 2013

Committee Chair & Members
Planning & Budget
EEO

BRIDGES & TUNNELS COMMITTEE WORK PLAN

Detailed Summary

I. RECURRING

Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

Report on Operations/Safety

Summary of B&T's major service indicators, which includes graphs and tables depicting total traffic for all facilities, manual traffic, and E-ZPass traffic volume for the most recent rolling 12 months compared to the previous year's rolling 12 months. Customer and employee safety indicators are included in various graphs and tables. The Report on Operations/Safety is reported on a two-month lag. Multiple reports will be given at the following meetings: April, July, September and December. (See table on next page).

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. Multiple reports will be given at the following meetings: April, July, September and December. (See table on next page).

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. Multiple reports will be given at the following meetings: April, July, September and December. (See table on next page).

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. Multiple reports will be given at the following meetings: April, July, September and December. (See table on next page).

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.

Committee Meeting Month	<u>Report Schedule</u>				
	<u>Operations</u>	<u>Safety</u>	<u>E-ZPass</u>	<u>Financial</u>	<u>Capital</u>
January	Nov	Nov	Nov	Nov	Dec
March	Dec	Dec	Dec	Dec	Jan
April	Jan/Feb	Jan/Feb	Jan/Feb	Jan/Feb	Feb/Mar
June	Mar	Mar	Mar	Mar	Apr
July	Apr/May	Apr/May	Apr/May	Apr/May	May/Jun
September	Jun/Jul	Jun/Jul	Jun/Jul	Jun/Jul	Jul/Aug
November	Aug	Aug	Aug	Aug	Sep
December	Sep/Oct	Sep/Oct	Sep/Oct	Sep/Oct	Oct/Nov

II. SPECIFIC AGENDA ITEMS

JANUARY 2013

Approval of Work Plan for 2013

The committee will have already received a draft work plan for 2013 at the December 2012 meeting. The committee will be requested to approve the amended work plan for the year.

FEBRUARY 2013

No meeting scheduled.

MARCH 2013

Customer Environment Survey – 4th Quarter 2012

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

Preliminary Review of 2012 Operating Budget Results

The agency will present a brief review of its 2012 Operating Budget results.

2013 Adopted Budget and February Financial Plan 2013-2016

The Agency will present its revised 2013 Adopted Budget and Financial Plan which will incorporate any changes made by the Board at the December 2012 meeting and any Agency technical adjustments.

2012 B&T Operating Surplus

The Committee will recommend action to the Board.

Diversity Report – 4th Quarter 2012

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

Annual Procurement Contracts Report

This report contains information on contracts awarded during the previous fiscal year and contracts open from the previous years as required by Section 2879 of the State Public Authorities Law.

APRIL 2013

Final Review of 2012 Year-End Operating Result

The customary review of prior year's budget results and their implications for current and future budget performance will be presented to the Committee. Each Agency will present for inclusion in the Agenda materials, and be prepared to answer questions on, a review of its experience. The MTA Budget Division will prepare an overall review, also for inclusion in the materials that draws MTA-wide conclusions.

MAY 2013

No meeting scheduled.

JUNE 2013**Customer Environment Survey – 1st Quarter 2013**

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

Diversity Report – 1st Quarter 2013

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

JULY 2013

No items scheduled.

AUGUST 2013

No meeting scheduled.

SEPTEMBER 2013**Customer Environment Survey – 2nd Quarter 2013**

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

2014 Preliminary Budget

Agency will present highlights of the Preliminary Budget to the Committee. Public comment will be accepted on the 2014 Preliminary Budget.

Diversity Report – 2nd Quarter 2013

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

OCTOBER 2013

No meeting scheduled.

NOVEMBER 2013

Customer Environment Survey – 3rd Quarter 2013

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

2014 Preliminary Budget

Public comment will be accepted on the 2014 Preliminary Budget.

B&T Committee Charter - Review

Review and assess the adequacy of the Charter annually.

DECEMBER 2013

2014 Proposed Committee Work Plan

The Committee Chair will present a draft Bridges and Tunnels Committee Work Plan for 2014 that will address initiatives to be reported throughout the year.

2014 Proposed Final Budget

The Committee will recommend action to the Board.

Diversity Report – 3rd Quarter 2013

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



Bridges and Tunnels

Report on Operations/Safety October 2012

MTA Bridges and Tunnels October 2012 Traffic Trends

Summary

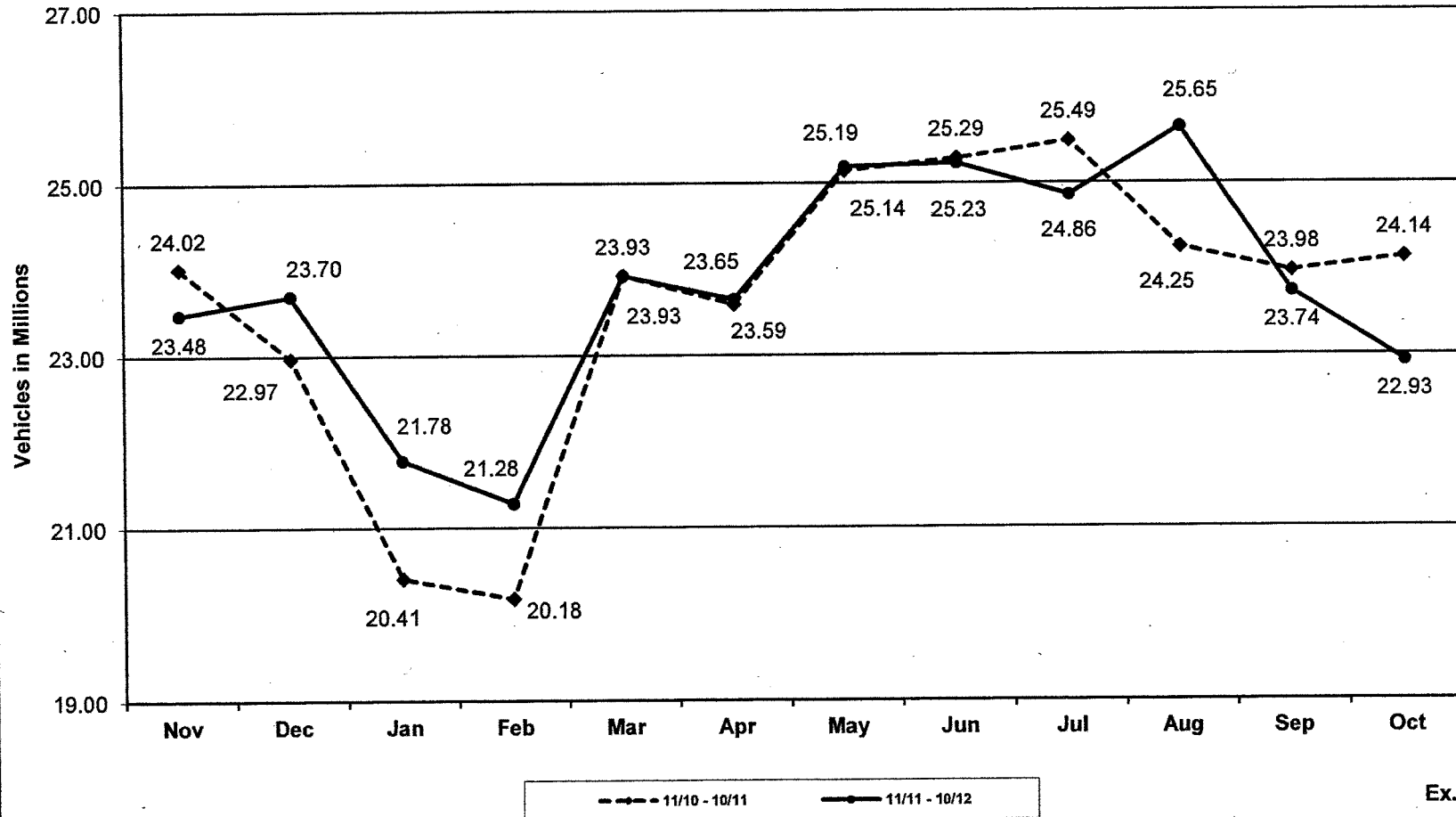
Total traffic crossings in October were 22.9 million in 2012, which was 1.2 million lower than 2011 (Exhibit 1), a decrease of 5.0%.

Traffic through October 26 was 0.2 million vehicles, or 1.2% greater this year compared to the same period in 2011. A state of emergency was declared on October 27 and Hurricane Sandy hit the New York City area on October 29. All facilities were closed either in the afternoon or early evening on the 29th and most re-opened the following day, the exceptions being the Cross Bay Bridge, which re-opened on the 31st, and the Queens Midtown and Hugh L. Carey (formerly Brooklyn-Battery) tunnels, which remained closed into November. Other restrictions and disruptions throughout the regional transportation environment further suppressed traffic volumes. Traffic from the 27th through the end of the month was subsequently 1.4 million vehicles less compared to the same period last year, a decrease of 40.1%.

Gas prices averaged \$4.02 per gallon, which was \$0.36 greater than last year at this time. A total of 2.4 inches of rain fell over 9 days this year, compared to 4.6 inches of rain and 1.7 inches of snow over 11 days last year.

Year-to-year E-ZPass usage decreased by 2.7% and cash crossings declined 14.4% for October 2012 versus 2011 (Exhibit 7). Passenger cars were down by 5.1% year-to-year and other vehicles were down 3.4% (Exhibit 8).

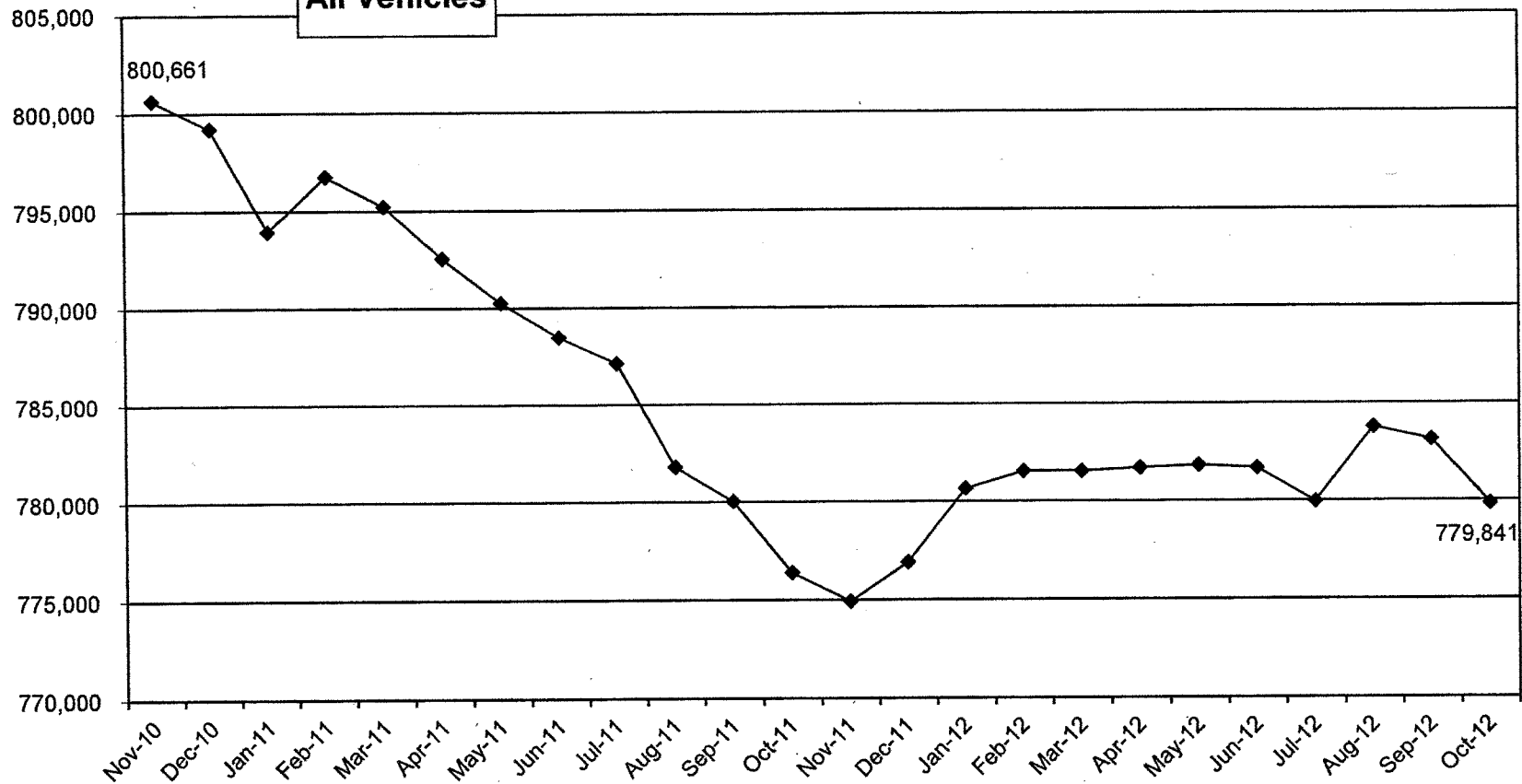
MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending October 2012



Ex. 1

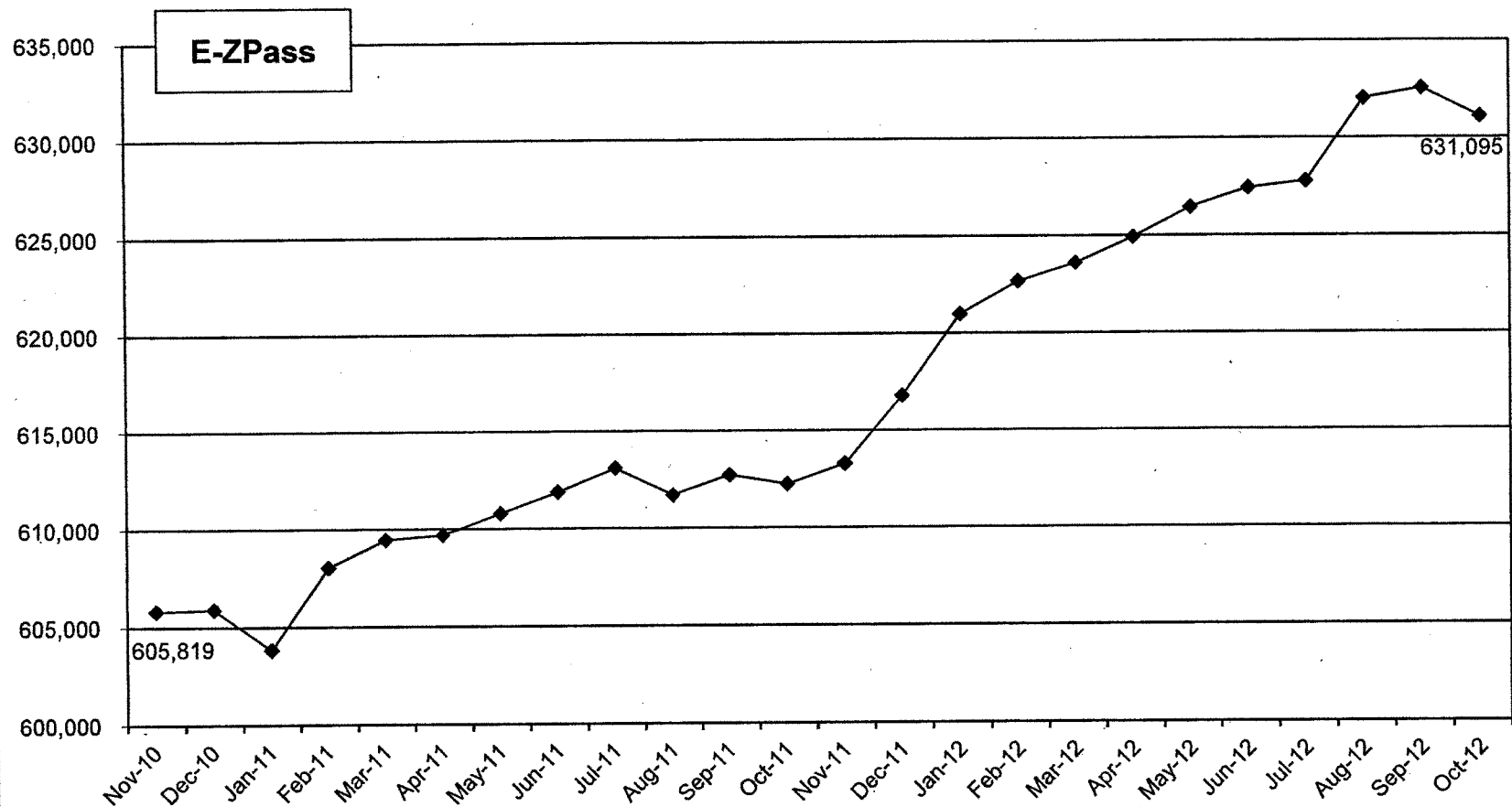
MTA Bridges and Tunnels
Average Daily Traffic: November 2010 - October 2012
12-Month Rolling Averages

All Vehicles



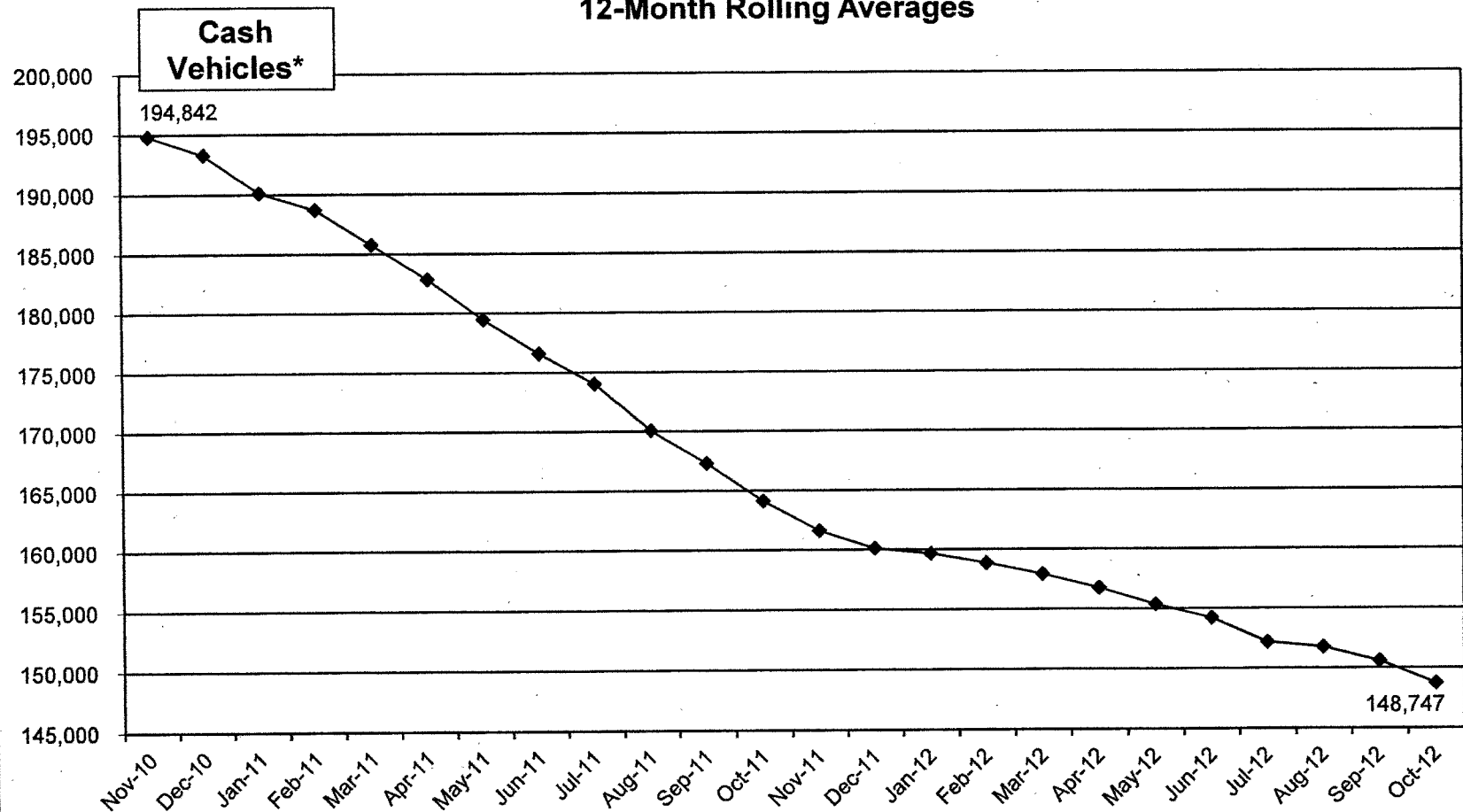
Ex. 2

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



Ex. 3

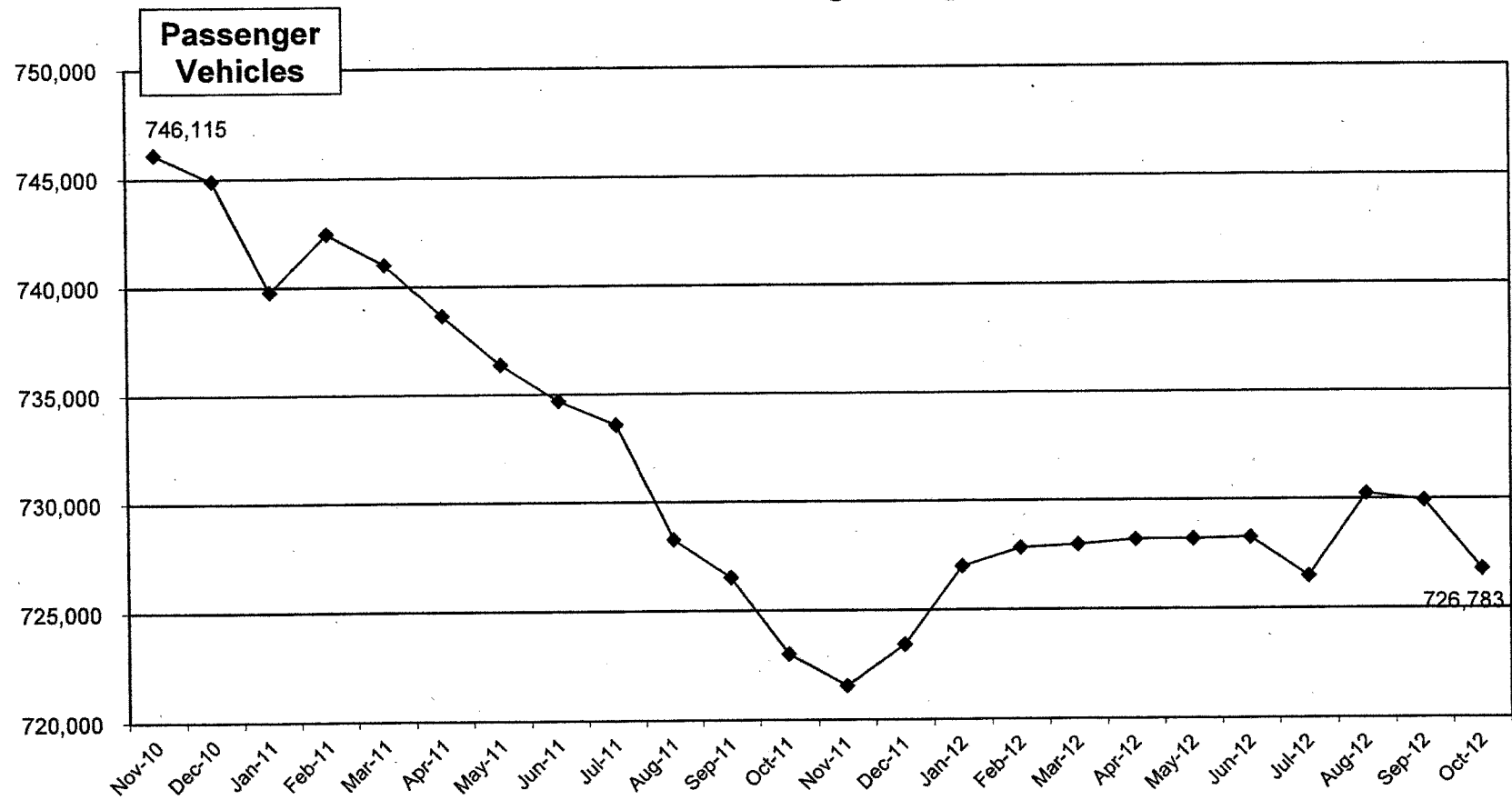
MTA Bridges and Tunnels
Average Daily Traffic: November 2010 - October 2012
12-Month Rolling Averages



*Includes token and ticket transactions.

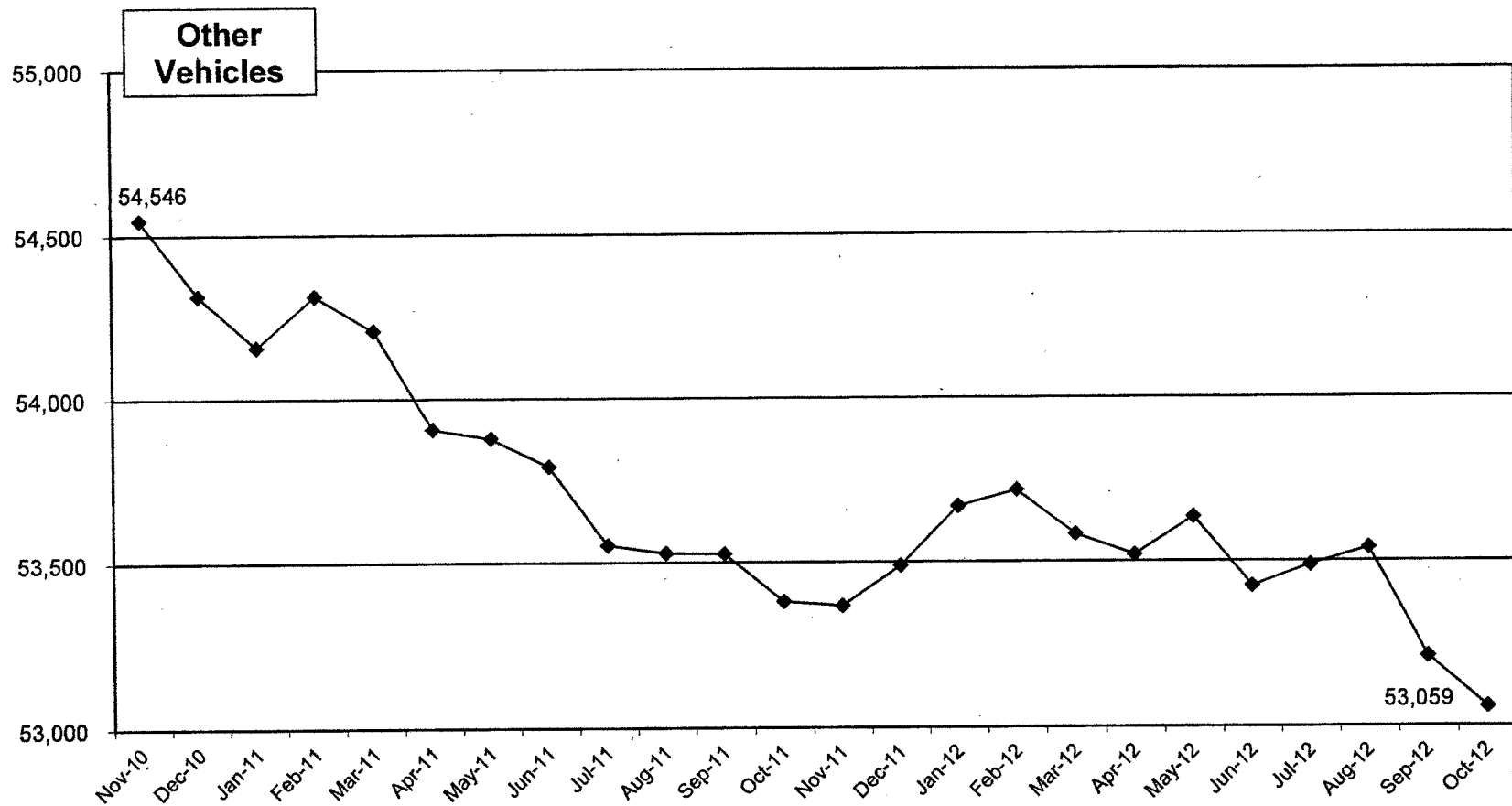
Ex. 4

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



Ex. 5

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



Ex. 6

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

Corridor	Toll Media	Oct ⁽¹⁾	3 Months ⁽²⁾ (Aug-Oct)	6 Months ⁽³⁾ (May-Oct)	9 Months ⁽⁴⁾ (Feb-Oct)	12 Months ⁽⁵⁾ (Nov-Oct)
All Facilities	Total Vehicles	-5.0%	-0.1%	-0.5%	-0.1%	0.4%
	E-ZPass	-2.7%	2.1%	1.9%	2.1%	3.1%
	Cash ⁽⁶⁾	-14.4%	-8.6%	-9.5%	-8.9%	-9.4%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-4.4%	0.3%	-0.3%	0.0%	0.4%
	E-ZPass	-1.5%	3.0%	2.6%	2.9%	3.7%
	Cash ⁽⁶⁾	-13.0%	-7.7%	-8.6%	-8.0%	-8.7%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel ⁽⁷⁾	Total Vehicles	-5.6%	-0.1%	0.0%	0.3%	0.9%
	E-ZPass	-3.5%	2.1%	2.4%	2.5%	3.3%
	Cash ⁽⁶⁾	-16.5%	-10.7%	-11.3%	-10.4%	-10.6%
Verrazano-Narrows Bridge	Total Vehicles	-5.6%	-1.2%	-1.6%	-1.2%	-0.3%
	E-ZPass	-4.0%	0.4%	0.1%	0.5%	1.6%
	Cash ⁽⁶⁾	-13.2%	-7.9%	-9.0%	-8.3%	-8.3%
Henry Hudson Bridge	Total Vehicles	-4.9%	-0.2%	-0.7%	-0.6%	0.0%
	E-ZPass	-3.1%	1.2%	1.0%	1.4%	2.7%
	Cash ⁽⁶⁾	-16.6%	-9.4%	-11.6%	-13.0%	-15.4%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-3.7%	2.6%	1.8%	1.9%	2.4%
	E-ZPass	0.0%	5.3%	4.8%	4.4%	5.0%
	Cash ⁽⁶⁾	-20.9%	-9.3%	-9.6%	-8.4%	-7.9%

(1) October 2012 vs. October 2011.

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

(3) May 2012 to October 2012 vs. May 2011 to October 2011.

(4) February 2012 to October 2012 vs. February 2011 to October 2011.

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

(6) Includes token and ticket transactions.

(7) Formerly Brooklyn-Battery Tunnel

Ex. 7

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

Corridor	Vehicle Type	Oct ⁽¹⁾	3 Months ⁽²⁾ (Aug-Oct)	6 Months ⁽³⁾ (May-Oct)	9 Months ⁽⁴⁾ (Feb-Oct)	12 Months ⁽⁵⁾ (Nov-Oct)
All Facilities	Total Vehicles	-5.0%	-0.1%	-0.5%	-0.1%	0.4%
	Passenger	-5.1%	0.2%	-0.4%	0.0%	0.5%
	Other	-3.4%	-3.1%	-1.7%	-1.5%	-0.6%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-4.4%	0.3%	-0.3%	0.0%	0.4%
	Passenger	-4.6%	0.6%	-0.2%	0.2%	0.5%
	Other	-2.5%	-3.1%	-1.9%	-1.6%	-0.6%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel ⁽⁶⁾	Total Vehicles	-5.6%	-0.1%	0.0%	0.3%	0.9%
	Passenger	-5.6%	0.1%	0.0%	0.4%	0.9%
	Other	-5.6%	-2.9%	-0.8%	-1.1%	-0.4%
Verrazano-Narrows Bridge	Total Vehicles	-5.6%	-1.2%	-1.6%	-1.2%	-0.3%
	Passenger	-5.7%	-0.9%	-1.5%	-1.1%	-0.2%
	Other	-3.6%	-4.4%	-3.1%	-2.8%	-1.8%
Henry Hudson Bridge	Total Vehicles	-4.9%	-0.2%	-0.7%	-0.6%	0.0%
	Passenger	-4.9%	-0.2%	-0.8%	-0.7%	0.0%
	Other	4.5%	2.3%	3.7%	3.9%	6.2%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-3.7%	2.6%	1.8%	1.9%	2.4%
	Passenger	-3.9%	2.7%	1.8%	1.8%	2.4%
	Other	0.3%	1.0%	3.0%	3.2%	3.0%

(1) October 2012 vs. October 2011.

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

(3) May 2012 to October 2012 vs. May 2011 to October 2011.

(4) February 2012 to October 2012 vs. February 2011 to October 2011.

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

(6) 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			
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
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
Oct-12	22,928,321	\$4.02	60	2.4	-	9

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences⁴

Traffic & Gas Monthly Inc/(Dec)			Weather Monthly Inc/(Dec)			
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
2011 vs. 2010						
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)
October	(1,207,659)	\$0.36	1	(2.2)	(1.7)	(2)

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

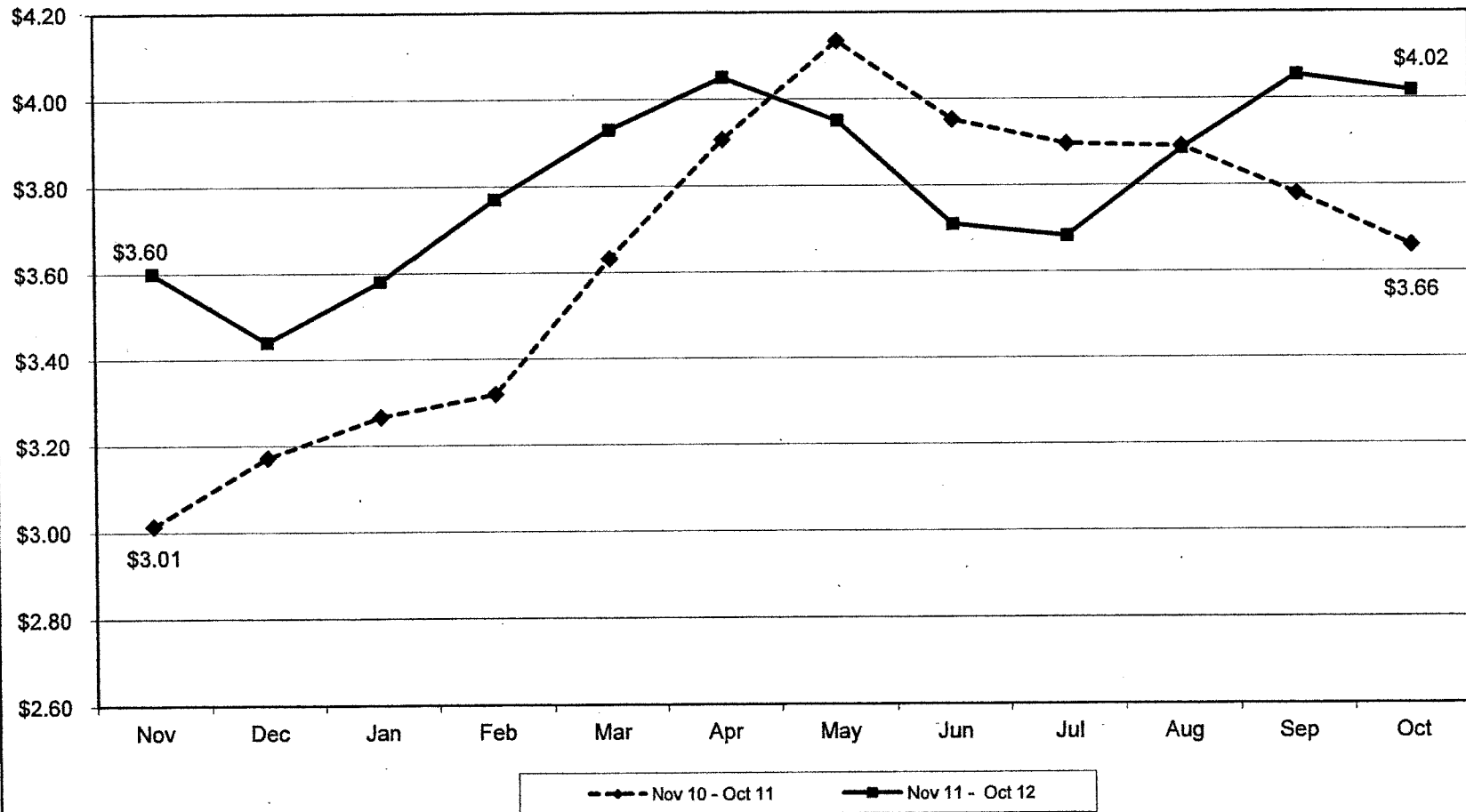
Average Daily Traffic: 12-Month Rolling Averages

<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Cash²</u>	<u>Passenger</u>	<u>Other</u>
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
Oct-12	779,841	631,095	148,747	726,783	53,059

1. Numbers may not add due to rounding.

2. Includes token and ticket transactions.

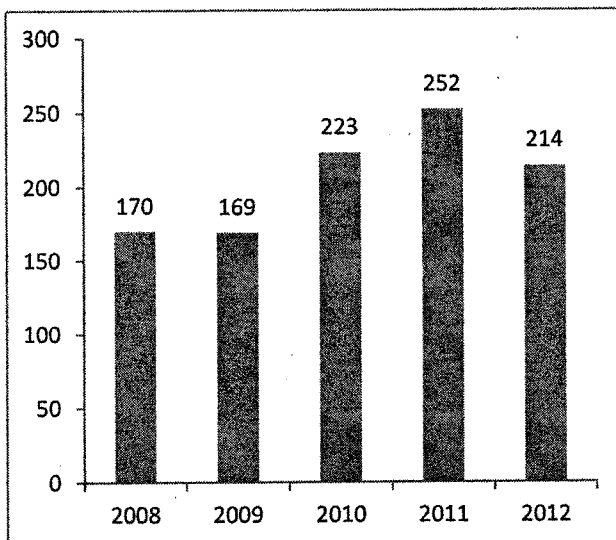
Supplemental Graph
Gas Prices in the NY-NJ-CT-PA Area
November 2010 - October 2012



SAFETY REPORT

MTA Bridges & Tunnels

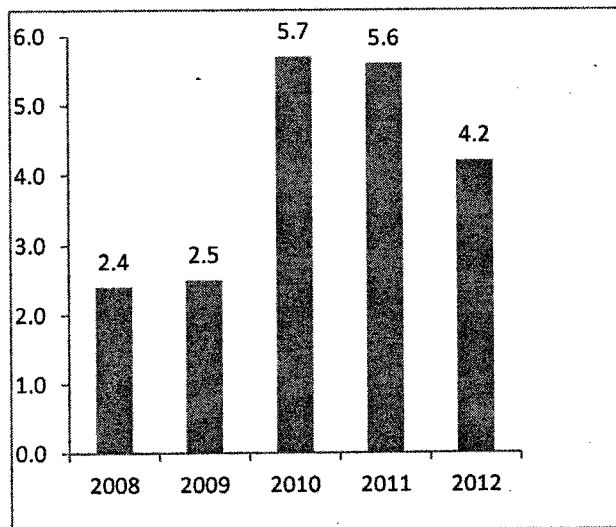
5 Yr Summary of Employee Accident Reports & Injuries thru October



Total Employee Accident Reports (C-2's)

Year	Total
2008	170
2009	169
2010	223
2011	252
2012	214

% change from last year: -15.1%
5 year Average 206



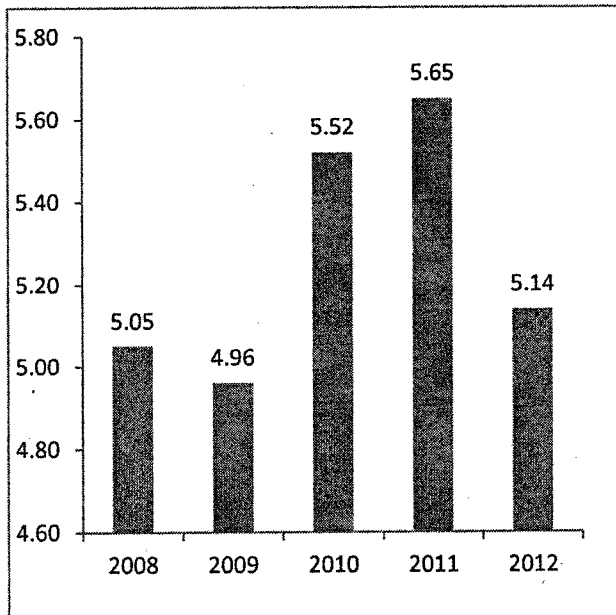
Employee Lost Time Injuries

Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2008	38	2.4
2009	39	2.5
2010	80	5.7
2011	75	5.6
2012	57	4.2

% change from last year: -25.0%
5 year Average 4.08

MTA Bridges & Tunnels

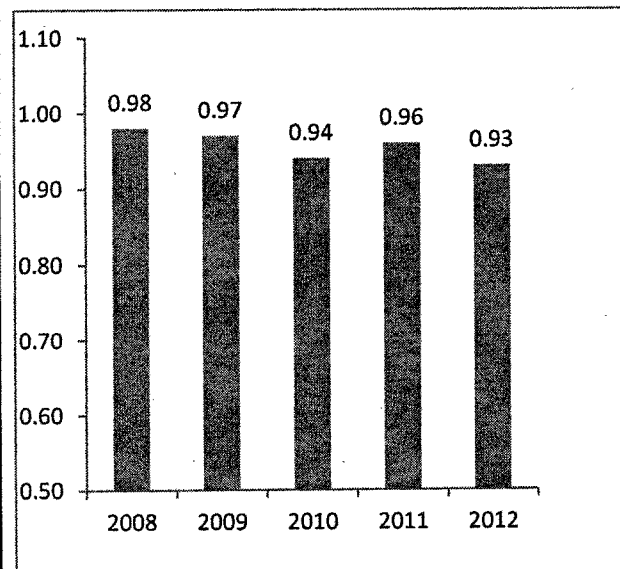
5 Yr Summary of Customer Collisions & Injuries thru October



Total Customer Collisions

Year	Total Collisions	Collision Rate/M Vehicles
2008	1267	5.05
2009	1226	4.96
2010	1367	5.52
2011	1351	5.65
2012	1239	5.14

% change from last year: -9.0%
 5 year Average 5.26



Total Injury Collisions

Year	Injury Collisions	Injury Rate/M Vehicles
2008	245	0.98
2009	240	0.97
2010	232	0.94
2011	230	0.96
2012	224	0.93

% change from last year: -3.1%
 5 year Average 0.96



Bridges and Tunnels

E-ZPass Performance Report October 2012



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

E-ZPass Performance at All B&T Facilities¹			
	October 2012	Year to Date	October 2011
Total E-ZPass Traffic ²	18,899,140	193,053,682	19,430,208
E-ZPass Market Share: Total	82.4%	81.0%	80.6%
Cars	81.8%	80.3%	79.8%
Trucks	91.2%	90.9%	90.4%

Weekday E-ZPass Performance by Facility^{1,2}			
Facility	October Average E-ZPass Weekday Traffic and Market Share		
	2012 Average Traffic	2012 Market Share	2011 Market Share
Bronx-Whitestone Bridge	77,988	78.4%	76.3%
Cross Bay Veterans Memorial Bridge	15,846	85.0%	82.1%
Henry Hudson Bridge	52,876	89.8%	88.6%
Hugh L. Carey Tunnel ³	39,595	88.8%	87.6%
Marine Parkway-Gil Hodges Memorial Bridge	16,999	88.1%	85.5%
Queens Midtown Tunnel	66,159	88.3%	86.3%
Robert F. Kennedy Bridge - Bronx Plaza	54,479	75.2%	73.4%
Robert F. Kennedy Bridge - Manhattan Plaza	69,783	84.5%	83.4%
Throgs Neck Bridge	81,773	83.2%	82.0%
Verrazano-Narrows Bridge	<u>143,205</u>	85.7%	84.6%
All Facilities	618,703	84.0%	82.6%

Notes:

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

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

Weekday Peak Hour E-ZPass Performance by Facility⁴				
Facility	October E-ZPass Market Share			
	2012 AM Peak	2011 AM Peak	2012 PM Peak	2011 PM Peak
Bronx-Whitestone Bridge	84.2%	81.9%	79.9%	77.1%
Cross Bay Veterans Memorial Bridge	88.8%	86.3%	86.1%	83.1%
Henry Hudson Bridge	92.5%	91.3%	90.9%	89.4%
Hugh L. Carey Tunnel ⁵	91.8%	91.2%	88.8%	88.1%
Marine Parkway-Gil Hodges Memorial Bridge	91.9%	89.7%	88.7%	86.1%
Queens Midtown Tunnel	90.4%	87.9%	88.3%	86.9%
Robert F. Kennedy Bridge - Bronx Plaza	80.5%	79.4%	76.8%	75.0%
Robert F. Kennedy Bridge - Manhattan Plaza	87.5%	86.7%	85.5%	84.1%
Throgs Neck Bridge	88.4%	86.8%	83.5%	83.0%
Verrazano-Narrows Bridge ⁶	N/A	N/A	89.0%	88.3%
All Facilities	87.8%	86.3%	85.4%	84.0%

Weekend E-ZPass Performance by Facility¹			
Facility	October Average E-ZPass Weekend Traffic and Market Share		
	2012 Avg. Traffic	2012 Market Share	2011 Market Share
Bronx-Whitestone Bridge	80,693	72.7%	68.9%
Cross Bay Veterans Memorial Bridge	14,234	80.2%	76.5%
Henry Hudson Bridge	50,720	86.4%	84.4%
Hugh L. Carey Tunnel ⁵	39,040	83.6%	82.3%
Marine Parkway-Gil Hodges Memorial Bridge	14,728	84.6%	81.5%
Queens Midtown Tunnel	54,016	82.3%	80.9%
Robert F. Kennedy Bridge - Bronx Plaza	50,608	67.6%	64.4%
Robert F. Kennedy Bridge - Manhattan Plaza	64,650	80.2%	77.6%
Throgs Neck Bridge	80,847	77.7%	76.4%
Verrazano-Narrows Bridge	<u>138,296</u>	79.0%	77.8%
All Facilities	587,832	78.2%	76.2%

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 at 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
October 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	October 2012 Total B&T E-ZPass Transactions	October 2012 Percentage of B&T Total Transactions	October 2011 Percentage of B&T Total Transactions
New York State Thruway Authority ⁸	1,558,698	7.67%	7.26%
New Jersey Toll Agencies ⁹	1,173,394	5.78%	5.45%
Port Authority of NY and NJ	1,108,924	5.46%	5.25%
Massachusetts Turnpike Authority ¹⁰	108,162	0.53%	0.48%
Pennsylvania Turnpike Commission	71,709	0.35%	0.32%
Maryland Transportation Authority	32,705	0.16%	0.14%
Virginia Department of Transportation ¹¹	19,522	0.10%	0.08%
Delaware River Joint Toll Bridge Commission	12,550	0.06%	0.05%
Delaware Department of Transportation	11,823	0.06%	0.06%
New Hampshire Department of Transportation	14,808	0.07%	0.05%
Other ¹²	<u>35,666</u>	<u>0.18%</u>	<u>0.14%</u>
Total	4,147,961	20.42%	19.28%

Other Agency B&T E-ZPass Transactions			
Agency Used By B&T Customers	October 2012	YTD 2012	October 2011
New York State Thruway Authority ⁸	2,582,633	24,153,479	2,381,355
New Jersey Toll Agencies ⁹	4,574,882	48,330,714	4,642,649
Port Authority of NY and NJ	3,056,720	31,238,744	3,065,581
New York State Bridge Authority	258,548	2,298,784	235,540
Massachusetts Turnpike Authority ¹⁰	485,765	4,651,772	454,675
Pennsylvania Turnpike Commission	232,216	2,234,016	220,469
Maryland Transportation Authority	235,587	2,488,100	226,056
Virginia Department of Transportation ¹¹	103,258	1,045,748	97,537
Delaware River Joint Toll Bridge Commission	211,140	2,120,942	210,379
Delaware Department of Transportation	206,293	2,288,804	205,682
New Hampshire Department of Transportation	115,049	954,656	92,832
Other ¹²	<u>455,167</u>	<u>3,068,256</u>	<u>287,703</u>
Total	12,517,258	124,874,015	12,120,458

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

October 2012

Preliminary data subject to final audit

E-ZPass Customer Service Statistics

MTA Bridges and Tunnels Customers			
	October 2012	YTD 2012	YTD 2011
Accounts Opened:			
Internet	4,593	59,132	74,403
Walk-In	1,499	19,163	25,083
Mail/Phone	721	10,262	6,860
On-The-Go	<u>8,255</u>	<u>102,001</u>	<u>35,111</u>
Total Accounts Opened	15,068	190,558	141,457
Total Active Accounts		2,385,029	2,143,131
Number of E-ZPass Tags Issued ¹³	39,863	473,855	370,648
Total Active Tags ¹⁴		3,886,049	3,608,117

Customer Service Indicators			
	October 2012	YTD 2012	YTD 2011
Phone Calls Answered by Customer Service Center:			
Customer Service Representatives	208,035	2,361,498	2,198,905
Automated System	<u>318,815</u>	<u>3,401,653</u>	<u>3,024,187</u>
Total Phone Calls Answered	526,850	5,763,151	5,223,092
Average Phone Call Waiting Time (in min.):			
Customer Service Representatives	0.09	0.23	0.39
Commercial Unit	0.31	0.33	0.39
Avg. Monthly B&T E-ZPass Trips Per Account	6.21	6.61	7.03
Average Number of Active Tags Per Account	1.63	1.63	1.68

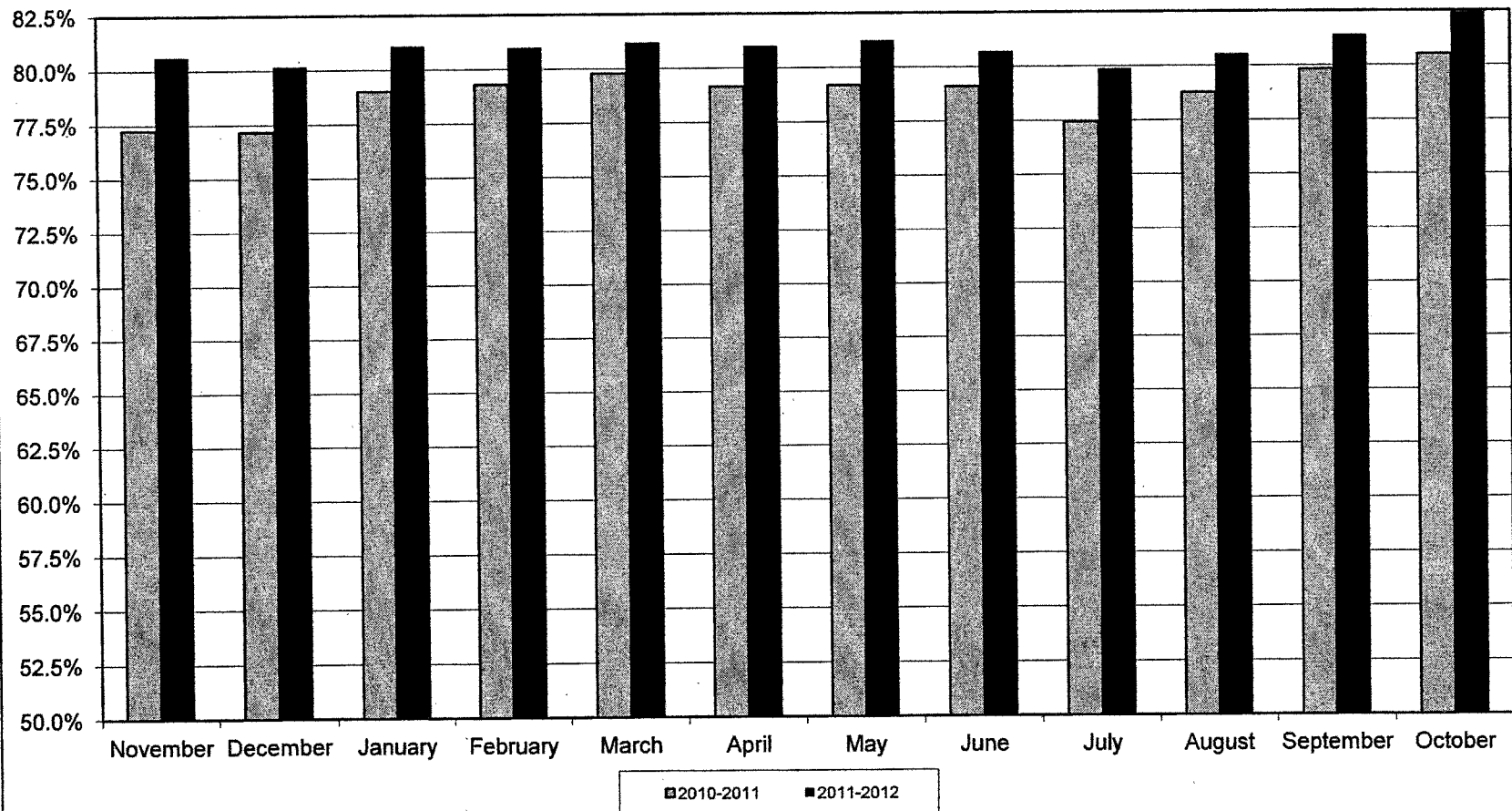
E-ZPass Tag Replacement Program			
	October 2012	YTD 2012	2011-2012
Number of Replacement Tags Mailed	18,337	354,920	1,087,125
Number of Tags Returned ¹⁵	28,435	387,264	1,050,335
Number of Tags Pending Return	N/A	N/A	36,790

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
November 2010 to October 2012**





Bridges and Tunnels

Financial Report October 2012

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

ASSETS

CURRENT ASSETS:

Cash-Unrestricted	\$18,844
Investments:	
Unrestricted	66,087
Restricted	400,646
Accrued interest receivable	771
Accounts receivable	10,479
Tolls due from other agencies	21,711
Prepaid expenses	<u>2,601</u>
 Total current assets	 <u>521,139</u>

NONCURRENT ASSETS:

Investments:	
Unrestricted	23,853
Restricted	458,799
Facilities, less acc. dep of \$1,109,615	4,014,022
Capital lease 2 Broadway net acc. dep.	45,464
Deferred financing costs	385,539
Derivative Hedge Assets	215,489
Security Deposits	<u>15,460</u>
 Total noncurrent assets	 <u>5,158,626</u>

TOTAL ASSETS	<u><u>\$5,679,765</u></u>
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MTA BRIDGES & TUNNELS
BALANCE SHEET
As of OCTOBER 31, 2012
(in thousands)

LIABILITIES

CURRENT LIABILITIES:

Current portion-long term debt	\$160,420
Interest Payable	166,052
Accounts Payable	36,495
Payable to MTA-CAP	23,560
Due to MTA-Operating Expenses	3,367
Due to TA-Operating and Finance Expenses	30,587
Accrued salaries	22,733
Accrued Vac & Sick Benefits	17,281
Current portion of estimated liability arising from injury	3,239
Current portion of capital lease obligation	6,329
Pollution remediation projects	1,837
Due to New York City Transit Authority	32,054
Due to Metropolitan Transportation Authority	51,495
Pension Contribution Payable	11,205
Unredeemed Tolls	131,825
Tolls due to other agencies	34,983
E-ZPass Airport Toll Liability	<u>4,302</u>
Total current liabilities	<u>737,764</u>

NONCURRENT LIABILITIES:

Long term debt	8,868,894
Post Employment Benefits Other than Pensions	362,934
Estimated liability arising from injury	21,115
Capital lease obligations	133,363
Derivative Hedge Liabilities	217,081
Security deposits-Contra	<u>15,460</u>
Total noncurrent liabilities	<u>9,618,847</u>

TOTAL LIABILITIES 10,356,611

FUND BALANCES (4,676,846) *

TOTAL LIABILITIES & FUND BALANCES \$5,679,765

*The negative Fund Balance of \$ 4,676,846 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
October 2012
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	128.941	121.605	(7.336)	(5.7)	0.000	0.000	0.000	-	128.941	121.605	(7.336)	(5.7)
Other Operating Revenue	1.218	1.313	0.095	7.8	0.000	0.000	0.000	-	1.218	1.313	0.095	7.8
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.191	0.706	(0.485)	(40.7)	1.191	0.706	(0.485)	(40.7)
Investment Income	0.009	0.017	0.008	88.9	0.000	0.000	0.000	-	0.009	0.017	0.008	88.9
Total Revenue	\$130.168	\$122.935	(\$7.233)	(5.6)	\$1.191	\$0.706	(\$0.485)	(40.7)	\$131.359	\$123.641	(\$7.718)	(5.9)
Expenses												
Labor												
Payroll	\$10.389	\$9.374	\$1.015	9.8	\$0.447	\$0.368	\$0.079	17.7	\$10.836	\$9.742	\$1.094	10.1
Overtime	1.536	1.610	(0.074)	(4.8)	0.014	0.000	0.014	100.0	1.550	1.610	(0.060)	(3.9)
Health and Welfare	2.153	2.343	(0.190)	(8.8)	0.074	0.093	(0.019)	(25.7)	2.227	2.436	(0.209)	(9.4)
OPEB Current Payment	1.275	1.120	0.155	12.2	0.000	0.000	0.000	-	1.275	1.120	0.155	12.2
Pensions	2.669	2.736	(0.067)	(2.5)	0.132	0.065	0.067	50.8	2.801	2.801	0.000	0.0
Other Fringe Benefits	0.962	0.755	0.207	21.5	0.056	0.041	0.015	26.8	1.018	0.796	0.222	21.8
Reimbursable Overhead	(0.468)	(0.139)	(0.329)	(70.3)	0.468	0.139	0.329	70.3	0.000	0.000	0.000	-
Total Labor Expenses	\$18.516	\$17.799	\$0.717	3.9	\$1.191	\$0.706	\$0.485	40.7	\$19.707	\$18.505	\$1.202	6.1
Non-Labor												
Electric Power	\$0.800	\$0.570	\$0.230	28.8	\$0.000	\$0.000	\$0.000	-	\$0.800	\$0.570	\$0.230	28.8
Fuel	0.148	0.119	0.029	19.6	0.000	0.000	0.000	-	0.148	0.119	0.029	19.6
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	7.540	4.534	3.006	39.9	0.000	0.000	0.000	-	7.540	4.534	3.006	39.9
Professional Service Contracts	2.348	2.128	0.220	9.4	0.000	0.000	0.000	-	2.348	2.128	0.220	9.4
Materials & Supplies	0.523	0.176	0.347	66.3	0.000	0.000	0.000	-	0.523	0.176	0.347	66.3
Other Business Expenses	1.920	1.784	0.136	7.1	0.000	0.000	0.000	-	1.920	1.784	0.136	7.1
Total Non-Labor Expenses	\$13.683	\$9.824	\$3.859	28.2	\$0.000	\$0.000	\$0.000	-	\$13.683	\$9.824	\$3.859	28.2
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$32.199	\$27.623	\$4.576	14.2	\$1.191	\$0.706	\$0.485	40.7	\$33.390	\$28.329	\$5.061	15.2
Depreciation	\$7.611	\$7.319	\$0.292	3.8	\$0.000	\$0.000	\$0.000	-	\$7.611	\$7.319	\$0.292	3.8
OPEB Obligation	6.083	6.083	0.000	0.0	0.000	0.000	0.000	-	6.083	6.083	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$45.893	\$41.025	\$4.868	10.6	\$1.191	\$0.706	\$0.485	40.7	\$47.084	\$41.731	\$5.353	11.4
Less: Depreciation	\$7.611	\$7.319	\$0.292	3.8	\$0.000	\$0.000	\$0.000	-	\$7.611	\$7.319	\$0.292	3.8
Less: OPEB Obligation	6.083	6.083	0.000	0.0	0.000	0.000	0.000	-	6.083	6.083	0.000	0.0
Total Expenses	\$32.199	\$27.623	\$4.576	14.2	\$1.191	\$0.706	\$0.485	40.7	\$33.390	\$28.329	\$5.061	15.2
Net Surplus/(Deficit)	\$97.969	\$95.312	(\$2.657)	(2.7)	\$0.000	\$0.000	\$0.000	-	\$97.969	\$95.312	(\$2.657)	(2.7)

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
October 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)									\$97.969	\$95.312	(\$2.657)	(2.7)
Less: Capitalized Assets									0.700	0.151	0.549	78.4
Reserves									2.705	2.705	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$94.564	\$92.456	(\$2.108)	(2.2)
Less: Debt Service									52.348	49.879	2.469	4.7
Income Available for Distribution									\$42.216	\$42.577	\$0.361	0.9
Distributable To:												
MTA - Investment Income									0.009	0.017	0.008	88.9
MTA - Distributable Income									26.372	26.346	(0.026)	(0.1)
NYCTR - Distributable Income									15.835	16.214	0.379	2.4
Total Distributable Income									\$42.216	\$42.577	\$0.361	0.9
Support to Mass Transit:												
Total Revenues									131.359	123.641	(7.718)	(5.9)
Less: Total Operating Expenses									33.390	28.329	5.061	15.2
Net Operating Income/(Deficit)									\$97.969	\$95.312	(\$2.657)	(2.7)
Deductions from Net Operating Income:												
Capitalized Assets									0.700	0.151	0.549	78.4
Reserves									2.705	2.705	0.000	0.0
B&T Debt Service									19.827	16.627	3.200	16.1
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$23.232	\$19.483	\$3.749	16.1
Total Support to Mass Transit									\$74.737	\$75.829	\$1.092	1.5

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
October 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	1,263.438	1,253.710	(9.728)	(0.8)	0.000	0.000	0.000	-	1,263.438	1,253.710	(9.728)	(0.8)
Other Operating Revenue	12.856	15.048	2.192	17.1	0.000	0.000	0.000	-	12.856	15.048	2.192	17.1
Capital & Other Reimbursements	0.000	0.000	0.000	-	11.669	11.793	0.124	1.1	11.669	11.793	0.124	1.1
Investment Income	0.085	0.106	0.021	24.7	0.000	0.000	0.000	-	0.085	0.106	0.021	24.7
Total Revenue	\$1,276.379	\$1,268.864	(\$7.515)	(0.6)	\$11.669	\$11.793	\$0.124	1.1	\$1,288.048	\$1,280.657	(\$7.391)	(0.6)
Expenses												
Labor:												
Payroll	\$98.752	\$93.968	\$4.784	4.8	\$4.683	\$5.069	(\$0.386)	(8.2)	\$103.435	\$99.037	\$4.398	4.3
Overtime	16.425	16.550	(0.125)	(0.8)	0.173	0.137	0.036	20.8	16.598	16.687	(0.089)	(0.5)
Health and Welfare	20.119	20.391	(0.272)	(1.4)	0.967	1.260	(0.293)	(30.3)	21.086	21.651	(0.565)	(2.7)
OPEB Current Payment	12.268	11.585	0.683	5.6	0.000	0.000	0.000	-	12.268	11.585	0.683	5.6
Pensions	29.479	29.679	(0.200)	(0.7)	1.102	0.902	0.200	18.1	30.581	30.581	0.000	0.0
Other Fringe Benefits	13.445	12.893	0.552	4.1	0.563	0.577	(0.014)	(2.5)	14.008	13.470	0.538	3.8
Reimbursable Overhead	(4.181)	(3.848)	(0.333)	(8.0)	4.181	3.848	0.333	8.0	0.000	0.000	0.000	-
Total Labor Expenses	\$186.307	\$181.218	\$5.089	2.7	\$11.669	\$11.793	(\$0.124)	(1.1)	\$197.976	\$193.011	\$4.965	2.5
Non-Labor:												
Electric Power	\$6.036	\$5.006	\$1.030	17.1	\$0.000	\$0.000	\$0.000	-	\$6.036	\$5.006	\$1.030	17.1
Fuel	2.038	2.207	(0.169)	(8.3)	0.000	0.000	0.000	-	2.038	2.207	(0.169)	(8.3)
Insurance	4.369	4.954	(0.585)	(13.4)	0.000	0.000	0.000	-	4.369	4.954	(0.585)	(13.4)
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	74.275	61.725	12.550	16.9	0.000	0.000	0.000	-	74.275	61.725	12.550	16.9
Professional Service Contracts	18.793	16.335	2.458	13.1	0.000	0.000	0.000	-	18.793	16.335	2.458	13.1
Materials & Supplies	2.840	1.528	1.312	46.2	0.000	0.000	0.000	-	2.840	1.528	1.312	46.2
Other Business Expenses	19.892	18.294	1.598	8.0	0.000	0.000	0.000	-	19.892	18.294	1.598	8.0
Total Non-Labor Expenses	\$128.243	\$110.049	\$18.194	14.2	\$0.000	\$0.000	\$0.000	-	\$128.243	\$110.049	\$18.194	14.2
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.	\$314.550	\$291.267	\$23.283	7.4	\$11.669	\$11.793	(\$0.124)	(1.1)	\$326.219	\$303.060	\$23.159	7.1
Depreciation	\$74.706	\$73.299	\$1.407	1.9	\$0.000	\$0.000	\$0.000	-	\$74.706	\$73.299	\$1.407	1.9
OPEB Obligation	60.833	60.833	0.000	0.0	0.000	0.000	0.000	-	60.833	60.833	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.	\$450.096	\$425.454	\$24.642	5.5	\$11.669	\$11.793	(\$0.124)	(1.1)	\$461.765	\$437.247	\$24.518	5.3
Less: Depreciation	\$74.706	\$73.299	\$1.407	1.9	\$0.000	\$0.000	\$0.000	-	\$74.706	\$73.299	\$1.407	1.9
Less: OPEB Obligation	60.833	60.833	0.000	0.0	0.000	0.000	0.000	-	60.833	60.833	0.000	0.0
Total Expenses	\$314.557	\$291.322	\$23.235	7.4	\$11.669	\$11.793	(\$0.124)	(1.1)	\$326.226	\$303.115	\$23.111	7.1
Net Surplus/(Deficit)	\$961.822	\$977.542	\$15.720	1.6	\$0.000	\$0.000	\$0.000	-	\$961.822	\$977.542	\$15.720	1.6

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

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Net Income/(Deficit)									\$961.822	\$977.542	\$15.720	1.6
Less: Capitalized Assets									3.769	\$3.237	\$0.532	14.1
Reserves									19.589	19.589	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$938.464	\$954.716	\$16.252	1.7
Less: Debt Service									513.691	503.219	10.472	2.0
Income Available for Distribution									\$424.773	\$451.497	\$26.724	6.3
Distributable To:												
MTA - Investment Income									0.085	0.106	0.021	24.7
MTA - Distributable Income									264.494	276.779	12.285	4.6
NYCTR - Distributable Income									160.194	174.612	14.418	9.0
Total Distributable Income									\$424.773	\$451.497	\$26.724	6.3
Support to Mass Transit:												
Total Revenues									1,288.048	1,280.657	(7.391)	(0.6)
Less: Total Operating Expenses									<u>326.226</u>	<u>303.115</u>	<u>23.111</u>	7.1
Net Operating Income/(Deficit)									\$961.822	\$977.542	\$15.720	1.6
Deductions from Net Operating Income:												
Capitalized Assets									3.769	3.237	0.532	14.1
Reserves									19.589	19.589	0.000	0.0
B&T Debt Service									180.822	166.186	14.636	8.1
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$204.180	\$189.012	\$15.168	7.4
Total Support to Mass Transit									\$757.642	\$788.530	\$30.888	4.1

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

			October 2012	Year-to-Date		
Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Total						
Vehicle Toll Revenue	(7.336)	-5.7%	Lower toll revenue due to 6.9% lower traffic as compared to the monthly forecast allocation as a result of Tropical Storm Sandy.	(9.728)	-0.8%	Lower toll revenue due to 0.9% lower traffic as compared to the YTD forecast allocation primarily as a result of Tropical Storm Sandy.
Other Operating Revenue	0.095	7.8%	Higher Other Operating Revenue primarily due to higher revenues from the auctioning of non-revenue fleet vehicles (\$0.126M).	2.192	17.1%	Higher Other Operating Revenue primarily due to higher E-ZPass administrative fees (\$0.897M), higher revenues from the Battery Parking Garage (\$0.590M) and the auctioning of non-revenue fleet vehicles (\$0.393M).
Capital and Other Reimbursements	(0.485)	-40.7%	Lower capital reimbursable expenses against the monthly forecast allocation.	0.124	1.1%	Minor variance.
Investment Income	0.008	88.9%	Minor variance.	0.021	24.7%	Minor variance.
Payroll	1.094	10.1%	Lower payroll expenses due to vacancies.	4.398	4.3%	Lower payroll expenses due to vacancies.
Overtime	(0.060)	-3.9%	See overtime tables	(0.089)	-0.5%	See overtime tables
Health and Welfare	(0.209)	-9.4%	Higher Health and Welfare expenses due to higher than expected major medical costs.	(0.565)	-2.7%	Higher Health and Welfare expenses due to higher than expected major medical costs.
OPEB Current Payment	0.155	12.2%	Lower OPEB expenses against the monthly forecast allocation.	0.683	5.6%	Lower OPEB expenses against the YTD forecast allocation.
Pensions	0.000	-	No variance.	0.000	-	No variance.
Other Fringe Benefits	0.222	21.8%	Lower expenses primarily due to vacancies.	0.538	3.8%	Lower expenses primarily due to vacancies.
Electricity - Non-Traction	0.230	28.8%	Lower electricity expenses due to lower than projected rates.	1.030	17.1%	Lower electricity expenses due to lower than projected rates.
Fuel	0.029	19.6%	Minor variance.	(0.169)	-8.3%	Minor variance.
Insurance	(0.109)	-27.0%	Higher expense for Property Insurance (-\$0.112M) against the monthly forecast allocation.	(0.585)	-13.4%	Higher expense for Property Insurance (-\$0.613M) against the YTD forecast allocation.
Maintenance and Other Operating Contracts	3.006	39.9%	Lower expenses primarily for E-ZPass tag purchases (\$1.573M), Major Maintenance and Painting (\$0.968M), E-ZPass Customer Service Center (\$0.116M), Facility Maintenance and Repair Services (\$0.114M) and other expenses against the monthly forecast allocation, offset by higher expenses primarily for Security/Surveillance Equipment (-\$0.229M).	12.550	16.9%	Lower expenses primarily for Major Maintenance and Painting (\$7.728M), E-ZPass tag purchases (\$1.956M), Facility Maintenance and Repair Services (\$0.567M), Telephone Service/Usage (\$0.430M) and other expenses against the YTD forecast allocation.
Professional Service Contracts	0.220	9.4%	Lower expenses primarily for Planning Studies (\$0.243M), Office Equipment Maintenance and Repair Services (\$0.207M), Engineer Services (\$0.136M) and other expenses against the monthly forecast allocation, offset by higher expenses primarily for Bond Issuance Costs (-\$0.630M).	2.458	13.1%	Lower expenses primarily for Planning Studies (\$1.220M), MTA Other Professional Services (\$0.318M), Financial Services/Bank Fees (\$0.272M), Office Equipment Maintenance and Repair Services (\$0.238M), IT Consultant Services (\$0.216M), Outside Training (\$0.211M) and other expenses against the YTD forecast allocation, offset by higher expenses primarily for Bond Issuance Costs (-\$0.445M).
Materials & Supplies	0.347	66.3%	Lower expenses across a variety of small equipment and supply categories.	1.312	46.2%	Lower expenses primarily for Roadway Equipment (\$0.185M) and across a variety of small equipment and supply categories against the YTD forecast allocation.
Other Business Expense	0.136	7.1%	Lower expenses primarily for Credit/Debit Card Fees (\$0.118M) against the monthly forecast allocation.	1.588	8.0%	Lower expenses primarily for Credit/Debit Card Fees (\$1.482M) against the YTD forecast allocation.
Depreciation	0.292	3.8%	Minor variance.	1.407	1.9%	Minor variance.
Other Post Employment Benefits	0.000	-	No variance.	0.000	-	No variance.
Reimbursable						
Payroll	0.079	17.7%	Lower than planned reimbursable expenses against the monthly forecast allocation.	(0.386)	-8.2%	Higher than planned reimbursable expenses against the YTD forecast allocation.
Overtime	0.014	100.0%	See overtime tables	0.036	20.8%	See overtime tables
Health and Welfare	(0.019)	-25.7%	Higher than planned reimbursable expenses against the monthly forecast allocation.	(0.293)	-30.3%	Higher than planned reimbursable expenses against the YTD forecast allocation.
OPEB Current Payment	0.000	-	No variance.	0.000	-	No variance.
Pensions	0.067	50.8%	Lower than planned reimbursable expenses against the monthly forecast allocation.	0.200	18.1%	Lower than planned reimbursable expenses against the YTD forecast allocation.
Other Fringe Benefits	0.015	26.8%	Lower than planned reimbursable expenses against the monthly forecast allocation.	(0.014)	-2.5%	Higher than planned reimbursable expenses against the YTD forecast allocation.
Reimbursable Overhead	0.329	70.3%	Lower than planned reimbursable expenses against the monthly forecast allocation.	0.333	8.0%	Lower than planned reimbursable expenses against the YTD forecast allocation.

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

	October						October Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
OPERATIONS & MAINTENANCE												
<u>Scheduled Service</u>	4,581	\$0.235	3,428	\$0.199	1,154 25.2%	\$0.036 15.4%	42,189	\$2.228	35,878	\$2.193	6,311 15.0%	\$0.035 1.6%
<u>Unscheduled Service</u>	1,659	\$0.085	770	\$0.044	889 53.6%	\$0.040 47.6%	13,010	\$0.683	8,118	\$0.433	4,892 37.6%	\$0.250 36.6%
<u>Programmatic/Routine Maintenance</u>	243	\$0.013	44	\$0.002	199 81.9%	\$0.011 86.9%	2,018	\$0.097	1,111	\$0.094	908 45.0%	\$0.003 2.7%
<u>Unscheduled Maintenance</u>	2,039	\$0.109	1,644	\$0.089	396 19.4%	\$0.020 18.2%	14,861	\$0.810	10,891	\$0.867	3,970 26.7%	(\$0.057) -7.1%
<u>Vacancy/Absentee Coverage</u>	11,178	\$0.598	14,719	\$0.856	(3,541) -31.7%	(\$0.258) -43.3%	142,592	\$7.541	154,266	\$9.456	(11,674) -8.2%	(\$1.915) -25.4%
<u>Weather Emergencies</u>	758	\$0.040	4,739	\$0.251	(3,981) -525.3%	(\$0.211) -522.1%	6,989	\$0.366	8,223	\$0.522	(1,234) -17.7%	(\$0.156) -42.6%
<u>Safety/Security/Law Enforcement</u>	4,735	\$0.247	2,047	\$0.120	2,688 56.8%	\$0.128 51.6%	36,607	\$1.913	22,702	\$1.398	13,905 38.0%	\$0.515 26.9%
<u>Other</u>	516	\$0.030	101	\$0.006	415 80.4%	\$0.024 81.1%	8,942	\$0.500	5,136	\$0.417	3,807 42.6%	\$0.083 16.5%
<u>*All Other Departments and Accruals</u>		\$0.179		\$0.043		\$0.136 **		\$2.287		\$1.170		\$1.117 **
Subtotal	25,709	\$1.536	27,492	\$1.610	(1,783) -6.9%	(\$0.074) -4.8%	267,208	\$16.425	246,323	\$16.550	20,885 7.8%	(\$0.125) -0.8%
REIMBURSABLE OVERTIME	280	\$0.014	0	\$0.000	280 100.0%	\$0.014 100.0%	3,085	\$0.173	2,278	\$0.137	807 26.1%	\$0.037 21.1%
TOTAL OVERTIME	25,989	\$1.550	27,492	\$1.610	(1,503) -5.8%	(\$0.060) -3.9%	270,293	\$16.598	248,601	\$16.687	21,692 8.0%	(\$0.089) -0.5%

Figures are preliminary.

Totals may not add due to rounding

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

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

** Exceeds 100%

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

NON-REIMBURSABLE OVERTIME

OPERATIONS & MAINTENANCE

Scheduled Service

1,154 \$0.036 Lower than planned expenses
25.2% 15.4%

Unscheduled Service

889 \$0.040 Lower than planned expenses
53.6% 47.6%

Programmatic/Routine Maintenance

199 \$0.011 Lower than planned expenses
81.9% 86.9%

Unscheduled Maintenance

396 \$0.020 Lower than planned expenses
19.4% 18.2%

Vacancy/Absentee Coverage

(3,541) (\$0.258) Higher than planned expenses primarily due to payroll
-31.7% -43.3% vacancies

Weather Emergencies

(3,981) (\$0.211) Higher coverage required due to Tropical Storm Sandy
-525.3% -522.1%

Safety/Security/Law Enforcement

2,688 \$0.128 More efficient use of law enforcement related overtime
56.8% 51.6%

Other

415 \$0.024 Lower than planned expenses
80.4% 81.1%

*All Other Departments and Accruals

\$0.136 Primarily due to adjustments for the 28-day OT payroll lag
**

Subtotal

(1,783) (\$0.074)
-6.9% -4.8%

REIMBURSABLE OVERTIME

280 \$0.014 Lower than planned overtime needed on projects eligible for
100.0% 100.0% reimbursement from the capital program

TOTAL OVERTIME

(1,503) (\$0.060)

Monthly			Year-to-Date		
Var. - Fav./Unfav)		Explanations	Var. - Fav./Unfav)		Explanations
Hours	\$		Hours	\$	
6,311	\$0.035	Lower than planned expenses	6,311	\$0.035	Lower than planned expenses
15.0%	1.6%		15.0%	1.6%	
4,892	\$0.250	Lower than planned expenses	4,892	\$0.250	Lower than planned expenses
37.6%	36.6%		37.6%	36.6%	
908	\$0.003	Lower than planned expenses	908	\$0.003	Lower than planned expenses
45.0%	2.7%		45.0%	2.7%	
3,970	(\$0.057)	Lower than planned expenses	3,970	(\$0.057)	Lower than planned expenses
26.7%	-7.1%		26.7%	-7.1%	
(11,674)	(\$1.915)	Higher than planned expenses primarily due to payroll vacancies	(11,674)	(\$1.915)	Higher than planned expenses primarily due to payroll vacancies
-8.2%	-25.4%		-8.2%	-25.4%	
(1,234)	(\$0.156)	Higher coverage required due to Tropical Storm Sandy	(1,234)	(\$0.156)	Higher coverage required due to Tropical Storm Sandy
-17.7%	-42.6%		-17.7%	-42.6%	
13,905	\$0.515	More efficient use of law enforcement related overtime	13,905	\$0.515	More efficient use of law enforcement related overtime
38.0%	26.9%		38.0%	26.9%	
3,807	\$0.083	Lower than planned expenses	3,807	\$0.083	Lower than planned expenses
42.6%	16.5%		42.6%	16.5%	
	\$1.117	Primarily due to adjustments for the 28-day OT payroll lag		\$1.117	Primarily due to adjustments for the 28-day OT payroll lag
	**			**	
20,885	(\$0.125)		20,885	(\$0.125)	
7.8%	-0.8%		7.8%	-0.8%	
807	\$0.037	Lower than planned overtime needed on projects eligible for reimbursement from the capital program	807	\$0.037	Lower than planned overtime needed on projects eligible for reimbursement from the capital program
26.1%	21.1%		26.1%	21.1%	
21,692	(\$0.089)		21,692	(\$0.089)	

Figures are preliminary.

Totals may not add due to rounding

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

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

** Exceeds 100%

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

	September						September Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
OPERATIONS & MAINTENANCE												
<u>Scheduled Service</u>	4,899	\$0.253	2,656	\$0.173	2,243 45.8%	\$0.080 31.5%	37,608	\$1.993	32,451	\$2.012	5,158 13.7%	(\$0.019) -1.0%
<u>Unscheduled Service</u>	1,759	\$0.090	575	\$0.034	1,185 67.3%	\$0.057 62.6%	11,351	\$0.598	7,348	\$0.389	4,003 35.3%	\$0.209 34.9%
<u>Programmatic/Routine Maintenance</u>	262	\$0.014	22	\$0.002	240 91.6%	\$0.012 86.2%	1,775	\$0.084	1,067	\$0.093	709 39.9%	(\$0.010) -11.4%
<u>Unscheduled Maintenance</u>	2,187	\$0.117	893	\$0.078	1,294 59.2%	\$0.038 33.0%	12,822	\$0.701	9,247	\$0.809	3,575 27.9%	(\$0.108) -15.4%
<u>Vacancy/Absentee Coverage</u>	11,543	\$0.623	8,230	\$0.486	3,313 28.7%	\$0.137 21.9%	131,414	\$6.943	139,546	\$8.608	(8,132) -6.2%	(\$1.665) -24.0%
<u>Weather Emergencies</u>	814	\$0.043	83	\$0.007	731 89.8%	\$0.037 84.6%	6,231	\$0.325	3,484	\$0.273	2,748 44.1%	\$0.053 16.2%
<u>Safety/Security/Law Enforcement</u>	4,919	\$0.257	1,230	\$0.072	3,689 75.0%	\$0.185 72.0%	31,872	\$1.666	20,655	\$1.278	11,218 35.2%	\$0.388 23.3%
<u>Other</u>	508	\$0.029	9	\$0.001	500 98.3%	\$0.029 98.2%	8,426	\$0.470	5,035	\$0.412	3,392 40.3%	\$0.058 12.4%
<u>*All Other Departments and Accruals</u>		\$0.187		\$0.823		(\$0.635) **		\$2.108		\$1.065		\$1.043 **
Subtotal	26,891	\$1.614	13,697	\$1.675	13,195 49.1%	(\$0.061) -3.8%	241,499	\$14.889	218,831	\$14.940	22,668 9.4%	(\$0.051) -0.3%
REIMBURSABLE OVERTIME	280	\$0.014	0	\$0.000	280 100.0%	\$0.014 100.0%	2,805	\$0.159	2,278	\$0.137	527 18.8%	\$0.022 14.0%
TOTAL OVERTIME	27,171	\$1.628	13,697	\$1.675	13,475 49.6%	(\$0.047) -2.9%	244,304	\$15.048	221,109	\$15.077	23,195 9.5%	(\$0.029) -0.2%

Figures are preliminary.

Totals may not add due to rounding.

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

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

** Exceeds 100%

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

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
OPERATIONS & MAINTENANCE						
<u>Scheduled Service</u>	2,243 45.6%	\$0.080 31.5%	Lower than planned expenses	5,158 13.7%	(\$0.019) -1.0%	Higher than planned expenses
<u>Unscheduled Service</u>	1,185 67.3%	\$0.057 62.6%	Lower than planned expenses	4,003 35.3%	\$0.209 34.9%	Lower than planned expenses
<u>Programmatic/Routine Maintenance</u>	240 91.6%	\$0.012 86.2%	Lower than planned expenses	709 39.9%	(\$0.010) -11.4%	Higher than planned expenses
<u>Unscheduled Maintenance</u>	1,294 59.2%	\$0.038 33.0%	Lower than planned expenses	3,575 27.9%	(\$0.108) -15.4%	Higher than planned expenses
<u>Vacancy/Absentee Coverage</u>	3,313 29.7%	\$0.137 21.9%	Lower than planned expenses	(8,132) -6.2%	(\$1.665) -24.0%	Higher than planned expenses primarily due to payroll vacancies
<u>Weather Emergencies</u>	731 89.8%	\$0.037 84.6%	Lower than planned expenses	2,748 44.1%	\$0.053 16.2%	Lower than planned expenses
<u>Safety/Security/Law Enforcement</u>	3,689 75.0%	\$0.185 72.0%	More efficient use of law enforcement related overtime	11,218 35.2%	\$0.388 23.3%	More efficient use of law enforcement related overtime
<u>Other</u>	500 98.3%	\$0.029 98.2%	Lower than planned expenses	3,392 40.3%	\$0.058 12.4%	Lower than planned expenses
*All Other Departments and Accruals		(\$0.635) **	Primarily due to adjustments for the 28-day OT payroll lag		\$1.043 **	Primarily due to adjustments for the 28-day OT payroll lag
Subtotal	13,195 49.1%	(\$0.061) -3.8%		22,668 9.4%	(\$0.051) -0.3%	
REIMBURSABLE OVERTIME	280 100.0%	\$0.014 100.0%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program	527 18.8%	\$0.022 14.0%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program
TOTAL OVERTIME	13,475	(\$0.047)		23,195	(\$0.029)	

Figures are preliminary.

Totals may not add due to rounding

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

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

** Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2012 Overtime Reporting
Overtime Legend

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA BRIDGES AND TUNNELS
TRAFFIC VOLUME AND REVENUE
(millions)

Month of October

Year to date ending October 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	\$19.0	3.2	\$19.4	1.8%	1.8%	Bronx-Whitestone	31.3	\$191.3	33.0	\$200.2	5.4%	4.7%
0.6	1.1	0.6	1.1	-3.2%	-4.4%	Cross Bay	6.0	11.9	6.2	12.3	3.7%	3.3%
1.9	5.0	1.8	4.8	-4.9%	-4.5%	Henry Hudson	18.4	49.2	18.5	49.0	0.7%	-0.4%
1.4	7.6	1.4	7.4	-4.1%	-3.0%	Hugh L. Carey*	13.7	72.8	14.1	74.6	2.9%	2.5%
0.6	1.1	0.6	1.1	-4.2%	-3.9%	Marine Parkway	6.3	11.8	6.5	12.2	1.9%	2.9%
2.5	14.0	2.2	12.6	-11.4%	-10.0%	Queens Midtown	23.7	131.7	23.9	132.9	1.1%	0.9%
2.3	14.8	2.3	14.3	-2.9%	-3.5%	RFK - Bronx	22.9	146.3	22.7	144.1	-1.0%	-1.5%
2.6	13.9	2.5	13.9	-0.8%	-0.3%	RFK - Manhattan	25.2	137.8	25.3	137.7	0.4%	0.0%
3.5	22.8	3.1	20.9	-10.9%	-8.0%	Throgs Neck	33.9	222.9	33.2	218.8	-2.2%	-1.9%
5.5	27.3	5.2	26.1	-5.6%	-4.7%	Verrazano-Narrows	55.0	275.7	54.9	271.9	-0.2%	-1.4%
24.1	\$126.9	22.9	\$121.6	-5.0%	-4.1%	Total	236.4	\$1,251.5	238.2	\$1,253.7	0.8%	0.2%
	\$5.256		\$5.304		0.9%	Revenue Per Vehicle		\$5.293		\$5.262		-0.6%

*Formerly Brooklyn-Battery Tunnel

Note: Numbers may not add due to rounding.

Comparison Actual vs. Mid-Year Forecast:

Mid-Year Forecast		Oct Actual		Percentage Change			Mid-Year Forecast		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
24.6	128.9	22.9	121.6	-6.9%	-5.7%	Total All	240.4	\$1,263.4	238.2	\$1,253.7	-0.9%	-0.8%
	\$5.233		\$5.304		1.4%	Revenue Per Vehicle		\$5.256		\$5.262		0.1%

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

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	2	2	-	
Law	7	8	(1)	1 Managerial vacancy; 2 Professional overages
CFO ⁽¹⁾	18	26	(8)	2 Managerial and 6 Professional overages
Labor Relations	5	4	1	1 Professional vacancy
Staff Services ⁽²⁾	17	22	(5)	2 Managerial and 3 Professional overages
EEO	1	1	-	
Total Administration	50	63	(13)	
Operations				
Revenue Management	41	36	5	1 Bridge and Tunnel Officer vacancy and 4 Professional vacancies
Operations (Non-Security)	733	643	90	3 Superior Officer and 90 Bridge and Tunnel Officer vacancies; 1 Managerial and 2 Professional overages
Total Operations	774	679	95	
Maintenance				
Maintenance	177	169	8	9 Professional vacancies; 1 Managerial overage
Operations - Maintainers	170	169	1	1 Maintainer vacancy
Technology	52	54	(2)	2 Managerial overages
Internal Security - Tech Svcs	8	10	(2)	2 Maintainers over headcount
Total Maintenance	407	402	5	
Engineering/Capital				
Engineering & Construction	127	120	7	1 Managerial, 6 Professional vacancies
Health & Safety	8	8	-	
CFO-Planning & Budget Capital	12	13	(1)	1 Professional overage
Total Engineering/Capital	147	141	6	
Public Safety				
Operations (Security)	232	232	-	
Internal Security - Operations	38	36	2	1 Managerial, 1 Professional vacancy
Total Public Safety	270	268	2	
Total Positions	1,648	1,553	95	
Non-Reimbursable	1,604	1,509	95	
Reimbursable	44	44	-	
Total Full-Time	1,648	1,553	95	

(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
October 2012

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	21	24	(3)	2 Managerial overages in CFO and 2 in Staff Services; 1 vacancy in Law
Professional, Technical, Clerical	29	39	(10)	6 Professional overages in CFO, 2 in Law, and 3 in Staff Services; 1 professional vacancy in Labor relations.
Operational Hourlies	-	-	-	
Total Administration	50	63	(13)	
Operations				
Managers/Supervisors	53	54	(1)	1 Managerial overage in Operations
Professional, Technical, Clerical	39	37	2	2 Professional overages in Operations and 4 vacancies in Revenue Management
Operational Hourlies ⁽¹⁾	682	588	94	91 BTO vacancies (90 in Operations and 1 in Revenue Management) and 3 Superior Officer vacancies in Operations.
Total Operations	774	679	95	
Maintenance				
Managers/Supervisors	27	30	(3)	2 Managerial overages in Technology and 1 in Maintenance
Professional, Technical, Clerical	67	58	9	9 Professional vacancies in Maintenance
Operational Hourlies ⁽²⁾	313	314	(1)	2 Maintainer overages in Internal Security, 1 Maintainer vacancy in Maintenance
Total Maintenance	407	402	5	
Engineering/Capital				
Managers/Supervisors	33	31	2	1 Managerial vacancy in Engineering and 1 in Health and Safety
Professional, Technical, Clerical	114	110	4	6 Professional vacancies in Engineering; 1 Professional overage in Planning and Budget and 1 in Health and Safety
Operational Hourlies	-	-	-	
Total Engineering/Capital	147	141	6	
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	142	146	(4)	
Professional, Technical, Clerical	277	271	6	
Operational Hourlies	1,229	1,136	93	
Total Positions	1,648	1,553	95	

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

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

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

MTA BRIDGES AND TUNNELS
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2012 YEAR-TO-DATE
(\$ in millions)

	October Year-to-Date			Favorable(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	1,276.379	1,275.686	1,268.864	(7.515)	(0.6)	(6.822)	(0.5)
Investment Income	0.085	0.096	0.106	0.021	24.7	0.010	10.4
Total Revenue without Investment Income	1,276.294	1,275.590	1,268.758	(7.536)	(0.6)	(6.832)	(0.5)
Total Expenses before Non-Cash Liability Adjs	314.550	293.660	291.267	23.283	7.4	2.393	0.8
Depreciation	74.706	74.706	73.299	1.407	1.9	1.407	1.9
Other Post-Employment Benefits	60.833	60.833	60.833	0.000	0.0	0.000	0.0
Environmental Remediation	0.007	0.007	0.055	(0.048)		(0.048)	
Total Expenses after Non-Cash Liability Adjs	450.096	429.206	425.454	24.642	5.5	3.752	0.9
Depreciation	74.706	74.706	73.299	1.407	1.9	1.407	1.9
Other Post-Employment Benefits	60.833	60.833	60.833	0.000	0.0	0.000	0.0
Total Expenses	314.557	293.667	291.322	23.235	7.4	2.345	0.8
Net Income/(Deficit)	961.822	982.019	977.542	15.720	1.6	(4.477)	(0.5)
Net Income without Investment Income	961.737	981.923	977.436	15.699	1.6	(4.487)	(0.5)

Note: Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
OCTOBER 2012 YEAR-TO-DATE
(\$ in millions)

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	(\$6.822)	(0.5)	Lower traffic due to impacts from Tropical Storm Sandy
Total Expenses	\$2.393	0.8	Primarily due to the timing of major maintenance projects

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee



Bridges and Tunnels

2012 November Forecast and 2013 Final Proposed Budget

Staff Summary



Bridges and Tunnels

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Subject
2013 Budget and 2013-2016 Financial Plan Adoption
Department
Office of the Chief Financial Officer
Department Head Name
Don Spero
Department Head Signature
Project Manager Name
Dore Abrams

Date
12/3/2012
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	B&T Committee	12/17/12	X		
2	Finance Committee	12/17/12	X		
3	MTA Board	12/19/12	X		

Internal Approvals			
Order	Approval	Order	Approval
3	President		VP Staff Services
2	Executive Vice President		VP Procurement & Materials
	General Counsel		VP Labor Relations
	VP Operations		VP & Chief Engineer

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	Chief Financial Officer		Chief Technology Officer		Chief Health & Safety Officer		Other
	Chief Security Officer		Chief Maintenance Officer		Chief EEO Officer		

PURPOSE:

To secure MTA Board adoption of the MTA Bridges and Tunnels' (B&T) 2012 November Forecast and 2013 Final Proposed Budget, and the Four-Year Financial Plan for 2013-2016 (December Plan).

DISCUSSION:

The 2013 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to maintain B&T's planned service levels, as well as MTA's commitment to provide safe, reliable and efficient transportation service to the metropolitan New York region. The baseline projections that follow for B&T exclude the impact of toll increases and expenses arising from Tropical Storm Sandy. These impacts will be presented as part of MTA consolidated materials.

B&T estimates that for 2012 and 2013 combined, it will provide \$2,232.8 million in baseline net operating income.

2012 November Forecast-Baseline

The 2012 November Forecast projects \$1,520.8 million in non-reimbursable revenues, of which \$1,504.6 million is from Toll Revenue. Total non-reimbursable expenses before depreciation and other post-employment benefits are projected to be \$388.2 million, consisting of nearly \$222.5 million in labor expenses and nearly \$165.8 million in non-labor expenses. Total Support to Mass Transit is projected to be \$898.5 million. Total end-of-year positions are projected at 1,648, including 1,604 non-reimbursable positions and 44 reimbursable positions.

2013 Final Proposed Budget-Baseline

The 2013 Final Proposed Budget projects \$1,514.2 million in non-reimbursable revenues, of which \$1,499.5 million is from Toll Revenue. Total non-reimbursable expenses before depreciation and other post-employment benefits are projected to be \$413.9 million, consisting of \$233.4 million in labor expenses and \$180.5 million in non-labor expenses. Total Support to Mass Transit is projected to be \$824.2 million. Total end-of-year positions are projected at 1,652, including 1,608 non-reimbursable positions and 44 reimbursable positions.

MAJOR PROGRAMMATIC INITIATIVES:

- **Electronic Tolling Pilot at the Henry Hudson Bridge:** The implementation of cashless tolling at the facility began on November 10, 2012. All motorists are able to use any lane to drive through the toll plaza without stopping. There is no change for drivers who use E-ZPass. For customers without an E-ZPass tag, an image is taken of their license plate and the registered driver receives a bill in the mail. The data collected from the pilot will be used to evaluate its success and guide future policy decisions in regard to the means of toll collection.
- **Programs to increase E-ZPass usage:**
 - **E-ZPass On-The-Go:** This program enables customers to purchase a prepaid E-ZPass tag and account kit at participating retailers. B&T also sells On-The-Go pre-paid tags in the cash toll lanes at each facility. As of December 1, more than 128,000 tags have been sold in the lanes.
 - **MTA Reload Card:** Introduced in February of this year, this initiative makes it easier for customers to replenish their E-ZPass account with cash. Customers can go to any Visa ReadyLink retail merchant and use the card to reload their E-ZPass accounts through a self-service kiosk or through a sales clerk, eliminating the need to travel to one of three walk-in centers to add cash to their E-ZPass accounts. Through November, more than 36,000 cards have been issued to customers.
 - **E-ZPass Pay Per Trip:** This initiative was launched in November 2012 and enables customers to set up an E-ZPass account without a pre-paid balance by debiting their checking account through an Automated Clearinghouse (ACH) deduction on days when tolls are incurred.
- **E-ZPass Tag Replacement Program:** This program, which began toward the end of 2010 and will continue through the financial plan period, ensures that tags are replaced before the tag components expire, greatly decreasing the possibility that customers will experience tag performance problems. Through October 2012, more than 1 million tags have been replaced.
- **Travel Time Information:** Real time travel times are now posted on electronic signs at seven crossings. Travel time information to major regional destinations like airports, sports stadiums and connecting highways can now be displayed on 26 electronic signs at these B&T facilities. The same information is also now available as a free iPhone and iPad app, MTA EZTravel, as well as on the MTA website.

IMPACT ON FUNDING

The 2012 November Forecast, the 2013 Final Proposed Budget, and the Four-Year Financial Plan 2013-2016, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

RECOMMENDATION

It is recommended that the MTA Board adopt the 2012 November Forecast, the 2013 Final Proposed Budget, and the Four-Year Financial Plan for 2013-2016 for MTA Bridges and Tunnels.

MTA BRIDGES AND TUNNELS
November Financial Plan 2013-2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE

	2011	2012	2013			
	Actual	November Forecast	Final Proposed Budget	2014	2015	2016
Operating Revenue						
Vehicle Toll Revenue	\$1,501.589	\$1,504.576	\$1,499.483	\$1,503.259	\$1,507.573	\$1,519.312
Other Operating Revenue	15.105	16.097	14.616	14.249	14.072	14.240
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	0.085	0.110	0.110	0.294	1.457	2.975
Total Revenue	\$1,516.779	\$1,520.783	\$1,514.210	\$1,517.802	\$1,523.102	\$1,536.527
Operating Expenses						
<u>Labor:</u>						
Payroll	\$117.515	\$119.018	\$125.862	\$126.475	\$131.802	\$134.147
Overtime	18.601	20.137	20.882	21.228	21.656	22.103
Health and Welfare	21.130	23.029	25.894	26.475	28.414	30.495
OPEB Current Payment	14.145	14.623	16.349	16.741	17.913	19.167
Pensions	26.665	34.818	32.823	36.224	39.118	38.829
Other Fringe Benefits	15.666	15.954	16.731	17.023	17.318	17.564
Reimbursable Overhead	(5.379)	(5.116)	(5.114)	(5.095)	(5.145)	(5.196)
Total Labor Expenses	\$208.343	\$222.464	\$233.427	\$241.071	\$251.077	\$257.109
<u>Non-Labor:</u>						
Electric Power	\$6.178	\$6.500	\$7.180	\$7.322	\$7.900	\$8.530
Fuel	3.037	2.862	2.894	2.797	2.738	2.932
Insurance	4.812	6.657	8.055	9.783	11.430	13.413
Claims	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
Maintenance and Other Operating Contracts	91.350	96.609	106.117	122.140	137.677	143.268
Professional Service Contracts	17.744	23.968	25.184	25.493	25.873	26.380
Materials & Supplies	3.434	4.296	4.209	4.329	4.410	4.567
Other Business Expenses	24.113	24.869	26.856	27.448	28.051	28.674
Total Non-Labor Expenses	\$150.668	\$165.761	\$180.496	\$199.312	\$218.079	\$227.764
<u>Other Expense Adjustments:</u>						
Other	\$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
Total Expenses Before Depreciation and GASB Adjs.	\$359.011	\$388.225	\$413.923	\$440.382	\$469.156	\$484.873
Add: Depreciation	\$86.545	\$89.928	\$94.429	\$104.389	\$111.667	\$119.521
Add: OPEB Obligation	66.680	73.000	76.650	80.483	84.507	88.732
Add: Environmental Remediation	0.006	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$512.242	\$551.153	\$585.002	\$625.254	\$665.329	\$693.126
Less: Depreciation	86.545	89.928	94.429	104.389	111.667	119.521
Less: OPEB Obligation	66.680	73.000	76.650	80.483	84.507	88.732
Total Expenses	\$359.017	\$388.225	\$413.923	\$440.382	\$469.156	\$484.873
Baseline Income/(Deficit)	\$1,157.762	\$1,132.559	\$1,100.287	\$1,077.420	\$1,053.946	\$1,051.654

MTA BRIDGES AND TUNNELS
November Financial Plan 2013-2016
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE

	2011	2012	2013			
	<u>Actual</u>	<u>November Forecast</u>	<u>Final Proposed Budget</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
Revenue						
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	14.222	14.051	14.454	14.575	14.833	15.132
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$14.222	\$14.051	\$14.454	\$14.575	\$14.833	\$15.132
Expenses						
<u>Labor:</u>						
Payroll	\$5.632	\$5.577	\$5.566	\$5.522	\$5.522	\$5.522
Overtime	0.220	0.202	0.400	0.407	0.415	0.420
Health and Welfare	1.353	1.115	1.202	1.276	1.358	1.458
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	1.006	1.366	1.475	1.574	1.679	1.811
Other Fringe Benefits	0.632	0.675	0.697	0.701	0.714	0.725
Reimbursable Overhead	5.379	5.116	5.114	5.095	5.145	5.196
Total Labor Expenses	\$14.222	\$14.051	\$14.454	\$14.575	\$14.833	\$15.132
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	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
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expense Adjustments:</u>						
Other	\$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
Total Expenses Before Depreciation and GASB Adjs.	\$14.222	\$14.051	\$14.454	\$14.575	\$14.833	\$15.132
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Add: OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$14.222	\$14.051	\$14.454	\$14.575	\$14.833	\$15.132
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Less: OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$14.222	\$14.051	\$14.454	\$14.575	\$14.833	\$15.132
Baseline Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BRIDGES AND TUNNELS
November Financial Plan 2013-2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE
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	2011	2012	2013			
	Actual	November Forecast	Final Proposed Budget	2014	2015	2016
Revenue						
Vehicle Toll Revenue	\$1,501.589	\$1,504.576	\$1,499.483	\$1,503.259	\$1,507.573	\$1,519.312
Other Operating Revenue	15.105	16.097	14.616	14.249	14.072	14.240
Capital and Other Reimbursements	14.222	14.051	14.454	14.575	14.833	15.132
Investment Income	0.085	0.110	0.110	0.294	1.457	2.975
Total Revenue	\$1,531.001	\$1,534.834	\$1,528.663	\$1,532.377	\$1,537.935	\$1,551.659
Expenses						
Labor:						
Payroll	\$123.147	\$124.595	\$131.428	\$133.997	\$137.324	\$139.669
Overtime	18.821	20.339	21.282	21.635	22.071	22.523
Health and Welfare	22.483	24.144	27.096	27.751	29.772	31.953
OPEB Current Payment	14.145	14.623	16.349	16.741	17.913	19.167
Pensions	27.671	36.184	34.298	37.798	40.797	40.640
Other Fringe Benefits	16.298	16.629	17.428	17.724	18.032	18.289
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$222.565	\$236.515	\$247.881	\$255.646	\$266.910	\$272.240
Non-Labor:						
Electric Power	\$6.178	\$6.500	\$7.180	\$7.322	\$7.900	\$8.530
Fuel	3.037	2.862	2.894	2.797	2.738	2.932
Insurance	4.812	6.657	8.055	9.783	11.430	13.413
Claims	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
Maintenance and Other Operating Contracts	91.350	96.609	106.117	122.140	137.677	143.268
Professional Service Contracts	17.744	23.968	25.184	25.493	25.873	26.380
Materials & Supplies	3.434	4.296	4.209	4.329	4.410	4.567
Other Business Expenses	24.113	24.869	26.856	27.448	28.051	28.674
Total Non-Labor Expenses	\$150.668	\$165.761	\$180.496	\$199.312	\$218.079	\$227.764
Other Expense Adjustments:						
Other	\$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
Total Expenses Before Depreciation and GASB Adjs.	\$373.233	\$402.276	\$428.377	\$454.957	\$483.988	\$500.005
Add: Depreciation	\$86.545	\$89.928	\$94.429	\$104.389	\$111.667	\$119.521
Add: OPEB Obligation	66.680	73.000	76.650	80.483	84.507	88.732
Add: Environmental Remediation	0.006	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$526.464	\$565.204	\$599.456	\$639.829	\$680.162	\$708.258
Less: Depreciation	\$86.545	\$89.928	\$94.429	\$104.389	\$111.667	\$119.521
Less: OPEB Obligation	66.680	73.000	76.650	80.483	84.507	88.732
Total Expenses	\$373.239	\$402.276	\$428.377	\$454.957	\$483.988	\$500.005
Baseline Income/(Deficit)	\$1,157.762	\$1,132.559	\$1,100.287	\$1,077.420	\$1,053.946	\$1,051.654

MTA BRIDGES AND TUNNELS
November Financial Plan 2013-2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE
Page 2 of 2

	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Baseline Income/(Deficit)	\$1,157.762	\$1,132.559	\$1,100.287	\$1,077.420	\$1,053.946	\$1,051.654
<u>Deductions from Income:</u>						
Less: Capitalized Assets	\$4.364	\$10.370	\$17.781	\$17.843	\$17.849	\$20.635
Reserves	15.276	25.000	25.415	25.895	26.382	26.881
GASB 45 Reserves	1.787	1.700	1.815	1.841	1.904	1.940
Adjusted Baseline Income/(Deficit)	\$1,136.335	\$1,095.488	\$1,055.276	\$1,031.841	\$1,007.811	\$1,002.199
Less: Debt Service	608.592	589.860	610.747	623.988	643.794	667.722
Income Available for Distribution	\$527.743	\$505.629	\$444.529	\$407.852	\$364.017	\$334.477
<u>Distributable To:</u>						
MTA - Investment Income	\$0.085	\$0.110	\$0.110	\$0.294	\$1.457	\$2.975
MTA - Distributable Income	326.113	315.600	280.274	262.081	239.539	224.113
NYCT - Distributable Income	201.545	189.919	164.145	145.477	123.021	107.389
Total Distributable Income:	\$527.743	\$505.629	\$444.529	\$407.852	\$364.017	\$334.477
<u>Actual Cash Transfers:</u>						
MTA - Investment Income	\$0.147	\$0.085	\$0.110	\$0.110	\$0.294	\$1.457
MTA - Transfers	317.328	330.271	283.807	263.901	241.794	225.656
NYCT - Transfers	192.402	196.069	166.722	147.344	125.266	108.952
Total Cash Transfers:	\$509.877	\$526.425	\$450.639	\$411.355	\$367.353	\$336.065
<u>SUPPORT TO MASS TRANSIT:</u>						
Total Revenues	\$1,531.001	\$1,534.834	\$1,528.663	\$1,532.377	\$1,537.935	\$1,551.659
Less: Net Operating Expenses	373.239	402.276	428.377	454.957	483.988	500.005
Net Operating Income:	\$1,157.762	\$1,132.559	\$1,100.287	\$1,077.420	\$1,053.946	\$1,051.654
<u>Deductions from Operating Income:</u>						
B&T Debt Service	\$196.750	\$196.958	\$231.101	\$243.094	\$263.106	\$286.536
Capitalized Assets	4.364	10.370	17.781	17.843	17.849	20.635
Reserves	15.276	25.000	25.415	25.895	26.382	26.881
GASB Reserves	1.787	1.700	1.815	1.841	1.904	1.940
Total Deductions from Operating Income:	\$218.177	\$234.028	\$276.112	\$288.673	\$309.242	\$335.991
Total Support to Mass Transit:	\$939.585	\$898.630	\$824.175	\$788.747	\$744.704	\$715.663

MTA BRIDGES AND TUNNELS
November Financial Plan 2013-2016
Traffic Volume (Utilization)

	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
<u>Traffic Volume</u>	283.575	286.097	285.997	287.437	288.900	291.375
<u>Toll Revenue</u>	\$ 1,501.589	\$ 1,504.576	\$ 1,499.483	\$ 1,503.259	\$ 1,507.573	\$ 1,519.312

MTA BRIDGES AND TUNNELS
November Financial Plan 2013-2016
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents

FUNCTION/DEPARTMENT	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Administration						
Executive	2	2	2	2	2	2
Law	8	7	7	7	7	7
CFO ⁽¹⁾	26	20	20	20	20	20
Labor Relations	3	5	5	5	5	5
Procurement & Materials	26	17	17	17	17	17
Staff Services ⁽²⁾	1	1	1	1	1	1
EEO						
Total Administration	66	52	52	52	52	52
Operations						
Revenue Management	36	39	39	39	39	39
Operations (Non-Security)	668	729	729	729	729	729
Total Operations	704	768	768	768	768	768
Maintenance						
Maintenance	180	179	183	183	183	183
Operations - Maintainers	167	172	172	172	172	172
Technology	52	52	52	52	52	52
Internal Security - Tech Svcs	10	8	8	8	8	8
Total Maintenance	409	411	415	415	415	415
Engineering/Capital						
Engineering & Construction	119	127	127	127	127	127
Health & Safety	8	8	8	8	8	8
Planning & Budget Capital	12	12	12	12	12	12
Total Engineering/Capital	139	147	147	147	147	147
Public Safety						
Operations (Security)	233	232	232	232	232	232
Internal Security - Operations	33	38	38	38	38	38
Total Public Safety	266	270	270	270	270	270
Total Baseline Positions	1,584	1,648	1,652	1,652	1,652	1,652
Non-Reimbursable	1,540	1,604	1,608	1,608	1,608	1,608
Reimbursable	44	44	44	44	44	44
Total Full-Time	1,584	1,648	1,652	1,652	1,652	1,652
Total Full-Time Equivalents	0	0	0	0	0	0

(1) Includes Accounts Payable, Accounting, Payroll and Operating Budget staff.

(2) Includes Human Resources and Administration staff.

MTA BRIDGES AND TUNNELS
November Financial Plan 2013-2016
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2011	2012	2013	2014	2015	2016
	Actual	November Forecast	Final Proposed Budget			
Administration						
Managers/Supervisors	28	19	19	19	19	19
Professional, Technical, Clerical	38	33	33	33	33	33
Operational Hourlies	-	-	-	-	-	-
Total Administration	66	52	52	52	52	52
Operations						
Managers/Supervisors	51	54	54	54	54	54
Professional, Technical, Clerical	31	35	35	35	35	35
Operational Hourlies ⁽¹⁾	622	679	679	679	679	679
Total Operations	704	768	768	768	768	768
Maintenance						
Managers/Supervisors	33	34	34	34	34	34
Professional, Technical, Clerical	55	62	62	62	62	62
Operational Hourlies ⁽²⁾	321	315	319	319	319	319
Total Maintenance	409	411	415	415	415	415
Engineering/Capital						
Managers/Supervisors	30	31	31	31	31	31
Professional, Technical, Clerical	109	116	116	116	116	116
Operational Hourlies	-	-	-	-	-	-
Total Engineering/Capital	139	147	147	147	147	147
Public Safety						
Managers/Supervisors	8	7	7	7	7	7
Professional, Technical, Clerical	24	29	29	29	29	29
Operational Hourlies ⁽³⁾	234	234	234	234	234	234
Total Public Safety	266	270	270	270	270	270
Total Positions						
Managers/Supervisors	150	145	145	145	145	145
Professional, Technical, Clerical	257	275	275	275	275	275
Operational Hourlies	1,177	1,228	1,232	1,232	1,232	1,232
Total Positions	1,584	1,648	1,652	1,652	1,652	1,652

(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 November 2012

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

Introduction

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

Year to Date Progress

Commitments

In November there were six commitments made with a total value of \$255.5 million. Year-to-date there have been 77 commitments made with a total value of \$403 million against a plan year-to-date total of 74 commitments with a total value of \$577.5 million (See Attachment 1, 2012 Commitment Chart; Attachment 7 – 2012 Commitment Plan). The \$171.7 million variance between plan and actual totals will be partially mitigated by the award of QM30 and RK65R in December; the remaining variance is largely attributable to favorable market conditions. There were two significant commitments made in November.

- **VN80**, Replace Upper Level Suspended Span, Construction and Structural Painting for \$247.5 million

Completions

There was one project completion in November: BW97, Concrete Anchorage Repairs (Queens) for \$9.2 million. Year-to-date there have been five project completions with a total value of \$274.0 million against a plan calling for five project completions with a total value of \$276.5 million (See Attachment 3 - 2012 Completion Chart; Attachment 4 – 2012 Major Project Completions; Attachment 5 - 2012 Project Completion Plan).

Close-outs

There were no task level closeouts in November. 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).

- **QM30**, Tunnel Ventilation Building Electrical Upgrade, Construction, previously forecasted for award in November is forecast for \$40.8 million award in December. Contractor responsibility review was completed and award submission approvals are being finalized.
- **QM40**, Tunnel Wall, Ceiling Repair and Leak Control, Design, previously planned for \$3.5 million award in November is now forecast for award in 2013. The procurement process was delayed due to Hurricane Sandy.
- **AW12**, Hazardous Materials Abatement, Air Monitoring and Design Management Contracts, forecasted for \$0.4 million award in November are now forecast for award in 2013. Procurement process took longer than expected.
- **RK65**, Deck Replacement - Bronx/Manhattan Ramps and Toll Plaza, Maintenance Facility, Design/Build, previously forecasted for award in November is now forecast for \$18.5 million award in December.
- **RK65**, Deck Replacement - Bronx/Manhattan Ramps and Toll Plaza, Maintenance Facility, Construction Administration, previously forecasted for award in November is now forecast for \$2 million award in 2013. Contractor has been selected and the additional time is attributable to the responsibility review.
- **TN49**, Overlay Installation Southbound, Construction and Construction Administration, previously planned for \$3.7 million award in December is forecast for award in 2013.
- **BB28**, Rehabilitation of Walls, Roadway, Firelines and Ceiling Repair, Design previously forecasted for award in November is now forecast for \$2.8 million award in December.

Completion Date Changes for Remaining Projects

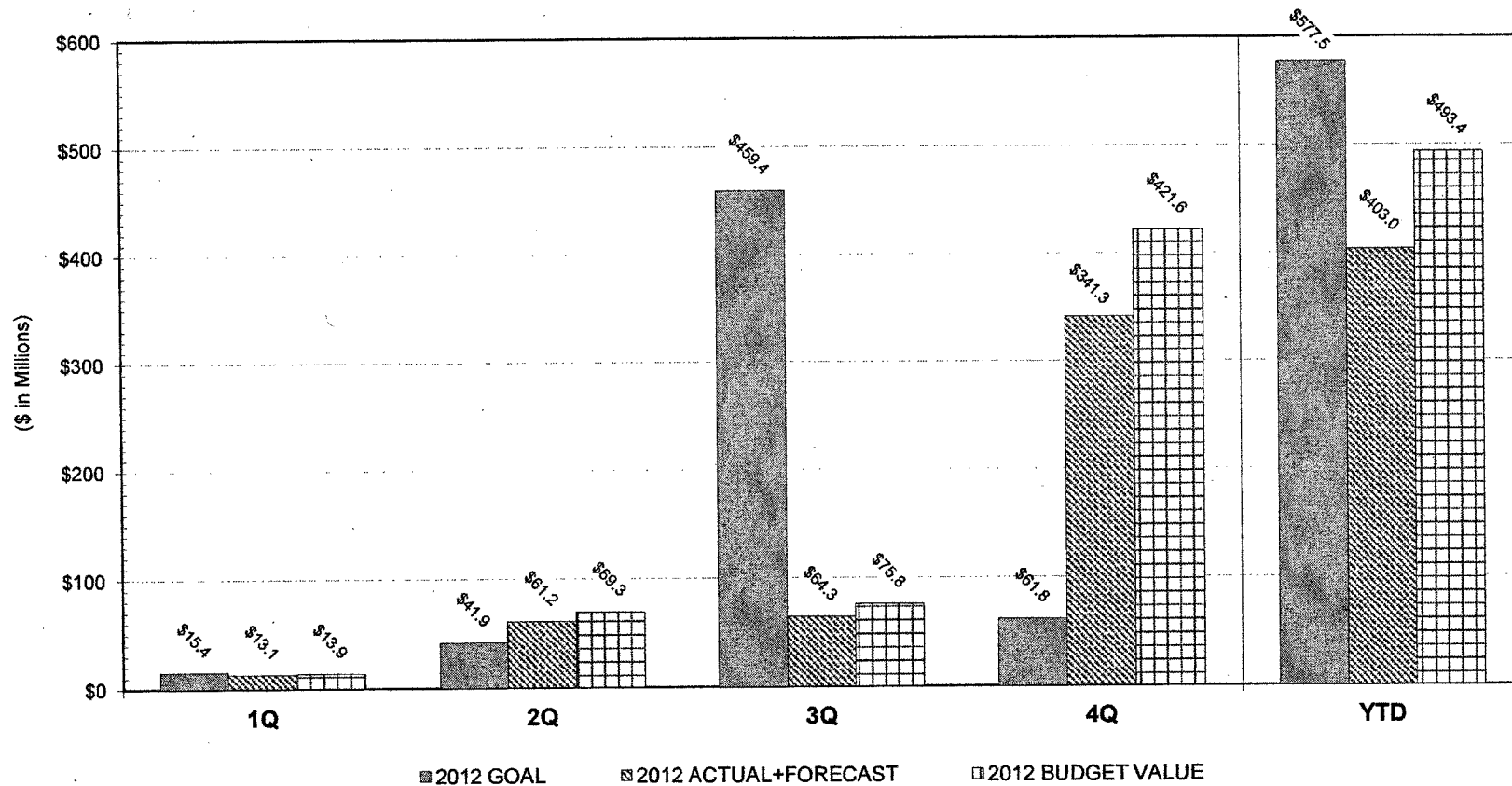
The forecast completion date for the remaining project has not changed.

MTA Bridges and Tunnels

Commitments as of November 30, 2012

2012 Budget Goal:	\$578.6	
2012 Annual Forecast	\$479.8	
YTD Goal:	\$577.5	
YTD Actual:	\$403.0	(69.8% of YTD Goal)
YTD Budgeted Value:	\$493.4	(85.4% of YTD Goal)
Left to Commit:	\$76.8	

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

Project		Budget (\$ in Millions)			Award Date				Notes
		2012 Goal	Actual / Forecast*	Budgeted Value	2012 Goal	Advertisement Date	Actual / Forecast		
RK23	Miscellaneous Rehab - Manhattan Approach Ramps (Design)	\$9.1	\$8.6	\$9.1	May-12	Nov-11	May-12	A	
VN80	Replace Upper Level Suspended Span (Construction Support Service)	\$8.5	\$8.5	\$8.5	May-12	Mar-12	Apr-12	A	1
RK73	Deck Replacement- RFK MQ Ramp (Design/Build)	\$64.8	\$52.7	\$64.8	Jul-12	Aug-11	Jul-12	A	
BW97	Concrete Anchorage Repairs (Construction)	\$8.0	\$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	\$18.5	\$13.6	Jul-12	Jan-12	Dec-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	\$7.6	\$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	A	6
QM30	Tunnel Ventilation Building Electrical Upgrade (Construction)	\$55.0	\$40.8	\$55.0	Oct-12	Jul-12	Dec-12	F	2

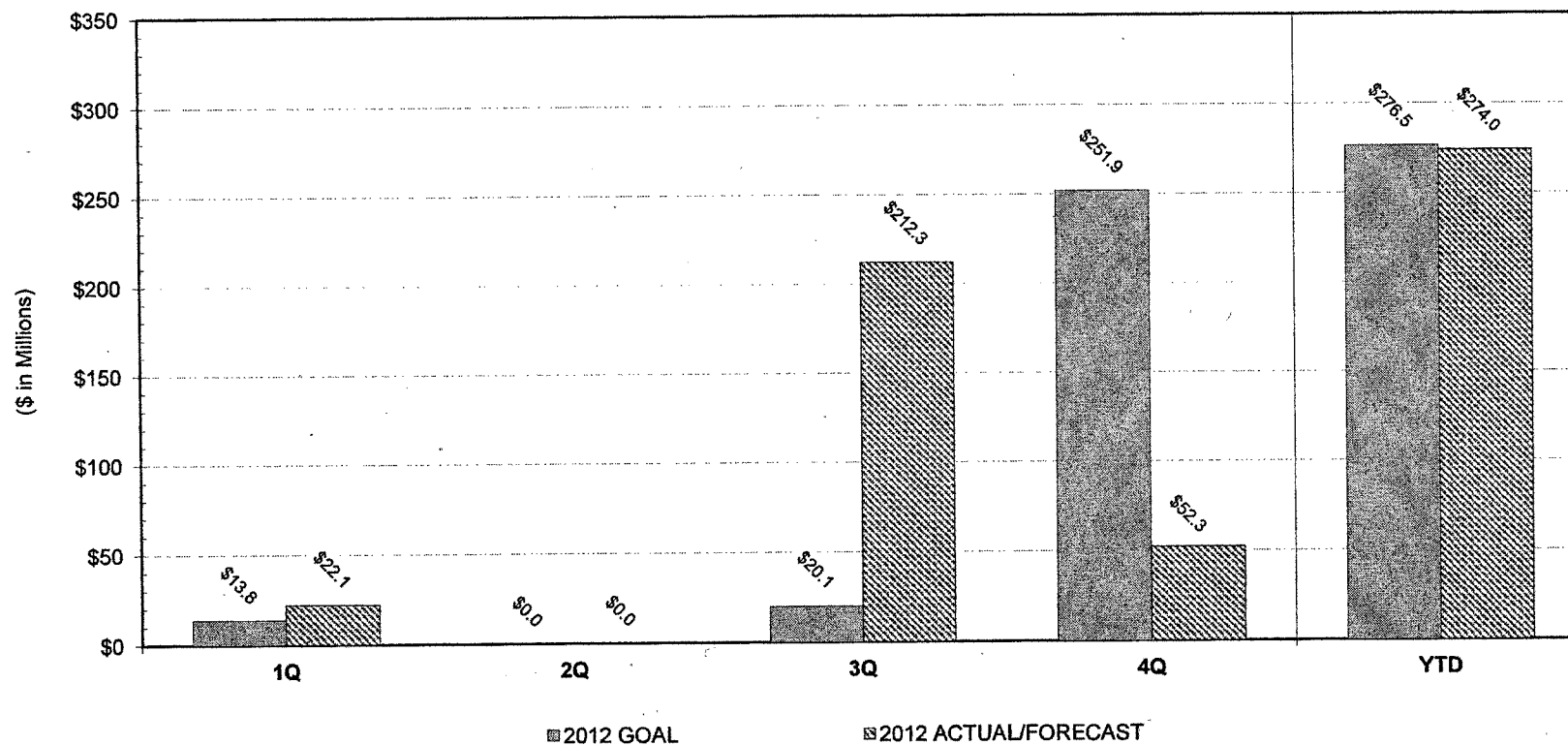
* Forecast is equal to the most current engineer's estimate at award for a project that is scheduled to be committed.

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. Forecast amount represents apparent low bidder.
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 for responsibility review.

MTA Bridges and Tunnels

Completions as of November 30, 2012

2012 Budget Goal:	\$285.8
2012 Annual Forecast:	\$286.6
YTD Goal:	\$276.5
YTD Actual:	\$274.0 (99.1% of YTD Goal)
Left to Complete:	\$12.7



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

Project	Budget (\$ in Millions)		Completions Status		Completion Date			Notes
	2012 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2012 Goal	Actual / Forecast		
VN03 Toll Plaza Improvements: Removal of Toll Booths and Utility Relocation	\$13.8	\$13.8	100%	59%	Mar-12	Mar-12	A	
TN87 Anchorage and Tower Protection	\$20.1	\$21.0	99%	74%	Sep-12	Dec-12	F	1
BW89 Elevated & On Grade (Bronx) Appr.	\$212.3	\$212.3	100%	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	Nov-12	A	

* 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	Nov-12	\$9,240,306		
			Dec-12 Total	\$9,240,306					
			Grand Total	\$285,774,657		To Date Total	\$273,966,875	Remaining	\$12,661,249

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:Pre/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	
				Start Date			Start Date		Start Date	Forecast Value
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			Apr-13	\$0.00
D602TN49	Suspended Span Replacement - Phase A	D03099	CM -Overlay Installation -S/bound	Apr-12	\$0.00	\$0.00			Apr-13	\$0.00
			Apr-12 Total		\$7,540,000.00	\$7,540,000.00				
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	D02691	Design 124/125/FDR Ramps	May-12	\$9,059,132.00	\$9,059,132.00	May-12	\$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		

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

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ACEP	Project Description	Task	Task Description	Goal Start Date	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast Start Date	Forecast Value
				May-12 Total	\$21,738,449.70	\$21,738,449.70				
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	D02558	P.M. Design F/A	Jun-12	\$1,000,000.00	\$1,000,000.00	Jun-12	\$1,000,000.00		
D605BB43	Miscellaneous Repairs at BPG	D03052	PM Design F/A	Jun-12	\$350,800.00	\$350,800.00	Jun-12	\$350,800.00		
D602RK73	Deck Replacement- RFK MQ Ramp	D02973	PM Dsgn/Build F/A (MQ Ramp)	Jun-12	\$1,911,277.00	\$1,911,277.00	Jun-12	\$1,911,277.00		
D602RK73	Deck Replacement- RFK MQ Ramp	D02974	Const. Adm. (MQ Ramp)PSC-11-2894	Jun-12	\$4,500,000.00	\$4,500,000.00	Jun-12	\$3,817,149.00		
D604QM30	Tunnel Ventilation Building Electrical Upgrade	D02671	P.M. Construction F/A	Jun-12	\$2,602,235.28	\$2,602,235.28	Jun-12	\$2,602,235.00		
D604QM30	Tunnel Ventilation Building Electrical Upgrade	D02672	Construction Support Services	Jun-12	\$811,200.00	\$811,200.00	Jun-12	\$1,154,209.00		
D505QM01	Service & FE Building Rehab	D02922	Borden Ave. Remediation	Jun-12	\$1,200,000.00	\$1,200,000.00	Jun-12	\$1,140,266.00		
D405BB43	Rehab Battery Parking Garage	D02952	BB43 IVA -Elevator Const.Adm.	Jun-12	\$200,000.00	\$200,000.00	Aug-12	\$375,553.00		
D405BB43	Rehab Battery Parking Garage	D02950	BB43 IVA -Elevator PM Const F/A	Jun-12	\$75,000.00	\$75,000.00	Jun-12	\$260,000.00		
				Jun-12 Total	\$12,650,512.28	\$12,650,512.28				
D606AW18	Protective Liability Insurance	D02450	2012 APPL	Jul-12	\$243,732.00	\$243,732.00	Jun-12	\$1,204,482.00		
D605AW12	Hazardous Materials Abatement	D02978	Air Monit/DsgnMgt	Jul-12	\$100,000.00	\$100,000.00			Mar-13	\$0.00
D605AW12	Hazardous Materials Abatement	D02982	Air Monit/DsgnMgt	Jul-12	\$100,000.00	\$100,000.00			Mar-13	\$0.00
D605AW12	Hazardous Materials Abatement	D02983	Air Monit/DsgnMgt	Jul-12	\$100,000.00	\$100,000.00			Mar-13	\$0.00
D605AW12	Hazardous Materials Abatement	D02984	Air Monit/DsgnMgt	Jul-12	\$100,000.00	\$100,000.00			Mar-13	\$0.00
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			Jan-13	\$0.00
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D03004	RK65R-Maint.Fac.Design/Build	Jul-12	\$13,552,000.00	\$13,552,000.00			Dec-12	\$18,548,250.00
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			Dec-12	\$2,837,532.00
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 App	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 App	D03061	Design	Sep-12	\$8,500,000.00	\$8,500,000.00			Dec-12	\$7,553,410.76
D601MP16	Miscellaneous Steel Repairs	D02650	P.M. Design F/A	Sep-12	\$700,000.00	\$700,000.00	Sep-12	\$700,000.00		

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

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ACEP	Project Description	Task	Task Description	Goal	Goal Value	Budget Value	Actual	Actual Value	Forecast	Forecast Value
				Start Date			Start Date		Start Date	
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		
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	\$0.00
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			Dec-12	\$40,756,695.00
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			Jan-13	\$0.00
				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		

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
D601TN60	Anchorage Dehumidification	D02913 BC Development F/A(TBTA-D1517)			\$50,000.00	Nov-12	\$50,000.00		
D602VN80	Replace Upper Level Suspended Span	D02767 CSS-Bus & HOV(PSC-09-2852)			\$1,555,031.00	Nov-12	\$1,555,031.00		
D602VN80	Replace Upper Level Suspended Span	D03044 MOU-NYSDOT Ramp Ext.			\$4,725,000.00	Nov-12	\$4,725,000.00		
Grand Total				\$578,586,628.27	\$587,129,424.66	YTD Total	\$402,991,957.26	Remaining	\$76,820,657.09
								Grand Total	\$479,812,614.35



Bridges and Tunnels

Procurements December 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	December 3, 2012
Vendor Name	
Contract Number	
Contract Manager Name	
Table of Contents Ref #	

Board Action					
Order	To	Date	Approval	Info	Other
1	President	12/4/12	<i>[Signature]</i>		
2	MTA B&T Committee	12/17/12			
3	MTA Board	12/19/12			

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

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

PURPOSE:

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

DISCUSSION:

MTA B&T proposes to award Non-Competitive procurements in the following categories: NONE

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

Schedules Requiring Two-Thirds Vote		# of Actions	\$ Amount
Schedule C	Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	1	\$17.665M
Schedules Requiring Majority Vote			
Schedule F	Personal Service Contracts	2	\$11.433M

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

TOTAL	3	\$29.098M
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BUDGET IMPACT:

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

RECOMMENDATION:

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

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

MTA BRIDGES & TUNNELS
TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
DECEMBER 2012

MTA BRIDGES & TUNNELS

Procurements Requiring Two-Thirds Vote:

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









1. Prismatic Development Corporation \$ 17,665,000.00 **Staff Summary Attached**
Contract No. RK-65R
1 yr. 10 mo. contract – Competitive RFP – 3 Proposals
Provide Design/Build Services for the TBTA Central Maintenance Facility on
Randall's Island.

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

2. WSP/URS, a Joint Venture \$ 7,193,724.53 **Staff Summary Attached**
Contract No. PSC-12-2906
7 yr. 3 mo. Contract – Competitive RFP
Provide Design Services for Project HH-88, Reconstruction of Upper and Lower Level
Toll Plazas and Southbound Approach at the Henry Hudson Bridge.
3. Weidlinger/TY LIN International JV \$ 4,239,182.96 **Staff Summary Attached**
Contract No. PSC-12-2910
1 yr. 8 mo. contract – Competitive RFP
Provide a Seismic and Wind Investigation for Project RK-19 at the Robert F. Kennedy
Bridge.

Staff Summary

Page 1 of 2

Item Number 1 (Final)					
Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E. 					
Division & Division Head Name: Engineering and Construction, Vincent Montanti, P.E. 					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	12/4/12			
2	MTA B&T Committee	12/17/12			
3	MTA Board	12/19/12			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer 	4	Chief of Staff 		
2	General Counsel 	5	Executive Vice President 		
3	Chief Procurement Officer	6	President 		

SUMMARY INFORMATION	
Vendor Name Prismatic Development Corporation	Contract Number RK-65R
Description: Design/Build Services for the TBTA Central Maintenance Facility on Randall's Island	
Total Amount \$17,665,000	
Contract Term (including Options, if any) One year, ten months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Procurement Guidelines to award a public work contract for Design/Build Services for the TBTA Central Maintenance Facility on Randall's Island to Prismatic Development Corporation (PDC) for a period of one year, ten months at a cost of \$17,665,000.

II. DISCUSSION

In December 2011, the Board authorized B&T to enter into a competitive Request for Proposal (RFP) process for design/build services for the construction of a new Central Maintenance Facility on Randall's Island. The work generally consists of: (i) designing and building a new maintenance facility, including offices, storage areas, bridge maintenance staff work areas, and a parking lot; and (ii) relocating machinery and equipment into the new building.

The service requirements were publicly advertised; nine firms submitted qualification information. Five firms were chosen to receive the RFP based on a review of those qualifications and three firms submitted proposals meeting the RFP's requirements: D'Onofrio General Contractors (DGC), Corp.; PDC; and Racanelli Construction Company, Inc. (RCCI). The proposals were evaluated against established criteria set forth in the RFP, including cost, project design and understanding and construction approach, project constructability and schedule, qualifications of the firm and proposed personnel, record of performance for contractor and proposed designer, and quality and thoroughness of proposal. The selection committee requested oral presentations from all three firms.

Staff Summary

Page 2 of 2

After oral presentations, the committee selected PDC on the basis that its proposal included: (i) the lowest cost, (ii) an aggressive schedule, (iii) a cohesive team that was well versed in the project details; and (iv) provided some proposed improvements to B&T's recommended layout. The committee found DGC and RCCI capable of performing the work, but their costs were significantly higher; their proposals less detailed and their teams did not demonstrate the same level of understanding compared with PDC.

PDC submitted a proposal of \$17,548,500 based on its preliminary design. The Engineer's estimate was \$14,385,000 without the benefit of such preliminary design information. The estimate was analyzed and found to have excluded or underestimated \$3.263M in costs for: (i) enhanced overall building fire suppression system and water flow requirements; (ii) additional masonry for improved building protection; (iii) an increase to the allowance to cover anticipated conditions that cannot be evaluated prior to award; and (iv) additional parking lot details. Negotiations were conducted and the parties agreed to \$17,665,000 which includes a \$300,000 increase to the contract allowance to address field conditions that cannot be determined prior to contract award (e.g., potential upgrades to internal communication and security systems and fire suppression for the storage area). The negotiated amount of \$17,665,000 is within 0.1% of the revised Engineer's estimate of \$17,648,000 and is considered fair and reasonable. PDC is deemed to be a responsible contractor.

III. D/M/WBE INFORMATION

The MTA DDCR has established goals of 10% MBE and 10% WBE for the referenced contract. This contract will not be awarded without approval of MTA DDCR. PDC has no recently completed contracts with B&T.

IV. IMPACT ON FUNDING

Funding is available under Project RK-65R in the 2010-14 Capital Budget.

V. ALTERNATIVES

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

Staff Summary

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Item Number 2 (Final)					
Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E. <i>JK</i>					
Division & Division Head Name: Engineering and Construction, Vincent Montanti, P.E. <i>VM</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	12/4/12	<i>[Signature]</i>		
2	MTA B&T Committee	12/17/12			
3	MTA Board	12/19/12			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer	4	Chief of Staff <i>[Signature]</i>		
2	General Counsel <i>[Signature]</i>	5	Executive Vice President <i>[Signature]</i>		
3	Chief Procurement Officer	6	President <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name WSP/URS, a Joint Venture	Contract Number PSC-12-2906
Description: Design Services for Project HH-88, Reconstruction of Upper and Lower Level Toll Plazas and Southbound Approach at the Henry Hudson Bridge	
Total Amount \$7,193,724.53	
Contract Term (including Options, if any) Seven years, three months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Guidelines for Procurement of Services to award a personal service contract for Design Services for Project HH-88, Reconstruction of Upper and Lower Level Toll Plazas and Southbound Approach at the Henry Hudson Bridge to WSP/URS, a Joint Venture (WSP/URS) for a period of seven years, three months at a cost of \$7,193,724.53. At a future date, the cost for design services during construction will be presented to the Board for approval.

II. DISCUSSION

B&T requires the services of a consultant to provide Design Services for Project HH-88, Reconstruction of Upper and Lower Level Toll Plazas and Southbound Approach at the Henry Hudson Bridge. The work includes but is not limited to: replacement of concrete roadway decks, reconstruction of the lower garage, relocation of the E-ZPass toll collection equipment, relocation of lower maintenance garage utilities and installation of new gas and sewer lines. The design will provide flexibility to accommodate varied toll collection arrangements during and after reconstruction.

The service requirements were publicly advertised; six firms submitted qualification information. Four firms were chosen to receive the RFP based on a review of those qualifications and all four firms submitted proposals: Ammann & Whitney/HNTB JV (A&W/HNTB), Hardesty & Hanover (H&H), Parsons Transportation Group (PTG) and WSP/URS, a Joint Venture (WSP/URS). The proposals were evaluated against established criteria set forth in the RFP, including an understanding of the technical requirements, technical expertise, proposed personnel, oral presentations and cost.

Staff Summary

Page 2 of 2

The committee selected WSP/URS based on: (i) its highly qualified team with experience at the Henry Hudson Bridge as well as direct specialized experience in designing toll plazas for multiple agencies; (ii) its proposed project design management that would avoid subcontracting core components of the design including mechanical/electrical and toll plaza configuration; (iii) the JV's complete and thorough understanding of all aspects of the scope including challenges to constructing toll plazas, maintenance issues under a 24/7 operation and conceptual solutions for construction cost reduction; and (iv) its proposed cost that is 8% below the estimate. A&W/HNTB's proposal appeared to be an adjustment of the design prepared under Project HH-85 and failed to fully consider the differences between the two projects. H&H proposed an option to extend the upper level deck that appeared to be expensive to maintain. PTG was not able to address questions such as what type of deck they would propose during their oral presentation and did not expand on any ideas beyond what was in their technical proposal.

WSP/URS submitted a proposal in the amount of \$7,250,151.09. The Engineer's estimate is \$7,847,000. Although WSP/URS proposed the highest cost, it was the consensus of the committee that the technical proposals from the other firms would not result in successful designs at the proposed prices. Negotiations were conducted and the parties agreed to the negotiated amount of \$7,193,724.53 which is 8.3% below the Engineer's estimate and is considered fair and reasonable. WSP/URS is deemed to be a responsible consultant.

III. D/M/WBE INFORMATION

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

IV. IMPACT ON FUNDING

Funding is available under Project HH-88 in the 2010-14 Capital Budget.

V. ALTERNATIVES

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

Staff Summary

Page 1 of 2

Item Number 3 (Final)						SUMMARY INFORMATION																															
Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E. <i>JK</i>						Vendor Name Weidinger/TY LIN International JV																															
Division & Division Head Name: Engineering and Construction, Vincent Montanti, P.E. <i>VM</i>						Contract Number PSC-12-2910																															
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="6">Board Reviews</th> </tr> <tr> <th>Order</th> <th>To</th> <th>Date</th> <th>Approval</th> <th>Info</th> <th>Other</th> </tr> <tr> <td>1</td> <td>President</td> <td>12/4/12</td> <td><i>[Signature]</i></td> <td></td> <td></td> </tr> <tr> <td>2</td> <td>MTA B&T Committee</td> <td>12/17/12</td> <td></td> <td></td> <td></td> </tr> <tr> <td>3</td> <td>MTA Board</td> <td>12/19/12</td> <td></td> <td></td> <td></td> </tr> </table>						Board Reviews						Order	To	Date	Approval	Info	Other	1	President	12/4/12	<i>[Signature]</i>			2	MTA B&T Committee	12/17/12				3	MTA Board	12/19/12				Description: Seismic and Wind Investigation at the RFK Bridge	
Board Reviews																																					
Order	To	Date	Approval	Info	Other																																
1	President	12/4/12	<i>[Signature]</i>																																		
2	MTA B&T Committee	12/17/12																																			
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<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="4">Internal Approvals</th> </tr> <tr> <th>Order</th> <th>Approval</th> <th>Order</th> <th>Approval</th> </tr> <tr> <td>1</td> <td>Chief Financial Officer <i>[Signature]</i></td> <td>4</td> <td>Chief of Staff <i>[Signature]</i></td> </tr> <tr> <td>2</td> <td>General Counsel <i>[Signature]</i></td> <td>5</td> <td>Executive Vice President <i>[Signature]</i></td> </tr> <tr> <td>3</td> <td>Chief Procurement Officer <i>[Signature]</i></td> <td>6</td> <td>President <i>[Signature]</i></td> </tr> </table>						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 <i>[Signature]</i>	3	Chief Procurement Officer <i>[Signature]</i>	6	President <i>[Signature]</i>	Total Amount \$4,239,182.96 Contract Term (including Options, if any) One year, eight months Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:											
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3	Chief Procurement Officer <i>[Signature]</i>	6	President <i>[Signature]</i>																																		

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Guidelines for Procurement of Services to award a personal service contract for a Seismic and Wind Investigation at the RFK Bridge to the Joint Venture of Weidinger Associates, Inc. and T.Y. Lin International Engineering Architecture and Land Surveying, P.C. (WAI/TYLI) for a period one year, eight months at a cost of \$4,239,182.96.

II. DISCUSSION

B&T requires the services of a consultant to provide a Seismic and Wind Investigation for Project RK-19. The work includes but is not limited to: seismic investigation for all spans and components of the RFK Bridge including the Queens Approach, Queens and Wards Island Anchorages, Suspended Spans and Randall's and Wards Island Viaducts. The Wind Study is for the suspended spans of the RFK Bridge including the anchorages, foundations and towers.

The service requirements were publicly advertised; six firms submitted qualification information. Five firms were chosen to receive the RFP based on a review of those qualifications and all five firms submitted proposals: Ammann & Whitney/HNTB JV (A&W/HNTB), Parsons Brinkerhoff/ Parsons Transportation Group JV (PB/PTG), Simpson, Gumpertz, Hager (SGH), STV (STV) and WAI/TYLI. The proposals were evaluated against established criteria set forth in the RFP, including an understanding of the technical requirements, technical expertise, proposed personnel, oral presentations and cost. The selection committee requested oral presentations from A&W/HNTB, PB/PTG and WAI/TYLI.

Staff Summary

Page 2 of 2

The committee selected WAI/TYLI based on: (i) a highly qualified team of specialists, all of whom have the requisite background on many similar projects performing the type of detailed analysis needed for seismic and wind analysis; (ii) its demonstrated superior track record throughout the United States for performing similar investigations and analyses on projects of this magnitude; (iii) WAI/TYLI has a complete and thorough understanding of all aspects of the scope of work, and addressed all pertinent issues during oral presentations; and (iv) WAI/TYLI's proposed cost is \$151,000 less than B&T's estimate. A&W/HNTB's proposal lacked technical detail and during oral presentations did not demonstrate they had a complete understanding of the complexities of the scope of work. A&W/HNTB's cost proposal was substantially lower than the estimate, which was considered to be an incomplete understanding of the project's complexities. PB/PTG's cost proposal was significantly higher than the Authority's estimate and their proposed technical personnel did not demonstrate experience on seismic analysis projects that are similar in size.

WAI/TYLI submitted a proposal of \$4,298,108.56. The Engineer's estimate is \$4,449,000. Negotiations were conducted and the parties agreed to the negotiated amount of \$4,239,182.96, which is 4.7% below the Engineer's estimate and is considered fair and reasonable. WAI/TYLI is deemed to be a responsible consultant.

III. D/M/WBE INFORMATION

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

IV. IMPACT ON FUNDING

Funding is available under Project RK-19 in the 2010-14 Capital Budget.

V. ALTERNATIVES

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



Bridges and Tunnels

Diversity Report Third Quarter 2012

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

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

EFFORTS TO IMPROVE THE REPRESENTATION OF UNDERUTILIZED PROTECTED GROUPS

EEO Program Management and Evaluation

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

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

Officials and Administrators job category:

25% actual females versus 30% estimated availability.

Administrative Support job category:

58.7% actual females versus 61% estimated availability; 2.7% actual Asians versus 4% estimated availability.

Service Maintenance job category:

1.4% actual females versus 2% estimated availability; actual 12.4% Hispanics versus 18% estimated availability.

Targeted Recruitment and Outreach Efforts

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

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

Other Special Initiatives

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

2012 THIRD QUARTER EEO REPORT

AGENCY NAME: Bridges and Tunnels

WORKFORCE UTILIZATION ANALYSIS

AS OF 09/30/2012

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

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

**American Indian/Alaskan Native

***Native Hawaiian Other Pacific Islander

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

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

Professionals

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

Technicians

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

Protective Services

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

Paraprofessionals

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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

2012 _THIRD_QUARTER EEO REPORT

AGENCY NAME: Bridges and Tunnels

NEW HIRES AS OF 9/30/2012

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

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

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

2012 ____THIRD__ QUARTER EEO REPORT

AGENCY NAME: Bridges and Tunnels

EEO COMPLAINTS
AS OF 9/30/2012

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

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

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

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

