



**Bridges and Tunnels**

# **Bridges and Tunnels Committee Meeting**

## **January 2013**

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### **Committee Members**

A. Cappelli, Chair  
F. Ferrer, Interim MTA Chairman  
J. Ballan  
J. Banks  
R. Bickford  
N. Brown  
I. Greenberg  
J. Kay  
M. Lebow  
C. Moerdler  
M. Page  
M. Pally



## MEETING AGENDA

### MTA BRIDGES AND TUNNELS COMMITTEE

January 28, 2013 – 11:45 a.m.

347 Madison Avenue  
Fifth Floor Board Room  
New York, NY

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#### AGENDA ITEMS

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PUBLIC COMMENTS PERIOD	
1. APPROVAL OF MINUTES – DECEMBER 2012 .....	1
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Date of next meeting: Monday, March 11, 2013 at 11:45 a.m.



# **Bridges and Tunnels**

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## **Minutes of Committee Meeting December 2012**

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

**December 17, 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  
Tariq Habib, Chief Technology Officer  
Joseph Keane, Chief Engineer  
Anthony Koestler, Chief Procurement Officer  
Sharon Gallo Kotcher, Vice President Labor Relations  
David Moretti, Executive Vice President  
Patrick Parisi, Chief Maintenance Officer  
Andrew Petrovich, Chief Health and Safety Officer  
Donald Spero, Chief Financial Officer  
M. Margaret Terry, General Counsel

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

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

**December 17, 2012**

Minutes of TBTA Committee held December 17, 2012 at 12:15 p.m. A list of those in attendance is attached.

**Public Speakers**

There was one public speaker Mr. Murray Bodin, Concerned Grandparents. Mr. Bodin stated that the toll booths at the Henry Hudson Bridge should have been removed before anything else was done at that facility. He believes that the signage that is being installed over the roadways is not in conformance with what is legally required, which are arrows that point up and are called "arrows per lane arrows." Mr. Bodin feels this creates unnecessary congestion and an unsafe condition.

**Minutes**

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

**Committee Work Plan**

Mr. Ferrara stated that there are no changes to the Work Plan this month, and that the Work Plan reflects the new schedule and agenda items for the 2013 Board cycle.

**Report on Operations/Safety**

Mr. Moretti stated that in October there were 22,928,000 crossings which was a decrease of 5% against the prior October. Tropical Storm Sandy played a significant role this month. Prior to October 27th, traffic was running about 1.2% ahead of the prior year, but during the last five days of the month from the declaration of the state of emergency until the end of the month, traffic was lower by 40%. All facilities were closed either in the afternoon or early evening on October 29th and most re-opened the following day, except the Cross Bay Bridge which re-opened on the 31st, and the two tunnels which opened either partially or in full in November. E-ZPass crossings for the month were down 2.7% and cash crossings were down 14.4%. Passenger vehicles were down 5.1% and all other vehicles decreased by 3.4% year-to-year.

For the month, all facilities had declines ranging from 3.7% at the Rockaway crossings to 5.6% at the Verrazano-Narrows Bridge and at the major Manhattan crossings. Through October there were 238.2 million crossings for the year which is 1.8 million more than the same period one year ago.

An early estimate of traffic for November is 20.9 million crossings which is 10.9% lower than the prior November.

Chairman Cappelli asked why there would be a decrease in traffic in November. Mr. Moretti responded that the two tunnels were closed for a period of time. In addition the Authority was still feeling the effects of Tropical Storm Sandy early that month.

Mr. Petrovich referred the Committee to the graphs and charts which show the Five Year Summary of Customer Collisions and Injuries and the Five Year Summary of Employee Accident Reports and Lost Time Injuries through October, and are contained on pages 32 and 33 in the

Safety report. There are eighteen less employee lost time injuries compared to one year ago, a drop of 25% in the frequency rate. Mr. Petrovich stated that the total number of customer collisions through October is down 9%, and the injury rate per million vehicles has dropped 3% and has remained steady the last five years at historically low rates.

Mr. Petrovich stated that as cashless tolling matures at the Henry Hudson Bridge, the Authority is continuously observing the traffic flow through the plaza, and has recently modified the number of toll lanes available to better match the approach roadways with available lanes. B&T will continue to monitor and adjust configurations as traffic dictates.

### E-ZPass

Mr. Spero stated that the E-ZPass market share for October was up about 1.8% from the year before, 82.4% versus 80.6%. Year-to-date the E-ZPass market share is 81%. More than 15,000 E-ZPass accounts were opened in October. The year-to-date total is more than 190,000, 42,000 more than last year at the same time. More than 8,200 E-ZPass On-The-Go accounts were opened in October; 55% of the total number of accounts opened. The in-lane tag sales of the On-The-Go tags continue to be successful, to-date more than 132,000 tags have been sold since the program began.

Commissioner Albert asked why on page 36 of the E-ZPass Performance Report-October 2012 in the Committee book, the statistics for the Verrazano-Narrows Bridge in the Weekday Peak Hour E-ZPass Performance by Facility report show that the 2012 and the 2011 AM peak statistics are not available. Mr. Spero stated the reason is that there is a one-way toll on the Verrazano-Narrows Bridge, and the statistics have always been reported in this way.

Commissioner Albert also stated that there appeared to be a typographical error on page 35 of the E-ZPass Performance Report-October 2012. There is a footnote number 3 next to the Hugh L. Carey Tunnel. Commissioner Albert observed that there is no footnote number 3 contained in the report, but footnote number 5 indicates that the Hugh L. Carey Tunnel was formerly the Brooklyn Battery Tunnel.

### Finance

Mr. Spero stated that toll revenue for October was down 5.7% against the mid-year forecast due to the effects of Tropical Storm Sandy. Year-to-date through October toll revenue was down slightly, less than 1% against the budget.

Total expenses in October were about \$5.1 million lower than 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 about \$23 million lower or 7% due to positive variances in those two categories. These expenses don't reflect any expenses from Sandy. B&T's overtime through October is just about at budget for the month, and year-to-date about .5% over.

Total support to mass transit through October was approximately \$788 million which is \$23.8 million or 4.1% better than Plan.

Commissioner Lebow asked for an explanation of the term "reimbursable overhead". Mr. Spero responded that it is overhead which is charged to the capital program.

### **2012 November Forecast and 2013 Final Proposed Budget**

Mr. Spero stated that he would briefly discuss the changes to the Financial Plan since July. Overall, the changes were minimal.

In 2012 revenue is about \$1.5 million lower in the November Plan versus the July Plan as a result of traffic trends the Authority has been seeing and economic forecasts the Authority has received. Expenses are \$9.8 million lower; \$3.9 million on the labor side, primarily due to vacancies, and on the non-labor side a variety of small items add up to \$5.9 million. The estimate in 2012 for support to mass transit is \$898 million, an improvement of \$39 million from the July Plan. Mr. Spero cautioned that the numbers do not as of yet reflect the effects of Tropical Storm Sandy.

Regarding the 2013 Budget, there are very few changes from the July Plan. Revenue is about \$1.9 million lower than July, again reflecting traffic trends. The toll increase is not included because it is a below the line item that will be incorporated into the Plan in February. Expenses are about half a million dollars better than the July Plan; slightly higher on the labor side by about \$1 million, and about one and a half million dollars lower on the non-labor side. The Authority is projecting \$824 million in support to mass transit, which is \$13 million better than the July Plan. Again, Mr. Spero cautioned that these numbers do not include the effects of Tropical Storm Sandy or the toll increase.

Commissioner Lebow asked why the headcount was up about 40 people as compared to this time last year. Mr. Spero responded that the Commissioner was likely looking at plan against the actual. The actual headcount at the end of the year incorporates vacancies. 2013 is the budgeted headcount.

Commissioner Pally stated that Mr. Spero had indicated that with respect to support for mass transit in 2012 there is an estimated improvement of \$39 million above the July Plan which does not incorporate all of the effects of Sandy. Mr. Spero indicated that statement was correct, none of the effects of Tropical Storm Sandy have been included. Commissioner Pally stated then the \$39 million figure is therefore somewhat flexible. Mr. Spero responded affirmatively. Mr. Spero stated that the Authority is hoping to be reimbursed for its costs and revenue losses associated with Tropical Storm Sandy, but agreed with Commissioner Pally that reimbursement is a longer term issue. Regarding support for mass transit in 2013, Commissioner Pally asked if the estimate of \$824 million is above or below the 2012 number. Mr. Spero responded that number is significantly below the 2012 estimate due to several reasons such as the increase in debt service that reduces B&T's support to mass transit, and inflationary increases in various expense categories. In addition, B&T does not budget for vacancies it now has in 2012, but budgets for a full headcount. Commissioner Pally asked if the lower number incorporates the toll increase. Mr. Spero responded that it does not and that Commissioner Pally is correct that the lower number is incorporated into the B&T's 2013 budget and that below the line in the MTA's consolidated budget is the toll increase.

Commissioner Blair stated that it is worth noting in looking at page 64 of the Committee Report, specifically the Authority's November Financial Plan 2013-2016, there is a trend for a decline in support to mass transit that although not necessarily worrisome, since there are reasons for the decline, it however catches one's eye. Mr. Ferrara responded that as indicated by Mr. Spero these are estimates. Mr. Spero stated that the numbers do not incorporate the toll increases, and if they were there, you would see a much higher number with respect to support to mass transit. Commissioner Blair responded that he thought Mr. Spero had indicated that the toll

increase was included in the \$824 million support to mass transit. Mr. Spero stated that he had commented to Commissioner Pally that the toll increase is not included in the \$824 million number, but is a below the line item in the MTA's Consolidated Budget and will be incorporated into B&T's plan in February. Commissioner Pally stated that will occur when the Board adopts an amendment to the Budget in February and the numbers will change

Upon a motion duly made and seconded, the Committee moved to the Finance Committee the MTA Bridges and Tunnels 2012 November Forecast and 2013 Final Proposed Budget, and the Four Year Financial Plan for 2013-2016 (December Plan). Chairman Cappelli abstained from the vote.

A copy of the staff summary, documents and details of the above items are filed with the minutes of the meeting of the MTA Bridges and Tunnels Committee held this day.

### Capital Program

Mr. Keane stated that in November six commitments were made with a total value of \$255.5 million. The most significant commitment was the award of the construction contract for replacement of the upper level decks on the suspended spans on the Verrazano-Narrows Bridge. The award value of this commitment was \$247.5 million. Through November B&T has made 77 commitments with a total value of \$403 million. This compares to a year-to-date plan of 74 tasks and a value of \$577.5 million. The variance between the plan and actual commitments will be significantly reduced in December by the planned award of several projects including a major electrical rehabilitation project at the Queens Midtown Tunnel with a forecasted award value of approximately \$40 million, and a design/build project for the Robert F. Kennedy Bridge Maintenance Facility forecasted at \$18.5 million. The remaining variance between plan and actual award amounts is largely attributable to bid savings. Year-to-date the Authority has achieved bid savings of approximately \$90 million, and B&T is projecting approximately an additional \$10 million in bid savings for the rest of the year. This brings a total bid savings for 2012 to about \$100 million out of an original plan of \$578 million in commitments.

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

Overall for 2012 the Authority is forecasting the award of ninety tasks with a total cumulative award amount of \$480 million compared to a plan of 75 tasks with a total award amount of \$578.6 million which, as previously mentioned, with a net bid savings of approximately \$100 million.

There was one completion made in November, the anchorage rehabilitation at the Bronx-Whitestone Bridge in the amount of \$9.2 million. Year-to-date the Authority has accomplished \$274 million in completions. The Authority expects one additional completion in December bringing total completions for the year to a total of \$285.8 million which matches the Authority's plan for the year. The Authority expects overall to realize \$285.8 million in project completions by year end.

Year-to date the Authority has closed out 61 tasks with a cumulative value of \$188.6 million.

Commissioner Blair stated that it is very good news for the Authority to have achieved 20% in bid savings especially given a period of difficulty in the construction industry. Commissioner Blair asked if the Authority's estimating however, needs to be looked at for the future; coming in at 20% under is a big number. Mr. Keane responded that the savings



calculation is based on a comparison between the bid and the project budget, which was established obviously some time ago based on relatively conservative projections for each of the projects with appropriate contingencies. In many cases the engineer's estimate at the time the Authority takes bids is considerably lower than the budget. Basically the variance between the engineer's estimate and the actual bids is not to the same degree that you see in these numbers, because what we are comparing here is the budgeted amount versus the actual bid amount. Mr. Keane said he believes the Authority's estimating methodology is appropriately accounting for the current market conditions. Looking forward however, with the amount of work that is going to be going on in the region Mr. Keane is not certain how long the favorable market conditions will continue into the future, which is something the Authority is looking at.

Commissioner Lebow asked what anchorage dehumidification entailed. Mr. Keane responded that anchorage dehumidification is a method used to maintain a low humidity level within those areas where the main cable wires are exposed. Generally in the suspension bridge industry you want to maintain a relative humidity level between 40% and 60% in order to avoid corrosion of the main cables. This is a system that encloses the cable strands and dehumidifying units keep the relative humidity at those levels.

#### **Procurements**

Mr. Koestler stated that there are three procurements this month totaling about \$29.1 million. There are no non-competitive procurements.

#### **Competitive Procurements**

First is a one year, ten month public work contract for Prismatic Development Corporation to provide design/build services in the amount of \$17,665,000 for construction of the TBTA Central Maintenance Facility on Randall's Island.

The second item is a seven year, three month personal service contract with the joint venture of WSP and URS to provide design services under a project described as, Reconstruction of the Upper and Lower Level Toll Plazas and Southbound Approach at the Henry Hudson Bridge for \$7,193,725. At a future date, the cost for construction support services will be presented to the Board for approval.

The last item is a one year, eight month personal service contract with the joint venture of Weidlinger Associates and T.Y. Lin International Engineering Architecture and Land Surveying to perform a seismic and wind investigation at the Robert F. Kennedy Bridge for \$4,239,183.

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

#### **Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)**

Prismatic Development  
Corporation

Contract No. RK-65R  
Provide Design/Build Services for the TBTA  
Central Maintenance Facility on Randall's  
Island.

\$17,665,000.00

### Personal Service Contracts

WSP/URS, a Joint Venture	Contract No. PSC-12-2906 Provide Design Services for Project HH-88, Reconstruction of Upper and Lower Level Toll Plazas and Southbound Approach at the Henry Hudson Bridge.	\$7,193,724.53
Weidlinger/TY LIN International JV	Provide a Seismic and Wind Investigation for Project RK-19 at the Robert F. Kennedy Bridge.	\$4,239,182.96

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

### Diversity Report-Third Quarter 2012


Mr. Ferrara referred the Committee to the Diversity Report-Third Quarter 2012 which is contained in the Committee book. There were no comments or questions regarding the Report from the Committee members.

Chairman Cappelli thanked everyone for their hard work this past year and their service to Bridges and Tunnels.

### Adjournment

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

Respectfully submitted,

  
Cindy L. Dugan  
Assistant Secretary





# **Bridges and Tunnels**

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## **Committee Work Plan**

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# BRIDGES & TUNNELS COMMITTEE WORK PLAN

## I. RECURRING AGENDA ITEMS

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

## II. SPECIFIC AGENDA ITEMS

### Responsibility

#### February 2013

No meeting scheduled.

#### March 2013

Customer Environment Survey – 4th Quarter 2012	Operations
Preliminary Review of 2012 Operating Budget Results	Planning & Budget
2013 Adopted Budget/Financial Plan 2013-2016	Planning & Budget
2012 B&T Operating Surplus	Controller
Diversity Report – 4 <sup>th</sup> Quarter 2012	EEO
Annual Procurement Contracts Report	Procurement & Materials/ Finance

#### April 2013

Final Review of 2012 Year-End Operating Results	Planning & Budget
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#### May 2013

No meeting scheduled.

#### June 2013

Customer Environment Survey – 1st Quarter 2013	Operations
Diversity Report – 1 <sup>st</sup> Quarter 2013	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 – 2<sup>nd</sup> 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 – 3<sup>rd</sup> Quarter 2013

Committee Chair & Members  
Planning & Budget  
EEO

#### January 2014

Approval of 2014 Work Plan

Committee Chair & Members

## 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 below).

Committee Meeting Month	Report Schedule				
	Operations	Safety	E-ZPass	Financial	Capital
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/June
September	June/July	June/July	June/July	June/July	July/Aug
November	Aug	Aug	Aug	Aug	Sep
December	Sep/Oct	Sep/Oct	Sep/Oct	Sep/Oct	Oct/Nov

##### 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 above).

##### 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 above).

### 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 previous 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.

## **II. SPECIFIC AGENDA ITEMS**

### **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 – 4<sup>th</sup> 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 – 1<sup>st</sup> 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 – 2<sup>nd</sup> 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 – 3<sup>rd</sup> Quarter 2013

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

**JANUARY 2014**Approval of Work Plan for 2014

The committee will have already received a draft work plan for 2014 at the December 2013 meeting. The committee will be requested to approve the amended work plan for the year.



# **Bridges and Tunnels**

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

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

### **Summary**

For the month, total traffic crossings 20.9 million in 2012, which was 2.5 million lower than November 2011 (Exhibit 1), a decrease of 10.8%. The impacts of Tropical Storm Sandy, which hit the New York City area on October 29th, continued into November. Significant events related to Tropical Storm Sandy included:

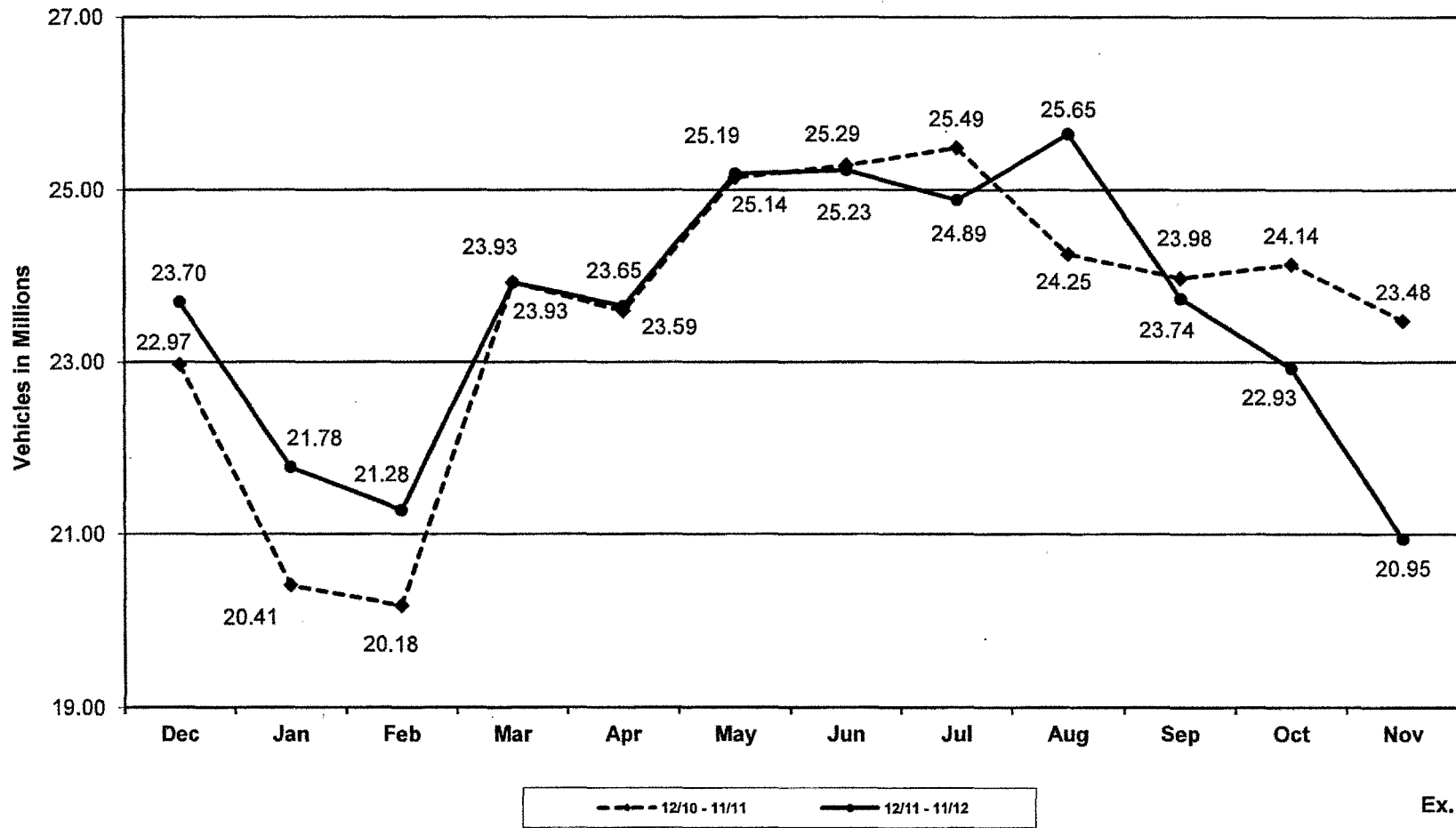
- The Queens Midtown Tunnel was closed to most vehicles through November 8th. Passenger cars were allowed beginning on November 9th and truck restrictions were lifted on November 16th.
- The Hugh L. Carey (formerly Brooklyn-Battery) Tunnel was closed to most vehicles through November 12th. Passenger cars were allowed during peak periods on November 13th and at all times on November 19th. Truck restrictions were in effect throughout the month.
- The Marine Parkway and Cross Bay Bridges experienced higher combined traffic volumes than November 2011 (14.8%) due to the recovery effort at the Rockaway's. In addition, tolls were suspended in November by order of the Governor. Both factors caused traffic without E-ZPass to increase by more than 185% vs. November 2011 (Exhibit 7).

As a result, traffic was down 20% through November 18th compared to the same period last year, but total traffic volume was up 3% from November 19th through November 30<sup>th</sup> after the Hugh L. Carey reopened to passenger cars.

B&T implemented cashless tolling at the Henry Hudson Bridge on November 10<sup>th</sup>. All motorists are now 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. For the month, 90.6% of total crossings were processed through E-ZPass and 9.4% were "Tolls By Mail" transactions.

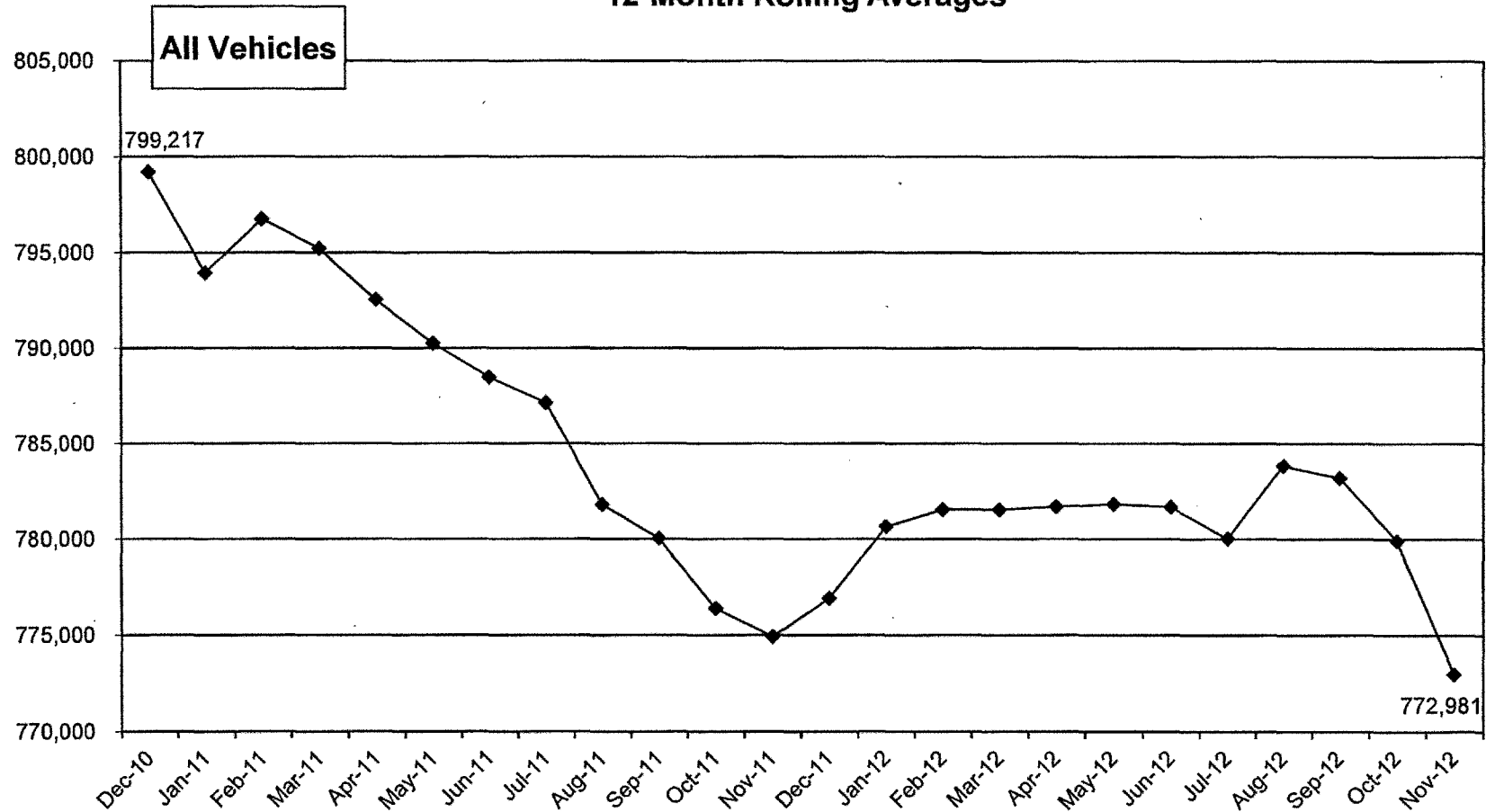
Year-to-year E-ZPass usage decreased by 11.3% and cash crossings declined 8.9% for November 2012 versus 2011 (Exhibit 7). Passenger car crossings were down by 11.9% year-to-year and other vehicle crossings were up 4.0% (Exhibit 8).

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



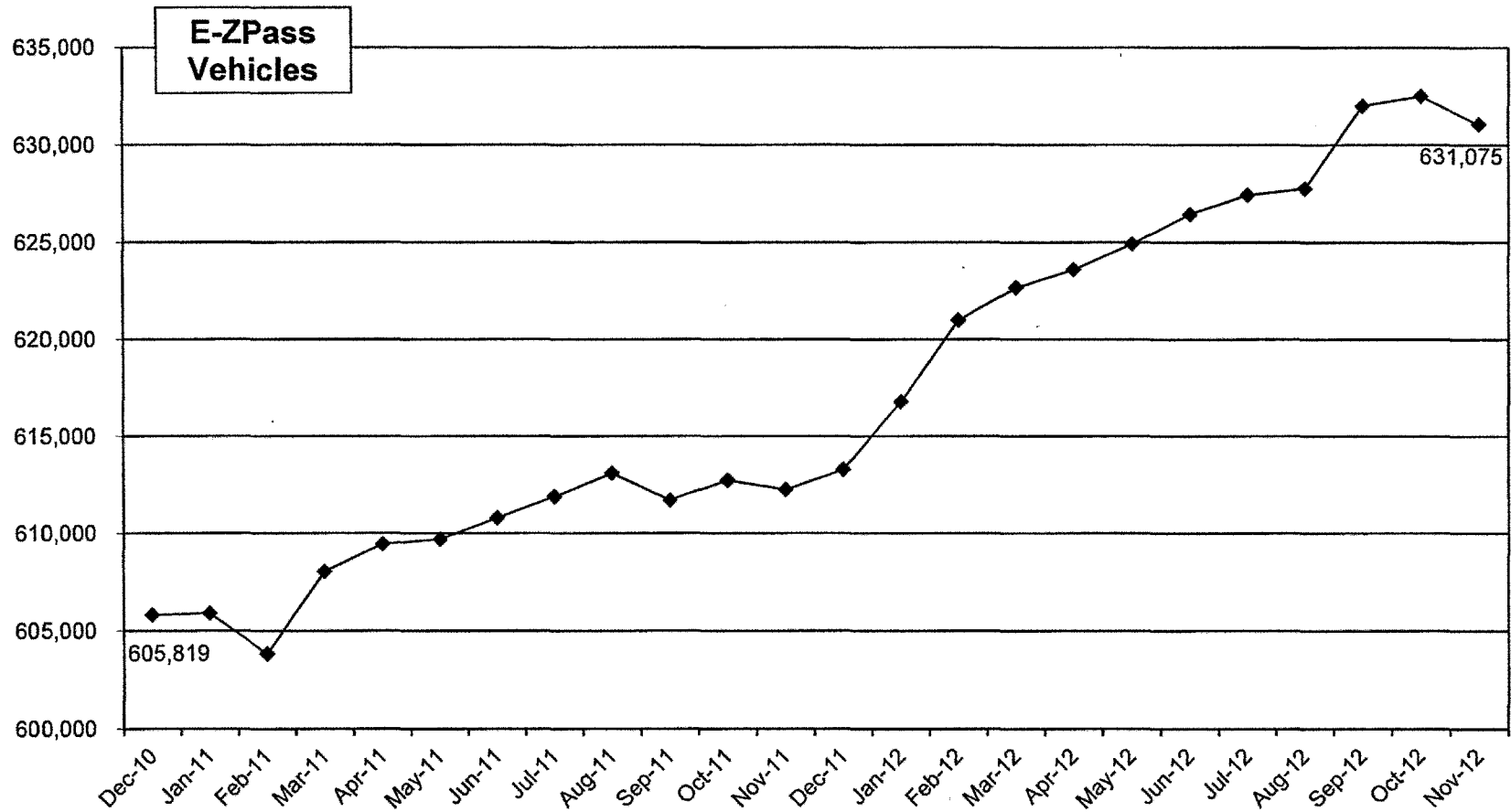
Ex. 1

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



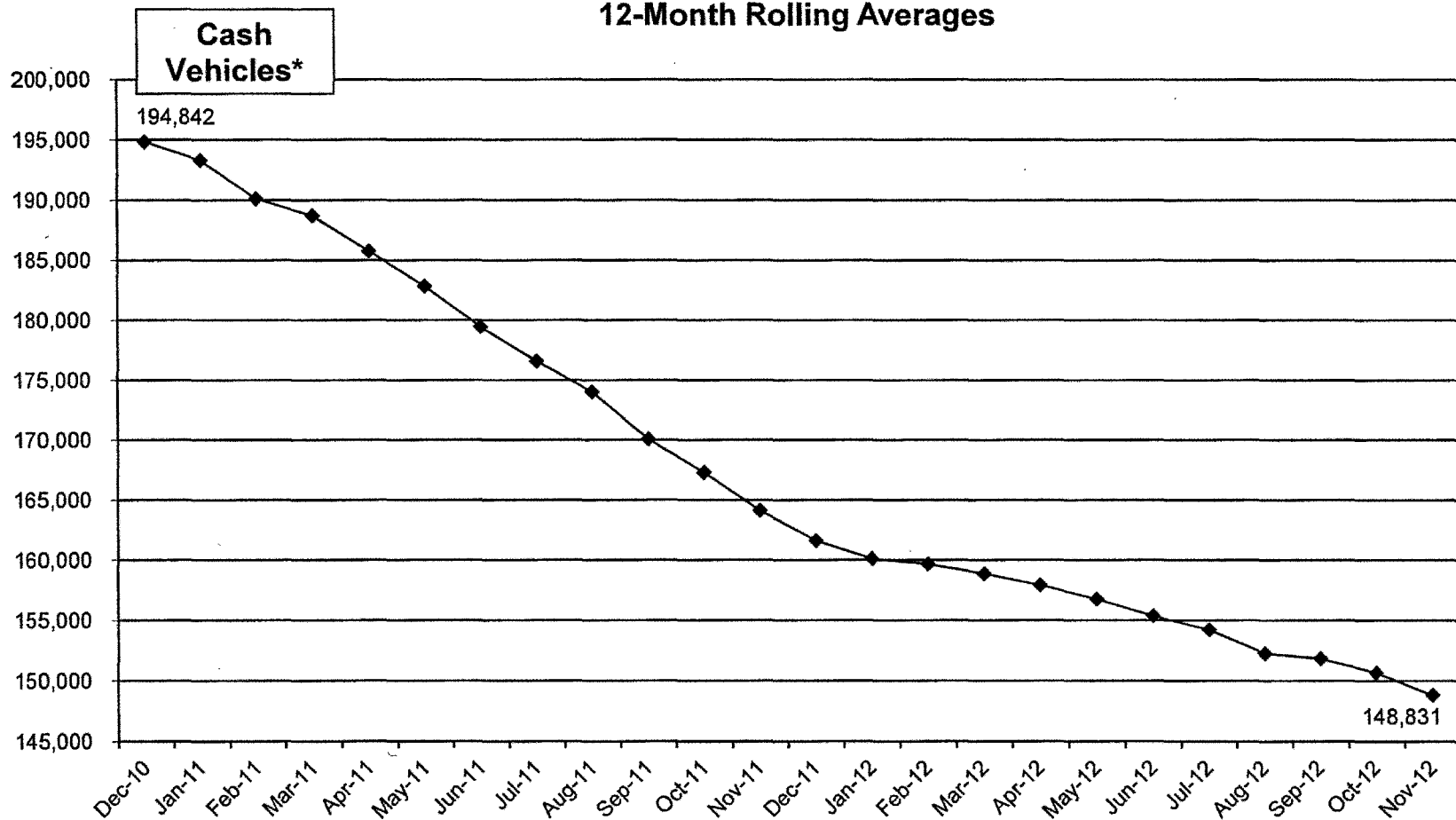
Ex. 2

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



Ex. 3

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

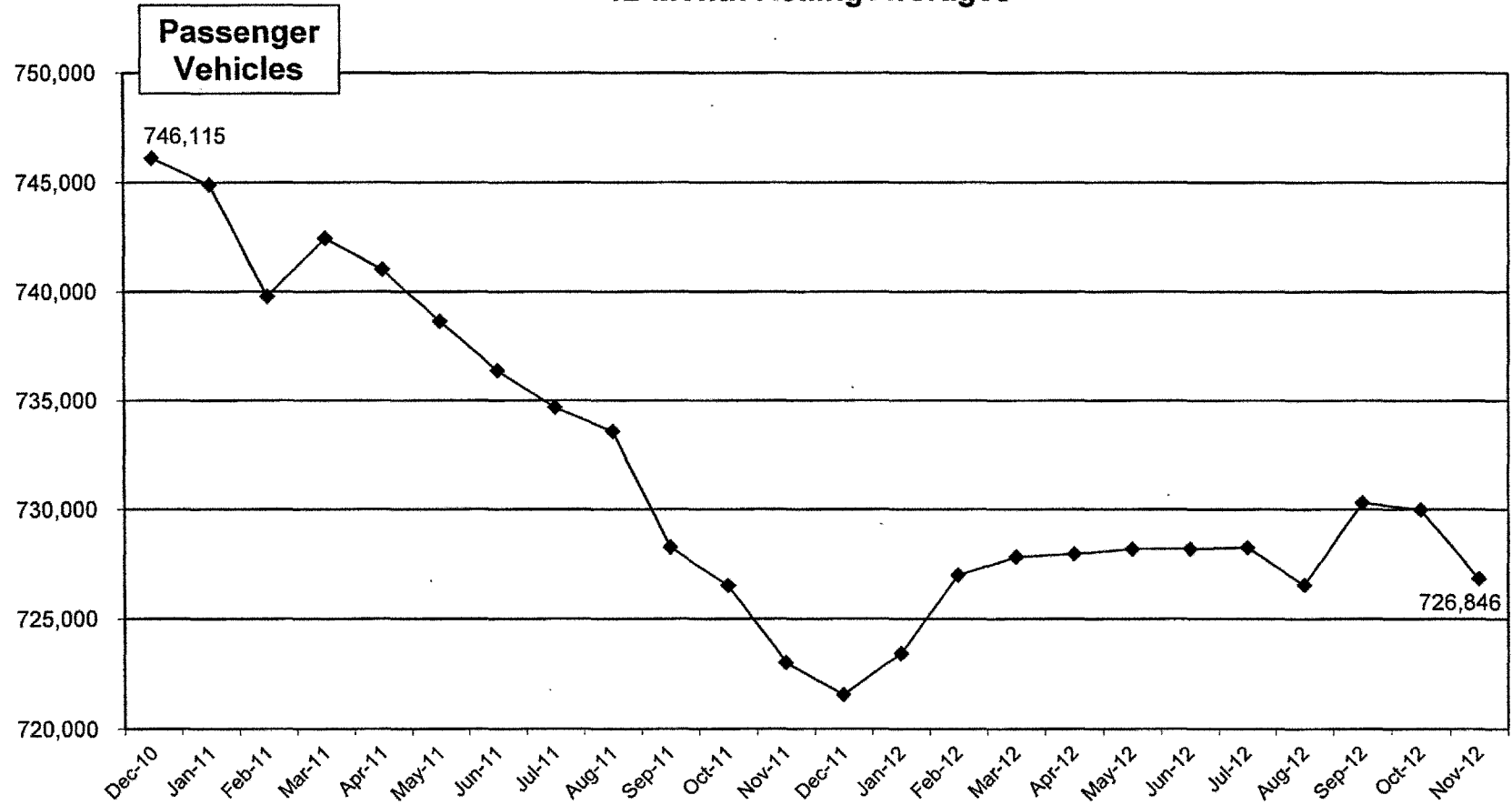


\*Includes token, ticket and "Tolls By Mail" transactions.

Ex. 4

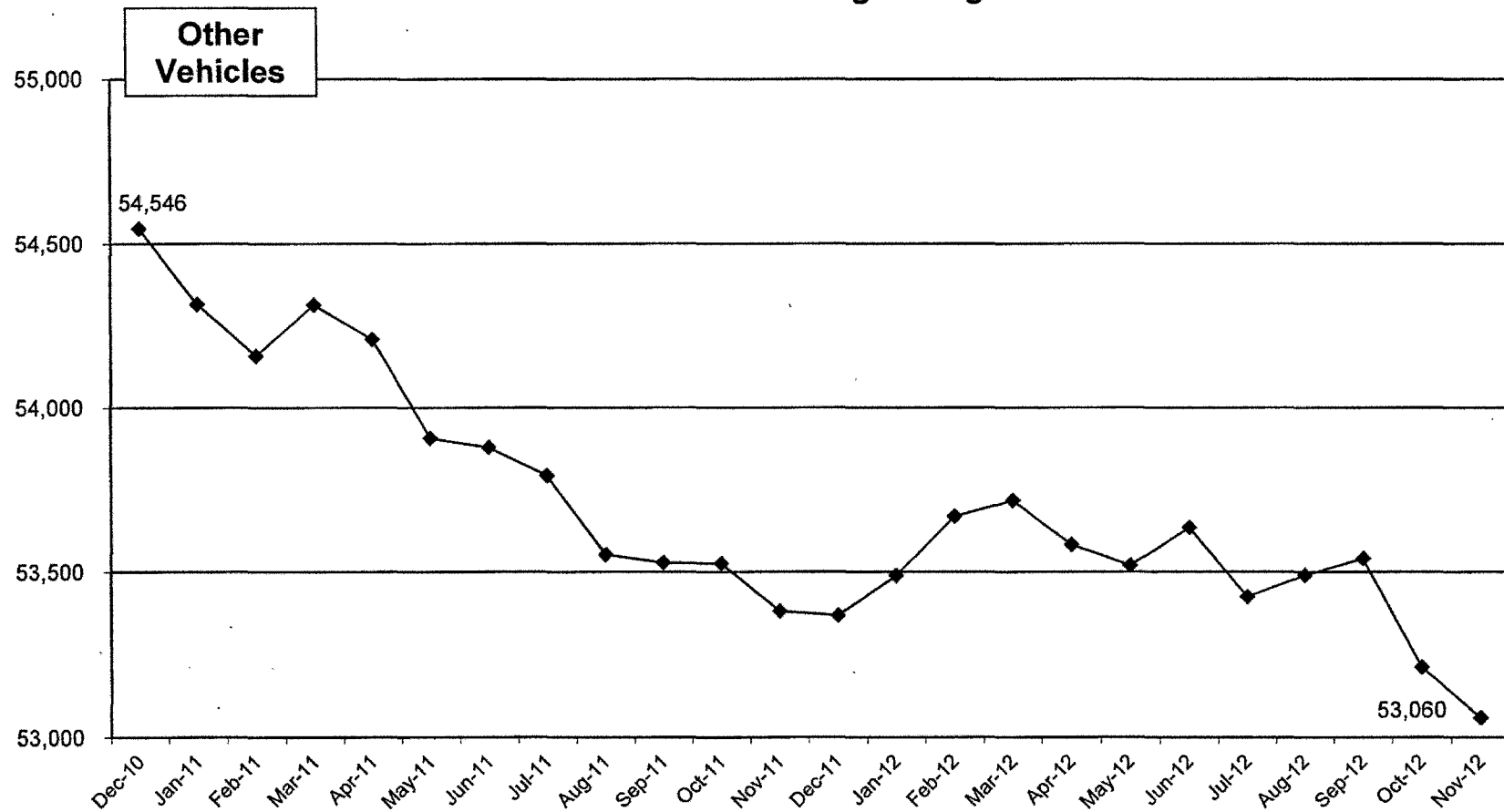


**MTA Bridges and Tunnels  
Average Daily Traffic: December 2010 - November 2012  
12-Month Rolling Averages**



Ex. 5

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



Ex. 6

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

Corridor	Toll Media	Nov <sup>(1)</sup>	3 Months <sup>(2)</sup> (Sept-Nov)	6 Months <sup>(3)</sup> (June-Nov)	9 Months <sup>(4)</sup> (Mar-Nov)	12 Months <sup>(5)</sup> (Dec-Nov)
All Facilities	Total Vehicles	-10.8%	-5.6%	-2.2%	-1.4%	-0.3%
	E-ZPass	-11.3%	-4.3%	-0.4%	0.5%	2.0%
	Cash <sup>(6)</sup>	-8.9%	-10.7%	-9.2%	-9.0%	-8.6%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-3.3%	-2.8%	-0.9%	-0.5%	0.4%
	E-ZPass	-1.0%	-0.3%	1.8%	2.3%	3.4%
	Cash <sup>(6)</sup>	-10.5%	-10.4%	-8.7%	-8.4%	-8.0%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel <sup>(7)</sup>	Total Vehicles	-30.0%	-11.9%	-5.1%	-3.1%	-1.6%
	E-ZPass	-28.8%	-10.1%	-3.0%	-1.0%	0.6%
	Cash <sup>(6)</sup>	-36.3%	-21.1%	-15.1%	-13.2%	-12.0%
Verrazano-Narrows Bridge	Total Vehicles	-4.6%	-4.3%	-2.1%	-1.7%	-0.4%
	E-ZPass	-3.5%	-3.0%	-0.6%	-0.2%	1.3%
	Cash <sup>(6)</sup>	-9.5%	-10.1%	-8.9%	-8.5%	-7.8%
Henry Hudson Bridge	Total Vehicles	-14.5%	-6.3%	-3.1%	-2.3%	-0.8%
	E-ZPass	-11.5%	-4.2%	-1.3%	-0.3%	1.7%
	Cash <sup>(6)</sup>	-35.9%	-20.2%	-14.4%	-14.7%	-15.5%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	14.8%	3.5%	3.7%	3.1%	3.7%
	E-ZPass	-20.6%	-5.8%	0.9%	1.8%	3.2%
	Cash <sup>(6)</sup>	185.2%	46.6%	14.5%	8.5%	6.0%

(1) November 2012 vs. November 2011.

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

(3) June 2012 to November 2012 vs. June 2011 to November 2011.

(4) March 2012 to November 2012 vs. March 2011 to November 2011.

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

(6) Includes token, ticket and Tolls By Mail transactions.

(7) Formerly Brooklyn-Battery Tunnel

Ex. 7

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

Corridor	Vehicle Type	Nov <sup>(1)</sup>	3 Months <sup>(2)</sup> (Sept-Nov)	6 Months <sup>(3)</sup> (June-Nov)	9 Months <sup>(4)</sup> (Mar-Nov)	12 Months <sup>(5)</sup> (Dec-Nov)
All Facilities	Total Vehicles	-10.8%	-5.6%	-2.2%	-1.4%	-0.3%
	Passenger	-11.9%	-5.8%	-2.3%	-1.4%	-0.3%
	Other	4.0%	-2.2%	-1.4%	-1.2%	-0.2%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-3.3%	-2.8%	-0.9%	-0.5%	0.4%
	Passenger	-4.2%	-3.0%	-0.8%	-0.4%	0.4%
	Other	5.3%	-1.7%	-1.4%	-1.2%	-0.1%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel <sup>(6)</sup>	Total Vehicles	-30.0%	-11.9%	-5.1%	-3.1%	-1.6%
	Passenger	-29.6%	-11.6%	-4.9%	-3.0%	-1.5%
	Other	-35.4%	-15.5%	-7.2%	-4.9%	-3.2%
Verrazano-Narrows Bridge	Total Vehicles	-4.6%	-4.3%	-2.1%	-1.7%	-0.4%
	Passenger	-5.7%	-4.6%	-2.2%	-1.8%	-0.4%
	Other	11.4%	-0.3%	-1.5%	-1.5%	-0.8%
Henry Hudson Bridge	Total Vehicles	-14.5%	-6.3%	-3.1%	-2.3%	-0.8%
	Passenger	-14.6%	-6.3%	-3.2%	-2.3%	-0.8%
	Other	-1.4%	0.8%	3.0%	2.8%	5.4%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	14.8%	3.5%	3.7%	3.1%	3.7%
	Passenger	3.9%	0.0%	2.0%	2.0%	2.8%
	Other	215.4%	70.1%	37.1%	26.1%	21.1%

(1) November 2012 vs. November 2011.

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

(3) June 2012 to November 2012 vs. June 2011 to November 2011.

(4) March 2012 to November 2012 vs. March 2011 to November 2011.

(5) December 2011 to November 2012 vs. December 2010 to November 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 <sup>1</sup>			Weather <sup>2</sup>			
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
Dec-10 <sup>(3)</sup>	22,969,330	\$3.17	35	3.5	14.6	6
Jan-11	20,408,730	\$3.27	32	4.0	32.6	10
Feb-11	20,176,144	\$3.32	37	3.3	4.1	9
Mar-11	23,928,232	\$3.63	42	6.0	0.9	10
Apr-11	23,593,365	\$3.91	53	5.1	-	14
May-11	25,144,889	\$4.13	64	4.0	-	10
Jun-11	25,289,003	\$3.95	73	3.9	-	10
Jul-11	25,490,788	\$3.90	81	2.9	-	6
Aug-11	24,253,530	\$3.89	76	17.2	-	14
Sep-11	23,976,096	\$3.78	71	7.6	-	11
Oct-11	24,135,980	\$3.66	59	4.6	1.7	11
Nov-11	23,480,109	\$3.60	52	2.9	-	7
Dec-11	23,697,995	\$3.44	44	3.9	-	9
Jan-12	21,776,550	\$3.58	38	3.4	2.5	10
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	24,887,622	\$3.68	81	3.8	-	10
<b>Aug-12</b>	<b>25,649,643</b>	<b>\$3.89</b>	<b>79</b>	<b>3.0</b>	<b>-</b>	<b>9</b>
<b>Sep-12</b>	<b>23,740,051</b>	<b>\$4.05</b>	<b>72</b>	<b>3.6</b>	<b>-</b>	<b>6</b>
<b>Oct-12</b>	<b>22,928,321</b>	<b>\$4.02</b>	<b>60</b>	<b>1.8</b>	<b>-</b>	<b>8</b>
<b>Nov-12</b>	<b>20,945,357</b>	<b>\$3.92</b>	<b>45</b>	<b>1.4</b>	<b>1.1</b>	<b>5</b>

Note: Bold numbers are preliminary.

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

Traffic & Gas Monthly Inc/(Dec)			Weather Monthly Inc/(Dec)			
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
<b>2011 vs. 2010</b>						
December	728,665	\$0.27	9	0.4	(14.6)	3
<b>2012 vs. 2011</b>						
January	1,367,820	\$0.31	6	(0.6)	(30.1)	0
February	1,103,998	\$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	(603,166)	(\$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	(2.7)	(1.7)	(3)
November	(2,534,752)	\$0.32	(7)	(1.5)	1.1	(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**

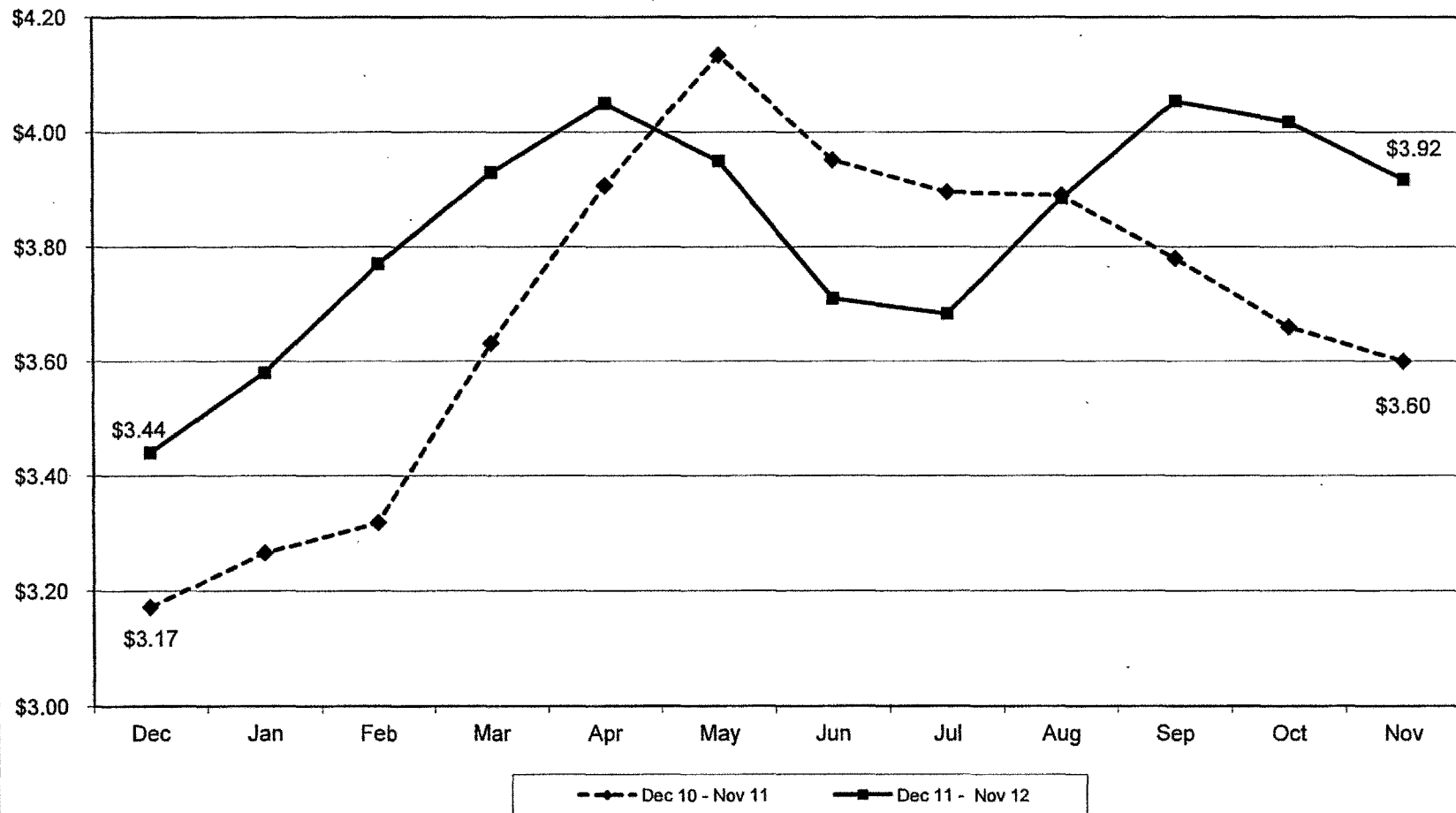
### **Average Daily Traffic: 12-Month Rolling Averages**

<u>Month</u>	<u>All Vehicles<sup>1</sup></u>	<u>E-ZPass</u>	<u>Cash<sup>2</sup></u>	<u>Passenger</u>	<u>Other</u>
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	780,036	627,769	152,268	726,546	53,490
Aug-12	783,851	632,013	151,838	730,310	53,541
Sep-12	783,206	632,522	150,683	729,993	53,213
Oct-12	779,906	631,075	148,831	726,846	53,060
Nov-12	772,981	625,254	147,726	719,741	53,239

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  
December 2010 - November 2012

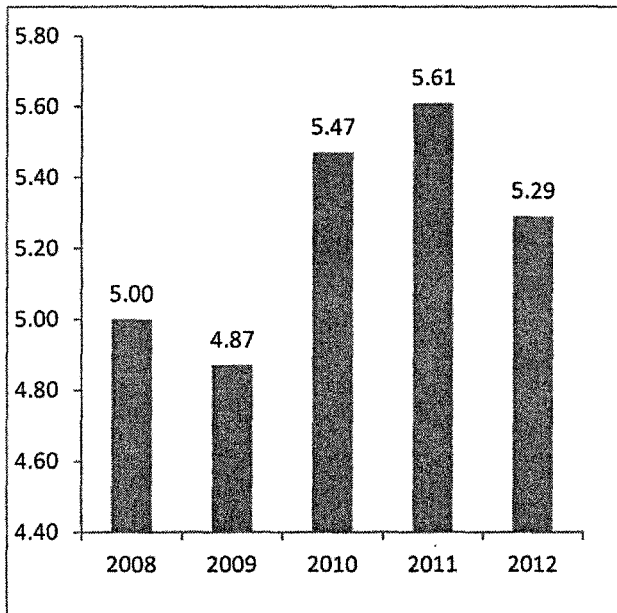


## **SAFETY REPORT**



## MTA Bridges & Tunnels

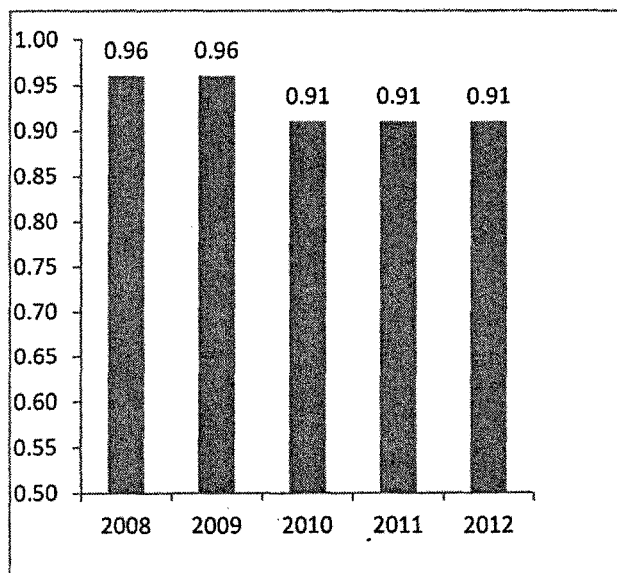
### 5 Yr Summary of Customer Collisions & Injuries thru November



#### Total Customer Collisions

Year	Total Collisions	Collision Rate/M Vehicles
2008	1374	5.00
2009	1319	4.87
2010	1486	5.47
2011	1475	5.61
2012	1387	5.29

% change from last year: -5.7%  
5 year Average 5.25



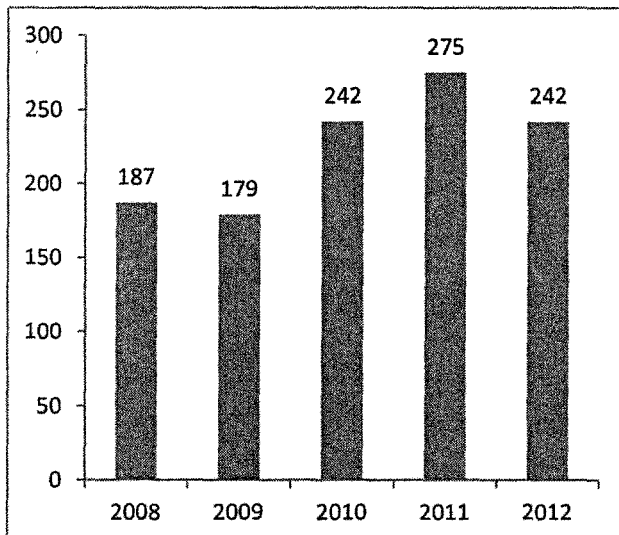
#### Total Injury Collisions

Year	Injury Collisions	Injury Rate/M Vehicles
2008	264	0.96
2009	261	0.96
2010	248	0.91
2011	239	0.91
2012	239	0.91

% change from last year: 0.0%  
5 year Average 0.93

# MTA Bridges & Tunnels

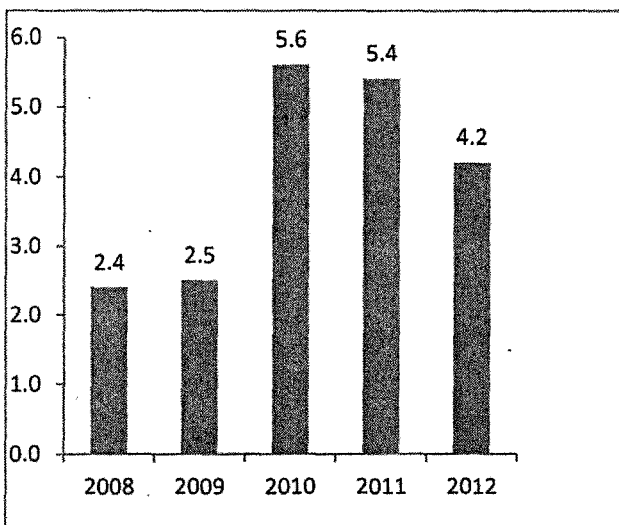
## 5 Yr Summary of Employee Accident Reports & Injuries thru November



Total Employee Accident Reports (C-2's)

Year	Total
2008	187
2009	179
2010	242
2011	275
2012	242

% change from last year: -12.0%  
5 year Average 225



Employee Lost Time Injuries

Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2008	42	2.4
2009	42	2.5
2010	86	5.6
2011	80	5.4
2012	63	4.2

% change from last year: -22.2%  
5 year Average 4.02





# **Bridges and Tunnels**

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

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

<b>E-ZPass Performance at All B&amp;T Facilities<sup>1</sup></b>			
	November 2012	Year to Date	November 2011
Total E-ZPass Traffic <sup>2</sup>	16,798,295	209,844,789	18,921,771
E-ZPass Market Share: Total	80.2%	81.0%	80.7%
Cars	79.9%	80.3%	80.0%
Trucks	84.0%	90.3%	90.5%

<b>Weekday E-ZPass Performance by Facility<sup>1,2</sup></b>			
Facility	November Average E-ZPass Weekday Traffic and Market Share		
	2012 Average Traffic	2012 Market Share	2011 Market Share
Bronx-Whitestone Bridge	85,523	78.4%	76.7%
Cross Bay Veterans Memorial Bridge <sup>3</sup>	11,771	54.8%	82.7%
Henry Hudson Bridge	51,258	91.4%	88.6%
Hugh L. Carey Tunnel <sup>4</sup>	18,426	89.5%	87.8%
Marine Parkway-Gil Hodges Memorial Bridge <sup>3</sup>	14,167	59.5%	86.1%
Queens Midtown Tunnel	48,763	87.6%	86.4%
Robert F. Kennedy Bridge - Bronx Plaza	56,995	75.2%	73.5%
Robert F. Kennedy Bridge - Manhattan Plaza	71,479	84.8%	83.1%
Throgs Neck Bridge	84,444	82.5%	81.5%
Verrazano-Narrows Bridge	<u>149,947</u>	85.1%	84.4%
All Facilities	592,773	81.7%	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 and the last three days of November due to the impacts of Tropical Storm Sandy.
3. Tolls were suspended in November 2012 at the Cross Bay and Marine Parkway Bridges by order of the Governor.
4. Formerly Brooklyn-Battery Tunnel.

**MTA Bridges and Tunnels**  
**E-ZPASS Performance Report**  
**November 2012**  
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<b>Weekday Peak Hour E-ZPass Performance by Facility<sup>5</sup></b>				
Facility	November E-ZPass Market Share			
	2012 AM Peak	2011 AM Peak	2012 PM Peak	2011 PM Peak
Bronx-Whitestone Bridge	82.7%	82.6%	80.1%	78.0%
Cross Bay Veterans Memorial Bridge <sup>6</sup>	N/A	87.1%	N/A	84.4%
Henry Hudson Bridge	92.2%	91.5%	90.1%	89.6%
Hugh L. Carey Tunnel <sup>4</sup>	91.6%	91.2%	89.3%	88.3%
Marine Parkway-Gil Hodges Memorial Bridge <sup>6</sup>	N/A	89.4%	N/A	86.3%
Queens Midtown Tunnel	90.6%	88.7%	87.5%	87.0%
Robert F. Kennedy Bridge - Bronx Plaza	80.2%	79.4%	76.7%	75.5%
Robert F. Kennedy Bridge - Manhattan Plaza	87.5%	86.4%	85.0%	83.9%
Throgs Neck Bridge	86.8%	86.8%	82.4%	81.7%
Verrazano-Narrows Bridge <sup>7</sup>	N/A	N/A	87.9%	88.0%
All Facilities <sup>8</sup>	86.6%	86.4%	84.4%	84.0%

<b>Weekend E-ZPass Performance by Facility<sup>1</sup></b>			
Facility	November Average E-ZPass Weekend Traffic and Market Share		
	2012 Avg. Traffic	2012 Market Share	2011 Market Share
Bronx-Whitestone Bridge	74,334	72.4%	70.2%
Cross Bay Veterans Memorial Bridge <sup>3</sup>	10,421	54.2%	77.6%
Henry Hudson Bridge	42,370	88.2%	84.8%
Hugh L. Carey Tunnel <sup>4</sup>	7,775	85.6%	82.3%
Marine Parkway-Gil Hodges Memorial Bridge <sup>3</sup>	14,527	62.0%	82.3%
Queens Midtown Tunnel	37,088	83.5%	81.2%
Robert F. Kennedy Bridge - Bronx Plaza	44,180	68.0%	64.8%
Robert F. Kennedy Bridge - Manhattan Plaza	54,063	80.4%	77.2%
Throgs Neck Bridge	71,194	77.4%	75.5%
Verrazano-Narrows Bridge	<u>123,926</u>	79.0%	77.4%
All Facilities	479,878	76.4%	76.2%

Notes:

5. 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.
6. Tolls were suspended in November 2012 at the Cross Bay and Marine Parkway Bridges by order of the Governor. Hourly count information was not available.
7. AM peak figures are not compiled for the eastbound direction because tolls are collected in westbound lanes only.
8. Excludes Cross Bay and Marine Parkway Bridges.

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

Preliminary data subject to final audit

**E-ZPass Interoperability Statistics**

<b>B&amp;T E-ZPass Transactions From Other Agencies <sup>9</sup></b>			
Customer's E-ZPass Agency	November 2012 Total B&T E-ZPass Transactions	November 2012 Percentage of B&T Total Transactions	November 2011 Percentage of B&T Total Transactions
New York State Thruway Authority <sup>10</sup>	1,460,909	7.96%	7.80%
Port Authority of NY and NJ	981,662	5.35%	5.77%
New Jersey Toll Agencies <sup>11</sup>	956,860	5.21%	5.69%
Massachusetts Turnpike Authority <sup>12</sup>	110,607	0.60%	0.58%
Pennsylvania Turnpike Commission	65,482	0.36%	0.35%
Maryland Transportation Authority	31,393	0.17%	0.17%
Virginia Department of Transportation <sup>13</sup>	18,700	0.10%	0.10%
New Hampshire Department of Transportation	12,066	0.07%	0.06%
Delaware River Joint Toll Bridge Commission	11,425	0.06%	0.06%
Delaware Department of Transportation	10,158	0.06%	0.06%
Other <sup>14</sup>	39,742	0.22%	0.17%
Total	3,699,004	20.15%	20.83%

<b>Other Agency B&amp;T E-ZPass Transactions</b>			
Agency Used By B&T Customers	November 2012	YTD 2012	November 2011
New York State Thruway Authority <sup>10</sup>	2,146,288	26,299,767	2,463,128
Port Authority of NY and NJ	2,901,698	34,140,442	3,140,474
New Jersey Toll Agencies <sup>11</sup>	4,257,489	52,588,203	4,784,806
New York State Bridge Authority	204,445	2,503,229	231,944
Massachusetts Turnpike Authority <sup>12</sup>	455,944	5,107,716	441,314
Pennsylvania Turnpike Commission	213,897	2,447,913	225,083
Maryland Transportation Authority	228,261	2,716,361	235,021
Virginia Department of Transportation <sup>13</sup>	103,981	1,149,729	93,005
New Hampshire Department of Transportation	74,759	1,029,415	73,135
Delaware River Joint Toll Bridge Commission	189,776	2,310,718	197,090
Delaware Department of Transportation	194,782	2,483,586	211,195
Other <sup>14</sup>	260,638	3,328,894	239,233
Total	11,231,958	136,105,973	12,335,428

**Notes:**

9. "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."
10. Includes Buffalo and Fort Erie Public Bridge Authority beginning in July 2011.
11. 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.
12. Includes Massachusetts Port Authority.
13. 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.
14. 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

November 2012

Preliminary data subject to final audit

### E-ZPass Customer Service Statistics

MTA Bridges and Tunnels Customers			
	November 2012	YTD 2012	YTD 2011
Accounts Opened:			
Internet	4,009	63,141	78,000
Walk-In	1,214	20,377	26,949
Mail/Phone	622	10,884	8,286
On-The-Go	<u>8,120</u>	<u>110,121</u>	<u>42,983</u>
Total Accounts Opened	13,965	204,523	156,218
Total Active Accounts		2,390,659	2,143,131
Number of E-ZPass Tags Issued <sup>15</sup>	34,076	507,931	374,596
Total Active Tags <sup>16</sup>		3,902,353	3,608,117

Customer Service Indicators			
	November 2012	YTD 2012	YTD 2011
Phone Calls Answered by Customer Service Center:			
Customer Service Representatives	211,022	2,572,520	2,410,999
Automated System	<u>298,251</u>	<u>3,699,904</u>	<u>3,350,919</u>
Total Phone Calls Answered	509,273	6,272,424	5,761,918
Average Phone Call Waiting Time (in min.):			
Customer Service Representatives	0.16	0.22	0.38
Commercial Unit	0.36	0.30	0.40
Avg. Monthly B&T E-ZPass Trips Per Account	5.52	6.51	7.02
Average Number of Active Tags Per Account	1.63	1.63	1.68

E-ZPass Tag Replacement Program			
	November 2012	YTD 2012	2011-2012
Number of Replacement Tags Mailed	21,476	395,353	1,127,558
Number of Tags Returned <sup>17</sup>	11,679	431,965	1,095,036
Number of Tags Pending Return	N/A	N/A	32,522

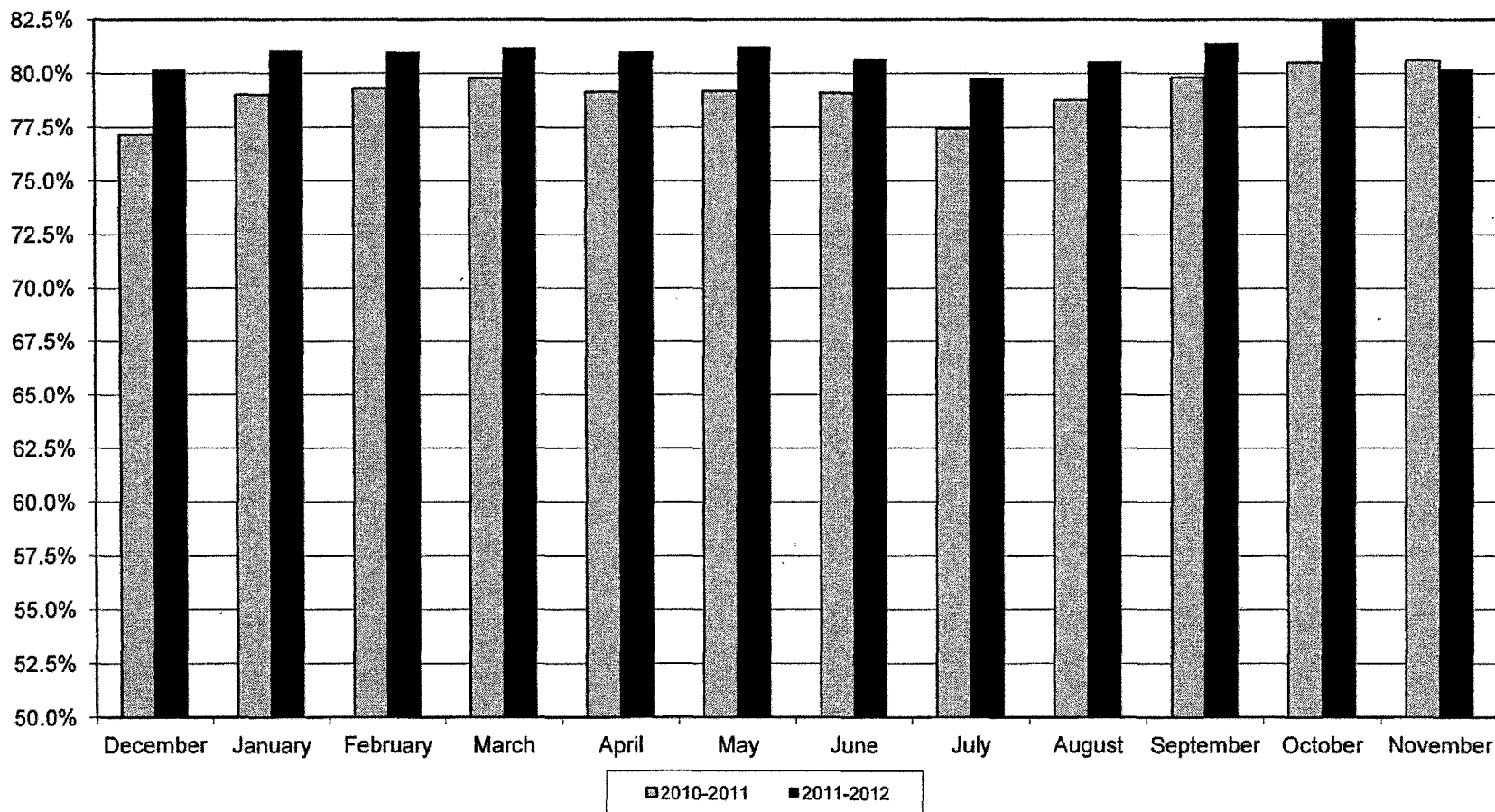
15. Includes tags for new accounts, additional tags for existing accounts, and replacement of lost or stolen tags for existing accounts. Excludes tags processed and reported within the E-ZPass Tag Replacement Program, which replaces tags that are approaching the end of their useful service lives with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

16. 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.

17. 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  
December 2010 to November 2012**







# **Bridges and Tunnels**

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## **Financial Report November 2012**

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

**ASSETS**

**CURRENT ASSETS:**

Cash-Unrestricted	\$20,787
Investments:	
Unrestricted	59,854
Restricted	367,417
Accrued interest receivable	685
Accounts receivable	14,332
Tolls due from other agencies	22,991
Prepaid expenses	<u>2,494</u>
 Total current assets	 <u>488,560</u>

**NONCURRENT ASSETS:**

Investments:	
Unrestricted	23,467
Restricted	226,847
Facilities, less acc. dep of \$1,116,802	4,025,692
Capital lease 2 Broadway net acc. dep.	45,338
Deferred financing costs	301,183
Derivative Hedge Assets	215,489
Security Deposits	<u>15,840</u>
 Total noncurrent assets	 <u>4,853,856</u>

<b>TOTAL ASSETS</b>	<b><u><u>\$5,342,416</u></u></b>
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**MTA BRIDGES & TUNNELS****BALANCE SHEET****As of NOVEMBER 30, 2012**

(in thousands)

**LIABILITIES****CURRENT LIABILITIES:**

Current portion-long term debt	\$0
Interest Payable	58,360
Accounts Payable	32,261
Payable to MTA-CAP	26,961
Due to MTA-Operating Expenses	4,100
Due to TA-Operating and Finance Expenses	30,754
Accrued salaries	24,133
Accrued Vac & Sick Benefits	17,281
Current portion of estimated liability arising from injury	2,835
Current portion of capital lease obligation	6,329
Pollution remediation projects	1,837
Due to New York City Transit Authority	30,029
Due to Metropolitan Transportation Authority	50,455
Pension Contribution Payable	14,006
Unredeemed Tolls	126,402
Tolls due to other agencies	40,729
E-ZPass Airport Toll Liability	<u>3,986</u>
Total current liabilities	<u>470,458</u>

**NONCURRENT LIABILITIES:**

Long term debt	8,784,511
Post Employment Benefits Other than Pensions	369,017
Estimated liability arising from injury	21,240
Capital lease obligations	133,363
Derivative Hedge Liabilities	217,081
Security deposits-Contra	<u>15,840</u>
Total noncurrent liabilities	<u>9,541,052</u>

**TOTAL LIABILITIES** 10,011,510**FUND BALANCES** (4,669,094) \***TOTAL LIABILITIES & FUND BALANCES** \$5,342,416

\*The negative Fund Balance of \$ 4,669,094 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**  
**November 2012**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	122.770	112.901	(9.869)	(8.0)	0.000	0.000	0.000	-	122.770	112.901	(9.869)	(8.0)
Other Operating Revenue	1.193	1.334	0.141	11.8	0.000	0.000	0.000	-	1.193	1.334	0.141	11.8
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.191	1.502	0.311	26.1	1.191	1.502	0.311	26.1
Investment Income	0.009	0.015	0.006	66.7	0.000	0.000	0.000	-	0.009	0.015	0.006	66.7
<b>Total Revenue</b>	<b>\$123.972</b>	<b>\$114.250</b>	<b>(\$9.722)</b>	<b>(7.8)</b>	<b>\$1.191</b>	<b>\$1.502</b>	<b>\$0.311</b>	<b>26.1</b>	<b>\$125.163</b>	<b>\$115.752</b>	<b>(\$9.411)</b>	<b>(7.5)</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$10.065	\$8.898	\$1.167	11.6	\$0.447	\$0.626	(\$0.179)	(40.0)	\$10.512	\$9.524	\$0.988	9.4
Overtime	1.713	2.004	(0.291)	(17.0)	0.014	0.000	0.014	100.0	1.727	2.004	(0.277)	(16.0)
Health and Welfare	2.153	1.561	0.592	27.5	0.074	0.158	(0.084)	*	2.227	1.719	0.508	22.8
OPEB Current Payment	1.275	1.185	0.090	7.1	0.000	0.000	0.000	-	1.275	1.185	0.090	7.1
Pensions	2.669	2.691	(0.022)	(0.8)	0.132	0.110	0.022	16.7	2.801	2.801	0.000	0.0
Other Fringe Benefits	0.951	0.719	0.232	24.4	0.056	0.070	(0.014)	(25.0)	1.007	0.789	0.218	21.6
Reimbursable Overhead	(0.468)	(0.538)	0.070	15.0	0.468	0.538	(0.070)	(15.0)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$18.358</b>	<b>\$16.520</b>	<b>\$1.838</b>	<b>10.0</b>	<b>\$1.191</b>	<b>\$1.502</b>	<b>(\$0.311)</b>	<b>(26.1)</b>	<b>\$19.549</b>	<b>\$18.022</b>	<b>\$1.527</b>	<b>7.8</b>
<b>Non-Labor:</b>												
Electric Power	\$0.482	\$0.434	\$0.048	10.0	\$0.000	\$0.000	\$0.000	-	\$0.482	\$0.434	\$0.048	10.0
Fuel	0.237	0.032	0.205	86.5	0.000	0.000	0.000	-	0.237	0.032	0.205	86.5
Insurance	0.404	0.505	(0.101)	(25.0)	0.000	0.000	0.000	-	0.404	0.505	(0.101)	(25.0)
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	7.577	5.625	1.952	25.8	0.000	0.000	0.000	-	7.577	5.625	1.952	25.8
Professional Service Contracts	2.348	1.544	0.804	34.2	0.000	0.000	0.000	-	2.348	1.544	0.804	34.2
Materials & Supplies	0.573	0.224	0.349	60.9	0.000	0.000	0.000	-	0.573	0.224	0.349	60.9
Other Business Expenses	1.965	1.271	0.694	35.3	0.000	0.000	0.000	-	1.965	1.271	0.694	35.3
<b>Total Non-Labor Expenses</b>	<b>\$13.586</b>	<b>\$9.635</b>	<b>\$3.951</b>	<b>29.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$13.586</b>	<b>\$9.635</b>	<b>\$3.951</b>	<b>29.1</b>
<b>Other Expense Adjustments:</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$31.944</b>	<b>\$26.155</b>	<b>\$5.789</b>	<b>18.1</b>	<b>\$1.191</b>	<b>\$1.502</b>	<b>(\$0.311)</b>	<b>(26.1)</b>	<b>\$33.135</b>	<b>\$27.657</b>	<b>\$5.478</b>	<b>16.5</b>
Depreciation	\$7.611	\$7.313	\$0.298	3.9	\$0.000	\$0.000	\$0.000	-	\$7.611	\$7.313	\$0.298	3.9
OPEB Obligation	6.083	6.083	0.000	0.0	0.000	0.000	0.000	-	6.083	6.083	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$45.638</b>	<b>\$39.551</b>	<b>\$6.087</b>	<b>13.3</b>	<b>\$1.191</b>	<b>\$1.502</b>	<b>(\$0.311)</b>	<b>(26.1)</b>	<b>\$46.829</b>	<b>\$41.053</b>	<b>\$5.776</b>	<b>12.3</b>
Less: Depreciation	\$7.611	\$7.313	\$0.298	3.9	\$0.000	\$0.000	\$0.000	-	\$7.611	\$7.313	\$0.298	3.9
Less: OPEB Obligation	6.083	6.083	0.000	0.0	0.000	0.000	0.000	-	6.083	6.083	0.000	0.0
<b>Total Expenses</b>	<b>\$31.944</b>	<b>\$26.155</b>	<b>\$5.789</b>	<b>18.1</b>	<b>\$1.191</b>	<b>\$1.502</b>	<b>(\$0.311)</b>	<b>(26.1)</b>	<b>\$33.135</b>	<b>\$27.657</b>	<b>\$5.478</b>	<b>16.5</b>
<b>Net Surplus/(Deficit)</b>	<b>\$92.028</b>	<b>\$88.095</b>	<b>(\$3.933)</b>	<b>(4.3)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$92.028</b>	<b>\$88.095</b>	<b>(\$3.933)</b>	<b>(4.3)</b>

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**  
**November 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)									\$92.028	\$88.095	(\$3.933)	(4.3)
Less: Capitalized Assets									0.700	0.517	0.183	26.1
Reserves									2.705	2.705	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$88.623	\$84.873	(\$3.750)	(4.2)
Less: Debt Service									52.348	49.634	2.714	5.2
Income Available for Distribution									\$36.275	\$35.239	(\$1.036)	(2.9)
Distributable To:												
MTA - Investment Income									0.009	0.015	0.006	66.7
MTA - Distributable Income									23.402	22.656	(0.746)	(3.2)
NYCTR - Distributable Income									12.864	12.568	(0.296)	(2.3)
Total Distributable Income									\$36.275	\$35.239	(\$1.036)	(2.9)
<u>Support to Mass Transit:</u>												
Total Revenues									125.163	115.752	(9.411)	(7.5)
Less: Total Operating Expenses									<u>33.135</u>	<u>27.657</u>	<u>5.478</u>	16.5
Net Operating Income/(Deficit)									\$92.028	\$88.095	(\$3.933)	(4.3)
Deductions from Net Operating Income:												
Capitalized Assets									0.700	0.517	0.183	26.1
Reserves									2.705	2.705	0.000	0.0
B&T Debt Service									19.827	16.615	3.212	16.2
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$23.232	\$19.837	\$3.395	14.6
Total Support to Mass Transit									\$68.796	\$68.258	(\$0.538)	(0.8)

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**November 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
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	1,386.208	1,366.611	(19.597)	(1.4)	0.000	0.000	0.000	-	1,386.208	1,366.611	(19.597)	(1.4)
Other Operating Revenue	14.049	16.382	2.333	16.6	0.000	0.000	0.000	-	14.049	16.382	2.333	16.6
Capital & Other Reimbursements	0.000	0.000	0.000	-	12.860	13.294	0.434	3.4	12.860	13.294	0.434	3.4
Investment Income	0.094	0.121	0.027	28.7	0.000	0.000	0.000	-	0.094	0.121	0.027	28.7
<b>Total Revenue</b>	<b>\$1,400.351</b>	<b>\$1,383.114</b>	<b>(\$17.237)</b>	<b>(1.2)</b>	<b>\$12.860</b>	<b>\$13.294</b>	<b>\$0.434</b>	<b>3.4</b>	<b>\$1,413.211</b>	<b>\$1,396.408</b>	<b>(\$16.803)</b>	<b>(1.2)</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$108.818	\$102.868	\$5.950	5.5	\$5.129	\$5.693	(\$0.564)	(11.0)	\$113.947	\$108.561	\$5.386	4.7
Overtime	18.137	18.554	(0.417)	(2.3)	0.188	0.137	0.051	27.1	18.325	18.691	(0.366)	(2.0)
Health and Welfare	22.272	21.952	0.320	1.4	1.041	1.418	(0.377)	(36.2)	23.313	23.370	(0.057)	(0.2)
OPEB Current Payment	13.544	12.771	0.773	5.7	0.000	0.000	0.000	-	13.544	12.771	0.773	5.7
Pensions	32.148	32.371	(0.223)	(0.7)	1.234	1.011	0.223	18.1	33.382	33.382	0.000	0.0
Other Fringe Benefits	14.396	13.611	0.785	5.5	0.619	0.648	(0.029)	(4.7)	15.015	14.259	0.756	5.0
Reimbursable Overhead	(4.649)	(4.387)	(0.262)	(5.6)	4.649	4.387	0.262	5.6	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$204.666</b>	<b>\$197.740</b>	<b>\$6.926</b>	<b>3.4</b>	<b>\$12.860</b>	<b>\$13.294</b>	<b>(\$0.434)</b>	<b>(3.4)</b>	<b>\$217.526</b>	<b>\$211.034</b>	<b>\$6.492</b>	<b>3.0</b>
<b>Non-Labor:</b>												
Electric Power	\$6.518	\$5.440	\$1.078	16.5	\$0.000	\$0.000	\$0.000	-	\$6.518	\$5.440	\$1.078	16.5
Fuel	2.275	2.239	0.036	1.6	0.000	0.000	0.000	-	2.275	2.239	0.036	1.6
Insurance	4.774	5.459	(0.685)	(14.3)	0.000	0.000	0.000	-	4.774	5.459	(0.685)	(14.3)
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	81.851	67.349	14.502	17.7	0.000	0.000	0.000	-	81.851	67.349	14.502	17.7
Professional Service Contracts	21.141	17.878	3.263	15.4	0.000	0.000	0.000	-	21.141	17.878	3.263	15.4
Materials & Supplies	3.413	1.752	1.661	48.7	0.000	0.000	0.000	-	3.413	1.752	1.661	48.7
Other Business Expenses	21.857	19.566	2.291	10.5	0.000	0.000	0.000	-	21.857	19.566	2.291	10.5
<b>Total Non-Labor Expenses</b>	<b>\$141.829</b>	<b>\$119.683</b>	<b>\$22.146</b>	<b>15.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$141.829</b>	<b>\$119.683</b>	<b>\$22.146</b>	<b>15.6</b>
<b>Other Expense Adjustments</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$346.495</b>	<b>\$317.423</b>	<b>\$29.072</b>	<b>8.4</b>	<b>\$12.860</b>	<b>\$13.294</b>	<b>(\$0.434)</b>	<b>(3.4)</b>	<b>\$359.355</b>	<b>\$330.717</b>	<b>\$28.638</b>	<b>8.0</b>
Depreciation	\$82.317	\$80.612	\$1.705	2.1	\$0.000	\$0.000	\$0.000	-	\$82.317	\$80.612	\$1.705	2.1
OPEB Obligation	66.917	66.917	0.000	0.0	0.000	0.000	0.000	-	66.917	66.917	0.000	0.0
Environmental Remediation	0.007	0.055	(0.048)	*	0.000	0.000	0.000	-	0.007	0.055	(0.048)	*
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$495.736</b>	<b>\$465.007</b>	<b>\$30.729</b>	<b>6.2</b>	<b>\$12.860</b>	<b>\$13.294</b>	<b>(\$0.434)</b>	<b>(3.4)</b>	<b>\$508.596</b>	<b>\$478.301</b>	<b>\$30.295</b>	<b>6.0</b>
Less: Depreciation	\$82.317	\$80.612	\$1.705	2.1	\$0.000	\$0.000	\$0.000	-	\$82.317	\$80.612	\$1.705	2.1
Less: OPEB Obligation	66.917	66.917	0.000	0.0	0.000	0.000	0.000	-	66.917	66.917	0.000	0.0
<b>Total Expenses</b>	<b>\$346.502</b>	<b>\$317.478</b>	<b>\$29.024</b>	<b>8.4</b>	<b>\$12.860</b>	<b>\$13.294</b>	<b>(\$0.434)</b>	<b>(3.4)</b>	<b>\$359.362</b>	<b>\$330.772</b>	<b>\$28.590</b>	<b>8.0</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,053.849</b>	<b>\$1,065.636</b>	<b>\$11.787</b>	<b>1.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$1,053.849</b>	<b>\$1,065.636</b>	<b>\$11.787</b>	<b>1.1</b>

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**  
**November 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)									\$1,053.849	\$1,065.636	\$11.787	1.1
Less: Capitalized Assets									4.469	\$3.754	\$0.715	16.0
Reserves									22.295	22.295	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$1,027.085	\$1,039.587	\$12.502	1.2
Less: Debt Service									566.039	552.852	13.187	2.3
Income Available for Distribution									\$461.046	\$486.735	\$25.689	5.6
Distributable To:												
MTA - Investment Income									0.094	0.121	0.027	28.7
MTA - Distributable Income									287.896	299.435	11.539	4.0
NYCTR - Distributable Income									173.056	187.179	14.123	8.2
Total Distributable Income									\$461.046	\$486.735	\$25.689	5.6
<u>Support to Mass Transit:</u>												
Total Revenues									1,413.211	1,396.408	(16.803)	(1.2)
Less: Total Operating Expenses									<u>359.362</u>	<u>330.772</u>	<u>28.590</u>	8.0
Net Operating Income/(Deficit)									\$1,053.849	\$1,065.636	\$11.787	1.1
Deductions from Net Operating Income:												
Capitalized Assets									4.469	3.754	0.715	16.0
Reserves									22.295	22.295	0.000	0.0
B&T Debt Service									200.649	182.801	17.848	8.9
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$227.413	\$208.850	\$18.563	8.2
Total Support to Mass Transit									\$826.436	\$856.786	\$30.350	3.7

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

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		November 2012	Favorable/ (Unfavorable) Variance		Year-to-Date
	\$	%	Reason for Variance	\$	%	Reason for Variance
Total						
Vehicle Toll Revenue	(9.869)	-8.0%	Lower toll revenue due to 10.4% lower traffic as compared to the monthly forecast allocation stemming from continuing impacts of Tropical Storm Sandy.	(19.597)	-1.4%	Lower toll revenue due to 1.7% lower traffic as compared to the YTD forecast allocation primarily as a result of Tropical Storm Sandy.
Other Operating Revenue	0.141	11.8%	Higher Other Operating Revenue primarily due to the timing of revenues from the Battery Parking Garage (\$0.086M).	2.333	16.6%	Higher Other Operating Revenue primarily due to higher E-ZPass administrative fees (\$0.894M), higher revenues from the Battery Parking Garage (\$0.676M) and the auctioning of non-revenue fleet vehicles (\$0.393M).
Capital and Other Reimbursements	0.311	26.1%	Higher capital reimbursable expenses against the monthly forecast allocation.	0.434	3.4%	Minor variance.
Investment Income	0.006	66.7%	Minor variance.	0.027	28.7%	Minor variance.
Payroll	0.988	9.4%	Lower payroll expenses due to vacancies.	5.386	4.7%	Lower payroll expenses due to vacancies.
Overtime	(0.277)	-16.0%	Higher overtime due to vacancies and weather emergencies. See overtime tables for details.	(0.366)	-2.0%	Higher overtime due to vacancies and weather emergencies. See overtime tables for details.
Health and Welfare	0.508	22.8%	Lower Health and Welfare expenses due to timing as compared to the monthly forecast allocation.	(0.057)	-0.2%	Minor variance.
OPEB Current Payment	0.090	7.1%	Lower OPEB expenses against the monthly forecast allocation.	0.773	5.7%	Lower OPEB expenses against the YTD forecast allocation.
Pensions	0.000	-	No variance.	0.000	-	No variance.
Other Fringe Benefits	0.218	21.6%	Lower expenses primarily due to vacancies.	0.756	5.0%	Lower expenses primarily due to vacancies.
Electricity - Non-Traction	0.048	10.0%	Lower electricity expenses due to lower than projected rates.	1.078	16.5%	Lower electricity expenses due to lower than projected rates.
Fuel	0.205	86.5%	Lower fuel expenses due to the timing of billed deliveries as compared to the monthly forecast allocation.	0.036	1.6%	Minor variance.
Insurance	(0.101)	-25.0%	Higher expense for Property Insurance (-\$0.112M) against the monthly forecast allocation.	(0.685)	-14.3%	Higher expense for Property Insurance (-\$0.725M) against the YTD forecast allocation.
Maintenance and Other Operating Contracts	1.952	25.8%	Lower expenses primarily for Major Maintenance and Painting (\$1.751M), Facility Maintenance and Repair Services (\$0.114M) and other expenses against the monthly forecast allocation, offset by higher expenses primarily for E-ZPass tag purchases (-\$0.291M) and HVAC Maintenance (-\$0.124M).	14.502	17.7%	Lower expenses primarily for Major Maintenance and Painting (\$9.477M), E-ZPass tag purchases (\$1.665M), Facility Maintenance and Repair Services (\$0.680M), Telephone Service/Usage (\$0.521M), Refuse and Recycling (\$0.417M) and other expenses against the YTD forecast allocation.
Professional Service Contracts	0.804	34.2%	Lower expenses primarily for Planning Studies (\$0.316M), Office Equipment Maintenance and Repair Services (\$0.211M), Engineering Services (\$0.109M) and other expenses against the monthly forecast allocation.	3.263	15.4%	Lower expenses primarily for Planning Studies (\$1.536M), Office Equipment Maintenance and Repair Services (\$0.449M), MTA Other Professional Services (\$0.386M), Financial Services/Bank Fees (\$0.311M), IT Consultant Services (\$0.293M), Engineering Services (\$0.268M), Outside Training (\$0.256M) and other expenses against the YTD forecast allocation, offset by higher expenses primarily for Bond Issuance Costs (-\$0.382M).
Materials & Supplies	0.349	60.9%	Lower expenses primarily for De-Icing Materials (\$0.129M) and across a variety of small equipment and supply categories against the monthly forecast allocation.	1.661	48.7%	Lower expenses primarily for Roadway Equipment (\$0.243M), De-Icing Materials (\$0.229M), Lighting Materials (\$0.112M) and other expenses against the YTD forecast allocation.
Other Business Expense	0.694	35.3%	Lower expenses primarily for Credit/Debit Card Fees (\$0.660M) against the monthly forecast allocation.	2.291	10.5%	Lower expenses primarily for Credit/Debit Card Fees (\$2.142M) against the YTD forecast allocation.
Depreciation	0.298	3.9%	Minor variance.	1.705	2.1%	Minor variance.
Other Post Employment Benefits	0.000	-	No variance.	0.000	-	No variance.
Reimbursable						
Payroll	(0.179)	-40.0%	Higher than planned reimbursable expenses against the monthly forecast allocation.	(0.584)	-11.0%	Higher than planned reimbursable expenses against the YTD forecast allocation.
Overtime	0.014	100.0%	See overtime tables	0.051	27.1%	See overtime tables
Health and Welfare	(0.084)	-113.5%	Higher than planned reimbursable expenses against the monthly forecast allocation.	(0.377)	-36.2%	Higher than planned reimbursable expenses against the YTD forecast allocation.
OPEB Current Payment	0.000	-	No variance.	0.000	-	No variance.
Pensions	0.022	16.7%	Lower than planned reimbursable expenses against the monthly forecast allocation.	0.223	18.1%	Lower than planned reimbursable expenses against the YTD forecast allocation.
Other Fringe Benefits	(0.014)	-25.0%	Higher than planned reimbursable expenses against the monthly forecast allocation.	(0.029)	-4.7%	Higher than planned reimbursable expenses against the YTD forecast allocation.
Reimbursable Overhead	(0.070)	-15.0%	Higher than planned reimbursable expenses against the monthly forecast allocation.	0.262	5.6%	Lower than planned reimbursable expenses against the YTD forecast allocation.

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

	November					November Year-to-Date				
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)
	Hours	\$	Hours	\$	Hours	Hours	\$	Hours	\$	Hours
<b>NON-REIMBURSABLE OVERTIME</b>										
<b>OPERATIONS &amp; MAINTENANCE</b>										
<u>Scheduled Service</u>	5,288	\$0.276	4,067	\$0.000	1,222 23.1%	47,477	\$2.505	42,183	\$2.527	5,295 11.2%
					100.0%					(\$0.022) -0.9%
<u>Unscheduled Service</u>	1,902	\$0.097	1,606	\$0.090	296 15.6%	14,912	\$0.780	10,000	\$0.513	4,912 32.9%
					7.7%					\$0.267 34.2%
<u>Programmatic/Routine Maintenance</u>	325	\$0.017	0	\$0.000	325 100.0%	2,343	\$0.114	1,137	\$0.095	1,207 51.5%
					100.0%					\$0.019 16.8%
<u>Unscheduled Maintenance</u>	2,713	\$0.145	1,410	\$0.074	1,304 48.0%	17,574	\$0.955	12,716	\$0.961	4,858 27.6%
					48.7%					(\$0.007) -0.7%
<u>Vacancy/Absentee Coverage</u>	12,077	\$0.650	14,674	\$0.798	(2,597) -21.5%	154,669	\$8.191	177,107	\$10.528	(22,438) -14.5%
					(\$0.148) -22.7%					(\$2.336) -28.5%
<u>Weather Emergencies</u>	1,165	\$0.062	9,776	\$0.577	(8,611) -739.1%	8,154	\$0.428	19,320	\$1.160	(11,166) -136.9%
					(\$0.515) -829.3%					(\$0.732) -171.0%
<u>Safety/Security/Law Enforcement</u>	4,645	\$0.243	1,458	\$0.076	3,188 68.6%	41,252	\$2.156	25,741	\$1.537	15,511 37.6%
					68.6%					\$0.618 28.7%
<u>Other</u>	493	\$0.029	111	\$0.005	383 77.6%	9,435	\$0.529	5,285	\$0.420	4,151 44.0%
					80.9%					\$0.109 20.6%
<u>*All Other Departments and Accruals</u>		\$0.193		\$0.383	(\$0.190) **		\$2.480		\$0.813	\$1.667 **
Subtotal	28,608	\$1.713	33,100	\$2.004	(4,492) -15.7%	295,816	\$18.138	293,487	\$18.554	2,329 0.8%
					(\$0.291) -17.0%					(\$0.417) -2.3%
<b>REIMBURSABLE OVERTIME</b>	280	\$0.014	0	\$0.000	280 100.0%	3,365	\$0.188	2,278	\$0.137	1,087 32.3%
					100.0%					\$0.051 27.1%
<b>TOTAL OVERTIME</b>	28,888	\$1.727	33,100	\$2.004	(4,212) -14.6%	299,181	\$18.325	295,765	\$18.691	3,416 1.1%
					(\$0.277) -16.0%					(\$0.366) -2.0%

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

1,222 \$0.276 Lower than planned expenses  
23.1% 100.0%

Unscheduled Service

296 \$0.008 Lower than planned expenses  
15.6% 7.7%

Programmatic/Routine Maintenance

325 \$0.017 Lower than planned expenses  
100.0% 100.0%

Unscheduled Maintenance

1,304 \$0.070 Lower than planned expenses  
48.0% 48.7%

Vacancy/Absentee Coverage

(2,597) (\$0.148) Higher than planned expenses primarily due to payroll  
-21.5% -22.7% vacancies

Weather Emergencies

(8,611) (\$0.515) Higher coverage required due to continued recovery from  
-739.1% -829.3% Tropical Storm Sandy

Safety/Security/Law Enforcement

3,188 \$0.166 More efficient use of law enforcement related overtime  
88.6% 68.6%

Other

383 \$0.023 Lower than planned expenses  
77.6% 80.9%

\*All Other Departments and Accruals

(\$0.190) Primarily due to adjustments for the 28-day OT payroll lag  
\*\*

Subtotal

(4,492) (\$0.291)  
-15.7% -17.0%

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

(4,212) (\$0.277)

Monthly			Year-to-Date		
Var. - Fav./(Unfav)			Var. - Fav./(Unfav)		
Hours	\$	Explanations	Hours	\$	Explanations
5,295	(\$0.022)	Higher than planned expenses	11.2%	-0.9%	
4,912	\$0.267	Lower than planned expenses	32.9%	34.2%	
1,207	\$0.019	Lower than planned expenses	51.5%	16.8%	
4,858	(\$0.007)	Higher than planned expenses	27.6%	-0.7%	
(22,438)	(\$2.336)	Higher than planned expenses primarily due to payroll vacancies	-14.5%	-28.5%	
(11,166)	(\$0.732)	Higher coverage required due to Tropical Storm Sandy	-136.9%	-171.0%	
15,511	\$0.618	More efficient use of law enforcement related overtime	37.6%	28.7%	
4,151	\$0.109	Lower than planned expenses	44.0%	20.6%	
	\$1.667	Primarily due to adjustments for the 28-day OT payroll lag		**	
2,329	(\$0.417)		0.8%	-2.3%	
1,087	\$0.051	Lower than planned overtime needed on projects eligible for reimbursement from the capital program	32.3%	27.1%	
3,416	(\$0.366)				

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 November

Year to date ending November 2012.

Comparison Current Year vs. Prior Year:

Prior Year		Current Year		Percentage Change			Prior Year		Current Year		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
3.2	\$19.7	3.2	\$19.8	1.1%	0.1%	Bronx-Whitestone	34.5	\$211.0	36.2	\$219.9	5.0%	4.2%
0.6	1.1	0.6	1.9	9.7%	71.6%	Cross Bay	6.6	13.0	6.9	14.2	4.2%	9.1%
1.9	5.0	1.6	4.2	-14.5%	-15.9%	Henry Hudson	20.3	54.2	20.2	53.2	-0.7%	-1.8%
1.4	7.5	0.5	2.8	-65.4%	-62.1%	Hugh L. Carey*	15.1	80.4	14.6	77.5	-3.5%	-3.6%
0.6	1.1	0.7	2.2	19.7%	104.4%	Marine Parkway	6.9	12.9	7.2	14.4	3.4%	11.4%
2.4	13.6	1.5	8.7	-36.6%	-36.5%	Queens Midtown	26.1	145.4	25.5	141.5	-2.4%	-2.6%
2.3	14.4	2.2	13.9	-3.3%	-3.2%	RFK - Bronx	25.2	160.7	24.9	158.1	-1.2%	-1.6%
2.5	13.6	2.4	12.9	-3.4%	-4.7%	RFK - Manhattan	27.6	151.4	27.7	150.6	0.1%	-0.5%
3.3	21.8	3.0	20.3	-7.7%	-7.0%	Throgs Neck	37.2	244.8	36.2	239.1	-2.7%	-2.3%
5.4	27.3	5.2	26.1	-4.6%	-4.3%	Verrazano-Narrows	60.4	303.0	60.0	298.0	-0.6%	-1.7%
23.5	\$125.2	20.9	\$112.9	-10.8%	-9.8%	Total	259.9	\$1,376.7	259.2	\$1,366.6	-0.3%	-0.7%
	\$5.333		\$5.390		1.1%	Revenue Per Vehicle		\$5.297		\$5.272		-0.5%

\*Formerly Brooklyn-Battery Tunnel

Note: Numbers may not add due to rounding.

Comparison Actual vs. Mid-Year Forecast:

Mid-Year Forecast		Nov Actual		Percentage Change			Mid-Year Forecast		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
23.4	122.8	20.9	112.9	-10.4%	-8.0%	Total All	263.7	\$1,386.2	259.2	\$1,366.6	-1.7%	-1.4%
	\$5.251		\$5.390		2.7%	Revenue Per Vehicle		\$5.256		\$5.272		0.3%

**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**  
**November 2012**

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	2	2	-	
Law	7	8	(1)	1 Managerial vacancy; 2 Professional overages
CFO <sup>(1)</sup>	18	26	(8)	2 Managerial and 6 Professional overages
Labor Relations	5	4	1	1 Professional vacancy
Staff Services <sup>(2)</sup>	17	21	(4)	2 Managerial and 2 Professional overages
EEO	1	1	-	
<b>Total Administration</b>	<b>50</b>	<b>62</b>	<b>(12)</b>	
<b>Operations</b>				
Revenue Management	41	36	5	1 Bridge and Tunnel Officer vacancy and 4 Professional vacancies
Operations (Non-Security)	733	650	83	106 Bridge and Tunnel Officer vacancies; 1 Managerial, 12 Professional and 10 Superior Officer overages
<b>Total Operations</b>	<b>774</b>	<b>686</b>	<b>88</b>	
<b>Maintenance</b>				
Maintenance	177	165	12	13 Professional vacancies; 1 Maintainer overage
Operations - Maintainers	170	168	2	2 Maintainer vacancies
Technology	52	54	(2)	2 Managerial overages
Internal Security - Tech Svcs	8	10	(2)	2 Maintainers over headcount
<b>Total Maintenance</b>	<b>407</b>	<b>397</b>	<b>10</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	127	121	6	1 Managerial, 5 Professional vacancies
Health & Safety	8	8	-	
CFO-Planning & Budget Capital	12	13	(1)	1 Professional overage
<b>Total Engineering/Capital</b>	<b>147</b>	<b>142</b>	<b>5</b>	
<b>Public Safety</b>				
Operations (Security)	232	232	-	
Internal Security - Operations	38	36	2	1 Managerial, 1 Professional vacancy
<b>Total Public Safety</b>	<b>270</b>	<b>268</b>	<b>2</b>	
<b>Total Positions</b>	<b>1,648</b>	<b>1,555</b>	<b>93</b>	
Non-Reimbursable	1,604	1,511	93	
Reimbursable	44	44	-	
<b>Total Full-Time</b>	<b>1,648</b>	<b>1,555</b>	<b>93</b>	

(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**  
November 2012

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	21	24	(3)	4 Managerial overages (2 in CFO, 2 in Staff Services); 1 vacancy in Law
Professional, Technical, Clerical	29	38	(9)	6 Professional overages in CFO, 2 in Law, and 2 in Staff Services; 1 professional vacancy in Labor Relations.
Operational Hourlies	-	-	-	
<b>Total Administration</b>	<b>50</b>	<b>62</b>	<b>(12)</b>	
<b>Operations</b>				
Managers/Supervisors	53	54	(1)	1 Managerial overage in Operations
Professional, Technical, Clerical	39	47	(8)	12 Professional overages in Operations and 4 vacancies in Revenue Management
Operational Hourlies <sup>(1)</sup>	682	585	97	107 BTO vacancies (106 in Operations and 1 in Revenue Management) and 10 Superior Officer overages in Operations.
<b>Total Operations</b>	<b>774</b>	<b>686</b>	<b>88</b>	
<b>Maintenance</b>				
Managers/Supervisors	27	29	(2)	2 Managerial overages in Technology
Professional, Technical, Clerical	67	54	13	13 Professional vacancies in Maintenance
Operational Hourlies <sup>(2)</sup>	313	314	(1)	2 Maintainer overages in Internal Security and 1 in Maintenance; 2 Maintainer vacancies in Operations
<b>Total Maintenance</b>	<b>407</b>	<b>397</b>	<b>10</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	33	32	1	1 Managerial vacancy in Engineering
Professional, Technical, Clerical	114	110	4	5 Professional vacancies in Engineering; 1 Professional overage in Planning and Budget
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>147</b>	<b>142</b>	<b>5</b>	
<b>Public Safety</b>				
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 <sup>(3)</sup>	234	234	-	
<b>Total Public Safety</b>	<b>270</b>	<b>268</b>	<b>2</b>	
<b>Total Positions</b>				
Managers/Supervisors	142	146	(4)	
Professional, Technical, Clerical	277	276	1	
Operational Hourlies	1,229	1,133	96	
<b>Total Positions</b>	<b>1,648</b>	<b>1,555</b>	<b>93</b>	

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

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

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



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

	<b>NOVEMBER Year-to-Date</b>			<b>Favorable(Unfavorable) Variance</b>			
	<b>Mid-Year Forecast</b>	<b>November Forecast</b>	<b>Actual</b>	<b>Mid-Year Forecast</b>		<b>November Forecast</b>	
	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>%</b>	<b>\$</b>	<b>%</b>
Total Revenue	1,400.351	1,399.257	1,383.114	(17.237)	(1.2)	(16.143)	(1.2)
Investment Income	0.094	0.103	0.121	0.027	28.7	0.018	17.5
Total Revenue without Investment Income	1,400.257	1,399.154	1,382.993	(17.264)	(1.2)	(16.161)	(1.2)
Total Expenses before Non-Cash Liability Adjs	346.495	318.391	317.423	29.072	8.4	0.968	0.3
Depreciation	82.317	82.317	80.612	1.705	2.1	1.705	2.1
Other Post-Employment Benefits	66.917	66.917	66.917	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	495.736	467.632	465.007	30.729	6.2	2.625	0.6
Depreciation	82.317	82.317	80.612	1.705	2.1	1.705	2.1
Other Post-Employment Benefits	66.917	66.917	66.917	0.000	0.0	0.000	0.0
Total Expenses	346.502	318.398	317.478	29.024	8.4	0.920	0.3
Net Income/(Deficit)	1,053.849	1,080.859	1,065.636	11.787	1.1	(15.223)	(1.4)
Net Income without Investment Income	1,053.755	1,080.756	1,065.515	11.760	1.1	(15.241)	(1.4)

Note: Totals may not add due to rounding

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

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	(\$16.143)	(1.2)	Lower traffic due to impacts from Tropical Storm Sandy
Total Expenses	\$0.968	0.3	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**

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

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**MTA BRIDGES & TUNNELS**  
**CAPITAL PROGRAM**  
**STATUS REPORT**  
**DECEMBER 31, 2012**

**Introduction**

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

**2012 Overview**

In 2012, Bridges & Tunnels made 83 commitments against a plan of 75 commitments. While Bridges & Tunnels exceeded its goal for the number of commitments made in 2012, the total value of those awards was \$477.2 million against a plan value of \$578.6 million (83 percent of the plan). (See Attachment 1, 2012 Commitment Chart). Favorable market conditions were the primary reason why actual commitments were \$101.4 million less than planned (See table below). Particularly noteworthy, favorable award variances were realized with the following construction awards (See Attachment 2- 2012 Major Commitments and Attachment 7- 2012 Commitment Plan):

- **VN80**, Replace Upper Level Suspended Span, Construction and Painting award for \$247.5 million against a plan of \$314.5 million.
- **QM30**, Tunnel Ventilation Building Electrical Upgrade, Construction award for \$40.8 million against a plan of \$55 million.
- **RK73**, Deck Replacement- RFK MQ Ramp, Design/Build award for \$52.7 million against a plan of \$64.8 million.

Favorable bids enabled us to make 20 additional commitments totaling \$8.6 million that were not anticipated for the year.

**MTA BRIDGES AND TUNNELS 2012 MILESTONE PERFORMANCE**

**Commitments**

Actual 2012 Commitments of \$477.2M were less than Plan by \$101.4M

<b>2012 Planned Commitments</b>	<b>\$578.6 M</b>
Commitments not made - Deferred	(\$12.4) M
Decrease in Commitments - Low Bids	(\$118.9) M
Increase in Commitments - High Bids	\$18.5 M
Increase in Commitments - Increased Scope/Projects Added	\$13.6 M
Decrease in Commitments - Decreased Scope	(\$1.6) M
<b>Actual Commitments Less Than Plan</b>	<b>(\$101.4) M</b>
<b>2012 Actual Commitments</b>	<b>\$477.2 M</b>

In 2012, Bridges and Tunnels realized eight project completions with a value of for \$359.3 million against a plan calling for six project completions with a value of \$285.8 million. Actual project completions represent 125.7 percent of the 2012 plan.

Major projects completed this year include:

- **BW89**, Elevated and On Grade Bronx Approach (Construction) for \$212.3 million.
- **VN88**, Tower Painting – Below Roadway Level (Construction) for \$30.4 million.
- **TN87**, Anchorage and Tower Protection (Construction) for \$21.0 million.
- **VN03**, Toll Plaza Improvements: Removal of Toll Booths and Utility Relocation for \$13.8 million.
- **BW97**, Concrete Anchorage (Queens) Repairs (Construction) for \$9.2 million.
- **CB09**, Substructure and Underwater Work (Construction), originally planned for completion in 2013 for \$20.1 million.
- **VN80**, Rehabilitation of Decks on Suspended Spans (Design), originally planned for completion in 2013 for \$52.5 million.

Bridges and Tunnels has accomplished \$189 million of task level closeouts in 2012 (62 tasks).

## December 2012

### Commitments

There were six commitments realized in December with a total value of \$74.2 million.

The following significant commitments were made in December:

- **QM30**, Tunnel Ventilation Building Electrical Upgrade, Construction for \$40.8 million.
- **RK65R**, Deck Replacement – Bronx/Manhattan Ramps/Toll Plaza, Maintenance Facility, Design/Build for \$18.5 million,
- **HH88**, Replace Upper and Lower Level Plazas and Southbound Approach, Design for \$7.6 million.
- **RK19**, Seismic and Wind Study, Design/Study for \$4.5 million.
- **BB28**, Rehabilitation of Walls, Roadway, Firelines and Ceiling Repair, Design for \$2.8 million.

### Completions

There were three project completions in December:

- **TN87**, Anchorage and Tower Protection for \$12.7 million.
- **CB09**, Substructure and Underwater Work, planned for completion in 2013 for \$20.1 million.
- **VN80**, Rehabilitation of Decks on Suspended Spans (Design), planned for completion in 2013 for \$52.5 million.

### Close-outs

There was one task level close-out in December for \$0.4 million. Year-to-date there has been 62 task level closeouts with a total value of \$189 million (*See Attachment 6 – 2012 Task Level Closeouts*).

### Award Date Changes for Remaining Commitments

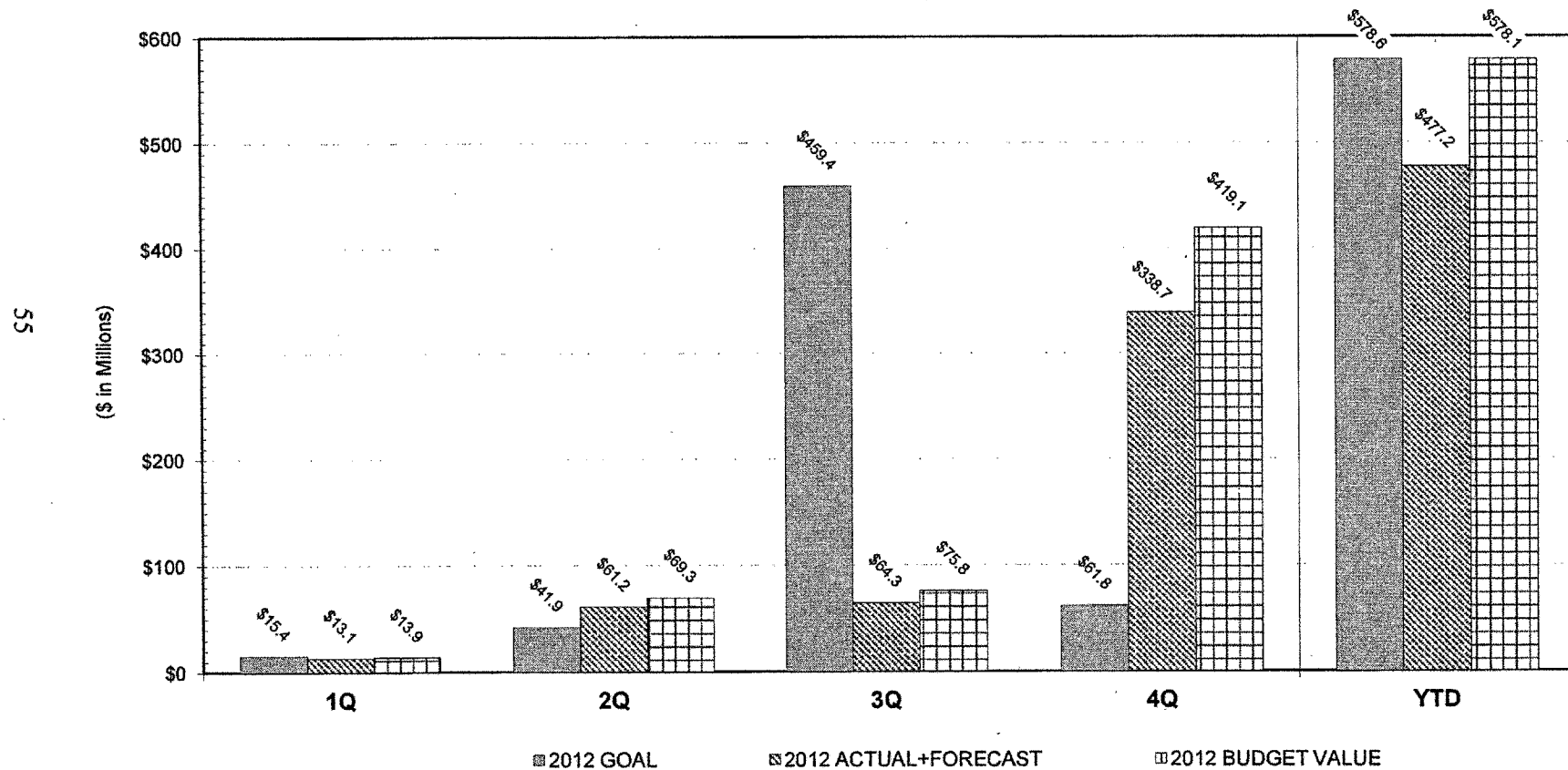
There were 12 tasks reprogrammed to 2013 or later in the program. The most significant are listed below:

- **QM40**, Comprehensive Tunnel Inspection and Design Services for Repairs at the Queens Midtown Tunnel, Design, previously planned for \$3.5 million award in November is now forecast for award in 2013. The procurement process was delayed due to Tropical Storm Sandy.
- **MP16**, Miscellaneous Steel Repairs, Design, previously planned for \$1.5 million award in September is now forecast for award in 2013. Procurement process took longer than expected.
- **RK65R**, Maintenance Facility, Construction Administration, previously planned for \$1.4 million award in July is now forecast in 2013. Contractor has been selected and the additional time is attributable to the responsibility review.

# MTA Bridges and Tunnels

## Commitments as of December 31, 2012

2012 Budget Goal:	\$578.6	
2012 Annual Actual:	\$477.2	
YTD Goal:	\$578.6	
YTD Actual:	\$477.2	(82.5% of YTD Goal)
YTD Budgeted Value:	\$578.1	(99.9% of YTD Goal)
Left to Commit:	\$0.0	



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

Project	Budget (\$ in Millions)			Award Date			Notes
	2012 Goal	Actual / Forecast*	Budgeted Value	2012 Goal	Advertisement Date	Actual / Forecast	
RK23 Miscellaneous Rehab - Manhattan Approach Ramps (Design)	\$9.1	\$8.6	\$9.1	May-12	Nov-11	May-12	A
VN80 Replace Upper Level Suspended Span (Construction Support Service)	\$8.5	\$8.5	\$8.5	May-12	Mar-12	Apr-12	A 1
RK73 Deck Replacement- RFK MQ Ramp (Design/Build)	\$64.8	\$52.7	\$64.8	Jul-12	Aug-11	Jul-12	A
BW97 Concrete Anchorage Repairs (Construction)	\$8.0	\$5.3	\$8.0	Jul-12	Jun-12	Oct-12	A 3
RK65 Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza, RK65R, Maintenance Facility (Design/Build)	\$13.6	\$18.5	\$13.6	Jul-12	Jan-12	Dec-12	A 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	A 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	A 2

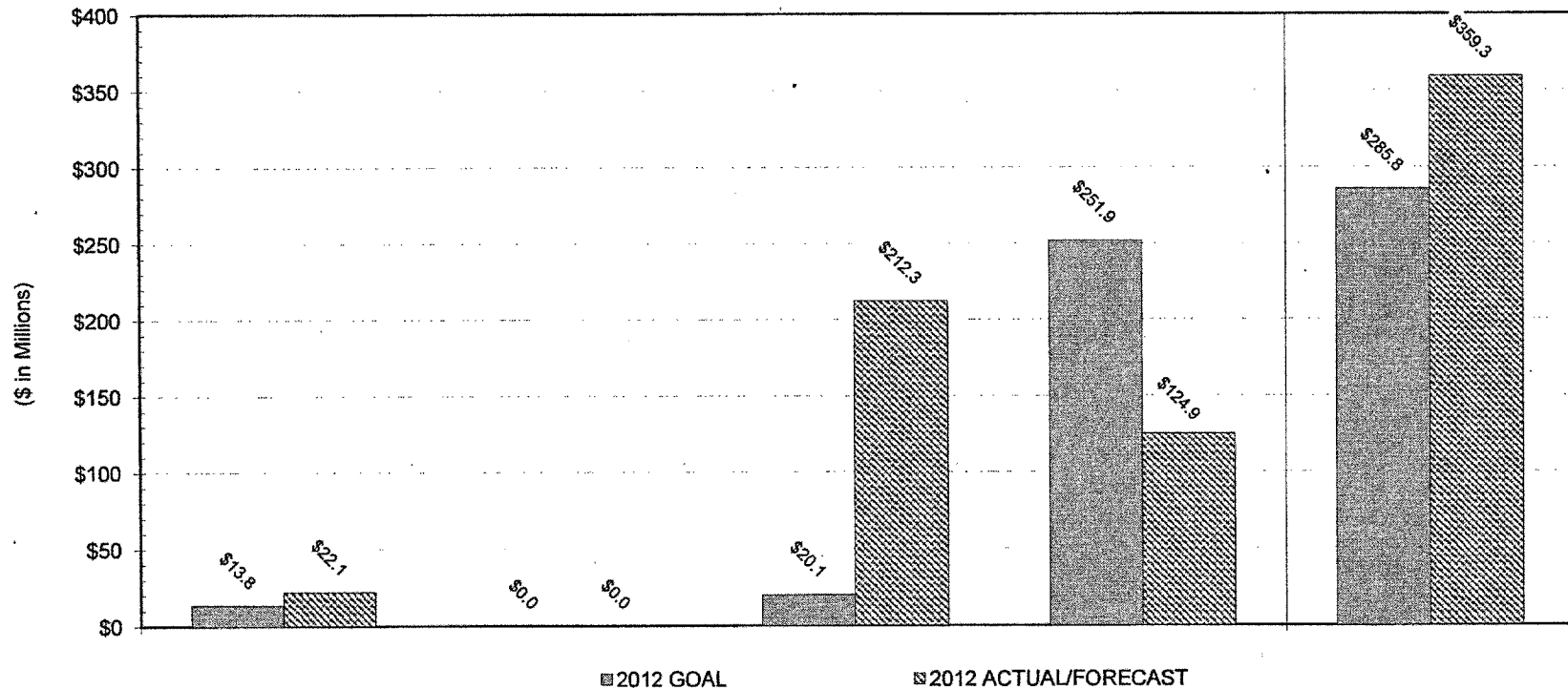
\* Forecast is equal to the most current engineer's estimate at award for a project that is scheduled to be committed.

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 December 31, 2012

2012 Budget Goal:	\$285.8
2012 Annual Actual:	\$359.3
YTD Goal:	\$285.8
YTD Actual:	\$359.3 (125.7% of YTD Goal)
Left to Complete:	\$0.0



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

Project	Budget (\$ in Millions)		Completions Status		Completion Date			Notes
	2012 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2012 Goal	Actual / Forecast		
VN03 Toll Plaza Improvements: Removal of Toll Booths and Utility Relocation	\$13.8	\$13.8	100%	59%	Mar-12	Mar-12	A	
TN87 Anchorage and Tower Protection	\$20.1	\$21.0	99%	74%	Sep-12	Dec-12	A	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	100%	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		
			<b>Mar-12 Total</b>	<b>\$13,795,225</b>					
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		
			<b>Sep-12 Total</b>	<b>\$20,113,955</b>					
D502BW89	Elevated & On Grade (Bronx) Appr.	Construction	Oct-12	\$212,269,160	\$212,269,160	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		
			<b>Oct-12 Total</b>	<b>\$242,625,171</b>					
D501BW97	Concrete Anchorage Repairs (Queens)	Construction	Dec-12	\$9,240,306	\$9,240,306	Nov-12	\$9,240,306		
			<b>Dec-12 Total</b>	<b>\$9,240,306</b>					
			<b>Grand Total</b>	<b>\$285,774,657</b>					
<b>Unplanned Project Completions</b>									
D601CB09	Substructure & Underwater Work	Construction			\$20,114,140	Dec-12	\$20,114,140		
D502VN80	Rehabilitation of Decks on Suspended Spans	Design			\$52,515,483	Dec-12	\$52,515,483		
			<b>Total</b>	<b>\$285,774,657</b>		<b>To Date Total</b>	<b>\$359,257,747</b>	<b>Remaining</b>	<b>\$0</b>
								<b>Grand Total</b>	<b>\$359,257,747</b>

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

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

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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:PreI/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
G4140102	Verazzano Br Security / Harden	G00510	TO# 006:Cncpt Dsg-Electronic Secty	G00000270E	Dec-12	\$427,348
<b>Total</b>				<b>62</b>		<b>\$189,046,497</b>

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

ACEP	Project Description	Task	Task Description	Goal	Goal Value	Budget Value	Actual	Actual Value	Forecast	Forecast Value
				Start Date			Start Date		Start Date	
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D03041	RK65R-Haz.Mat Rpt-Maint. Shop	Jan-12	\$12,680.00	\$12,680.00	Jan-12	\$12,680.00		
				Jan-12 Total	\$12,680.00	\$12,680.00				
D606AW21	Program Administration	D02457	2012 Program Adm.	Feb-12	\$1,555,199.00	\$1,555,199.00	Feb-12	\$1,555,199.00		
D606AW21	Program Administration	D02458	2012 Indirect Program Admin	Feb-12	\$1,650,611.00	\$1,650,611.00	Feb-12	\$1,650,611.00		
D606AW28	Scope Development	D02472	ITS - PM Scope Dev. F/A	Feb-12	\$79,802.00	\$79,802.00	Feb-12	\$79,802.00		
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	D02890	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	Comprehensive Tunnel Inspection and Design Services for Repairs at The Queens Midtown Tunnel	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		

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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
D607VN80	Paint - Upper Level Superstructure	D02792	Paint PM Constr. F/A	May-12	\$522,437.00	\$522,437.00	May-12	\$522,437.00		
D604VN87	Substation #1 Rehabilitation	D02802	P.M. Design F/A	May-12	\$200,000.00	\$200,000.00	Oct-12	\$797,232.00		
				May-12 Total	\$21,738,449.70	\$21,738,449.70				
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		

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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	\$7,553,411.00		
D601MP16	Miscellaneous Steel Repairs	D02650	P.M. Design F/A	Sep-12	\$700,000.00	\$700,000.00	Sep-12	\$700,000.00		
D601MP16	Miscellaneous Steel Repairs	D02651	Design	Sep-12	\$1,500,000.00	\$1,500,000.00			Jan-13	\$0.00
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	\$4,451,142.00		
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	Comprehensive Tunnel Inspection and Design Services for Repairs at The Queens Midtown Tunnel	D02677	P.M. Design F/A	Nov-12	\$1,674,187.96	\$1,674,187.96	Nov-12	\$1,674,187.96		
D601QM40	Comprehensive Tunnel Inspection and Design Services for Repairs at The Queens Midtown Tunnel	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-13	\$0.00
				Dec-12 Total	\$1,124,769.33	\$1,124,769.33				
				Grand Total	\$578,586,628.27	\$578,586,628.27				
<b>Unplanned Commitments:</b>										
D606AW15	MTA Independent Engineer	D03048	2012 Independent Eng. M+D Opt Yr 1			\$159,767.84	Feb-12	\$159,767.84		
D605AW12	Hazardous Materials Abatement	D03045	Asbestos survey-RK73 MQ Ramp RFP			\$39,843.00	Feb-12	\$39,843.00		
D502TN50	Replace Concrete Deck	D02990	Cns - C52052 -Fire Claim Settlement			\$126,403.71	Feb-12	\$126,403.71		
D606AW85	Traffic Enforcement Support	D03049	NYC TEA for VN-03B (MOU-08-33)			\$598,643.00	Feb-12	\$598,643.00		
D605AW12	Hazardous Materials Abatement	D03086	Asb Sur.-BB43 Elevator Shaft-WO-124			\$18,764.00	Mar-12	\$18,764.00		
D605AW12	Hazardous Materials Abatement	D03087	Dsg.&Abate. of Elevator Door-BB43			\$4,053.03	Mar-12	\$4,053.03		
D605AW12	Hazardous Materials Abatement	D03092	Air Monit of Damage Door-WO 128			\$2,978.81	Mar-12	\$2,978.81		
D502VN84	Widening of Belt Parkway Ramps	D03088	Peer Review-(PSC-06-2807B)			\$79,505.00	Apr-12	\$79,505.00		
D605AW12	Hazardous Materials Abatement	D03091	Remove&Disp Damage Door-WO-36			\$3,103.00	Apr-12	\$3,103.00		
D501TB23	HRD Ramp	D03043	Cns - Traffic Signals 127 St & 2Ave			\$267,225.00	May-12	\$267,225.00		
D606AW28	Scope Development	D03008	MP Seismic Study			\$304,126.00	May-12	\$304,126.00		



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				Start Date			Start Date		Start Date	
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		
D601TN60	Anchorage Dehumidification	D02913	BC Development F/A(TBTA-D1517)			\$50,000.00	Nov-12	\$50,000.00		
D602VN80	Replace Upper Level Suspended Span	D02787	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		
D606AW28	Scope Development	D03009	Scope Dev-Fan Motors(PSC-06-2807B)			\$61,470.00	Dec-12	\$61,470.00		
Grand Total					\$578,586,628.27	\$587,190,894.66	YTD Total	\$477,200,457.26	Remaining	\$0.00
									Grand Total	\$477,200,457.26

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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	Commitment s not made-Deferred	Decrease in Commitments- Low Bids	Increase in Commitment s-High Bids	Increase in Commitment s-Increased Scope Project Added	Decrease in Commitment s- Decreased Scope
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	D02890	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	\$822,286.00				-\$162,259			
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					\$6,985		
D605BB21	Service Building Rehabilitation	D02553	Design	Mar-12	\$360,000.00	\$360,000.00	Mar-12	\$315,850.00				-\$44,150			
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						\$72,554	
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				-\$508,893			
D607MP21	Paint - Rockaway Point Overpass	D02660	Painting - Design (PSC-11-2896)	Mar-12	\$17,500.00	\$17,500.00	Jun-12	\$18,375.00						\$875	
D601QM40	Comprehensive Tunnel Inspection and Design Services for Repairs at The Queens Midtown Tunnel	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				-\$394,737			
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	\$840,000.00	\$840,000.00	Apr-12	\$840,000.00							
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	-\$3,626,580				
D602TN49	Suspended Span Replacement - Phase A	D03099	CM-Overlay Installation -S/bound	Apr-12	\$0.00	\$0.00			Apr-13	\$0.00	-\$209,916				
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				-\$420,502			
D604QM61	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						\$13,776	
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	D02602	P.M. Design F/A	May-12	\$200,000.00	\$200,000.00	Oct-12	\$797,232.00						\$597,232	
May-12 Total					\$21,738,448.70	\$21,738,448.70									
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				-\$682,851			
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					\$0		
D604QM30	Tunnel Ventilation Building Electrical Upgrade	D02672	Construction Support Services	Jun-12	\$811,200.00	\$811,200.00	Jun-12	\$1,154,209.00						\$343,009	
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				-\$59,734			
D405BB43	Rehab Battery Parking Garage	D02952	BB43 IVA -Elevator ConstAdm.	Jun-12	\$200,000.00	\$200,000.00	Aug-12	\$375,553.00						\$175,553	
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						\$185,000	
Jun-12 Total					\$12,650,512.28	\$12,650,512.28									

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

ACEP	Project Description	Task	Task Description	Goal Start Date	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast Start Date	Forecast Value	Commitment s not made-Deferred	Decrease in Commitments- Low Bids	Increase in Commitment s-High Bids	Increase in Commitment s-Increased Scope Project Added	Decrease in Commitment s- Decreased Scope
D606AW18	Protective Liability Insurance	D02460	2012 APPL	Jul-12	\$243,732.00	\$243,732.00	Jun-12	\$1,204,482.00					\$960,750		
D605AW12	Hazardous Materials Abatement	D02978	Air Monit/DsgnMgt	Jul-12	\$100,000.00	\$100,000.00			Mar-13	\$0.00	-\$100,000				
D605AW12	Hazardous Materials Abatement	D02982	Air Monit/DsgnMgt	Jul-12	\$100,000.00	\$100,000.00			Mar-13	\$0.00	-\$100,000				
D605AW12	Hazardous Materials Abatement	D02983	Air Monit/DsgnMgt	Jul-12	\$100,000.00	\$100,000.00			Mar-13	\$0.00	-\$100,000				
D605AW12	Hazardous Materials Abatement	D02984	Air Monit/DsgnMgt	Jul-12	\$100,000.00	\$100,000.00			Mar-13	\$0.00	-\$100,000				
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					\$89,845		
D601BW97	Concrete Anchorage Repairs	D02605	Construction (Bronx Anchorage)	Jul-12	\$8,000,000.00	\$8,000,000.00	Oct-12	\$5,286,569.00				-\$2,713,431			
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					\$220,167		
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					\$36,850		
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	-\$1,352,000				
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					\$4,996,250		
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				-\$12,136,069			
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	D02771	Design	Jul-12	\$2,073,494.00	\$2,073,494.00	Apr-12	\$466,900.00							-\$1,606,594
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				-\$2,224,479			
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				-\$358,413			
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	D02589	Design	Sep-12	\$3,058,718.00	\$3,058,718.00	Dec-12	\$2,837,532.00				-\$221,186			
D605BB43	Miscellaneous Repairs at BPG	D03053	Design - Structural	Sep-12	\$350,000.00	\$350,000.00	Sep-12	\$235,715.00				-\$114,285			
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					\$183,885		
D602HH88	Replace Upper & Lower Level Plazas and Southbound App	D03061	Design	Sep-12	\$8,500,000.00	\$8,500,000.00	Dec-12	\$7,553,411.00				-\$946,589			
D601MP16	Miscellaneous Steel Repairs	D02650	P.M. Design F/A	Sep-12	\$700,000.00	\$700,000.00	Sep-12	\$700,000.00							
D601MP16	Miscellaneous Steel Repairs	D02651	Design	Sep-12	\$1,500,000.00	\$1,500,000.00			Jan-13	\$0.00	-\$1,500,000				
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 Study/Design Brief	Sep-12	\$4,500,000.00	\$4,500,000.00	Dec-12	\$4,451,142.00				-\$48,858			
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				-\$82,582,624			
D607VN80	Paint - Upper Level Superstructure	D02794	Painting - Cns.	Sep-12	\$14,000,000.00	\$14,000,000.00	Nov-12	\$29,602,104.00					\$15,602,104		
D602VN84	Widening of Belt Parkway Ramps	D02916	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	-\$750,000				
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				-\$838,328			
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				-\$14,243,305			
D601RK76	Miscellaneous Structural Repair	D03079	P.M. Design F/A	Oct-12	\$500,000.00	\$500,000.00			Sep-13	\$0.00	-\$500,000				
Oct-12 Total					\$55,500,000.00	\$55,500,000.00									
D601QM40	Comprehensive Tunnel Inspection and Design Services for Repairs at The Queens Midtown Tunnel	D02677	P.M. Design F/A	Nov-12	\$1,674,187.96	\$1,674,187.96	Nov-12	\$1,674,187.96							
D601QM40	Comprehensive Tunnel Inspection and Design Services for Repairs at The Queens Midtown Tunnel	D02678	Design	Nov-12	\$3,500,000.00	\$3,500,000.00			Jan-13	\$0.00	-\$3,500,000				
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-13	\$0.00	-\$565,654				
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						\$159,768	
D605AW12	Hazardous Materials Abatement	D03045	Asbestos survey-RK73 MQ Ramp RFP			\$39,843.00	Feb-12	\$39,843.00						\$39,843	
D602TN50	Replace Concrete Deck	D02890	Cns - C52052 -Fire Claim Settlement			\$126,403.71	Feb-12	\$126,403.71						\$126,404	

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

ACEP	Project Description	Task	Task Description	Goal		Actual	Forecast	Commitment	Decrease in	Increase in	Increase in	Decrease in
				Start	Goal Value	Budget Value	Start	not made-	Commitments-	Commitment	Scope	Commitmen
				Date			Date	Deferred	Low Bids	s-High Bids	Project	ts-
											Added	Decreased
												Scope
D606AW85	Traffic Enforcement Support	D03049	NYC TEA for VN-03B (MOU-09-33)			\$598,643.00	Feb-12				\$598,643	
D605AW12	Hazardous Materials Abatement	D03086	Asb Sur.-BB43 Elevator Shaft-WO-124			\$18,764.00	Mar-12				\$18,764	
D605AW12	Hazardous Materials Abatement	D03087	Dsg.&Abate. of Elevator Door-BB43			\$4,053.03	Mar-12				\$4,053	
D605AW12	Hazardous Materials Abatement	D03092	Air Monit of Damage Door-WO 128			\$2,978.81	Mar-12				\$2,979	
D602VN84	Widening of Belt Parkway Ramps	D03088	Peer Review-(PSC-06-2807B)			\$79,505.00	Apr-12				\$79,505	
D605AW12	Hazardous Materials Abatement	D03091	Remove&Disp Damage Door-WO-36			\$3,103.00	Apr-12				\$3,103	
D601TB23	HRD Ramp	D03043	Cns - Traffic Signals 127 St & 2Ave			\$267,225.00	May-12				\$267,225	
D606AW28	Scope Development	D03088	MP Seismic Study			\$304,126.00	May-12				\$304,126	
D606AW28	Scope Development	D03089	Scope Dev-Staff SLBrdg(PSC06-2807A)			\$193,519.00	May-12				\$193,519	
D605AW12	Hazardous Materials Abatement	D03100	Monitoring & CM Svcs. QM01			\$73,270.00	Jun-12				\$73,270	
D601TN52	Miscellaneous Structural Rehabilitation	D02734	Design-(PSC-06-2807A Task 42)			\$202,718.00	Jul-12				\$202,718	
D606AW22	Miscellaneous	D03103	Constr Rev MP-06 Dsgn PSC-06-2807AA			\$47,876.00	Aug-12				\$47,876	
D606AW22	Miscellaneous	D03104	AW98 Peer Rev.TVRA - PSC-06-2807C			\$90,970.00	Aug-12				\$90,970	
D601TN60	Anchorage Dehumidification	D02913	BC Development F/A(TBTA-D1517)			\$50,000.00	Nov-12				\$50,000	
D602VN80	Replace Upper Level Suspended Span	D02787	CSS-Bus & HOV(PSC-09-2852)			\$1,555,031.00	Nov-12				\$1,555,031	
D602VN80	Replace Upper Level Suspended Span	D03044	MOU-NYSDOT Ramp Ext.			\$4,725,000.00	Nov-12				\$4,725,000	
D606AW28	Scope Development	D03009	Scope Dev-Fan Motors(PSC-06-2807B)			\$61,470.00	Dec-12				\$61,470	
Grand Total					\$578,586,628.27	\$587,190,894.66	YTD Total					
								Remaining	\$0.00			
Grand Total								\$477,200,457.26				
									\$-12,404,150	\$-118,905,213	\$18,488,385	\$13,600,516
											\$-1,606,594	



# **Bridges and Tunnels**

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## **Procurements January 2013**



# Staff Summary



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

<b>Date</b>	January 10, 2013
<b>Vendor Name</b>	
<b>Contract Number</b>	
<b>Contract Manager Name</b>	
<b>Table of Contents Ref #</b>	

Board Action					
Order	To	Date	Approval	Info	Other
1	President	1/10/13	<i>AK</i>		
2	MTA B&T Committee	1/28/13			
3	MTA Board	1/30/13			

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

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

## PURPOSE:

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

## DISCUSSION:

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

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule J	1	\$4.409M
<b>SUBTOTAL</b>	<b>1</b>	<b>\$4.409M</b>

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

<u>Schedules Requiring Two-Thirds Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	2	TBD
<b>SUBTOTAL</b>	<b>2</b>	

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule F Personal Service Contracts	3	\$5.852M
Schedule G Miscellaneous Service Contracts	2	\$1.336M
Schedule H Modifications to Personal/Miscellaneous Service Contracts	1	<u>\$1.313M</u>
<b>SUBTOTAL</b>	<b>6</b>	<b>\$8.501M</b>

# Staff Summary

MTA B&T presents the following procurement actions for Ratification:

<u>Schedules Requiring Majority Vote</u>				<u># of Actions</u>	<u>\$ Amount</u>
Schedule D	Ratification of Completed Procurement Actions (Involving Schedule A-C)			2	\$0.167M
Schedule K	Ratification of Completed Procurement Actions (Involving Schedule E-J)			2	<u>\$0.190M</u>
SUBTOTAL				4	\$0.357M
TOTAL				13	\$13.267M

## **BUDGET IMPACT:**

The purchases/contracts will result in obligating MTA B&T and Capital Construction funds in the amount listed. Funds are available in the current MTA B&T operating/capital budgets and MTA's operating 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.)

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

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

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

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

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

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



**LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**  
**JANUARY 2013**

**MTA BRIDGES & TUNNELS**

**Procurements Requiring Majority Vote:**

**J: Modifications to Miscellaneous Procurement Contracts**

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

Kronos, Inc.	\$ 582,472.16 B&T	<b><u>Staff Summary Attached</u></b>
Contract No. 06-TD-2768	\$2,000,000.00 LIRR	
	\$1,739,000.00 MN	
	\$ 87,610.74 MTA Bus	
	\$4,409,082.90	

Additional funding is required by B&T, LIRR, MN and MTA Bus to enable Kronos to continue to provide maintenance and support of its time keeper equipment and software and perform consulting services as needed.

# Schedule J: Modifications to Miscellaneous Procurement Contracts

Item Number: **1** (Final)

<b>Vendor Name (&amp; Location)</b> Kronos, Inc., Chelmsford, MA	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;"><b>Contract Number</b> 06-TD-2768</td> <td style="width: 40%;"><b>AWO/Modification #</b></td> </tr> </table>	<b>Contract Number</b> 06-TD-2768	<b>AWO/Modification #</b>													
<b>Contract Number</b> 06-TD-2768	<b>AWO/Modification #</b>															
<b>Description</b>  Provide, Deliver, Install and Maintain Kronos Timekeeper System Hardware and Software with Incidental Training and Consultancy as Required	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 30%;">B&amp;T</td> <td style="width: 40%; text-align: right;">\$655,000.00</td> </tr> <tr> <td></td> <td>LIRR</td> <td style="text-align: right;">\$1,245,775.00</td> </tr> <tr> <td><b>Original Amount:</b></td> <td>NYCT</td> <td style="text-align: right;">\$3,790,253.00</td> </tr> <tr> <td></td> <td>MN</td> <td style="text-align: right;">\$2,418,000.00</td> </tr> <tr> <td></td> <td>MTA Bus</td> <td style="text-align: right;">\$513,725.45</td> </tr> </table>		B&T	\$655,000.00		LIRR	\$1,245,775.00	<b>Original Amount:</b>	NYCT	\$3,790,253.00		MN	\$2,418,000.00		MTA Bus	\$513,725.45
	B&T	\$655,000.00														
	LIRR	\$1,245,775.00														
<b>Original Amount:</b>	NYCT	\$3,790,253.00														
	MN	\$2,418,000.00														
	MTA Bus	\$513,725.45														
<b>Contract Term (Including Options, if any)</b>  April 18, 2007 – January 31, 2013	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 30%;">B&amp;T</td> <td style="width: 40%; text-align: right;">\$1,998,845.61</td> </tr> <tr> <td></td> <td>LIRR</td> <td style="text-align: right;">\$6,900,000.00</td> </tr> <tr> <td><b>Prior Modifications:</b></td> <td>NYCT</td> <td style="text-align: right;">\$0.00</td> </tr> <tr> <td></td> <td>MN</td> <td style="text-align: right;">\$876,415.98</td> </tr> <tr> <td></td> <td>MTA Bus</td> <td style="text-align: right;">\$80,077.35</td> </tr> </table>		B&T	\$1,998,845.61		LIRR	\$6,900,000.00	<b>Prior Modifications:</b>	NYCT	\$0.00		MN	\$876,415.98		MTA Bus	\$80,077.35
	B&T	\$1,998,845.61														
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<b>Prior Modifications:</b>	NYCT	\$0.00														
	MN	\$876,415.98														
	MTA Bus	\$80,077.35														
<b>Option(s) included in Total Amount?</b>  <div style="text-align: right;"> <input checked="" type="checkbox"/> Yes    <input type="checkbox"/> No         </div>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 30%;">B&amp;T</td> <td style="width: 40%; text-align: right;">\$0.00</td> </tr> </table>		B&T	\$0.00												
	B&T	\$0.00														
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 30%;">B&amp;T</td> <td style="width: 40%; text-align: right;">\$2,653,845.61</td> </tr> <tr> <td></td> <td>LIRR</td> <td style="text-align: right;">\$8,145,775.00</td> </tr> <tr> <td><b>Current Amount:</b></td> <td>NYCT</td> <td style="text-align: right;">\$3,790,253.00</td> </tr> <tr> <td></td> <td>MN</td> <td style="text-align: right;">\$3,294,415.98</td> </tr> <tr> <td></td> <td>MTA Bus</td> <td style="text-align: right;">\$ 593,802.80</td> </tr> </table>		B&T	\$2,653,845.61		LIRR	\$8,145,775.00	<b>Current Amount:</b>	NYCT	\$3,790,253.00		MN	\$3,294,415.98		MTA Bus	\$ 593,802.80
	B&T	\$2,653,845.61														
	LIRR	\$8,145,775.00														
<b>Current Amount:</b>	NYCT	\$3,790,253.00														
	MN	\$3,294,415.98														
	MTA Bus	\$ 593,802.80														
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 30%;">B&amp;T</td> <td style="width: 40%; text-align: right;">\$ 582,472.16</td> </tr> <tr> <td></td> <td>LIRR</td> <td style="text-align: right;">\$2,000,000.00</td> </tr> <tr> <td><b>This Request:</b></td> <td>MN</td> <td style="text-align: right;">\$1,739,000.00</td> </tr> <tr> <td></td> <td>MTA Bus</td> <td style="text-align: right;">\$ 87,610.74</td> </tr> </table>		B&T	\$ 582,472.16		LIRR	\$2,000,000.00	<b>This Request:</b>	MN	\$1,739,000.00		MTA Bus	\$ 87,610.74			
	B&T	\$ 582,472.16														
	LIRR	\$2,000,000.00														
<b>This Request:</b>	MN	\$1,739,000.00														
	MTA Bus	\$ 87,610.74														
<b>Funding Source</b>  <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 30%;">B&amp;T</td> <td style="width: 40%; text-align: right;">21.9%</td> </tr> <tr> <td></td> <td>LIRR</td> <td style="text-align: right;">24.6%</td> </tr> <tr> <td><b>% of This Request to Current Amount:</b></td> <td>MN</td> <td style="text-align: right;">52.8%</td> </tr> <tr> <td></td> <td>MTA Bus</td> <td style="text-align: right;">14.8%</td> </tr> </table>		B&T	21.9%		LIRR	24.6%	<b>% of This Request to Current Amount:</b>	MN	52.8%		MTA Bus	14.8%			
	B&T	21.9%														
	LIRR	24.6%														
<b>% of This Request to Current Amount:</b>	MN	52.8%														
	MTA Bus	14.8%														
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Technology, Tariq Habib	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 30%;">B&amp;T</td> <td style="width: 40%; text-align: right;">394.1%</td> </tr> <tr> <td></td> <td>LIRR</td> <td style="text-align: right;">714.4%</td> </tr> <tr> <td><b>% of Modifications (including This Request) to Original Amount:</b></td> <td>MN</td> <td style="text-align: right;">108.2%</td> </tr> <tr> <td></td> <td>MTA Bus</td> <td style="text-align: right;">32.6%</td> </tr> </table>		B&T	394.1%		LIRR	714.4%	<b>% of Modifications (including This Request) to Original Amount:</b>	MN	108.2%		MTA Bus	32.6%			
	B&T	394.1%														
	LIRR	714.4%														
<b>% of Modifications (including This Request) to Original Amount:</b>	MN	108.2%														
	MTA Bus	32.6%														

## Discussion:

B&T is seeking Board approval under the All-Agency Procurement Guidelines to modify this multi-agency non-competitive miscellaneous procurement contract with Kronos, Inc. (Kronos) for additional funding for: B&T - \$582,472.16; LIRR - \$2,000,000; MN - \$1,739,000; and MTA Bus - \$87,610.74.

In February 2007 the Board approved the award of the subject all-agency contract to Kronos for a three year period. This system was designed to enable the agencies to manage and record time keeping, leave and absence information for their employees. Kronos maintains its timekeeper equipment and software based on each agency's requirements. It also provides training, implementation, consulting and support services. The Contract currently extends through January 31, 2013.

In order to enable the Contractor to continue to provide maintenance and support of the system and perform consulting services as required, B&T will extend the contract through January 31, 2016. Since the Contractor will be reimbursed in accordance with the terms of the contract, the value of each amendment for B&T, LIRR, MN, and MTA Bus is considered fair and reasonable. Funding for B&T, LIRR, MN and MTA Bus is available in each agency's Operating Budget.

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**  
**JANUARY 2013**

**MTA BRIDGES & TUNNELS**

**Procurements Requiring Two-Thirds Vote:**

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

- |  |                              |                                      |
|--|------------------------------|--------------------------------------|
| <b>1. Contractors to be Determined</b> | <b>Cost to be Determined</b> | <b><u>Staff Summary Attached</u></b> |
| <b>Contract No. GFM-509</b>            |                              |                                      |

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 Miscellaneous Construction Services on an As-Needed Basis at Various B&T Facilities.

- |  |                              |
|--|------------------------------|
| <b>2. Contractors to be Determined</b> | <b>Cost to be Determined</b> |
| <b>Contract No. 12-HS-2894</b>         |                              |

B&T is requesting that the Board declare competitive bidding to be impractical and/or inappropriate and authorize B&T to enter into a competitive Request for Proposal (RFP) process for Contract 12-HS-2894, Asbestos and Incidental Lead Abatement on an As-Needed Basis at Various B&T Facilities.

This competitive RFP will result in the selection of multiple asbestos and incidental lead abatement contractors. After their selection, the contractors will compete for various abatement projects throughout B&T facilities. The scope of these abatement projects cannot be readily determined at this time. During the contract term, the Scope of Work for each abatement requirement will be identified. Each of the contracted firms will then be given the Scope of Work. Subsequent to a site tour, bids will be submitted. The contractor submitting the lowest bid will be awarded the specific work order. B&T has successfully utilized this type of as-needed contract since 2006 to meet certain asbestos and incidental lead abatement work. The budget for these yet undefined projects is \$800,000 and the duration of these contracts will be four years. The aggregate amount of the contract will be allocated to individual work orders to pay contractors for the work they perform. Based on our needs, it would be inefficient in both time and expense to conduct a separate competitive bidding process for each project. This competitive RFP method of selection is in the public interest and provides B&T with the following benefits: i) immediate response and resolution to potential emergency and other unforeseen situations with a responsible contractor performing the work; and ii) price competition between previously selected contractors for each work order. Therefore, B&T deems it to be in the public interest to request that the Board adopt a resolution to declare competitive bidding impractical in favor of contract award by means of a competitive request for proposal process.

MTA DDCR will assign applicable goals prior to issuance of the Request for Proposals. Funding under Contract 12-HS-2894 will be provided from the Operating and Capital Budgets in the amount of \$800,000.

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**  
**JANUARY 2013**

**Procurements Requiring Majority Vote:**

## **F: Personal Service Contracts**

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

- |    |   |                 |                               |
|----|---|-----------------|-------------------------------|
| 3. | <b>URS Corporation – New York</b><br><b>Contract No. PSC-12-2920</b><br>2 yr. contract – Competitive RFP – 3 proposals<br>Provide comprehensive tunnel inspection and design services for Project QM-40,<br>Repairs at the Queens Midtown Tunnel.   | \$ 3,206,383.44 | <u>Staff Summary Attached</u> |
| 4. | <b>LiRo Engineers, Inc.</b><br><b>Contract No. PSC-12-2919</b><br>2 yr. 3 mo. contract – Competitive RFP – 3 proposals<br>Provide construction administration and inspection services for Project AW-36, Fiber<br>Optic Network Upgrade at the Robert F. Kennedy Bridge.  | \$ 1,396,287.00 | <u>Staff Summary Attached</u> |
| 5. | <b>Dewberry Engineers Inc.</b><br><b>Contract No. PSC-12-2911</b><br>2 yr. 2 mo. contract – Competitive RFP – 4 proposals<br>Provide design and construction support services for Project MP-16, Miscellaneous Steel<br>Repairs, Painting and Fire Line Installation at the Marine Parkway-Gil Hodges Memorial<br>Bridge. | \$ 1,249,779.02 | <u>Staff Summary Attached</u> |

**G: Miscellaneous Service Contracts**

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

- |    |   |   |
|----|---|---|
| 6. | NYMP Acquisition LLC<br>Contract No. 10-MNT-2879X | \$252,100.00 B&T<br>\$283,275.00 MTAHQ<br>\$ 77,776.00 MTAPD<br><u>\$297,640.00</u> MNR<br>\$910,791.00 |
|----|---|---|

3 yr. contract – Competitive Bid – Low responsive bid/2 bids

In June 2012 B&T issued a joint solicitation for a contractor to provide all labor, equipment and materials for the installation, replacement, maintenance and repair of fire/smoke alarms/detection systems located at various B&T, MTAHQ, MTA PD and MNR facilities. The agencies do not have the equipment, personnel or professional certifications required to perform this work. The service requirements were publicly advertised. The solicitation notice was sent to 307 firms and ten firms requested copies of the solicitation. On June 28, 2012, two bids were submitted and are ranked as follows:

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**  
**JANUARY 2013**

<u>Bidders</u>	<u>Bid Amount</u>				
	<b>B&amp;T</b>	<b>MTAHQ</b>	<b>MTAPD</b>	<b>MNR</b>	<b>Total</b>
NYMP Acquisition LLC	\$252,100.00	\$283,275.00	\$77,776.00	\$297,640.00	\$910,791.00
SimplexGrinnell LP	\$254,886.10	\$275,165.52	\$69,542.40	\$411,972.10	\$1,011,566.12

The scope of services under the prospective contract has not changed compared with that under the current contract. The rates for this contract are fixed for the three-year term. The Department of Diversity and Civil Rights (DDCR) established subcontracting goals of 10% MBE and 10% WBE for this contract. Since SimplexGrinnell LP cannot meet the MWBE goals, this firm was determined to be non-responsive. NYMP's overall bid of \$910,791 is 5.3% lower than the agencies' combined estimate of \$961,280. After evaluation of the bids, it was determined that NYMP is a responsive, responsible bidder. In comparison with the combined estimate, the total price is considered fair and reasonable. Funding is available in the agencies' Operating Budgets under GL #s711437 (B&T and MNR) and 711604 (MTAHQ and PD). This contract will not be awarded without the approval of MTA DDCR.

7. GenServe, Inc.	\$ 69,342.50 MTAPD (Beacon)
Contract No. 12-MNT-2895(A)	\$ 70,192.50 MTAPD (Central Islip)
	\$ 94,787.50 MTAPD (LIC)
	\$ 73,887.50 MTAPD (Mt. Vernon)
	<u>\$116,525.00</u> MTA (Madison Ave.)
	\$424,735.00

5 yr. contract – Competitive Bid – Low Bid/3 bids

In August 2012 B&T issued a joint solicitation for a Contractor to provide preventive maintenance and repair of generators located at various B&T and MTA facilities. The agencies do not possess the equipment, parts or personnel required to perform this work. The services are required to maintain peak performance of the generators in the event that they are needed in an emergency, e.g. power outage at a bridge, an office building or police station. The service requirements were publicly advertised. The solicitation notice was sent to sixty-three (63) firms. Eight (8) firms requested copies of the solicitation. On October 12, 2012, three bids were submitted and the results for the MTA and its locations are as follows:

<u>Bidders – MTA</u>	<u>MTAPD</u> <u>(Beacon)</u>	<u>MTAPD</u> <u>(Central Islip)</u>	<u>MTAPD</u> <u>(LIC)</u>	<u>MTAPD</u> <u>(Mt. Vernon)</u>	<u>MTA</u> <u>(Madison Ave.)</u>
GenServe, Inc.	\$69,342.50	\$70,192.50	\$94,787.50	\$73,887.50	\$116,525.00
Atlantic Detroit Diesel-Allison, LLC	\$93,487.50	\$94,787.50	\$113,787.50	\$95,637.50	\$161,330.00
National Grid Energy Management, LLC	\$98,062.50	\$96,957.50	\$120,587.50	\$95,937.50	\$133,175.00

B&T's evaluation of its apparent low bidder, Atlantic Detroit Diesel Allison LLC, is ongoing. B&T will present an award recommendation for this service to the Board for approval at a later date. As a matter of information, the above three bidders also submitted bids in response to B&T's requirements.

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**  
**JANUARY 2013**

The scope of services under this prospective contract differs from that compared with the prior contract. This is based on the addition of two locations, Central Islip and Madison Avenue. The contract term has also increased from three to five years. Based on an evaluation of the bids, the lowest responsive bidder was determined to be GenServe, Inc. for each of the five locations identified above. When comparing the bid price per generator with the contract's current price per generator, GenServe's prices represent a 22% increase. The price will remain fixed over the five year period. This increase may, in part, be attributed to increases in prevailing wages and a substantial increase in the cost for parts. The user's estimates for the five MTA locations above were \$62,375, \$62,375, \$70,888, \$62,375 and \$102,740, respectively. The overall average bid price is 17.7% higher compared with the average of the total user's estimate. In comparison with the aggregate of the five second lowest bids, GenServe's total bid price is 20% lower representing a cost avoidance of approximately \$106,140 over the five year contract term. After evaluation of the bids, it was determined that GenServe, Inc. is a responsive, responsible bidder. Based on competition, the prices are considered fair and reasonable. No M/WBE goals were established by MTA DDCR for this contract. Funding is available in MTA's Operating Budget.

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

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

- |    |   |                |                               |
|----|---|----------------|-------------------------------|
| 8. | PB Americas, Inc./Chas H. Sells,<br>A Joint Venture<br>Contract No. PSC-06-2810 | \$1,312,712.73 | <u>Staff Summary Attached</u> |
|----|---|----------------|-------------------------------|

Additional construction support services and design services to install noise and protective barriers in specified areas along the approach in connection with Project BW-89C, Replacement of the Queens Approach at the Bronx-Whitestone Bridge.

# Staff Summary

Page 1 of 2

Item Number <b>1</b> (Final)					
Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E. <i>JK</i>					
Division & Division Head Name: Engineering and Construction, Vincent Montanti, P.E. <i>VM</i>					
<b>Board Reviews</b>					
Order	To		Approval	Info	Other
1	President	1/8/13	<i>[Signature]</i>		
2	MTA B&T Committee	1/28/13			
3	MTA Board	1/30/13			
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>[Signature]</i>	4	Chief of Staff		
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>		

<b>SUMMARY INFORMATION</b>	
Vendor Name	Contract Number
N/A	GFM-509
Description Miscellaneous Construction on an As-Needed Basis at Various B&T Facilities	
Total Amount \$80,000,000 (budgeted)	
Contract Term (including Options, if any) Four (4) years	
Option(s) Included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input checked="" type="checkbox"/> Yes <input 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 checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Narrative

### I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All-Agency Procurement Guidelines to declare competitive bidding to be impractical and/or inappropriate in accordance with Article III.A.6 and Public Authorities Law §559 and authorize B&T to enter into a competitive Request for Proposal (RFP) process for Contract GFM-509 to obtain Miscellaneous Construction Services on an As-Needed Basis at Various B&T Facilities.

### II. DISCUSSION

This procurement will enable B&T to award contracts for miscellaneous construction services to multiple contractors who could provide competitive bids for various construction projects. B&T has successfully utilized this type of as-needed contract since 2000 to meet certain construction requirements on an expedited basis. The budget for these as yet undefined projects is \$80,000,000. The duration of these contracts will be four years.

The selected contractors are invited to bid on specific construction projects throughout B&T facilities which are awarded to the lowest bidders. Funds from the aggregate amount are allocated to individual contracts to pay contractors for the work they perform. These projected requirements will address a wide variety of work, from complex sub-tasks related to some of our larger projects, projects which have time-sensitive needs, and those critical projects that are included under this contract that address both safety issues and budget concerns. In addition, it will also be utilized for projects including full and partial concrete deck and structural steel repairs, civil and traffic improvements to roadways and ramps, milling and paving roadways, retaining wall structures, safety railings, demolition, electrical and other building repairs. Based on B&T's needs, it would be inefficient in both time and expense to conduct a separate competitive bidding process for each project.

## Staff Summary

Page 2 of 2

The scope of these miscellaneous as-needed construction projects cannot be readily determined at this time. During the contract term, the Scope of Work for each miscellaneous work order will be identified. Each of the contracted firms will then be given the Scope of Work for the prospective work order. Subsequent to a mandatory site tour, bids will be submitted. The contractor submitting the lowest bid price shall be awarded that specific work order.

This competitive RFP method of selection is in the public's interest and provides the Authority with the following benefits:

- i) Immediate response and resolution to potential emergency and other unforeseen situations with a responsible contractor performing the work;
- ii) Price competition between previously selected contractors for each work order; and
- iii) Reduces the need and is an alternative to amendments to existing construction contracts.

Therefore, B&T deems it to be in the public interest to request that the Board adopt a resolution to declare competitive bidding impractical in favor of contract award by means of a competitive request for proposal process.

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

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

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

Funding under Contract GFM-509 will be provided from the Operating and Capital Budgets in the amount of \$80,000,000.

### **V. ALTERNATIVES**

Utilize a standard competitive bidding process to award each as-needed construction project. This process is impractical due to potential lengthy delays in obtaining construction services from responsible firms for immediate or unanticipated/emergency needs and would not be in the best interest of B&T.



# Staff Summary

Page 1 of 2

Item Number <b>3</b> (Final)					
Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E. <i>Vn HJR</i>					
Division & Division Head Name: Engineering and Construction, Vincent Montanti, P.E. <i>Vn</i>					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	President	1/10/13	<i>[Signature]</i>		
2	MTA B&T Committee	1/28/13			
3	MTA Board	1/30/13			
<b>Internal Approvals</b>					
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>		

<b>SUMMARY INFORMATION</b>	
Vendor Name URS Corporation - New York	Contract Number PSC-12-2920
Description: Comprehensive Tunnel Inspection and Design Services for Project QM-40, Repairs at the Queens Midtown Tunnel	
Total Amount \$3,206,383.44	
Contract Term (Including Options, if any) Two (2) years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Narrative

### I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Guidelines for Procurement of Services to award a personal service contract for Comprehensive Tunnel Inspection and Design Services for Project QM-40, Repairs at the Queens Midtown Tunnel (QMT) to URS Corporation – New York (URS) for a period of two (2) years. The cost of the tunnel inspection and design portions of the contract is \$3,206,383.44. At a future date, the cost for construction support services will be presented to the Board for approval.

### II. DISCUSSION

B&T requires the services of a consultant to perform: (i) comprehensive tunnel inspections at the QMT to determine the structural integrity of its structures and assess the operational conditions of specific electrical and mechanical systems; (ii) designs for priority repairs (it is anticipated that the comprehensive tunnel inspection shall result in increases in magnitude to the designs as a result of the flooding from Hurricane Sandy); and (iii) construction support services for Project QM-40.

## Staff Summary

Page 2 of 2

The service requirements were publicly advertised; four firms submitted qualification information. Three firms, URS, Hatch Mott MacDonald (HMM) and Jacobs Civil Consultants (JCC) were chosen to receive the RFP based on a review of their qualifications and all firms submitted proposals. The proposals were evaluated against established criteria set forth in the RFP, including an understanding of the technical requirements and expertise, proposed personnel, oral presentations and cost. The Selection Committee unanimously recommended that B&T enter into negotiations with URS, the highest rated firm. URS' proposal reflected a thorough understanding of the scope and its project team demonstrated extensive tunnel and specific inspection and design experience at the QMT. URS presented methodologies that were well planned, organized and efficient to accomplish the condition inspection and design requirements. Although URS proposed the highest cost, their levels of effort related to hours proposed and associated costs for testing, site access and maintenance and protection of traffic (MPT) were deemed by the committee to coincide best with the requirements of this Project. HMM's proposal demonstrated a sound understanding of this Project, however, the Committee determined that it did not allocate sufficient hours to fulfill the design requirements. HMM's proposal also omitted costs for site access and MPT. Although JCC proposed the lowest cost, the Committee determined that its levels of effort were significantly understated and were therefore insufficient to meet the requirements of the Project.

URS submitted a proposal in the amount of \$3,211,448.62. The Engineer's estimate is \$3,230,124.55. Negotiations resulted in minor revisions to URS' proposal. The parties agreed to the negotiated amount of \$3,206,383.44, which is 0.7% below the estimate and is fair and reasonable. 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. URS has achieved its MWBE goals on previous MTA contracts. This contract will not be awarded without approval of MTA DDCR.

### IV. IMPACT ON FUNDING

Funding is available under Project QM-40 in the amount of \$3,206,383.44 in the 2010-2014 Capital Budget.

### IV. ALTERNATIVES

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

## Staff Summary

Page 1 of 2

Item Number <b>4</b> (Final)					
Dept & Dept Head Name:					
Engineering and Construction, Joe Keane, P.E. <i>JK</i>					
Division & Division Head Name:					
Engineering and Construction, Vincent Montanti, P.E.					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	1/8/13	<i>[Signature]</i>		
2	MTA B&T Committee	1/28/13			
3	MTA Board	1/30/13			
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>		

SUMMARY INFORMATION	
Vendor Name	Contract Number
LiRo Engineers, Inc.	PSC-12-2919
Description:	
Construction Administration and Inspection Services for Project AW-36, Fiber Optic Network Upgrade at the Robert F. Kennedy Bridge	
Total Amount	
\$1,396,287	
Contract Term (including Options, if any)	
Two 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 Construction Administration and Inspection Services for Project AW-36, Fiber Optic Network Upgrade at the Robert F. Kennedy Bridge to LiRo Engineers, Inc. (LiRo) in the amount of \$1,396,287 for a period of two years, three months.

#### II. DISCUSSION

B&T requires the services of a consultant to provide construction administration and inspection services for Project AW-36, Fiber Optic Network Upgrade at the Robert F. Kennedy Bridge (RFK). The construction activities include furnishing, installing and testing a dark optical fiber communications network at the RFK. The benefits of these enhancements to B&T include at a minimum: i) access to the expanded New York City and New York State Department of Transportation networks and (ii) a fiber optic system with increased reliability and capacity necessary to support future planned electronic security and communication upgrades.

The service requirements were publicly advertised; five firms submitted qualification information. Three firms were chosen to receive the RFP based on a review of those qualifications and all three firms submitted proposals: LiRo Engineers, Inc (LiRo), M&J Engineering, P.C. (M&J) and PBS Engineering & Associates, P.C. (PBS). 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 unanimously selected LiRo on the basis that its proposal: (i) showed an understanding of fiber optic installation and

## Staff Summary

Page 2 of 2

testing that surpassed the other firms; (ii) demonstrated a thorough understanding of issues related to operations and coordination required with other agencies (NYSDOT, NYCDOT, US Coast Guard, NYCDPR) for this project; (iii) emphasized the need for planning which is critical for this project and (iv) demonstrated directly relevant hands-on experience to the AW-36 fiber installation since they worked on this project at other B&T facilities. While LiRo proposed the highest cost, the variance between the three firms' cost proposals was less than 10% and LiRo's proposed cost was within 6% of the Engineer's estimate. It was the committee's determination that M&J's and PBS' proposals were less detailed and did not compare favorably with LiRo's superior level of understanding of fiber installations and testing or its direct relevant experience with fiber projects.

LiRo submitted a proposal in the amount of \$1,522,269. The Engineer's estimate is \$1,439,639. Negotiations were conducted and the parties agreed to an amount of \$1,396,287, which is 3% below the estimate and is considered fair and reasonable. LiRo is deemed to be a responsible consultant.

### III. D/M/WBE INFORMATION

The MTA DDCR has established goals of 10% MBE and 10% WBE for the referenced contract. This contract will not be awarded without approval of MTA DDCR. LiRo was in full compliance with the M/WBE goals on its most recently completed contract (Contract PSC-04-2719, Construction and Inspection Support Services for Project TB-64B, Deck Replacement on the Randall's and Ward's Island Viaducts at the Triborough Bridge).

### IV. IMPACT ON FUNDING

Funding is available under Project AW-36 in the 2010-14 Capital Budget.

### V. ALTERNATIVES

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

# Staff Summary

Page 1 of 2

<b>Item Number 5 (Final)</b>					
<b>Dept &amp; Dept Head Name:</b> Engineering and Construction, Joe Keane, P.E. <i>[Signature]</i>					
<b>Division &amp; Division Head Name:</b> Engineering and Construction, Vincent Montanti, P.E. <i>[Signature]</i>					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	President	1/8/13	<i>[Signature]</i>		
2	MTA B&T Committee	1/28/13			
3	MTA Board	1/30/13			
<b>Internal Approvals</b>					
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>		

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b> Dewberry Engineers Inc.	<b>Contract Number</b> PSC-12-2911
<b>Description:</b> Design and Construction Support Services for Project MP-16, Miscellaneous Steel Repairs, Painting and Fire Line Installation at the Marine Parkway-Gil Hodges Memorial Bridge	
<b>Total Amount</b> \$1,249,779.02	
<b>Contract Term (Including Options, if any)</b> Two (2) years, two (2) months	
<b>Option(s) Included In Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Narrative

### I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Guidelines for Procurement of Services to award a personal service contract for Design and Construction Support Services for Project MP-16, Miscellaneous Steel Repairs, Painting and Fire Line Installation at the Marine Parkway-Gil Hodges Memorial Bridge (MPB) to Dewberry Engineers Inc. (Dewberry) for a period of two (2) years, two (2) months. The cost of the design portion of the Contract is \$1,249,779.02. At a future date, the cost for construction support services will be presented to the Board for approval.

### II. DISCUSSION

B&T requires the services of a consultant to perform the following miscellaneous design activities at the MPB: repair or replacement of various structural steel members located throughout the bridge's structure; cleaning and painting; and installation of manual dry standpipe systems and fire hydrants.

The service requirements were publicly advertised; seven firms submitted qualification information. Four firms, Dewberry, Ammann & Whitney (A&W), Hardesty and Hanover (H&H) and Weidinger Associates (WAI) were chosen

## Staff Summary

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to receive the RFP based on a review of their qualifications. All four firms submitted proposals. The proposals were evaluated against established criteria set forth in the RFP, including an understanding of the technical requirements and expertise, proposed personnel, oral presentations and cost. The Selection Committee unanimously recommended that B&T enter into negotiations with Dewberry. This firm thoroughly addressed key design issues such as potential solutions to address leaking roadway joints. In addition the consultant indicated that it would work directly with a structural steel manufacturer in order to design replacement joints that best meet the needs of the MPB. Its proposal ranked third highest in cost. H&H presented a satisfactory understanding of the design requirements, however, the consultant did not adequately address critical design issues and did not offer potential design solutions. WAI's proposal reflected an insufficient understanding of the steel grid deck requirements and the assembly required following deck repairs. A&W's proposal did not offer any viable design solutions. A&W proposed the lowest cost, however, the committee determined that their levels of effort related to hours proposed were significantly understated.

The Engineer's estimate is \$1,435,160. Dewberry proposed an amount of \$1,247,166.23. Negotiations were conducted and the parties agreed to an amount of \$1,249,779.02, which is 12.9% below the estimate and is fair and reasonable. Dewberry 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. Dewberry has achieved its goals on previous MTA contracts.

### IV. IMPACT ON FUNDING

Funding is available under Project MP-16 in the amount of \$1,249,779.02 in the 2010-2014 Capital Budget.

### IV. ALTERNATIVES

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

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

Item Number **8** (Final)

<b>Vendor Name (&amp; Location)</b> PB Americas, Inc./Chas. H. Sells, A Joint Venture, New York, NY		<b>Contract Number</b> PSC-06-2810	<b>AWO/Modification #</b>
<b>Description</b> Design and Construction Support Services for Project BW-89C, Replacement of the Queens Approach at the Bronx-Whitestone Bridge			
<b>Contract Term (including Options, if any)</b> June 30, 2008 – February 28, 2015		<b>Original Amount:</b> \$5,477,783.00	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>Prior Modifications:</b> \$3,164,052.62	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		<b>Prior Budgetary Increases:</b> N/A	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		<b>Current Amount:</b> \$8,641,835.62	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>This Request:</b> \$1,312,712.73	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Joe Keane, P.E.		<b>% of This Request to Current Amount:</b> 15.2%	
		<b>% of Modifications (including This Request) to Original Amount:</b> 81.7%	

### Discussion:

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to amend this contract with PB Americas, Inc./Chas. H. Sells, A Joint Venture. (PB/Sells) for funding to perform: (i) additional construction support services (CSS) in the amount of \$1,212,614.18 and (ii) design services for the installation of noise and protective barriers along the east and west sides of the approach and on-grade adjacent to the houses along the west site limit for an amount of \$100,098.55. The total negotiated amount is \$1,312,712.73. Consistent with the Procurement Guidelines this amendment constitutes a substantial change.

Pursuant to Board approval in June 2008, Contract PSC-06-2810 was awarded to PB/Sells. The Contract contains the requirements for a complete design and CSS. Additional funds are necessary for ongoing construction support services under Project BW-89C as follows: (a) additional design and drawing modifications (temporary 5kV electrical feeder, temporary fire standpipe revisions, Francis Lewis Park playground revisions, storm water and drainage revisions, repairs to the existing structure and LED lighting upgrades) during construction due to field conditions; (b) design revision and verification for subsurface mini-pile installations at the piers, abutment and overhead sign structure; (c) a greater number of submissions for shop drawings, requests for information, catalog cuts and coordination than originally anticipated. In addition, under a prior amendment a noise study was undertaken and discussions were held with the local community about the results of the noise study as well as other community concerns. As a result, 7.5 foot noise and protective barriers will be designed to be installed along the East and West sides of the approaches (400 linear feet each side) and adjacent to the houses along the West site limit (1000 linear feet). PB/Sells submitted a proposal in the amount of \$1,367,608.83. The Engineer's estimate is \$1,223,296. Negotiations resulted in a cost of \$1,312,712.73, which is 7.3% above the estimate and is fair and reasonable. Funding for this amendment is available in the 2010 – 2014 Capital Program under Project BW-89C.

**LIST OF RATIFICATIONS FOR BOARD APPROVAL**  
**JANUARY 2013**

**MTA BRIDGES & TUNNELS**

**Procurements Requiring Majority Vote:**

**D: Ratification of Completed Procurement Actions**

(Ratifications are to be briefly summarized with Staff Summaries attached only for unusually large or especially significant items)

1. **Power Resources International, Inc.**      **\$108,727.80**      **Staff Summary Attached**  
**Contract No. 3000001148**  
2 wk. contract - 4 Competitive quotations  
Replacement parts for the Traffic Signal and Control System at the Hugh L. Carey Tunnel.
2. **Kutta Radios, Inc.**      **\$ 58,000.00**      **Staff Summary Attached**  
**Contract No. 3000001149**  
2 wk. contract - Non-competitive  
Equipment to restore two-way radio operations at the Hugh L. Carey Tunnel.

**K: Ratification of Completed Procurement Actions (Involving Schedule E-.J)**

(Staff Summaries required for unusually large or complex items which otherwise would require Board approval)

3. **Sidera Networks LLC**      **\$ 52,000.00**      **Staff Summary Attached**  
**Contract No. 3000001130**  
5 yr. contract - Ride against MTA contract  
Internet Service Provider support at Randall's Island.
4. **Fremont Industrial Corp.**      **\$ 138,200.00**      **Staff Summary Attached**  
**Contract No. 3000000789**  
Amendment for additional delineator posts and complementary bases at various facilities.





## Schedule D: Ratification of Completed Procurement Actions

Item Number: 1 (Final)

<b>Vendor Name (&amp; Location)</b> Power Resources International, Inc., West Babylon, NY	<b>Contract Number</b> 3000001148	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Description</b> Replacement Parts for Traffic Signal and Control System	<b>Total Amount:</b> \$108,727.80	
<b>Contract Term (Including Options, if any)</b> Two weeks	<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Operations, James Fortunato	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Contract Manager:</b> Janet Lebron	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Quotations		

**Discussion:**

B&T is seeking the Board's ratification under the All-Agency Procurement Guidelines of the Declaration of Emergency issued by the President effective on October 29, 2012, which enabled B&T to proceed with the following emergency action as a result of Superstorm Sandy (superstorm).

Quotations were requested from four (4) firms for the provision of electronic and computerized replacement parts, damaged due to the superstorm, in order to repair the traffic and signal control system installed at the Hugh L. Carey Tunnel. This system monitors and controls the lane signals and variable message signs throughout the tunnel and its portals. B&T personnel performed the installation and repair work. Purchase Order 3000001148 was awarded to Power Resources International, Inc. (PRI) in the amount of \$108,727.50. Based on competition the price was considered fair and reasonable. PRI was deemed to be a responsible contractor. Funding under this contract is available in the Operating Budget under GL #711101.

# Schedule D: Ratification of Completed Procurement Actions

Item Number: 2 (Final)

<b>Vendor Name (&amp; Location)</b> Kutta Radios, Inc., Phoenix, AZ		<b>Contract Number</b> 3000001149		<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Description</b> Equipment to Restore Two-Way Radio Operations		<b>Total Amount:</b> \$58,690.00			
<b>Contract Term (including Options, if any)</b> Two weeks		<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:			
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Operations, James Fortunato			
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive		<b>Contract Manager:</b> Janet Lebron			
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Quotation					

**Discussion:**

B&T is seeking the Board's ratification under the All-Agency Procurement Guidelines of the Declaration of Emergency issued by the President effective on October 29, 2012, which enabled B&T to proceed with the following emergency action as a result of Superstorm Sandy (superstorm).

Two-way radio communication equipment and associated wiring was damaged at the Hugh L. Carey Tunnel due to the superstorm. Our review disclosed that the New York City Fire Department (NYCFD) uses equipment designed and manufactured by Kutta Radios, Inc. (Kutta) and that such equipment met our requirements. Kutta's equipment effectively operates underground and through obstructions. Subsequent to installation by B&T personnel, two-way radio operations in both tubes of the tunnel were restored.

Kutta submitted a quote that compared favorably with the price it charged to NYCFD. Purchase Order 3000001149 was awarded to Kutta in the amount of \$58,690 and the price was considered fair and reasonable. This firm was deemed to be a responsible contractor. Funding under this contract is available in the Operating Budget under GL #711101.



## Schedule K: Ratification of Completed Procurement Actions (Involving Schedules E Through J)

Item Number: 3 (Final)

Vendor Name (& Location) Sidera Networks LLC, New York, NY		Contract Number 3000001130	AWO/Modification #
Description Internet Service Provider		Original Amount:	\$52,000.00
Contract Term (including Options, if any) Five years		Prior Modifications:	\$0.00
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Budgetary Increases:	\$0.00
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Current Amount:	\$52,000.00
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Ride		This Request:	\$52,000.00
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount:	0%
Requesting Dept/Div & Dept/Div Head Name: Technology, Tariq Habib		% of Modifications (Including This Request) to Original Amount:	0%

**Discussion:**

B&T is seeking the Board's ratification of the award of a Purchase Order to Sidera Networks LLC (Sidera) against a competitively negotiated MTA Contract (No. 11001-0200) for Internet service provider support. This order is to provide B&T with access to Internet service at its Randall's Island location in the amount of \$52,000. The duration of this purchase order is five years.

The need for this service was required in the aftermath of Superstorm Sandy, which resulted in many B&T facilities incurring significant damage. B&T's primary Internet connection link at 2 Broadway became inaccessible due to flooding and power outage issues. As a consequence, Internet operations at 2 Broadway were not available for several days until service was re-routed through the MTA's midtown office building. During that time B&T was unable to provide: (i) remote Internet access to employees or contractors that support systems such as E-ZPass, the integrated electronic security system and other operational systems and (ii) direct access to other systems some of which included the automated traffic management, variable message sign and fuel management systems. After Internet services were restored at the MTA's midtown office, only limited service was available at the Robert Moses Building at Randall's Island.

B&T determined that redundant Internet access at the Robert Moses Building was required to mitigate any loss of such service in the future. Based on our review of the current MTA contract with Sidera, who offers Internet Service Provider support, we determined that this entity can provide quick back-up Internet services at the Robert Moses Building. B&T requested Sidera to submit a proposal. The amount proposed was \$52,000 over a period of five years which was consistent with the user's estimate. In order to verify whether this amount was competitive a quote was obtained from Verizon. Sidera's rates were 249% lower than Verizon's for the same services. As such, B&T accepted Sidera's proposal. The price of \$52,000 for Sidera to provide Internet services at the Robert Moses Building over a five year period was considered fair and reasonable. Sidera was deemed to be a responsible contractor. The order against the MTA's contract was awarded on November 29. Funding under this contract is available in the Operating Budget under GL #710308.

# Schedule K: Ratification of Completed Procurement Actions (Involving Schedules E Through J)

Item Number: 4 (Final)

Vendor Name (& Location) Fremont Industrial Corp., Westbury, NY		Contract Number PO 3000000789		AWO/Modification #	
Description Delineator Posts and Bases					
Contract Term (including Options, if any) Three weeks		Original Amount:		\$131,290.00	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Modifications:		\$0.00	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Prior Budgetary Increases:		\$0.00	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		Current Amount:		\$131,290.00	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		This Request:		\$138,200.00	
Requesting Dept/Div & Dept/Div Head Name: Operations, James Fortunato		% of This Request to Current Amount:		105%	
		% of Modifications (including This Request) to Original Amount:		105%	

## Discussion:

B&T is seeking the Board's ratification under the All-Agency Procurement Guidelines of the Declaration of Emergency issued by the President effective on October 29, 2012, which enabled B&T to proceed with the following emergency action as a result of Superstorm Sandy (superstorm).

An amendment was issued to Fremont Industrial Corp. under a competitively bid Purchase Order (PO 3000000789) for additional delineator posts and complementary bases to replace those that were destroyed at various B&T facilities by the superstorm. The delineator posts are critical to our toll plazas' operations and increase the safety of our customers by controlling traffic patterns. The value of the original Purchase Order was \$131,290; the value of this amendment was \$138,200. This amount was consistent with the estimate and resulted in a revised order value of \$269,490. Since the vendor will be compensated for these products in accordance with the rates under the current contract, the value of this amendment was considered fair and reasonable. Funding under this contract is available in the Operating Budget under GL #711101.

