



**Bridges and Tunnels**

# **Bridges and Tunnels Committee Meeting**

## **March 2013**

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### **Committee Members**

A. Cappelli, Chair  
F. Ferrer, Acting 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**

**March 11, 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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Date of next meeting: Monday, April 22, 2013 at 11:15 a.m.



# **Bridges and Tunnels**

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## **Minutes of Committee Meeting January 2013**



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

**January 28, 2013**

**11:45 a.m.**

In attendance were the Honorable:

Allen P. Cappelli, Chairman  
Jonathan A. Ballan  
Robert C. Bickford  
Norman E. Brown  
Mark D. Lebow  
Charles G. Moerdler  
Mitchell H. Pally

Also in Attendance:  
Fernando Ferrer, Acting Chairman, MTA  
Andrew Albert

James Ferrara, President  
Gloria Colon, Chief Equal Employment Opportunity Officer  
James Elkin, Controller  
James Fortunato, Vice President Operations  
Tariq Habib, Chief Technology Officer  
Joseph Keane, Chief Engineer  
Anthony Koestler, Chief Procurement Officer  
Sharon Gallo Kotcher, Vice President Labor Relations  
David Moretti, Executive Vice President  
Andrew Petrovich, Chief Health and Safety Officer  
Donald Spero, Chief Financial Officer  
Catherine Sweeney, Vice President Staff Services/Chief of Staff

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

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

**January 28, 2013**

Minutes of TBTA Committee held January 28, 2013 at 11:45 a.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 he intends to communicate differently with the Committee by meeting individually to discuss his recommendations.

**Minutes**

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on December 17, 2012 were approved.

**Committee Work Plan**

Mr. Ferrara requested that the Work Plan, which reflects the new schedule and agenda items for the 2013 Board cycle, be approved by the Committee. Upon a motion duly made and seconded, the Work Plan was approved.

**Report on Operations/Safety**

With regard to the Report on Operations, Mr. Moretti stated that in November there were 20,945,000 crossings, which was a decrease of 10.8% against the prior November. The impact of Tropical Storm Sandy continued to play a significant role this month. The 2.5 million decline in traffic was caused mostly by the closures and traffic restrictions at both tunnels at different times during the month. Tunnel traffic was down 1,800,000 as compared to the prior November, which represents 71% of the 2.5 million-crossing decline in traffic.

On November 10, 2012, the Henry Hudson Bridge entered into the cashless phase of the All Electronic Tolling program and concluded the gateless phase. Mr. Moretti stated that the Henry Hudson Bridge is the first of its kind cashless facility in the metropolitan area.

For the month of November, as compared to the prior November, E-ZPass crossings were down 11.3 %; cash paying crossings were down 8.9 %; passenger vehicle travel was down 11.9%; and truck traffic was up by 4%. Through November, there were 259.3 million crossings, which is 600,000 less than the same period one year ago. Finally, an early estimate of December traffic is 23.4 million crossings or 1.4% lower than the prior December.

With regard to the Report on Safety, Mr. Petrovich referred the Committee to the graphs and charts on pages 28 and 29 of the Committee Book that represent the Five Year Summary of Customer Collisions and Injuries and the Five Year Summary of Employee Accident Reports and Lost Time Injuries through November. There were seventeen less employee lost time injuries compared to one year ago, a drop of 22% in the frequency rate. Mr. Petrovich stated that the total number of customer collisions through November is down 5.7%, and the injury rate per million vehicles has remained steady the last three years at historically low rates.

### E-ZPass

Mr. Spero stated that the E-ZPass market share for November was down slightly by a half of a percent (0.5%) from the year before, 80.2% versus 80.7% primarily due to the effects of Tropical Storm Sandy. Almost 14,000 E-ZPass accounts were opened in November bringing the year-to-date total to more than 204,000, which is 48,000 more than last year at the same time. More than 8,100 E-ZPass On-The-Go accounts were opened in November, which is almost 58% of the total number of accounts opened. The in-lane tag sales of the On-The-Go tags continue to be successful. To-date, approximately 142,000 tags have been sold since the program began.

### Finance

Mr. Spero stated that toll revenue for November was down 8% against the mid-year forecast, just under 10 million, due to the effects of Tropical Storm Sandy. Year-to-date through November toll revenue was down slightly, less than 1.4% against the budget. Traffic was down 10.4% from last November and 1.7% year-to-date.

Total expenses in November were about \$5.8 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 \$29 million lower or 6% below budget due primarily to positive variances in those two categories.

Overtime expenses were slightly above budget for the month due to Tropical Storm Sandy and slightly above budget year-to-date approximately \$300,000 in both categories or about 2% over budget year to date.

Total support to mass transit through November was approximately \$856 million, which is \$30 million or 3.7% better than Plan.

Commissioner Lebow congratulated TBTA on the "huge success" of its E-ZPass On-The-Go program.

### Capital Program

Mr. Keane stated that in December six commitments were made with a total value of \$74.2 million. The most significant commitments that were made was the award of a \$40 million construction contract for a facility-wide electrical upgrade at the Queens Midtown Tunnel and an \$18.5 million design-build contract for relocation of Maintenance facilities for Randall's Island.

Year-to-date, 83 tasks were awarded with a combined value of \$477 million compared to a planned award of 75 tasks at \$578 million. The remaining variance between planned and actual award amounts is largely attributable to favorable market conditions, which have resulted in bid savings of approximately \$100 million.

In December, three completions were made with a total value of \$85 million. Two of the three completions, having to do with the substructure work at the Cross Bay Bridge and the first phase of the redecking project at the Verrazano-Narrows Bridge, were completed ahead of the forecasted 2013 completion dates. Year-to-date eight projects were completed totaling approximately \$360 million compared to the six planned completions at \$285.8 million.

Year-to date 62 tasks totaling \$189 million were closed out. Mr. Keane also stated that there were some award date changes for three planned 2012 commitments listed on page 54.

Commissioner Moerdler asked if the Authority is planning to remove tollbooths at the Henry Hudson Bridge to improve the toll plaza, similar to its VN-03 tollbooth removal project at the Verrazano-Narrows Bridge. Mr. Keane responded that a design project was awarded last month for the reconstruction of the upper level Henry Hudson Bridge toll plaza and tolling options during the design phase will be studied.

### **Procurements**

Mr. Koestler stated that there are thirteen procurements this month totaling about \$13.3 million.

### **Non-Competitive Procurements**

Mr. Koestler stated that there is one non-competitive procurement. It is a modification for additional funding under a multi-agency contract with Kronos, which will enable Kronos to continue to provide maintenance system support and services, as required, for its timekeeper equipment and software. These services will also enable B&T, LIRR, MN and MTA Bus to manage and record time keeping, leave and absence information for their employees. The total amount for the four agencies is \$4,409,082.90.

Kronos, Inc.

Contract No. 06-TD-2768  
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.

\$ 582,472.16	B&T
\$2,000,000.00	LIRR
\$1,739,000.00	MN
\$ 87,610.74	MTA Bus
\$4,409,082.90	

### **Competitive Procurements**

Mr. Koestler stated that there are eight competitive procurements.

The first two items request that the Board declare competitive bidding to be impractical and authorize B&T to enter into a competitive Request for Proposal process for (i) Miscellaneous Construction Services on an As-Needed Basis at Various Facilities, which is budgeted for \$80 million; and (ii) Asbestos and Incidental Lead Abatement on an As-Needed Basis at Various Facilities, which is budgeted for \$800,000.

The next three items are personal service contracts with URS Corporation, LiRo Engineers and Dewberry Engineers. URS Corporation will provide Comprehensive Tunnel Inspection and Design Services for a project described as Repairs at the Queens Midtown Tunnel. LiRo Engineers will provide Construction Administration and Inspection Services for a Fiber Optic Network Upgrade at the RFK Bridge. Dewberry Engineers will perform Design and Construction Support Services for Miscellaneous Steel Repairs, Painting and Fire Line Installation at the Marine Parkway-Gil Hodges Memorial Bridge. The total amount of the three contracts is \$5,853,000. Commissioner Ballan questioned why URS was awarded the contract over HMM, the low bidder, and whether it was due to a non-responsive issue. Mr. Koestler responded that since HMM had understated the amount of man hours proposed for the work, their level of effort was insufficient to perform the work. URS was the preferred firm as its bid was more in line with TBTA's estimate for the work (HMM \$2.98M, URS \$3.2M, Estimate \$3.230M) and that the award to URS had nothing to do with HMM being non-responsive.

Commissioner Moerdler questioned whether any other company does the work that Kronos is performing and why the Kronos contract, which was awarded in 2007, needed to be extended to 2016. Mr. Ferrara responded that in order to meet back-office needs during BSC Release 1 and 2, and certain B&T functions transitioning to the BSC in April 2013, the Kronos system is handling complicated time, leave and payroll functions, which include various labor contractual provisions. The Kronos system has stabilized and continues to stabilize these back-office functions during these transitions. In the future, the agencies will be able to take a hard look at competition among vendors who may be able to meet the back-office needs.

Mr. Koestler stated that there are two miscellaneous service contracts. The first is a three year joint procurement including B&T, MTA and MN that will enable NYMP Acquisition to perform various services and repairs for fire and smoke alarm detection systems; the second is a joint procurement that recommends an award to Genserve to perform preventive maintenance and repair of their emergency generators only for the MTA and its various facilities. B&T anticipates presenting its award recommendation to the Board at a later date. The total amount of the two contracts is \$1,335,526. The eighth item is a modification to a personal service contract with the joint venture of PB Americas and Chas. H. Sells to provide additional construction support services in connection with the Replacement of the Queens Approach at the BWB as well as design services to install noise and protective barriers in specified areas along the approach. The total value of this amendment is \$1,312,713. With regard to construction at the BWB, Commissioner Albert inquired whether B&T intended to close permanently the third avenue exit. Mr. Koestler deferred to Mr. Keane who responded that B&T had closed the exit temporarily due to construction staging requirements but plans to reopen it once this work is done.

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

Contractors to be Determined	Contract No. GFM-509 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.	Cost to be Determined
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Contractors to be Determined	Contract No. 12-HS-2894 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.	Cost to be Determined
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### Personal Service Contracts

URS Corporation – New York	Contract No. PSC-12-2920 Provide comprehensive tunnel inspection and design services for Project QM-40, Repairs at the Queens Midtown Tunnel.	\$3,206,383.44
LiRo Engineers, Inc.	Contract No. PSC-12-2919 Provide construction administration and inspection services for Project AW-36, Fiber Optic Network Upgrade at the Robert F. Kennedy Bridge.	\$1,396,287.00
Dewberry Engineers Inc.	Contract No. PSC-12-2911 Provide 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.	\$1,249,779.02

### Miscellaneous Service Contracts

NYMP Acquisition LLC	Contract No. 10-MNT-2879X 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, MTAPD and MNR facilities. The agencies do not have the equipment, personnel or professional certifications required to perform this work.	\$252,100.00 B&T \$283,275.00 MTAHQ \$ 77,776.00 MTAPD <u>\$297,640.00</u> MNR \$910,791.00
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### Bidders

### Bid Amount

	<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
Simplex Grinnell LP	\$254,886.10	\$275,165.52	\$69,542.40	\$411,972.10	\$1,011,566.12

GenServe, Inc.	Contract No. 12-MNT-2895 (A) Contractor to provide preventive maintenance and repair of generators located at various B&T and MTA facilities. The agencies do not possess the	\$ 69,342.50 MTAPD (Beacon) \$ 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
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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.

<u>Bidders - MTA</u>	<u>MTAPD (Beacon)</u>	<u>MTAPD (Central Islip)</u>	<u>MTAPD (LIC)</u>	<u>MTAPD (Mt. Vernon)</u>	<u>MTA (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.

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

PB Americas, Inc./Chas H. Sells, A Joint Venture	Contract No. PSC-06-2810 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.	\$1,312,712.73
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**Ratifications**

Mr. Koestler stated that there are four ratifications this month. These actions were processed on either an emergency basis as a result of Tropical Storm Sandy or in its aftermath. The value of the four procurements is \$356,928.

**Ratification of Completed Procurement Actions**

Power Resources International, Inc.	Contract No. 3000001148 Replacement parts for the Traffic Signal and Control System at the Hugh L. Carey Tunnel.	\$108,727.80
Kutta Radios, Inc.	Contract No. 3000001149 Equipment to restore two-way radio operations at the Hugh L. Carey Tunnel.	\$58,000.00

Sidera Networks LLC

Contract No. 3000001130  
Internet Service Provider support at  
Randall's Island.

\$52,000.00

Fremont Industrial Corp.

Contract No. 3000000789  
Amendment for additional delineator  
posts and complementary bases at  
various facilities.

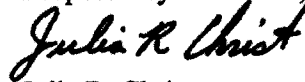
\$138,200.00

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

**Adjournment**

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

Respectfully submitted,



Julia R. Christ  
Acting Assistant Secretary



# **Bridges and Tunnels**

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## **Committee Work Plan**

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# BRIDGES & TUNNELS COMMITTEE WORK PLAN

## I. RECURRING AGENDA ITEMS

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

## II. SPECIFIC AGENDA ITEMS

	<u>Responsibility</u>
<u>April 2013</u> Final Review of 2012 Year-End Operating Results	Planning & Budget
<u>May 2013</u> No meeting scheduled.	
<u>June 2013</u> Customer Environment Survey – 1st Quarter 2013 Diversity Report – 1 <sup>st</sup> Quarter 2013	Operations EEO
<u>July 2013</u> No items scheduled.	
<u>August 2013</u> No meeting scheduled.	
<u>September 2013</u> Customer Environment Survey – 2nd Quarter 2013 2014 Preliminary Budget Diversity Report – 2 <sup>nd</sup> Quarter 2013	Operations Planning & Budget EEO
<u>October 2013</u> No meeting scheduled.	
<u>November 2013</u> Customer Environment Survey – 3rd Quarter 2013 2014 Preliminary Budget B&T Committee Charter – Review	Operations Planning & Budget MTA Board

## II. SPECIFIC AGENDA ITEMS (cont'd)

### Responsibility

#### 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

#### February 2014

No meeting scheduled.

#### March 2014

Customer Environment Survey – 4th Quarter 2013  
Preliminary Review of 2013 Operating Budget Results  
2014 Adopted Budget/Financial Plan 2014-2017  
2013 B&T Operating Surplus  
Diversity Report – 4<sup>th</sup> Quarter 2013  
Annual Procurement Contracts Report

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

## 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).

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

##### 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**

### **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.

## **FEBRUARY 2014**

No meeting scheduled.

## **MARCH 2014**

### Customer Environment Survey – 4th 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.

### Preliminary Review of 2013 Operating Budget Results

The agency will present a brief review of its 2013 Operating Budget results.

### 2014 Adopted Budget and February Financial Plan 2014-2017

The Agency will present its revised 2014 Adopted Budget and Financial Plan which will incorporate any changes made by the Board at the December 2013 meeting and any Agency technical adjustments.

### 2013 B&T Operating Surplus

The Committee will recommend action to the Board.

### Diversity Report – 4<sup>th</sup> Quarter 2013

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.



# **Bridges and Tunnels**

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## **Report on Operations December 2012**

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

### **1.) December 2012 vs. December 2011**

There were 23.4 million traffic crossings this month, a decrease of 0.3 million vehicles, or 1.4% from the prior December (Exhibit 1).

Impacts related to Tropical Storm Sandy continued through December. At the Hugh L. Carey (formerly Brooklyn-Battery) Tunnel, trucks were restricted through December 9<sup>th</sup> and overall traffic was down throughout the month, which resulted in a year-to-year decline of 0.1 million vehicles, or 10.3%. The Queens Midtown Tunnel was also down 0.1 million vehicles, or 5.1%. Recovery efforts in the Rockaway area produced favorable traffic trends at the Cross Bay and Marine Parkway Bridges. Traffic was up at those crossings a combined 0.1 million vehicles, or 10.5%.

E-ZPass traffic volume increased by 0.4% this December vs. December 2011 (Exhibit 7). Cash and other non-E-ZPass crossings declined 8.9% for the month (Exhibit 7). At the Henry Hudson Bridge, where cashless tolling was introduced in November, E-ZPass traffic was down 0.6% and Tolls By Mail were 42.1% lower than cash traffic in December 2011.

Passenger car crossings dropped 1.6% and other vehicle crossings were up 1.3% from last December (Exhibit 8). The 1.3% growth in other vehicles was driven by significantly more other vehicle volume at the Rockaway crossings. Other vehicles at the Cross Bay and Marine Parkway bridges increased by 73.4% combined (Exhibit 8) while other vehicles were down by a combined 1.5% across all the other facilities.

### **2.) CY 2012 vs. 2011**

In 2012, total annual traffic was 282.6 million vehicles, which was 1.0 million or 0.4% below the 2011 level. Total average daily traffic was 772,162 in 2012 vs. 776,917 in 2011 (Exhibit 2), a decline of 0.6%, which is more illustrative of the actual year-to-year trend because the averages factor out the effect of the extra day in 2012 due to the leap year. E-ZPass average daily traffic increased from 616,795 in 2011 to 625,424 in 2012 (Exhibit 3) while non-E-ZPass average daily traffic declined from 160,123 in 2011 to 146,738 in 2012 (Exhibit 4). Passenger vehicle average daily traffic was 718,864 in 2012 vs. 723,428 in 2011 (Exhibit 5). Other vehicle average daily traffic declined slightly from 53,489 in 2011 to 53,299 in 2012 (Exhibit 8).

In 2012, snowfall was unusually low, with total accumulations reaching only 4.0 inches over 3 days, while in 2011, 39.3 inches fell over 23 days (Exhibit 9). Year-to-year rainfall was also considerably lower, with 35.6 inches falling over 124 days this year compared to 65.2 inches over 121 days last year (Exhibit 9). These favorable weather impacts contributed toward overall traffic growth of 1.4% through October 26. However, a state of emergency was declared on October 27 as Tropical Storm Sandy approached the New York City area, and the storm hit on

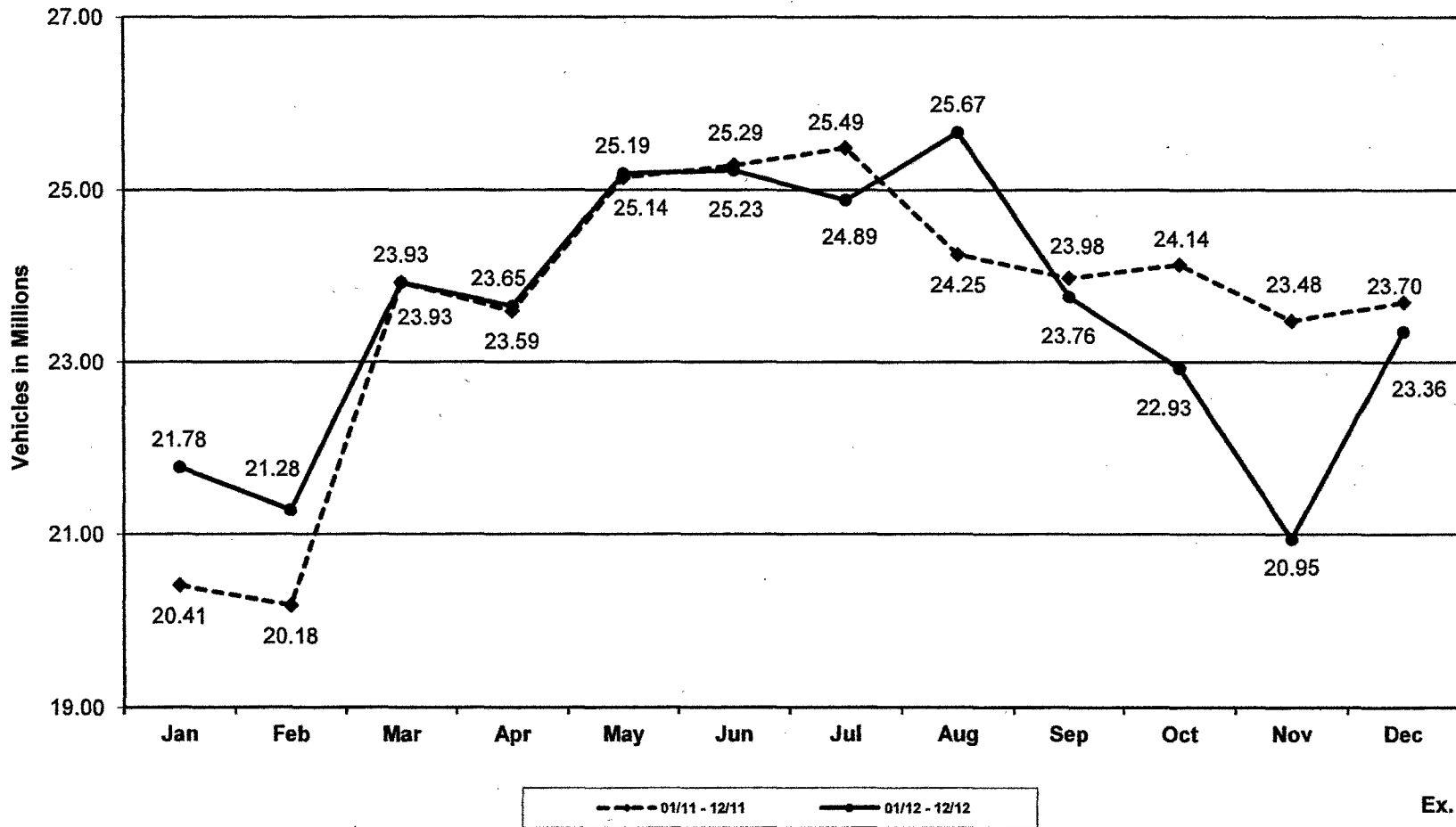
October 29, which had unfavorable impacts lasting through the end of the year. Traffic from October 27 through December was down 1.9%.

Average gas prices were \$3.86 in 2012 compared to \$3.71 in 2011 (Exhibit 10). Month-to-month price variation was tighter this year compared to last. Prices ranged from a low of \$3.58 to a high of \$4.05 this year, compared to a low of \$3.27 to a high of \$4.13 in 2011.

### **3.) Five Year Review - 2008 to 2012**

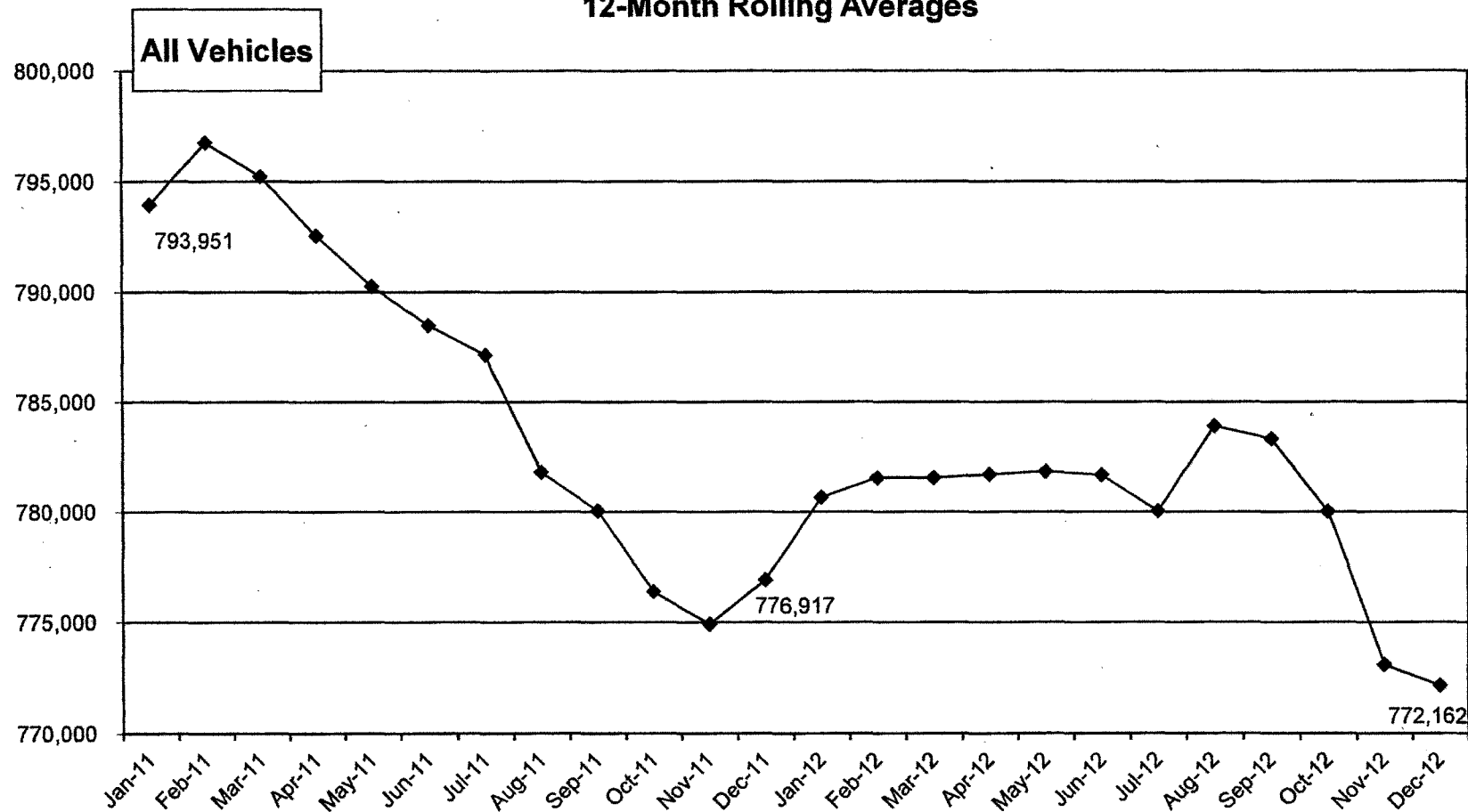
In order to give a longer term view of 2012 performance, graphs of daily traffic on a 12-month rolling average basis are included for the period 2008 through 2012 (Exhibits 11-15). Total average traffic declined from 833,058 vehicles in January 2008 to 771,162 in December 2012, a drop of 7.4%. Factors contributing to this decline include recessionary economic conditions lasting from January 2008 through June 2009, with a weak recovery continuing each year thereafter; harsh winter storms in February 2010, December 2010, and January 2011; tropical storms in August 2011 and October 2012; spikes in gas prices, particularly in 2008 and 2011, and persistently high prices in 2012, which saw a five-year peak average of \$3.86; and toll increases in March 2008, July 2009, and December 2010. Despite these events, average daily E-ZPass volume grew from 612,492 in January 2008 to 625,424 in December 2012, an increase of 2.1%. Average non-E-ZPass volume declined from 220,566 to 146,738 over the same period, a drop of 33.5%. Passenger vehicles went from 774,995 to 723,428, a decline of 6.7% and other vehicles fell from 58,103 to 53,489, a decline of 7.9% over the same period.

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



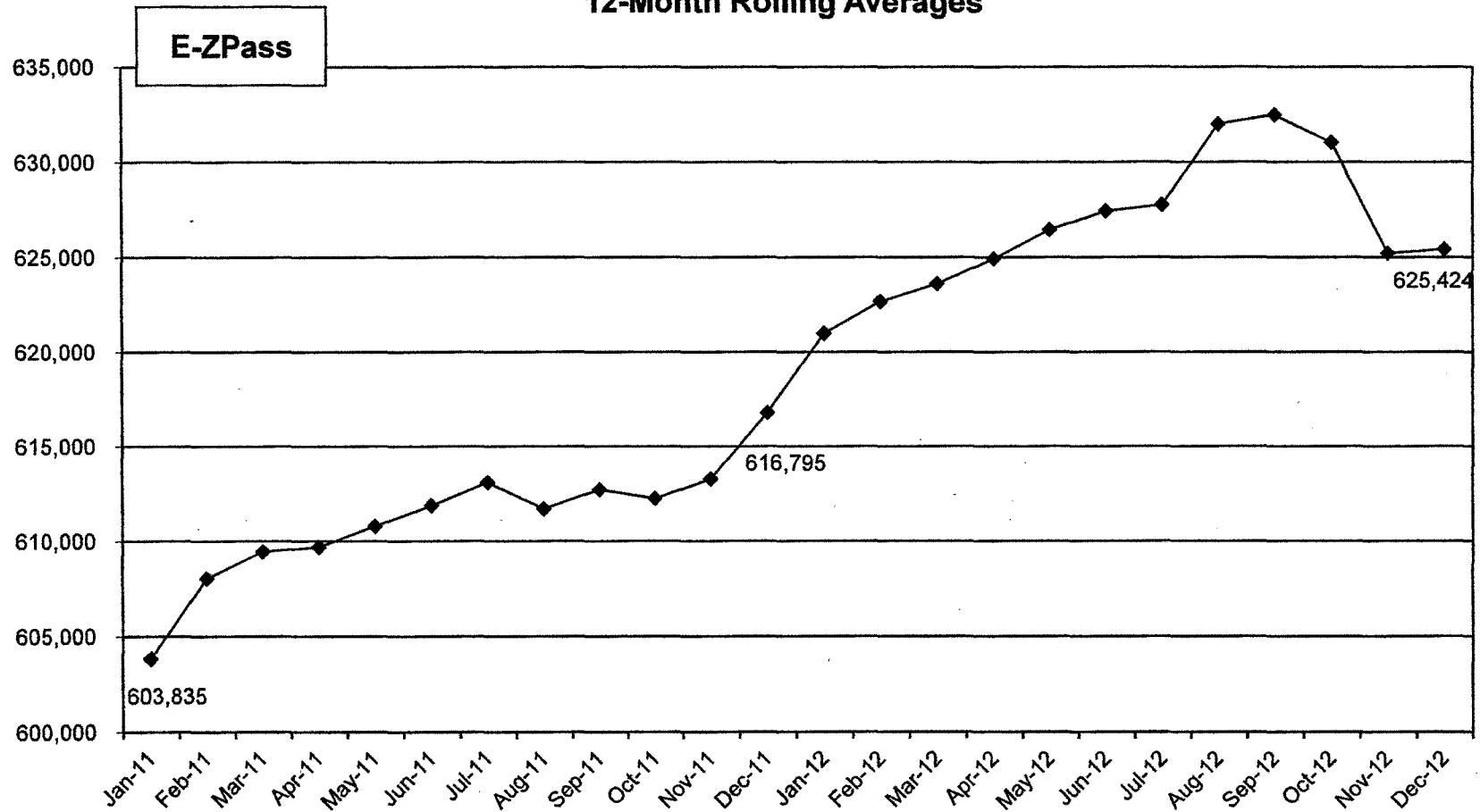
Ex. 1

**MTA Bridges and Tunnels  
Average Daily Traffic: January 2011 - December 2012  
12-Month Rolling Averages**



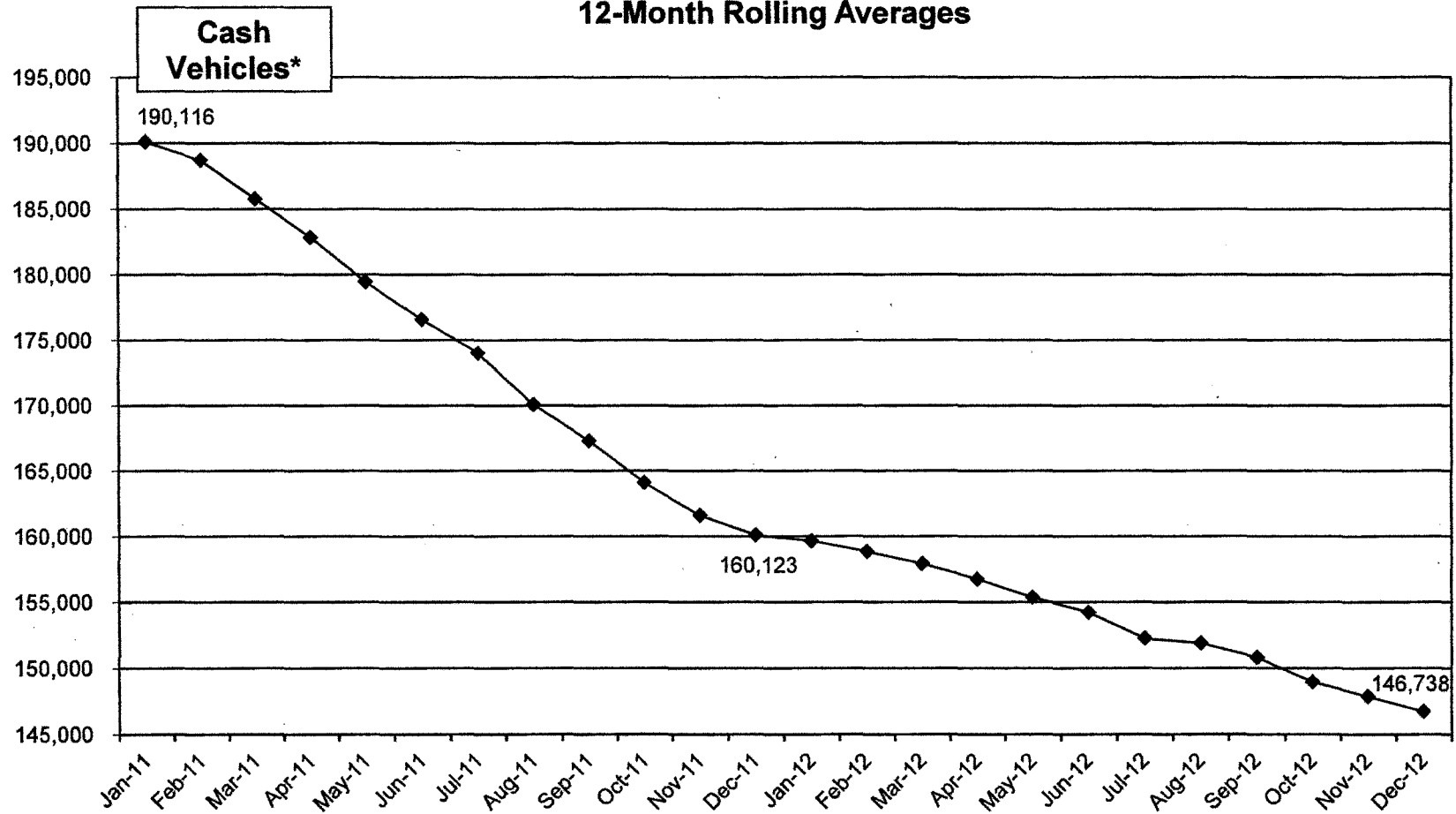
Ex. 2

**MTA Bridges and Tunnels**  
**Average Daily Traffic: January 2011 - December 2012**  
**12-Month Rolling Averages**



Ex. 3

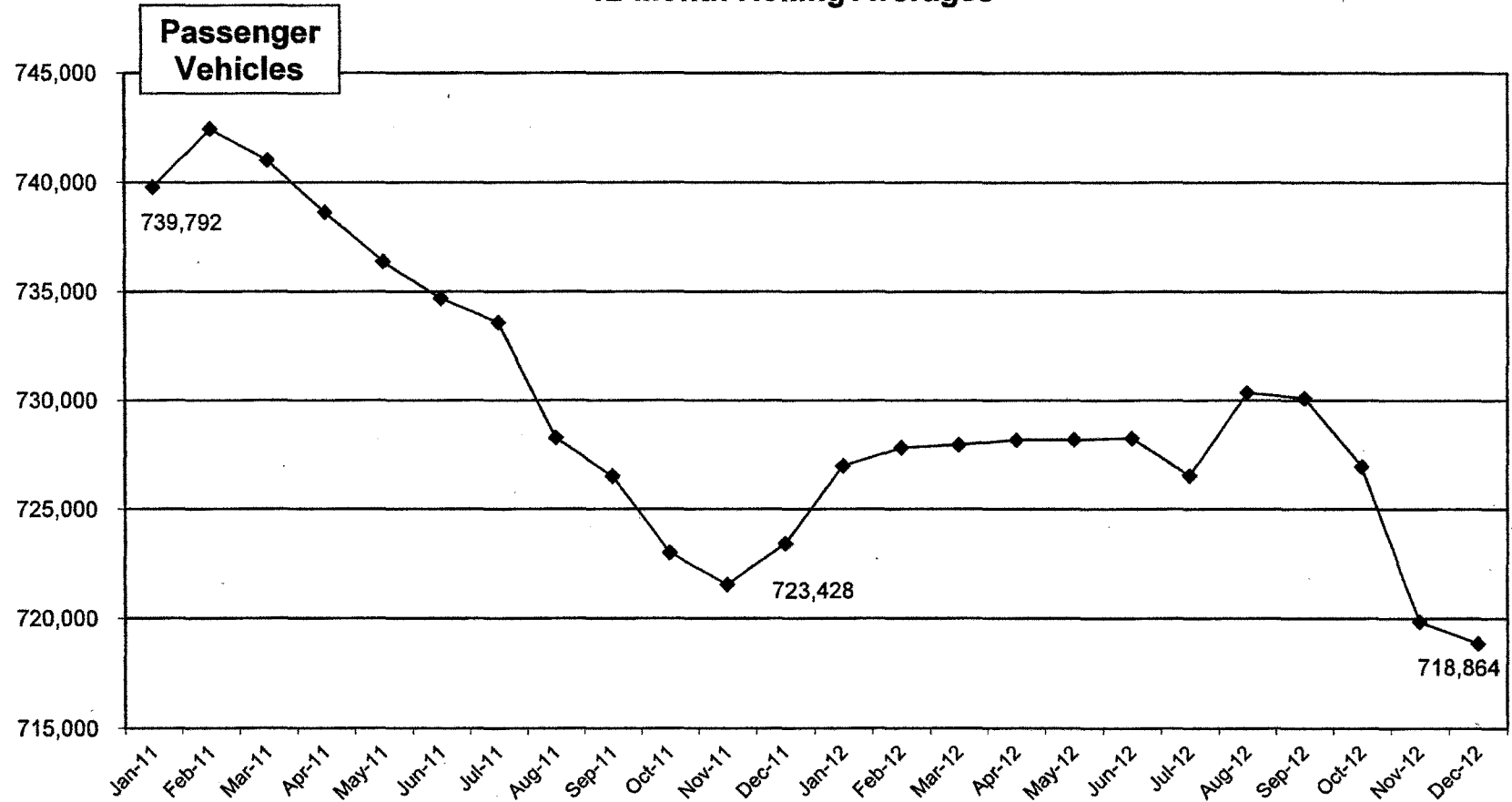
**MTA Bridges and Tunnels**  
**Average Daily Traffic: January 2011 - December 2012**  
**12-Month Rolling Averages**



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

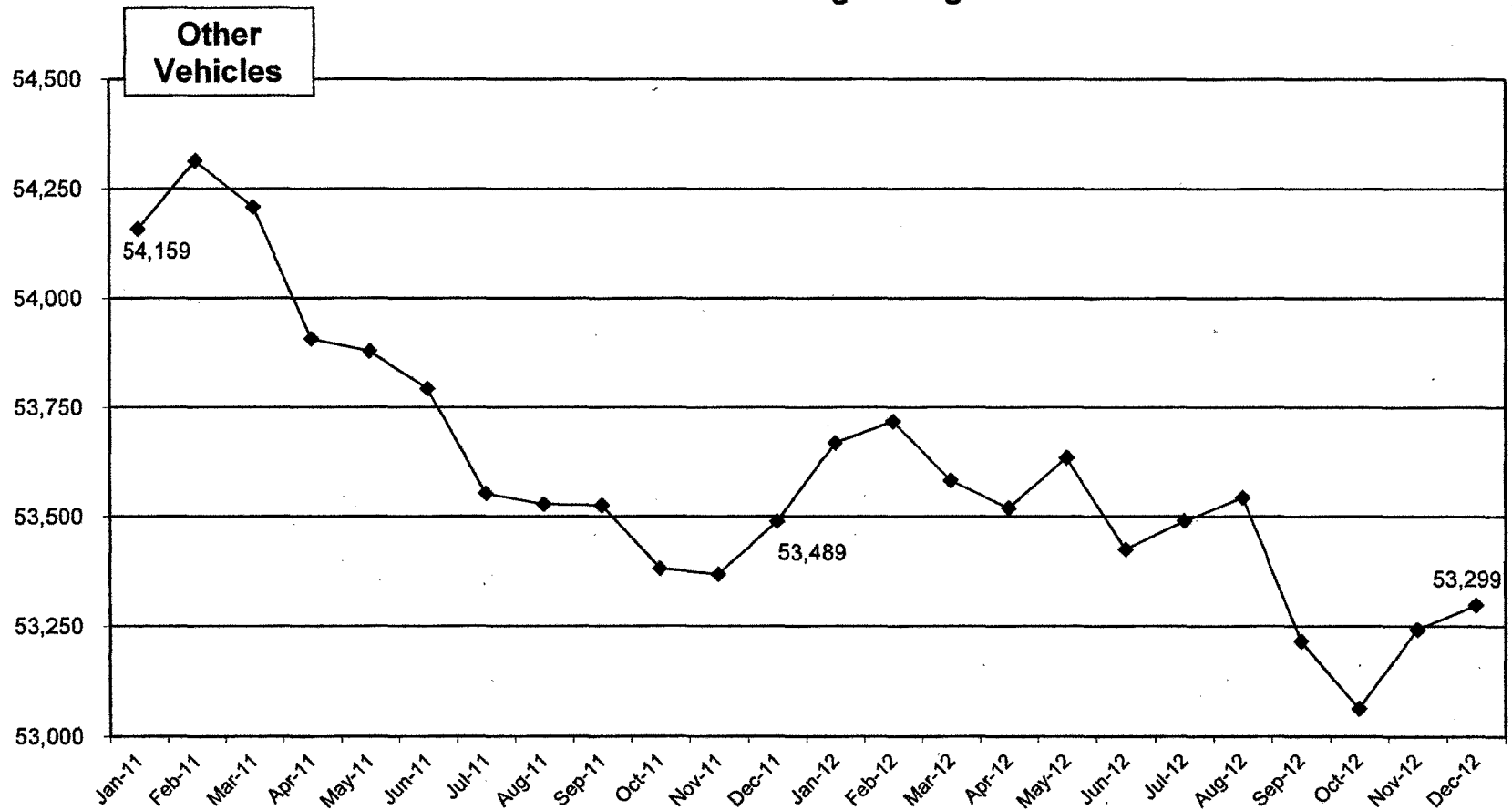
Ex. 4

**MTA Bridges and Tunnels**  
**Average Daily Traffic: January 2011 - December 2012**  
**12-Month Rolling Averages**



**Ex. 5**

**MTA Bridges and Tunnels**  
**Average Daily Traffic: January 2011 - December 2012**  
**12-Month Rolling Averages**



Ex. 6

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

Corridor	Toll Media	Dec <sup>(1)</sup>	3 Months <sup>(2)</sup> (Oct-Dec)	6 Months <sup>(3)</sup> (July-Dec)	9 Months <sup>(4)</sup> (Apr-Dec)	12 Months <sup>(5)</sup> (Jan-Dec)
All Facilities	Total Vehicles	-1.4%	-5.7%	-2.4%	-1.6%	-0.6%
	E-ZPass	0.4%	-4.5%	-0.6%	0.4%	1.4%
	Cash <sup>(6)</sup>	-8.9%	-10.7%	-9.2%	-9.1%	-8.4%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-0.6%	-2.8%	-0.9%	-0.6%	0.1%
	E-ZPass	1.9%	-0.2%	1.7%	2.2%	2.9%
	Cash <sup>(6)</sup>	-8.0%	-10.5%	-8.6%	-8.5%	-7.7%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel <sup>(7)</sup>	Total Vehicles	-3.8%	-13.1%	-5.7%	-3.6%	-2.1%
	E-ZPass	-1.8%	-11.3%	-3.7%	-1.4%	0.0%
	Cash <sup>(6)</sup>	-14.1%	-22.1%	-15.5%	-13.7%	-12.0%
Verrazano-Narrows Bridge	Total Vehicles	-1.0%	-3.7%	-2.0%	-1.8%	-0.9%
	E-ZPass	-0.3%	-2.6%	-0.6%	-0.3%	0.6%
	Cash <sup>(6)</sup>	-4.6%	-9.1%	-8.4%	-8.4%	-7.6%
Henry Hudson Bridge	Total Vehicles	-6.1%	-8.5%	-4.2%	-2.8%	-1.4%
	E-ZPass	-0.6%	-5.1%	-1.8%	-0.4%	1.1%
	Cash <sup>(6)</sup>	-42.1%	-31.6%	-19.6%	-17.3%	-17.0%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	10.5%	7.1%	4.6%	4.1%	4.1%
	E-ZPass	6.5%	-4.6%	0.9%	2.3%	3.0%
	Cash <sup>(6)</sup>	29.7%	62.6%	19.7%	11.9%	8.7%

(1) December 2012 vs. December 2011.

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

(3) July 2012 to December 2012 vs. July 2011 to December 2011.

(4) April 2012 to December 2012 vs. April 2011 to December 2011.

(5) January 2011 to December 2012 vs. January 2010 to December 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	Dec <sup>(1)</sup>	3 Months <sup>(2)</sup> (Oct-Dec)	6 Months <sup>(3)</sup> (July-Dec)	9 Months <sup>(4)</sup> (Apr-Dec)	12 Months <sup>(5)</sup> (Jan-Dec)
All Facilities	Total Vehicles	-1.4%	-5.7%	-2.4%	-1.6%	-0.6%
	Passenger	-1.6%	-6.2%	-2.5%	-1.6%	-0.6%
	Other	1.3%	0.6%	-0.5%	-0.7%	-0.4%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-0.6%	-2.8%	-0.9%	-0.6%	0.1%
	Passenger	-0.4%	-3.1%	-0.9%	-0.5%	0.2%
	Other	-2.3%	0.2%	-1.0%	-1.2%	-0.6%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel <sup>(6)</sup>	Total Vehicles	-3.8%	-13.1%	-5.7%	-3.6%	-2.1%
	Passenger	-3.6%	-12.9%	-5.6%	-3.4%	-1.9%
	Other	-7.0%	-15.9%	-7.7%	-5.3%	-4.0%
Verrazano-Narrows Bridge	Total Vehicles	-1.0%	-3.7%	-2.0%	-1.8%	-0.9%
	Passenger	-1.5%	-4.3%	-2.2%	-1.9%	-0.9%
	Other	6.5%	4.7%	0.6%	-0.3%	-0.5%
Henry Hudson Bridge	Total Vehicles	-6.1%	-8.5%	-4.2%	-2.8%	-1.4%
	Passenger	-6.2%	-8.6%	-4.3%	-2.8%	-1.5%
	Other	12.3%	4.8%	4.8%	4.3%	5.7%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	10.5%	7.1%	4.6%	4.1%	4.1%
	Passenger	7.1%	2.3%	2.4%	2.6%	2.9%
	Other	73.4%	95.1%	49.6%	34.3%	27.0%

(1) December 2012 vs. December 2011.

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

(3) July 2012 to December 2012 vs. July 2011 to December 2011.

(4) April 2012 to December 2012 vs. April 2011 to December 2011.

(5) January 2011 to December 2012 vs. January 2010 to December 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>
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
Aug-12	25,669,824	\$3.89	79	3.0	-	9
Sep-12	23,763,047	\$4.05	72	3.6	-	6
Oct-12	<b>22,928,321</b>	<b>\$4.02</b>	<b>60</b>	<b>1.8</b>	-	<b>8</b>
Nov-12	<b>20,945,357</b>	<b>\$3.92</b>	<b>45</b>	<b>1.4</b>	<b>1.1</b>	<b>5</b>
Dec-12	<b>23,355,262</b>	<b>\$3.74</b>	<b>43</b>	<b>4.3</b>	<b>0.4</b>	<b>18</b>

Note: Bold numbers are preliminary.

**TABLE 2 - Year-over-Year Differences<sup>3</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>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	1,416,294	(\$0.01)	3	(14.3)	-	(5)
September	(213,049)	\$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)
December	(342,733)	\$0.30	(1)	0.4	0.4	9

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. Numbers may not add due to rounding.

## **Supplemental Data Page for Exhibits 2 through 6**

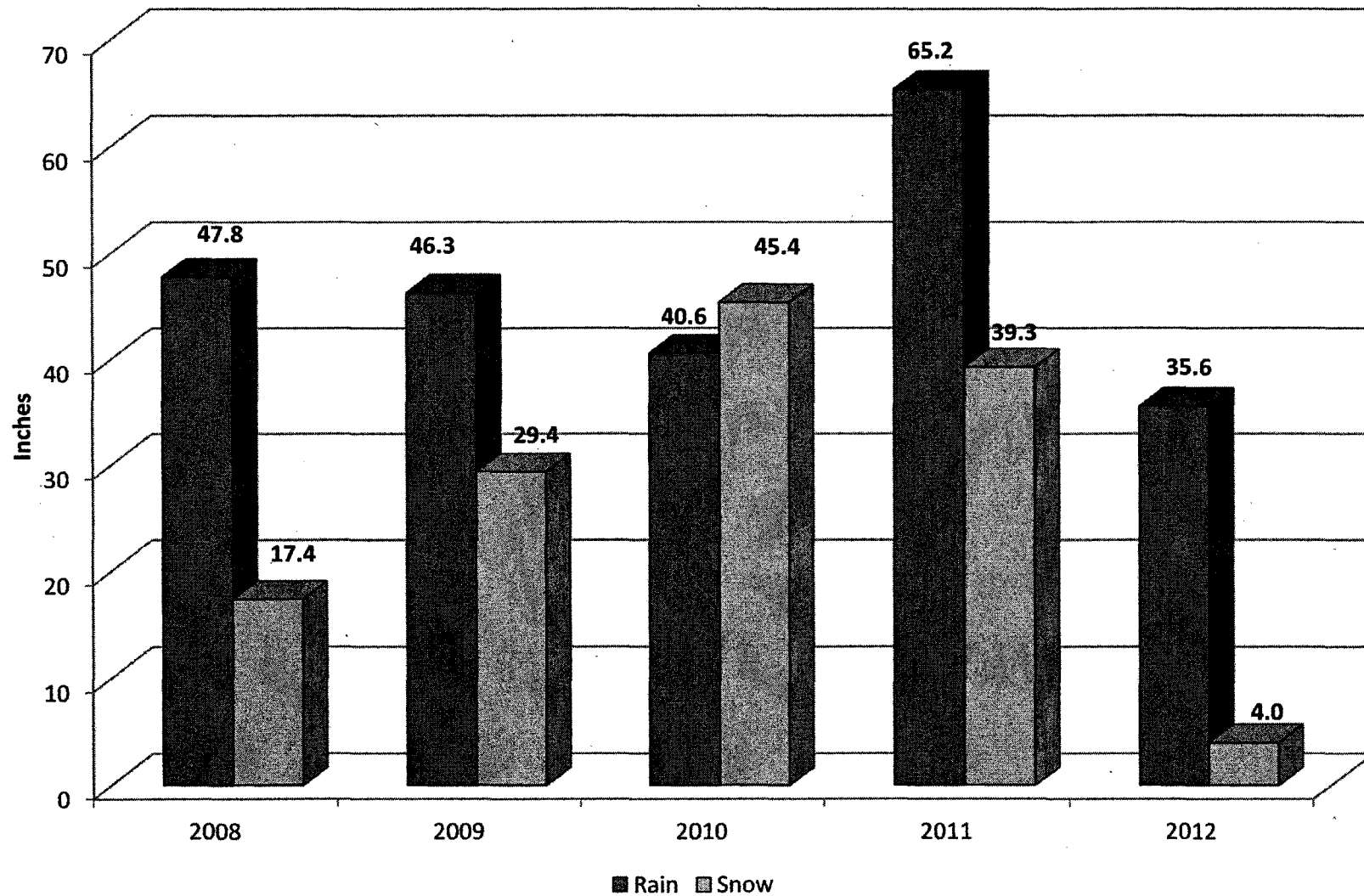
### **Average Daily Traffic: 12-Month Rolling Averages**

<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>
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	783,906	632,003	151,903	730,362	53,544
Sep-12	783,324	632,492	150,832	730,107	53,216
Oct-12	780,024	631,044	148,980	726,960	53,064
Nov-12	773,099	625,224	147,875	719,855	53,243
Dec-12	772,162	625,424	146,738	718,864	53,299

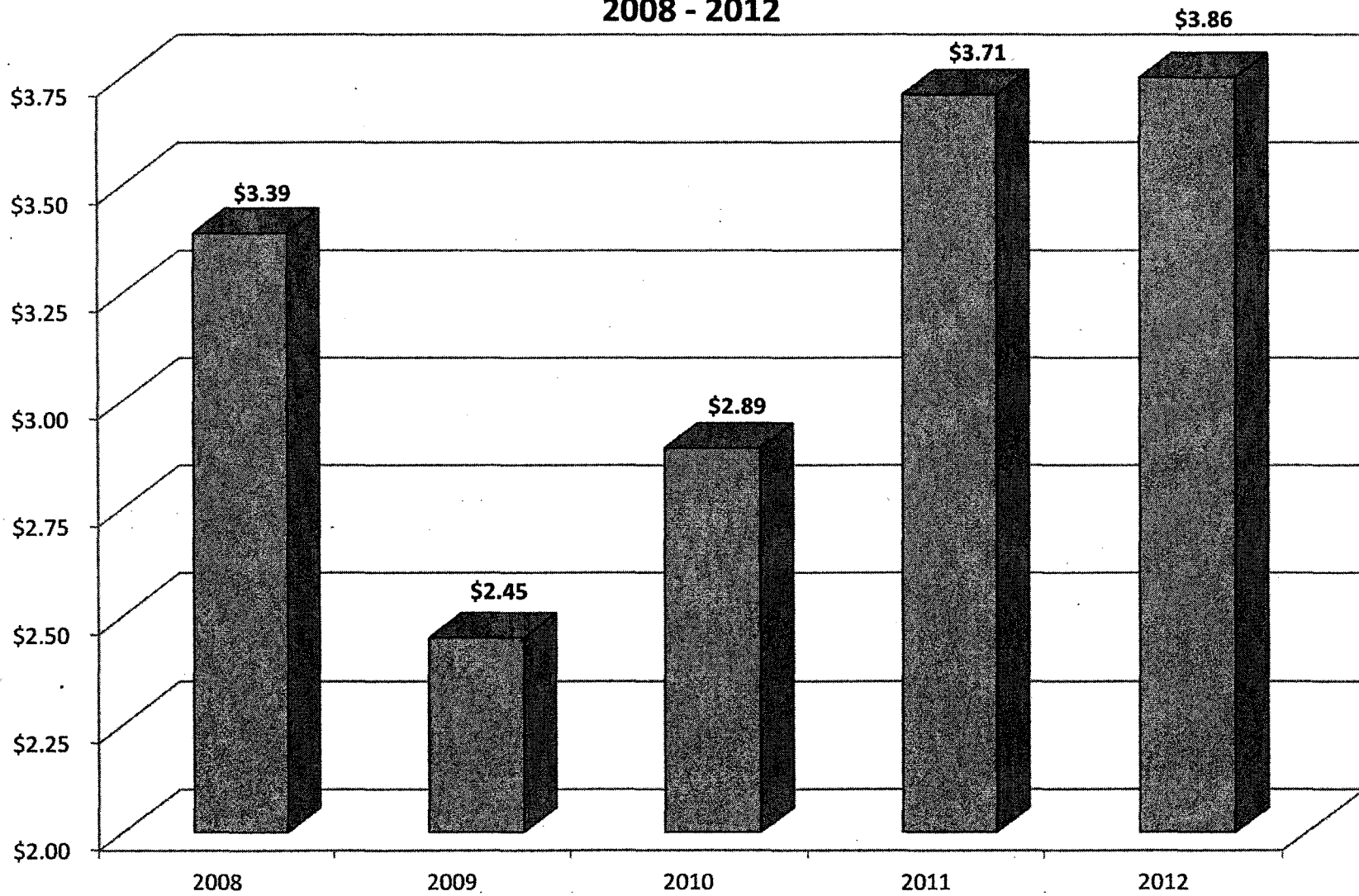
1. Numbers may not add due to rounding.

2. Includes token, ticket and Tolls by Mail transactions.

### MTA Bridges and Tunnels Rain and Snow: 2008 - 2012

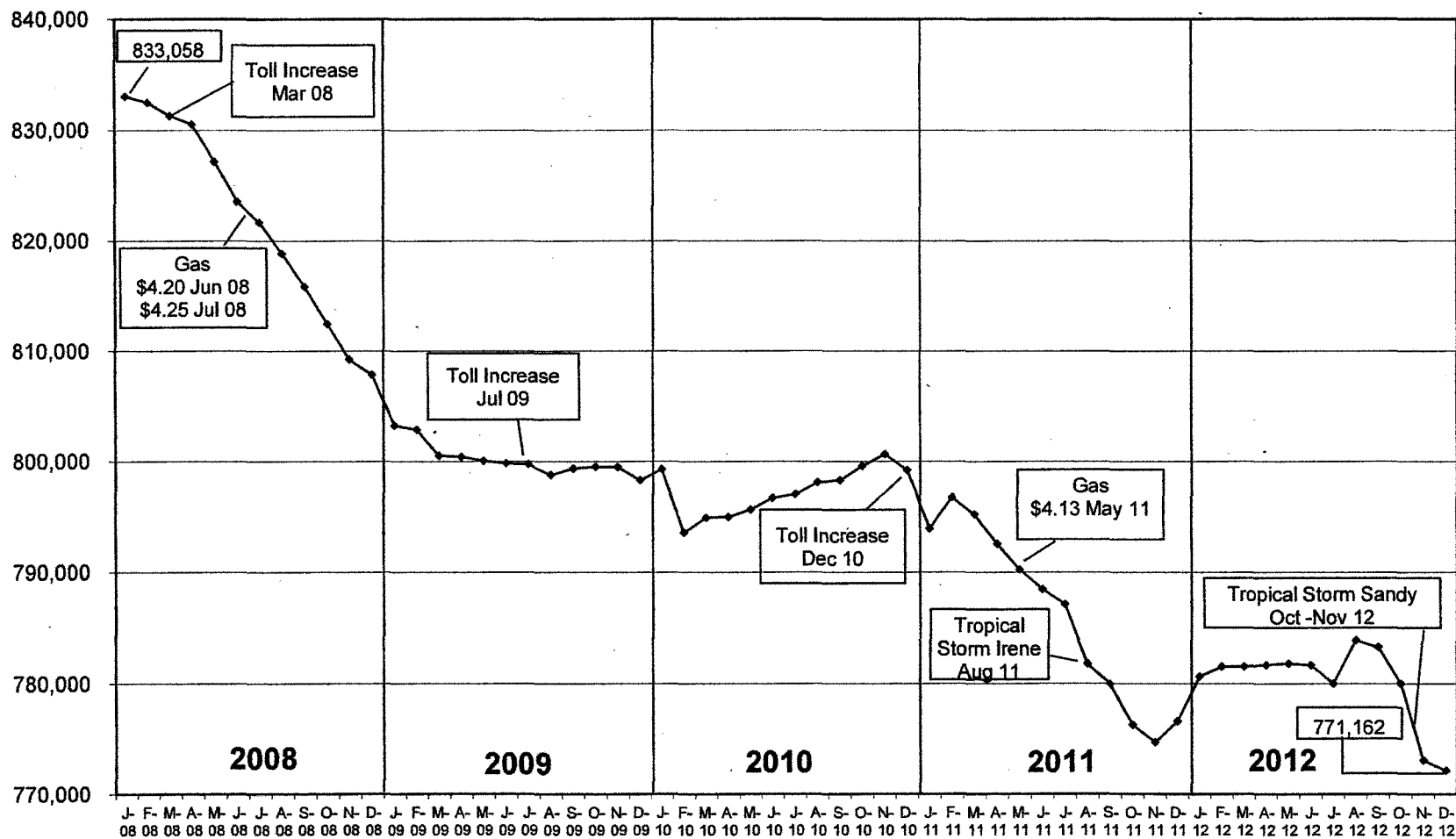


**MTA Bridges and Tunnels  
Average Gas Prices  
2008 - 2012**



# All Vehicles

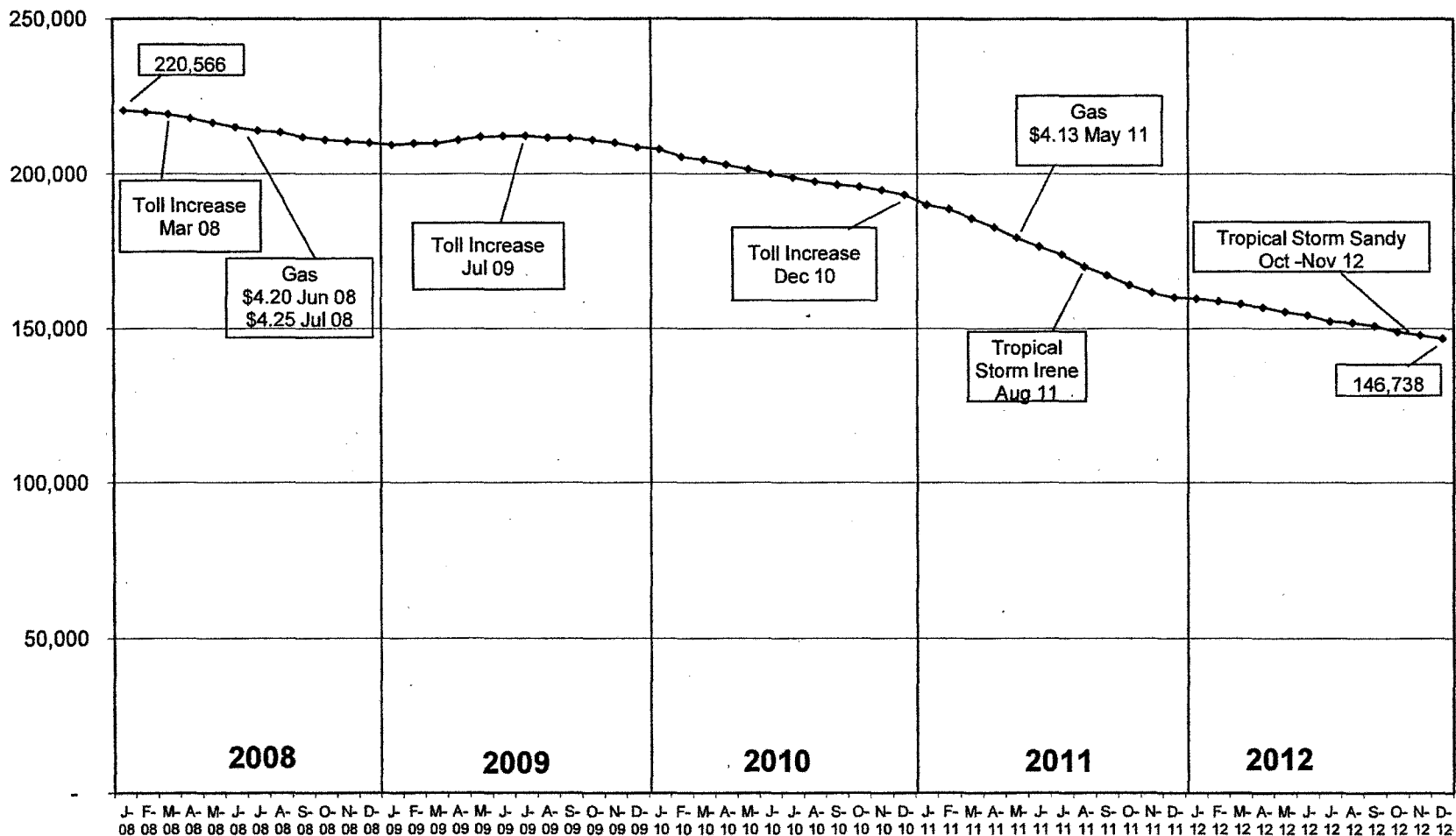
## MTA Bridges and Tunnels Average Daily Traffic: January 2008 - December 2012 12-Month Rolling Averages





**Cash  
Vehicles**

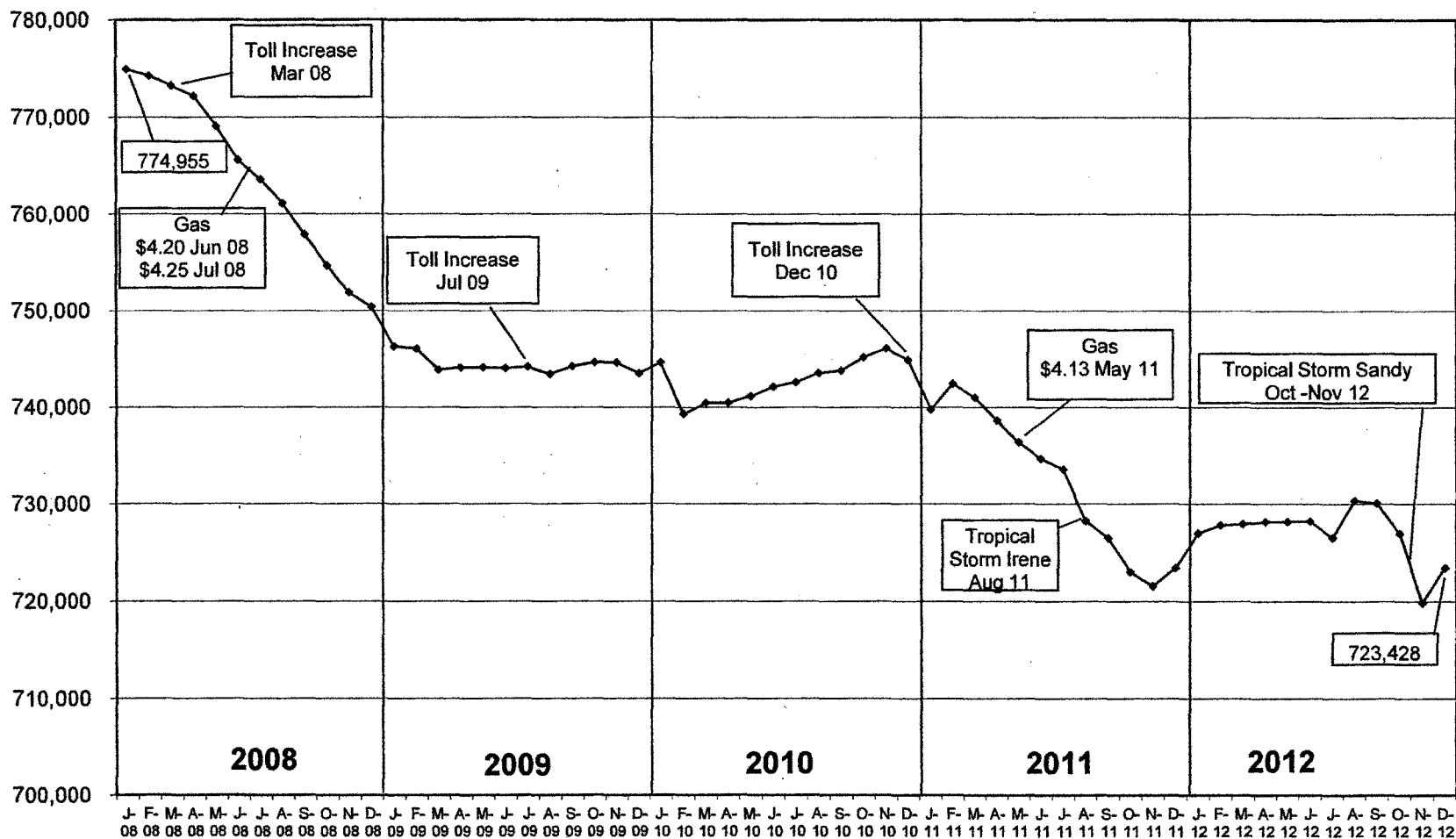
**MTA Bridges and Tunnels  
Average Daily Traffic: January 2008 - December 2012  
12-Month Rolling Averages**



**Cars**

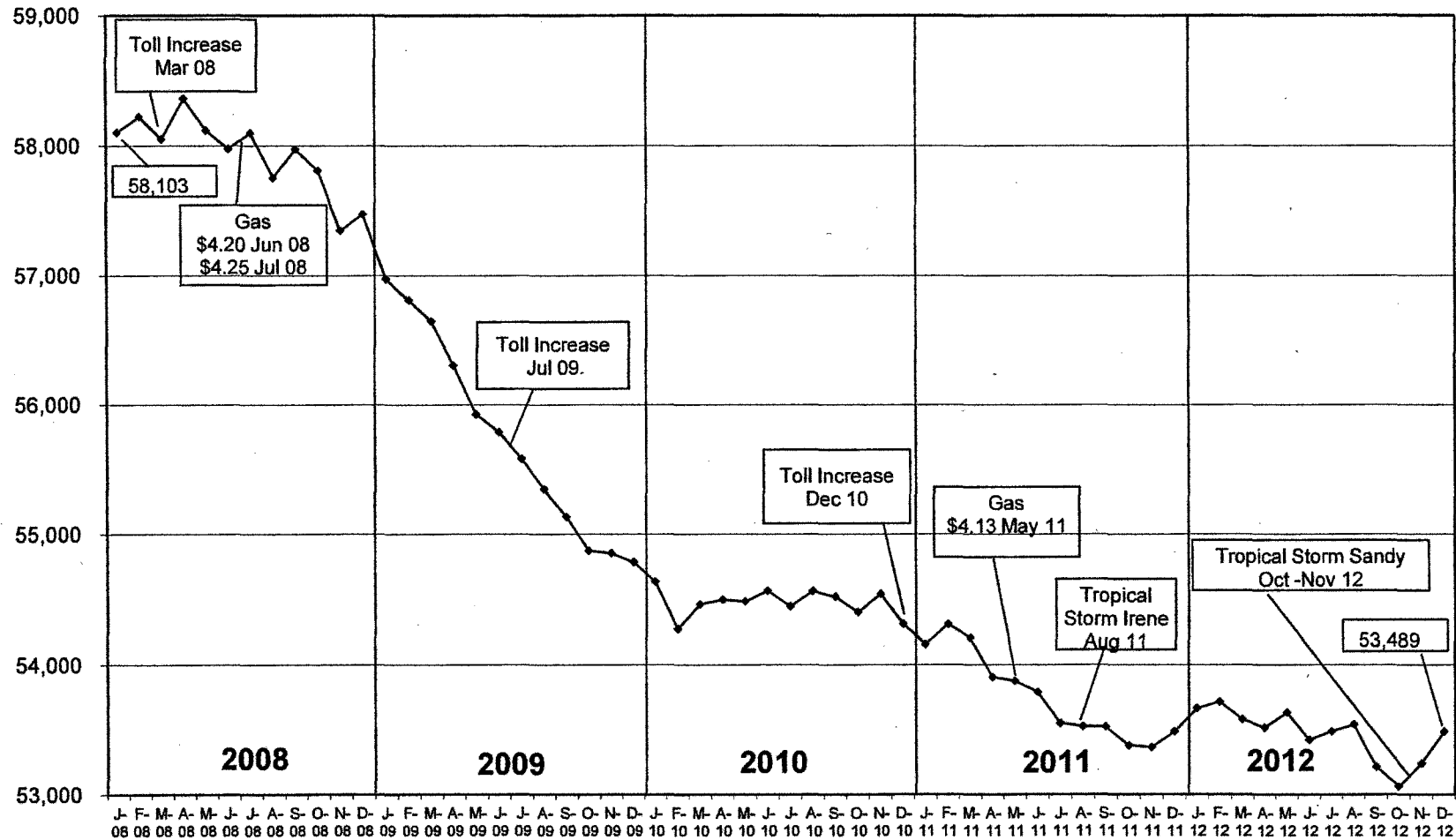
**MTA Bridges and Tunnels  
Average Daily Traffic: January 2008 - December 2012  
12-Month Rolling Averages**

32



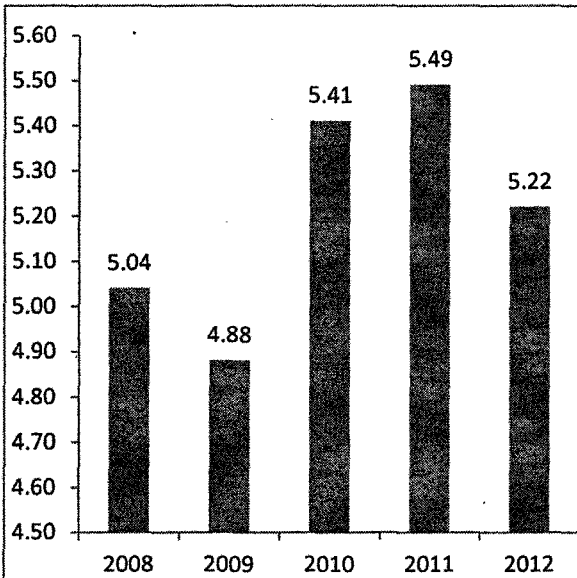
**Other  
Vehicles**

**MTA Bridges and Tunnels  
Average Daily Traffic: January 2008 - December 2012  
12-Month Rolling Averages**



## **SAFETY REPORT**

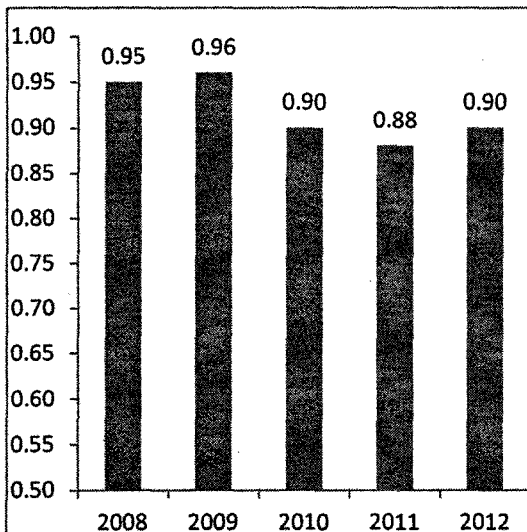
# **MTA Bridges & Tunnels** **5 Yr Summary of Customer Collisions & Injuries thru December**



**Total Customer Collisions**

Year	Total Collisions	Collision Rate/M Vehicles
2008	1507	5.04
2009	1440	4.88
2010	1595	5.41
2011	1574	5.49
2012	1494	5.22

% change from last year: -4.9%  
 5 year Average 5.21



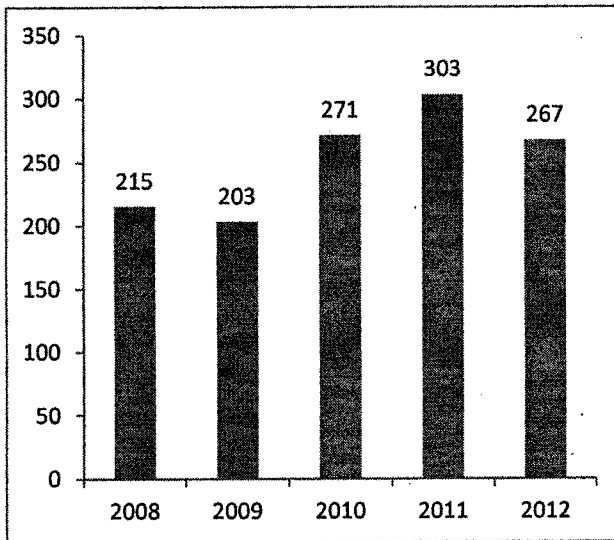
**Total Injury Collisions**

Year	Injury Collisions	Injury Rate/M Vehicles
2008	284	0.95
2009	283	0.96
2010	265	0.90
2011	252	0.88
2012	257	0.90

% change from last year: 2.3%  
 5 year Average 0.92

## MTA Bridges & Tunnels

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

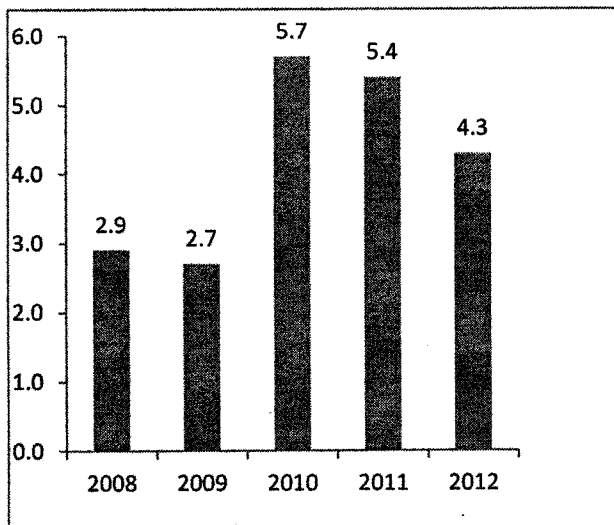


Total Employee Accident Reports (C-2's)

Year	Total
2008	215
2009	203
2010	271
2011	303
2012	267

% change from last year: -11.9%

5 year Average 252



Employee Lost Time Injuries

Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2008	55	2.9
2009	50	2.7
2010	95	5.7
2011	87	5.4
2012	69	4.3

% change from last year: -20.4%

5 year Average 4.2



# **Bridges and Tunnels**

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## **Customer Environment Survey 4<sup>th</sup> Quarter 2012**





## Bridges and Tunnels

### CUSTOMER ENVIRONMENT SURVEY

#### KEY CUSTOMER SERVICE AREAS

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

#### SCOPE OF THE OPERATIONS DEPARTMENT

The Operations Department maintains and operates MTA Bridges and Tunnels' seven bridges and two tunnels in a manner that ensures safe, continuous, expeditious, efficient, and courteous service to its customers who drive more than 285 million vehicles over its facilities annually.

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

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

#### CRITICAL OBJECTIVES

- Ensure traffic safety
- Facilitate regional traffic mobility
- Install and maintain traffic control and safety devices including signs, lights, and pavement markings

- Maintain tunnel ventilation fans and pumps
- Ensure the cleanliness and safety of roadways and walkways
- Manage toll plazas, administration buildings, and a central fleet garage

#### EXECUTIVE SUMMARY

The following is a summary of fourth quarter and year-end 2012 results:

##### Customer Environment

B&T striped 117,783 linear feet of roadway in the fourth quarter 2012 and at year-end striped a total of 303,098 linear feet, which is above the 2012 roadway striping replacement plan of 250,000 linear feet.

B&T repaired 754 potholes in the fourth quarter 2012 down from 1,006 in the fourth quarter 2011. The completion of a repaving project at the Robert F. Kennedy Bridge was the major factor in this difference. At year-end, B&T repaired 3,254 potholes compared to 8,323 in 2011. The completion of roadway projects at the Bronx-Whitestone, Throgs Neck and Robert F. Kennedy Bridges in 2012 led to this reduction.

##### Customer Safety

The overall collisions per million vehicles rate was 5.63 in the fourth quarter 2012, 14.7% higher than the fourth quarter 2011. The collision with injury rate per million vehicles in the fourth quarter 2012 was 0.79, 21.5% higher than the same period in 2011. For the year, the overall collisions per million vehicles rate was 5.22, 4.9% better than goal. The collisions with injury rate per million vehicles for 2012 was 0.90, 2.2% worse than at year-end 2011.

##### Customer Service

B&T met its E-ZPass toll lane availability goal in the fourth quarter 2012 and at year-end with a 99.97% availability performance.



**Bridges and Tunnels**  
**CUSTOMER ENVIRONMENT SURVEY**  
**PERFORMANCE REPORT**

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✓ **Enhance the customer environment of bridge and tunnel facilities.**

**Superstorm Sandy**

Superstorm Sandy impacted the customer environment at B&T facilities in the fourth quarter. B&T's response to this event included the following activities and initiatives:

- Prepared for storm landfall by securing all construction sites, moving wind and water-sensitive assets to safe locations, fueling vehicles and generators, clearing drains and gutters, and setting up road barriers.
- Closed facilities when necessary in accordance with Authority policies and procedures.
- Responded to the storm by mobilizing more than 1,200 employees to handle pre-storm preparations, response operations, and post-storm recovery efforts. B&T employees delivered over 16,000 gallons of diesel fuel to all facilities, secured storm-damaged signage and infrastructure, removed downed trees, and conducted emergency engineering inspections.
- Pumped 60 million and 12 million gallons of water, respectively, out of the Hugh L. Carey and Queens Midtown tunnels and began temporary repairs to the 2,821 lighting fixtures at both tunnels that were knocked out of service.
- Enlisted over 50 contractors, utilities, and government agencies to assist with recovery efforts, including FEMA, Con Edison, LIPA, NYC Office of Emergency Management, Army Corps of Engineers, FDNY, and the Governor's office.

**Maintenance Work Orders**

A completed maintenance work order indicates the completion of a maintenance task that is either scheduled or requested. An emergency work order relates to high priority conditions that directly impact customers. During the fourth quarter 2012, B&T completed 2,616 work orders, 8 of which were for emergencies. The average time to complete emergency work orders was 0.5 days during this period.

**Potholes Repaired**

B&T repaired 754 potholes during the fourth quarter 2012, down from 1,006 in the fourth quarter of 2011. This decline can be attributed mainly due to the completion of a major repaving project to improve the roadway at the Robert F. Kennedy Bridge. Overall, B&T repaired 3,254 potholes in 2012, significantly less than the 8,323 repaired in 2011. The completion of roadway projects at the Bronx-Whitestone, Throgs Neck and Robert F. Kennedy Bridges in 2012 led to this reduction.

**Roadway Lights in Service**

Fourth quarter reporting of roadway lights in service includes the tunnels, where lighting was disproportionately damaged due to flooding caused by Superstorm Sandy. At year-end 2012, 1,302 of the 2,471 lighting fixtures (52.7%) were out of service at the Hugh L. Carey Tunnel, along with 931 of the 2,108 fixtures (44.2%) at the Queens Midtown Tunnel.

**Roadway Striping**

B&T surpassed its 2012 roadway striping goal by 21.2%, completing 303,098 linear feet. Roadway striping primarily occurred at the Hugh L. Carey Tunnel and Verrazano-Narrows and Bronx-Whitestone Bridges in the fourth quarter 2012. Roadway striping enhances the ability of customers to safely and efficiently cross B&T facilities.

**Tunnel Cleaning**

In the fourth quarter 2012, B&T cleaned 289,581 linear feet at the Queens Midtown and Hugh L. Carey Tunnels, bringing the year-end total to 2,493,042 linear feet cleaned, or approximately 90% of the 2012 goal. Tunnel cleaning was suspended following Superstorm Sandy due to damage caused by flooding and to permit temporary repairs to be performed.

**Bridges and Tunnels****CUSTOMER ENVIRONMENT SURVEY****Roadway Sweeping**

B&T swept 2,671 miles of roadway in the fourth quarter of 2012, 31% less than fourth quarter 2011, as resources were redirected to Superstorm

Sandy efforts. While the fourth quarter goal was unmet B&T swept 28% more miles of roadway year-end 2012 than in 2011.

Performance Statistics	ACTUAL							GOAL
	Year End				4th Qtr	4th Qtr	% Chg	YE
	2009	2010	2011	2012	2011	2012	B/(W)	2012
Maintenance Work Orders (All)	20,260	16,757	15,476	13,247	3,769	2,616	(30.6%)	N/A
Maintenance Work Orders (Emergency)	34	36	36	30	7	8	14.3%	N/A
Avg. days to completion for emergency work order	0.4	0.3	0.4	0.4	0.4	0.5	(25.0%)	1.0
Potholes repaired	8,353	6,361	8,323	3,254	1,006	754	(25.0%)	N/A
Roadway sweeping (miles)	29,166	12,480	11,795	15,104	3,873	2,671	(31.0%)	12,500
Roadway lights in service (%)	95.9%	95.2%	97.2%	89.7%	97.7%	65.1%	(33.4%)	95.0%
Tunnel cleaning -walls and ceilings (linear ft.)*	3,408,927	3,682,328	3,577,420	2,493,042	905,844	289,581	(68.0%)	2,776,320

Roadway Striping Performance	ACTUAL							GOAL
	Year End				4th Qtr	4th Qtr	% Chg	YE
	2009	2010	2011	2012	2011	2012	B/(W)	2012
Roadway striping replaced (linear ft.)	359,454	213,044	314,369	303,098	201,449	117,783	(41.5%)	N/A
Roadway striping replacement plan (linear ft.)	200,000	200,000	100,000	250,000	0	50,000	N/A	250,000
% Completed versus plan	179.7%	106.5%	314.4%	121.2%	N/A	235.6%	N/A	N/A

\*Due to Superstorm Sandy, routine tunnel cleaning was suspended during the 4<sup>th</sup> quarter 2012.



## Bridges and Tunnels

### CUSTOMER ENVIRONMENT SURVEY

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

#### Travel Time

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

Percentage of Vehicles Traveling Above 30 Miles per Hour During Weekday Peak Periods				
	4th Qtr 2011	4th Qtr 2012	YE 2011	YE 2012
<b><u>Bridges</u></b>				
Henry Hudson Bridge	91.7%	96.9%	93.4%	95.0%
Throgs Neck Bridge	95.3%	94.1%	96.2%	97.2%
Bronx-Whitestone Bridge	86.6%	96.0%	72.6%	96.3%
Robert F. Kennedy Bridge	81.0%	80.3%	84.1%	84.9%
Verrazano-Narrows Bridge	90.1%	83.8%	88.5%	91.8%
Marine Parkway Bridge	99.8%	99.1%	99.9%	99.2%
Cross Bay Bridge	100.0%	99.7%	99.8%	99.9%
<b><i>All Bridges Combined</i></b>	<b><i>88.9%</i></b>	<b><i>88.7%</i></b>	<b><i>87.4%</i></b>	<b><i>92.5%</i></b>
Percentage of Vehicles Traveling Above 25 Miles per Hour During Weekday Peak Periods				
	4th Qtr 2011	4th Qtr 2012	YE 2011	YE 2012
<b><u>Tunnels*</u></b>				
Queens Midtown Tunnel	56.3%	57.5%	59.0%	56.1%
Hugh L. Carey Tunnel	90.0%	92.4%	89.3%	90.6%
<b><i>All Tunnels Combined</i></b>	<b><i>68.8%</i></b>	<b><i>69.6%</i></b>	<b><i>70.2%</i></b>	<b><i>68.7%</i></b>

\*Note: Travel time data does not include October 29 thru November 12 as a result of Superstorm Sandy.

#### **Fourth Quarter 2012 Highlights**

During the fourth quarter 2012, 88.7% of vehicle crossings at bridges during weekday peak periods traveled above 30 mph Authority-wide versus 88.9% in the fourth quarter 2011. Travel time at the Verrazano-Narrows Bridge was impacted in the fourth quarter 2012 due to westbound construction near the toll plaza on the Staten Island Expressway, which contributed to delays during peak periods. Travel time at the Bronx-Whitestone Bridge improved due to the lifting of the long-term lane closure in October 2011, which had been in effect since June 2010 due to work on the Bronx approach reconstruction. All six of the facility's lanes are now available for customers during peak travel times.



## Bridges and Tunnels

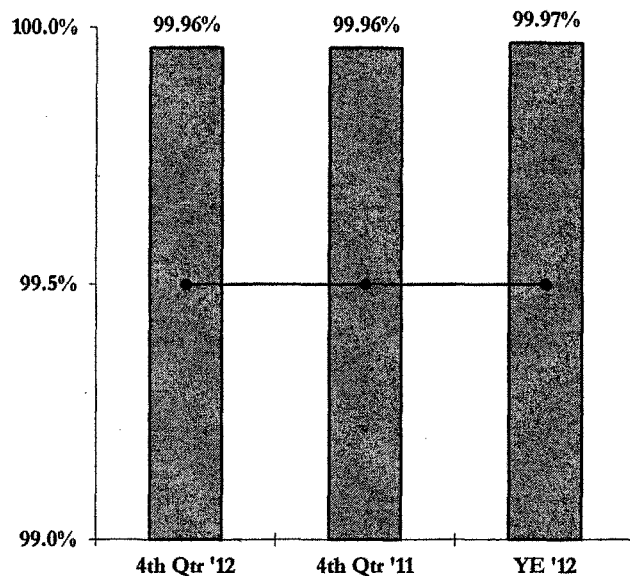
### CUSTOMER ENVIRONMENT SURVEY

#### E-ZPass Toll Lane Availability

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

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

#### E-ZPass Toll Lane Availability Performance



Performance Statistics	ACTUAL							GOAL
	Year End				4th Qtr	4th Qtr	% Chg	YE
	2009	2010	2011	2012	2011	2012	B/(W)	2012
E-ZPass toll lane availability	99.90%	99.89%	99.94%	99.97%	99.96%	99.96%	0.00%	99.50%

Includes 14 available cashless toll lanes at the Henry Hudson Bridge.

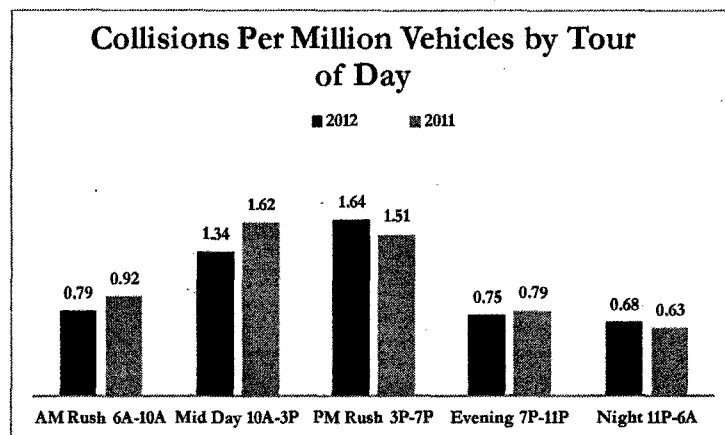
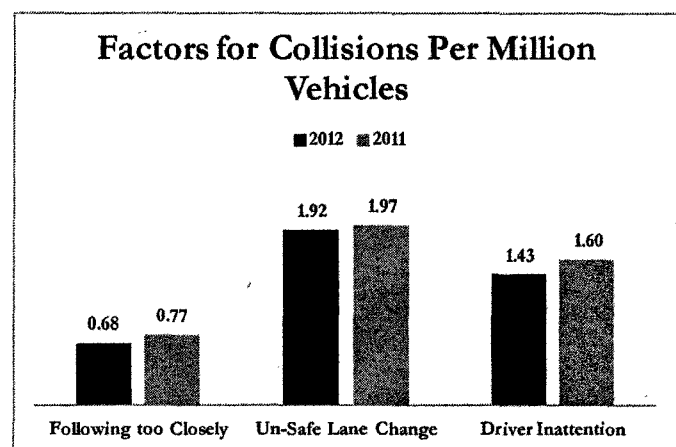
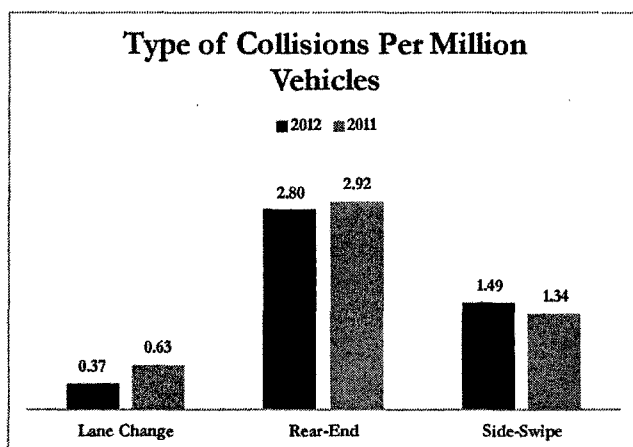


- ✓ Ensure the safety of customers traveling over bridges and tunnels.

### Customer Safety

In the fourth quarter 2012, the collision rate per million vehicles was 5.63 and the collision with injury rate per million vehicles was 0.79. While the fourth quarter 2012 collision rate is higher than fourth quarter 2011, the year-end 2012 rate is 4.9% lower than at year-end 2011. Approximately half of the collisions on B&T facilities during the fourth quarter 2012 were rear-end collisions, with following too closely being the lead cause.

The following charts below compare year-end 2011 and 2012 by collision type, factor, and day of week.



Special Operations Division deployed significant resources during 2012 at the Robert F. Kennedy Bridge to deter aggressive driving behaviors. These efforts helped to reduce total collisions 18.1% compared to year-end 2011 at the facility. In the fourth quarter of 2012 Operations personnel issued 1,200 speeding summonses and B&T's Special Operations Division issued 636 truck enforcement-related summonses. In 2012, 5,933 speeding summonses and 2,575 truck summonses were issued.



# Bridges and Tunnels

## CUSTOMER ENVIRONMENT SURVEY

### Customer Safety continued

Performance Statistics	ACTUALS							GOAL
	Year End				4th Qtr	4th Qtr	% Chg	YE
	2009	2010	2011	2012	2011	2012	B/(W)	2012
Collision rate per million vehicles	4.88	5.40	5.49	5.22	4.91	5.63	(14.7%)	5.21
Collision with injury rate per million vehicles	0.96	0.90	0.88	0.90	0.65	0.79	(21.5%)	0.84
Speeding summonses	5,471	5,194	5,811	5,933	1,643	1,200	(27.0%)	N/A
Truck summonses	4,012	2,601	2,213	2,575	718	636	(11.4%)	N/A
Emergency wrecker response time (min:sec)	6:53	6:45	7:02	6:34	7:12	6:26	10.6%	N/A

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

- Repaving of the center lane on the southbound roadway of the Throgs Neck Bridge, which had been experiencing recurring potholes, was completed.
- Resurfacing of the Queens-to-Manhattan ramp on the Robert F. Kennedy Bridges was completed, while partial and full depth repairs on both plazas continued.
- The roadway in the north and south tubes of the Queens Midtown Tunnel was repaved to improve vehicle safety.

## INDICATOR DEFINITIONS

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### CUSTOMER ENVIRONMENT

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



**INDICATOR DEFINITIONS - (CONTINUED)**

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**CUSTOMER SERVICE**

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

**INDICATOR DEFINITIONS - (CONTINUED)**

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**CUSTOMER SAFETY**

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



# **Bridges and Tunnels**

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



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

<b>E-ZPass Performance at All B&amp;T Facilities<sup>1</sup></b>			
	December 2012	Year to Date	December 2011
Total E-ZPass Traffic <sup>2</sup>	19,071,682	228,905,226	18,998,325
E-ZPass Market Share: Total	81.7%	81.0%	80.2%
Cars	81.0%	80.3%	79.4%
Trucks	90.2%	90.2%	91.0%

<b>Weekday E-ZPass Performance by Facility<sup>1,2</sup></b>			
Facility	December Average E-ZPass Weekday Traffic and Market Share		
	2012 Average Traffic	2012 Market Share	2011 Market Share
Bronx-Whitestone Bridge	85,023	78.3%	75.7%
Cross Bay Veterans Memorial Bridge	17,911	79.4%	81.9%
Henry Hudson Bridge	58,566	93.2%	87.8%
Hugh L. Carey Tunnel <sup>3</sup>	41,362	89.2%	87.5%
Marine Parkway-Gil Hodges Memorial Bridge	19,426	81.6%	86.0%
Queens Midtown Tunnel	71,572	87.8%	85.7%
Robert F. Kennedy Bridge - Bronx Plaza	56,709	75.4%	72.8%
Robert F. Kennedy Bridge - Manhattan Plaza	74,421	84.6%	82.2%
Throgs Neck Bridge	88,780	83.0%	81.2%
Verrazano-Narrows Bridge	<u>158,341</u>	85.0%	84.2%
All Facilities	672,111	83.8%	82.0%

**Notes:**

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

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

<b>Weekday Peak Hour E-ZPass Performance by Facility<sup>4</sup></b>				
Facility	December E-ZPass Market Share			
	2012 AM Peak	2011 AM Peak	2012 PM Peak	2011 PM Peak
Bronx-Whitestone Bridge	83.5%	81.8%	79.2%	76.6%
Cross Bay Veterans Memorial Bridge	83.1%	86.8%	79.1%	83.4%
Henry Hudson Bridge	92.3%	90.7%	90.2%	88.5%
Hugh L. Carey Tunnel <sup>3</sup>	91.8%	90.9%	89.2%	87.2%
Marine Parkway-Gil Hodges Memorial Bridge	82.9%	88.8%	80.9%	86.4%
Queens Midtown Tunnel	90.4%	88.3%	87.5%	86.3%
Robert F. Kennedy Bridge - Bronx Plaza	80.6%	78.7%	76.4%	74.8%
Robert F. Kennedy Bridge - Manhattan Plaza	87.3%	85.6%	84.7%	82.3%
Throgs Neck Bridge	87.6%	86.4%	83.3%	81.8%
Verrazano-Narrows Bridge <sup>5</sup>	N/A	N/A	88.0%	87.6%
All Facilities	86.8%	85.8%	84.2%	83.2%

<b>Weekend E-ZPass Performance by Facility<sup>1</sup></b>			
Facility	December Average E-ZPass Weekend Traffic and Market Share		
	2012 Avg. Traffic	2012 Market Share	2011 Market Share
Bronx-Whitestone Bridge	71,099	71.5%	68.8%
Cross Bay Veterans Memorial Bridge	13,980	76.1%	78.0%
Henry Hudson Bridge	46,597	89.9%	84.8%
Hugh L. Carey Tunnel <sup>3</sup>	29,492	85.5%	83.2%
Marine Parkway-Gil Hodges Memorial Bridge	15,134	79.8%	82.8%
Queens Midtown Tunnel	54,819	83.0%	81.5%
Robert F. Kennedy Bridge - Bronx Plaza	44,116	67.2%	64.0%
Robert F. Kennedy Bridge - Manhattan Plaza	56,020	79.4%	77.6%
Throgs Neck Bridge	73,369	77.5%	76.3%
Verrazano-Narrows Bridge	<u>134,396</u>	79.4%	78.1%
All Facilities	539,022	78.2%	76.5%

Notes:

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

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

Preliminary data subject to final audit

**E-ZPass Interoperability Statistics**

<b>B&amp;T E-ZPass Transactions From Other Agencies <sup>6</sup></b>			
Customer's E-ZPass Agency	December 2012 Total B&T E-ZPass Transactions	December 2012 Percentage of B&T Total Transactions	December 2011 Percentage of B&T Total Transactions
New York State Thruway Authority <sup>7</sup>	1,656,932	8.06%	7.57%
Port Authority of NY and NJ	1,169,788	5.69%	5.59%
New Jersey Toll Agencies <sup>8</sup>	1,204,198	5.86%	5.55%
Massachusetts Turnpike Authority <sup>9</sup>	139,334	0.68%	0.58%
Pennsylvania Turnpike Commission	82,902	0.40%	0.34%
Maryland Transportation Authority	40,293	0.20%	0.17%
Virginia Department of Transportation <sup>10</sup>	25,089	0.12%	0.10%
New Hampshire Department of Transportation	14,787	0.07%	0.06%
Delaware River Joint Toll Bridge Commission	14,305	0.06%	0.06%
Delaware Department of Transportation	13,359	0.07%	0.07%
Other <sup>11</sup>	<u>46,241</u>	<u>0.22%</u>	<u>0.16%</u>
Total	4,407,228	21.43%	20.25%

<b>Other Agency B&amp;T E-ZPass Transactions</b>			
Agency Used By B&T Customers	December 2012	YTD 2012	December 2011
New York State Thruway Authority <sup>7</sup>	2,354,479	28,654,246	2,266,054
Port Authority of NY and NJ	3,146,196	37,286,638	3,112,202
New Jersey Toll Agencies <sup>8</sup>	4,652,297	57,240,500	4,483,968
New York State Bridge Authority	214,491	2,717,720	209,184
Massachusetts Turnpike Authority <sup>9</sup>	414,381	5,522,097	392,381
Pennsylvania Turnpike Commission	218,271	2,666,184	205,426
Maryland Transportation Authority	252,275	2,968,636	226,313
Virginia Department of Transportation <sup>10</sup>	107,363	1,257,092	89,557
New Hampshire Department of Transportation	71,280	1,100,695	66,635
Delaware River Joint Toll Bridge Commission	193,272	2,503,990	193,138
Delaware Department of Transportation	202,630	2,686,216	189,531
Other <sup>11</sup>	<u>243,045</u>	<u>3,571,939</u>	<u>217,305</u>
Total	12,069,980	148,175,953	11,651,694

**Notes:**

6. "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."
7. Includes Buffalo and Fort Erie Public Bridge Authority beginning in July 2011.
8. 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.
9. Includes Massachusetts Port Authority.
10. 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.
11. 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

**December 2012**

Preliminary data subject to final audit

### E-ZPass Customer Service Statistics

MTA Bridges and Tunnels Customers			
	December 2012	YTD 2012	YTD 2011
Accounts Opened:			
Internet	4,698	67,839	81,125
Walk-In	1,538	21,915	28,640
Mail/Phone	715	11,599	9,088
On-The-Go	<u>7,647</u>	<u>117,768</u>	<u>46,089</u>
Total Accounts Opened	14,598	219,121	164,942
Total Active Accounts		2,397,263	2,143,131
Number of E-ZPass Tags Issued <sup>12</sup>	36,168	544,099	378,084
Total Active Tags <sup>13</sup>		3,911,424	3,669,673

Customer Service Indicators			
	December 2012	YTD 2012	YTD 2011
Phone Calls Answered by Customer Service Center:			
Customer Service Representatives	189,020	2,761,540	2,614,776
Automated System	<u>294,924</u>	<u>3,994,828</u>	<u>3,672,172</u>
Total Phone Calls Answered	483,944	6,756,368	6,286,948
Average Phone Call Waiting Time (in min.):			
Customer Service Representatives	0.10	0.22	0.36
Commercial Unit	0.28	0.28	0.38
Avg. Monthly B&T E-ZPass Trips Per Account	6.13	6.48	7.00
Average Number of Active Tags Per Account	1.63	1.63	1.71

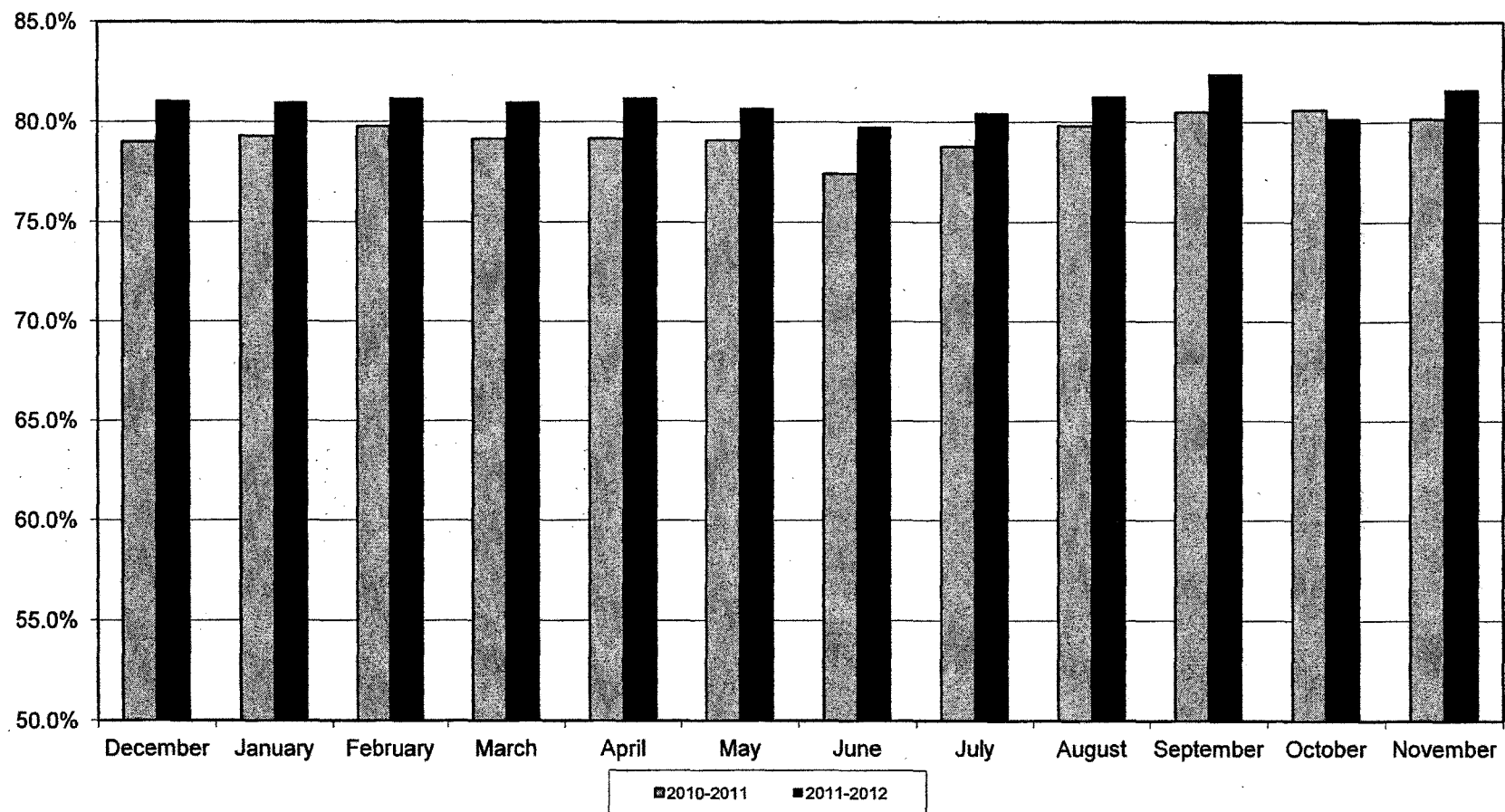
E-ZPass Tag Replacement Program			
	December 2012	YTD 2012	2011-2012
Number of Replacement Tags Mailed	22,237	418,107	1,150,312
Number of Tags Returned <sup>14</sup>	27,589	458,497	1,121,568
Number of Tags Pending Return	N/A	N/A	28,744

12. 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.

13. 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.

14. 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  
January 2011 to December 2012**







# **Bridges and Tunnels**

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## **Financial Report December 2012**

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

**ASSETS**

**CURRENT ASSETS:**

Cash-Unrestricted	\$20,629
Investments:	
Unrestricted	24,003
Restricted	379,656
Accrued interest receivable	667
Accounts receivable	17,156
Tolls due from other agencies	24,509
Prepaid expenses	<u>19,259</u>
 Total current assets	 <u>485,879</u>

**NONCURRENT ASSETS:**

Investments:	
Unrestricted	38,240
Restricted	232,782
Facilities, less acc. dep of \$1,116,802.	4,110,100
Capital lease 2 Broadway net acc. dep.	45,285
Deferred financing costs	269,898
Derivative Hedge Assets	199,353
Security Deposits	<u>8,200</u>
 Total noncurrent assets	 <u>4,903,858</u>

<b>TOTAL ASSETS</b>	<b><u><u>\$5,389,737</u></u></b>
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**MTA BRIDGES & TUNNELS**  
**BALANCE SHEET**  
**As of DECEMBER 31, 2012**  
(in thousands)

**LIABILITIES**

**CURRENT LIABILITIES:**

Current portion-long term debt	\$212,920
Interest Payable	58,738
Accounts Payable	84,271
Payable to MTA-CAP	30,130
Due to MTA-Operating Expenses	4,651
Due to TA-Operating Expenses	30,821
Accrued salaries	26,441
Accrued Vac & Sick Benefits	16,131
Current portion of estimated liability arising from injury	12,028
Current portion of capital lease obligation	6,329
Pollution remediation projects	1,837
Due to New York City Transit Authority	20,756
Due to Metropolitan Transportation Authority	39,068
Unredeemed Tolls	122,848
Tolls due to other agencies	44,950
E-ZPass Airport Toll Liability	<u>3,492</u>
Total current liabilities	<u>715,411</u>

**NONCURRENT LIABILITIES:**

Long term debt	8,555,245
Post Employment Benefits Other than Pensions	375,755
Estimated liability arising from injury	16,141
Capital lease obligations	133,836
Derivative Hedge Liabilities	200,859
Security deposits-Contra	<u>8,200</u>
Total noncurrent liabilities	<u>9,290,036</u>

**TOTAL LIABILITIES** 10,005,447

**FUND BALANCES** (4,615,710) \*

**TOTAL LIABILITIES & FUND BALANCES** \$5,389,737

\*The negative Fund Balance of \$ 4,615,710 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**  
**2012 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
(\$ in millions)

**NON-REIMBURSABLE**

	2012			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2012 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	1,510.495	1,479.934	1,490.982	(19.513)	(1.3)	11.048	0.7
Other Operating Revenue	14.664	15.916	17.679	3.015	20.6	1.763	11.1
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Investment Income	0.108	0.110	0.136	0.028	25.9	0.026	23.5
<b>Total Revenue</b>	<b>\$1,525.267</b>	<b>\$1,495.960</b>	<b>\$1,508.797</b>	<b>(\$16.470)</b>	<b>(1.1)</b>	<b>\$12.837</b>	<b>0.9</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$124.106	\$119.018	\$114.911	\$9.195	7.4	\$4.107	3.5
Overtime	20.540	20.942	20.921	(0.381)	(1.9)	0.021	0.1
Health and Welfare	24.530	23.029	22.171	2.359	9.6	0.858	3.7
OPEB Current Payment	15.553	14.623	13.988	1.565	10.1	0.635	4.3
Pensions	31.671	34.818	35.117	(3.446)	(10.9)	(0.299)	(0.9)
Other Fringe Benefits	15.080	16.016	18.226	(3.146)	(20.9)	(2.210)	(13.8)
Reimbursable Overhead	(5.116)	(5.116)	(4.758)	(0.358)	(7.0)	(0.358)	(7.0)
<b>Total Labor Expenses</b>	<b>\$226.365</b>	<b>\$223.331</b>	<b>\$220.576</b>	<b>\$5.789</b>	<b>2.6</b>	<b>\$2.755</b>	<b>1.2</b>
<b>Non-Labor:</b>							
Electric Power	\$8.428	\$6.500	\$5.706	\$2.722	32.3	\$0.794	12.2
Fuel	2.936	2.987	3.198	(0.262)	(8.9)	(0.211)	(7.1)
Insurance	7.460	6.657	7.020	0.440	5.9	(0.363)	(5.4)
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	104.007	129.599	92.229	11.778	11.3	37.370	28.8
Professional Service Contracts	26.067	24.127	22.194	3.873	14.9	1.933	8.0
Materials & Supplies	4.220	4.296	2.413	1.807	42.8	1.883	43.8
Other Business Expenses	26.178	24.869	24.649	1.529	5.8	0.220	0.9
<b>Total Non-Labor Expenses</b>	<b>\$179.296</b>	<b>\$199.035</b>	<b>\$157.409</b>	<b>\$21.887</b>	<b>12.2</b>	<b>\$41.626</b>	<b>20.9</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$405.660</b>	<b>\$422.366</b>	<b>\$377.985</b>	<b>\$27.675</b>	<b>6.8</b>	<b>\$44.381</b>	<b>10.5</b>
<b>Depreciation</b>	<b>\$89.928</b>	<b>\$89.928</b>	<b>\$87.926</b>	<b>\$2.002</b>	<b>2.2</b>	<b>\$2.002</b>	<b>2.2</b>
OPEB Obligation	59.475	73.000	73.000	(13.525)	(22.7)	0.000	0.0
Environmental Remediation	0.000	0.000	0.055	(0.055)	-	(0.055)	-
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$555.063</b>	<b>\$585.294</b>	<b>\$538.966</b>	<b>\$16.097</b>	<b>2.9</b>	<b>\$46.328</b>	<b>7.9</b>
<b>Less: Depreciation</b>	<b>\$89.928</b>	<b>\$89.928</b>	<b>\$87.926</b>	<b>\$2.002</b>	<b>2.2</b>	<b>\$2.002</b>	<b>2.2</b>
<b>Less: OPEB Obligation</b>	<b>59.475</b>	<b>73.000</b>	<b>73.000</b>	<b>(13.525)</b>	<b>(22.7)</b>	<b>0.000</b>	<b>0.0</b>
<b>Total Expenses</b>	<b>\$405.660</b>	<b>\$422.366</b>	<b>\$378.040</b>	<b>\$27.620</b>	<b>6.8</b>	<b>\$44.326</b>	<b>10.5</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$1,119.607</b>	<b>\$1,073.595</b>	<b>\$1,130.757</b>	<b>\$11.150</b>	<b>1.0</b>	<b>\$57.162</b>	<b>5.3</b>

Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**2012 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
(\$ in millions)

**REIMBURSABLE**

	2012			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2012 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	14.051	14.051	14.152	0.101	0.7	0.101	0.7
Investment Income	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Revenue</b>	<b>\$14.051</b>	<b>\$14.051</b>	<b>\$14.152</b>	<b>\$0.101</b>	<b>0.7</b>	<b>\$0.101</b>	<b>0.7</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$5.577	\$5.577	\$6.009	(\$0.432)	(7.7)	(\$0.432)	(7.7)
Overtime	0.202	0.202	0.137	0.065	32.2	0.065	32.2
Health and Welfare	1.115	1.115	1.498	(0.383)	(34.3)	(0.383)	(34.3)
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	1.366	1.366	1.067	0.299	21.9	0.299	21.9
Other Fringe Benefits	0.675	0.675	0.683	(0.008)	(1.2)	(0.008)	(1.2)
Reimbursable Overhead	5.116	5.116	4.758	0.358	7.0	0.358	7.0
<b>Total Labor Expenses</b>	<b>\$14.051</b>	<b>\$14.051</b>	<b>\$14.152</b>	<b>(\$0.101)</b>	<b>(0.7)</b>	<b>(\$0.101)</b>	<b>(0.7)</b>
<b>Non-Labor:</b>							
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Professional Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Materials & Supplies	0.000	0.000	0.000	0.000	-	0.000	-
Other Business Expenses	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$14.051</b>	<b>\$14.051</b>	<b>\$14.152</b>	<b>(\$0.101)</b>	<b>(0.7)</b>	<b>(\$0.101)</b>	<b>(0.7)</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$14.051</b>	<b>\$14.051</b>	<b>\$14.152</b>	<b>(\$0.101)</b>	<b>(0.7)</b>	<b>(\$0.101)</b>	<b>(0.7)</b>
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Less: OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses</b>	<b>\$14.051</b>	<b>\$14.051</b>	<b>\$14.152</b>	<b>(\$0.101)</b>	<b>(0.7)</b>	<b>(\$0.101)</b>	<b>(0.7)</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>

Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**2012 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
(\$ in millions)

**NON-REIMBURSABLE/REIMBURSABLE**  
(Page 1 of 2)

	2012			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2012 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	1,510.495	1,479.934	1,490.982	(19.513)	(1.3)	11.048	0.7
Other Operating Revenue	14.664	15.916	17.679	3.015	20.6	1.763	11.1
Capital and Other Reimbursements	14.051	14.051	14.152	0.101	0.7	0.101	0.7
Investment Income	0.108	0.110	0.136	0.028	25.9	0.028	23.5
<b>Total Revenue</b>	<b>\$1,539.318</b>	<b>\$1,510.011</b>	<b>\$1,522.949</b>	<b>(\$16.369)</b>	<b>(1.1)</b>	<b>\$12.938</b>	<b>0.9</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$129.683	\$124.595	\$120.920	\$8.763	6.8	\$3.675	2.9
Overtime	20.742	21.144	21.058	(0.316)	(1.5)	0.086	0.4
Health and Welfare	25.845	24.144	23.669	1.976	7.7	0.475	2.0
OPEB Current Payment	15.553	14.623	13.988	1.565	10.1	0.635	4.3
Pensions	33.037	36.184	36.184	(3.147)	(9.5)	0.000	0.0
Other Fringe Benefits	15.755	16.691	18.909	(3.154)	(20.0)	(2.218)	(13.3)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenses</b>	<b>\$240.416</b>	<b>\$237.382</b>	<b>\$234.728</b>	<b>\$5.688</b>	<b>2.4</b>	<b>\$2.654</b>	<b>1.1</b>
<b>Non-Labor:</b>							
Electric Power	\$8.428	\$6.500	\$5.706	\$2.722	32.3	\$0.794	12.2
Fuel	2.936	2.987	3.198	(0.262)	(8.9)	(0.211)	(7.1)
Insurance	7.460	6.657	7.020	0.440	5.9	(0.363)	(5.4)
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	104.007	129.599	92.229	11.778	11.3	37.370	28.8
Professional Service Contracts	26.067	24.127	22.194	3.873	14.9	1.933	8.0
Materials & Supplies	4.220	4.296	2.413	1.807	42.8	1.883	43.8
Other Business Expenses	26.178	24.869	24.649	1.529	5.8	0.220	0.9
<b>Total Non-Labor Expenses</b>	<b>\$179.296</b>	<b>\$199.035</b>	<b>\$157.409</b>	<b>\$21.887</b>	<b>12.2</b>	<b>\$41.626</b>	<b>20.9</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$419.711</b>	<b>\$436.417</b>	<b>\$392.137</b>	<b>\$27.574</b>	<b>6.6</b>	<b>\$44.280</b>	<b>10.1</b>
Depreciation	\$89.928	\$89.928	\$87.926	\$2.002	2.2	\$2.002	2.2
OPEB Obligation	59.475	73.000	73.000	(13.525)	(22.7)	0.000	0.0
Environmental Remediation	0.000	0.000	0.055	(0.055)	-	(0.055)	-
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$569.114</b>	<b>\$599.345</b>	<b>\$553.118</b>	<b>\$15.996</b>	<b>2.8</b>	<b>\$46.227</b>	<b>7.7</b>
Less: Depreciation	\$89.928	\$89.928	\$87.926	\$2.002	2.2	\$2.002	2.2
Less: OPEB Obligation	59.475	73.000	73.000	(13.525)	(22.7)	0.000	0.0
<b>Total Expenses</b>	<b>\$419.711</b>	<b>\$436.417</b>	<b>\$392.192</b>	<b>\$27.519</b>	<b>6.6</b>	<b>\$44.225</b>	<b>10.1</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$1,119.607</b>	<b>\$1,073.595</b>	<b>\$1,130.757</b>	<b>\$11.150</b>	<b>1.0</b>	<b>\$57.162</b>	<b>5.3</b>

Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**2012 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
(\$ in millions)

**NON-REIMBURSABLE/REIMBURSABLE**  
(Page 2 of 2)

	2012			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2012 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Net Surplus/(Deficit)</b>	<b>\$1,119.607</b>	<b>\$1,073.595</b>	<b>\$1,130.757</b>	<b>\$11.150</b>	<b>1.0</b>	<b>\$57.162</b>	<b>5.3</b>
<u>Deductions from Income:</u>							
Less: Capitalized Assets	\$19.370	\$10.370	\$11.251	\$8.119	41.9	(\$0.881)	(8.5)
Reserves and Prepaid Expenses	14.548	25.000	27.965	(13.417)	(92.2)	(2.965)	(11.9)
GASB Reserve	1.927	2.309	2.309	(0.382)	(19.8)	0.000	0.0
<b>Adjusted Baseline Net Surplus/(Deficit)</b>	<b>\$1,083.762</b>	<b>\$1,035.915</b>	<b>\$1,089.232</b>	<b>\$5.470</b>	<b>0.5</b>	<b>\$53.317</b>	<b>5.1</b>
Less: Debt Service	619.352	589.860	591.453	27.899	4.5	(1.593)	(0.3)
<b>Income Available for Distribution</b>	<b>\$464.410</b>	<b>\$446.056</b>	<b>\$497.779</b>	<b>\$33.369</b>	<b>7.2</b>	<b>\$51.723</b>	<b>11.6</b>
<b>Distributable To:</b>							
MTA - Investment Income	0.108	0.110	0.136	0.028	25.9	0.026	23.5
MTA - Distributable Income	292.488	285.813	308.424	15.936	5.4	22.611	7.9
NYCT - Distributable Income	171.814	160.132	189.219	17.405	10.1	29.087	18.2
<b>Total Distributable Income:</b>	<b>\$464.410</b>	<b>\$446.056</b>	<b>\$497.779</b>	<b>\$33.369</b>	<b>7.2</b>	<b>\$51.723</b>	<b>11.6</b>
<b>Actual Cash Transfers:</b>							
MTA - Investment Income	0.126	0.085	0.085	(0.041)	(32.5)	0.000	0.0
MTA - Transfers	294.555	303.463	315.723	21.168	7.2	12.260	4.0
NYCT - Transfers	172.897	169.261	193.604	20.707	12.0	24.343	14.4
<b>Total Cash Transfers:</b>	<b>\$467.578</b>	<b>\$472.809</b>	<b>\$509.412</b>	<b>\$41.834</b>	<b>8.9</b>	<b>\$36.803</b>	<b>7.7</b>
<b>SUPPORT TO MASS TRANSIT:</b>							
Total Revenues	\$1,539.318	\$1,510.011	\$1,522.949	(16.369)	(1.1)	12.938	0.9
Less: Net Operating Expenses	419.711	436.417	392.192	27.519	6.6	44.225	10.1
<b>Net Surplus/(Deficit)</b>	<b>\$1,119.607</b>	<b>\$1,073.595</b>	<b>\$1,130.757</b>	<b>\$11.150</b>	<b>1.0</b>	<b>\$57.162</b>	<b>5.3</b>
<b>Deductions from Operating Income:</b>							
B&T Debt Service	\$227.252	\$196.958	\$196.526	30.726	13.5	0.432	0.2
Capitalized Assets	19.370	10.370	11.251	8.119	41.9	(0.881)	(8.5)
Reserves and Prepaid Expenses	14.548	25.000	27.965	(13.417)	(92.2)	(2.965)	(11.9)
GASB Reserve	1.927	2.309	2.309	(0.382)	(19.8)	0.000	0.0
<b>Total Deductions from Operating Inc.</b>	<b>\$263.097</b>	<b>\$234.637</b>	<b>\$238.051</b>	<b>\$25.046</b>	<b>9.5</b>	<b>(\$3.414)</b>	<b>(1.5)</b>
<b>Total Support to Mass Transit:</b>	<b>\$856.510</b>	<b>\$838.957</b>	<b>\$892.706</b>	<b>\$36.196</b>	<b>4.2</b>	<b>\$53.749</b>	<b>6.4</b>
Totals may not add due to rounding							
* Variance exceeds 100%.							

**MTA BRIDGES AND TUNNELS**  
**EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS**  
**December Year-to-Date 2012**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	YEAR-TO-DATE		
		Favorable (Unfavorable) Variance		Reason for Variance
		\$	%	
Vehicle Toll Revenue	Combined	11.048	0.7	Higher toll revenue due to 0.4% higher traffic.
Other Operating Revenue	Combined	1.763	11.1	Higher Other Operating Revenue primarily due to higher revenues from the Battery Parking Garage (\$1.033M) and higher E-ZPass administrative fees (\$0.302M).
Capital and Other Reimbursements	Combined	0.101	0.7	Minor variance.
Investment Income	Combined	0.026	23.5	Minor variance.
Payroll	Combined	3.675	2.9	Lower payroll expenses due to vacancies.
Overtime	Combined	0.086	0.4	See overtime table.
Health and Welfare	Combined	0.475	2.0	Lower health and welfare expenses primarily due to vacancies.
OPEB Current Payment	Combined	0.635	4.3	Lower OPEB expenses compared to plan.
Pensions	Combined	0.000	0.0	No variance.
Other Fringe Benefits	Combined	(2.218)	(13.3)	Higher expenses primarily due to actuarial adjustment to Worker's Compensation reserve.
Electric Power	Combined	0.794	12.2	Lower electricity expenses due to lower than projected rates.
Fuel	Combined	(0.211)	(7.1)	Minor variance.
Insurance	Combined	(0.363)	(5.4)	Higher than planned expenses for Auto Liability due to actuarial adjustment (-\$1.241M) and Property Insurance due to higher than projected premiums (-\$0.837M), partially offset by lower expenses for General Liability due to actuarial adjustment (\$1.715M).
Maintenance and Other Operating Contracts	Combined	37.370	28.8	Lower than planned expenses primarily due to the timing of expenses for Tropical Storm Sandy recovery efforts (\$22.573 million), Sandy-related delays of regularly scheduled Major Maintenance and Painting projects (\$5.508M), and lower than expected costs across a variety of areas totaling \$9.289 million including E-ZPass tag purchases (\$2.086M), Security and Surveillance Equipment (\$1.355M) and other expenses.
Professional Service Contracts	Combined	1.933	8.0	Lower than planned expenses primarily for Planning Studies (\$1.100M), Engineer Services (\$1.078M) and other expenses.
Materials & Supplies	Combined	1.883	43.8	Lower than planned expenses primarily for De-Icing Materials (\$0.341M), Roadway Equipment (\$0.278M) and across a variety of other areas.
Other Business Expenses	Combined	0.220	0.9	Minor variance.

**MTA BRIDGES AND TUNNELS**  
**Preliminary 2012 Overtime Results**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

09

						2012 Adopted vs. Actuals		2012 Final Estimate vs. Actuals		
2012 Adopted Budget		2012 Final Estimate		Actuals		Var. - Fav/(Unfav)		Var. - Fav/(Unfav)		
Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>										
<b>Operations &amp; Maintenance</b>										
<u>Scheduled Service</u>	52,780	\$2.770	48,478	\$2.843	45,390	\$2.808	7,390	(\$0.038)	3,088	\$0.035
							14.0%	-1.4%	6.4%	1.2%
<u>Unscheduled Service</u>	16,513	\$0.862	16,559	\$0.862	11,228	\$0.590	5,285	\$0.272	5,331	\$0.272
							32.0%	31.6%	32.2%	31.6%
<u>Programmatic/Routine Maintenance</u>	2,663	\$0.134	1,805	\$0.132	1,141	\$0.096	1,522	\$0.038	664	\$0.036
							57.2%	28.4%	36.8%	27.3%
<u>Unscheduled Maintenance</u>	20,255	\$1.119	15,133	\$1.204	14,115	\$1.190	6,140	(\$0.071)	1,018	\$0.014
							30.3%	-6.3%	6.7%	1.2%
<u>Vacancy/Absentee Coverage</u>	159,649	\$8.762	169,637	\$9.889	190,023	\$11.730	(30,374)	(\$2.968)	(20,386)	(\$1.841)
							-19.0%	-33.9%	-12.0%	-18.6%
<u>Weather Emergencies</u>	19,048	\$1.043	23,586	\$1.749	21,522	\$1.695	(2,474)	(\$0.652)	2,064	\$0.054
							-13.0%	-62.5%	8.8%	3.1%
<u>Safety/Security/Law Enforcement</u>	44,634	\$2.427	40,125	\$2.382	27,169	\$1.686	17,465	\$0.741	12,956	\$0.696
							39.1%	30.5%	32.3%	29.2%
<u>Other</u>	26,393	\$1.486	7,608	\$0.557	6,370	\$0.503	20,023	\$0.983	1,238	\$0.054
							75.9%	66.2%	16.3%	9.7%
<u>*All Other Departments and Accruals</u>		\$1.937		\$1.324		\$0.623		\$1.314		\$0.701
								67.8%		52.9%
Subtotal	341,935	\$20.540	322,931	\$20.942	316,958	\$20.921	24,977	(\$0.381)	5,973	\$0.021
							7.3%	-1.9%	1.8%	0.1%
<b>REIMBURSABLE OVERTIME</b>										
	3,360	\$0.202	3,645	\$0.202	2,278	\$0.137	1,082	\$0.065	1,367	\$0.065
							32.2%	32.2%	37.5%	32.2%
TOTAL OVERTIME	345,295	\$20.742	326,576	\$21.144	319,236	\$21.058	26,059	(\$0.316)	7,340	\$0.086
							7.5%	-1.5%	2.2%	0.4%

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.

**MTA BRIDGES AND TUNNELS**  
**Preliminary 2012 Overtime Results**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

December 2012 Year-to-Date

**NON-REIMBURSABLE OVERTIME**

**Operations & Maintenance**

Scheduled Service

3,088      \$0.035  
6.4%      1.2%

Lower than planned expenses.

Unscheduled Service

5,331      \$0.272  
32.2%      31.6%

Lower than planned expenses.

Programmatic/Routine Maintenance

664      \$0.036  
36.8%      27.3%

Lower than planned expenses.

Unscheduled Maintenance

1,018      \$0.014  
6.7%      1.2%

Lower than planned expenses.

Vacancy/Absentee Coverage

(20,386)      (\$1.841)  
-12.0%      -18.6%

Higher than planned expenses primarily due to payroll vacancies

Weather Emergencies

2,064      \$0.054  
8.8%      3.1%

Lower than planned expenses due to a mild December

Safety/Security/Law Enforcement

12,956      \$0.696  
32.3%      29.2%

More efficient use of law enforcement related overtime

Other

1,238      \$0.054  
16.3%      9.7%

Lower than planned expenses.

\*All Other Departments and Accruals

\$0.701  
52.9%

Primarily due to adjustments for the 28-day OT payroll lag

Subtotal

5,973      \$0.021  
1.8%      0.1%

**REIMBURSABLE OVERTIME**

1,367      \$0.065  
37.5%      32.2%

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

**TOTAL OVERTIME**

7,340      \$0.086  
2.2%      0.4%

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.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2012 Overtime Reporting**  
**Overtime Legend**

**OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

<b><u>Type</u></b>	<b><u>Definition</u></b>
<i>Scheduled Service</i>	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).
<i>Unscheduled Service</i>	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
<i>Programmatic/Routine Maintenance</i>	<i>Program Maintenance</i> work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes <i>Routine Maintenance</i> work for which OT has been planned, as well as all other maintenance <u>not 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)

**Comparison Current Year vs. Prior Year**

	<b>Prior Year</b>		<b>Current Year</b>		<b>Percentage Change</b>	
	<b>Traffic</b>	<b>Revenue</b>	<b>Traffic</b>	<b>Revenue</b>	<b>Traffic</b>	<b>Revenue</b>
Bronx-Whitestone	37.7	\$230.7	39.5	\$240.2	4.8%	4.1%
Cross Bay	7.2	14.1	7.5	15.5	4.8%	9.9%
Henry Hudson	22.2	59.2	21.9	57.8	-1.1%	-2.4%
Hugh L. Carey*	16.6	87.9	15.9	83.8	-4.1%	-4.6%
Marine Parkway	7.5	14.0	7.8	15.7	4.0%	12.1%
Queens Midtown	28.5	158.7	27.8	153.8	-2.6%	-3.1%
RFK - Bronx	27.4	175.1	27.1	172.5	-1.2%	-1.5%
RFK - Manhattan	30.1	164.7	30.1	164.3	0.2%	-0.3%
Throgs Neck	40.4	266.3	39.4	260.5	-2.6%	-2.2%
Verrazano-Narrows	66.0	330.9	65.6	326.8	-0.6%	-1.2%
<b>Total</b>	<b>283.6</b>	<b>\$1,501.6</b>	<b>282.6</b>	<b>\$1,491.0</b>	<b>-0.4%</b>	<b>-0.7%</b>
<b>Revenue Per Vehicle</b>		<b>\$5.295</b>		<b>\$5.276</b>		<b>-0.4%</b>

\*Formerly Brooklyn-Battery Tunnel

**Comparison Actual vs. Adopted Budget and Final Estimate**

	<b>Adopted Budget</b>	<b>Final Estimate</b>	<b>Prelim Actual</b>	<b>Percentage Change</b>	
				<b>Adopted Budget</b>	<b>Final Estimate</b>
Traffic	286.4	281.4	282.6	-1.3%	0.4%
Toll Revenue	\$1,510.5	\$1,479.9	\$1,491.0	-2.0%	0.7%
Revenue Per Vehicle	\$5.273	\$5.260	\$5.276	-0.3%	0.3%

*Note: Numbers may not add due to rounding.*

# MTA BRIDGES AND TUNNELS

## 2012 YEAR-END REPORT

### Total Non-Reimbursable-Reimbursable Positions by Function and Department Full-Time Position and Full Time Equivalents

Department	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	2	2	-	
Law	7	8	(1)	1 Professional overage
CFO <sup>(1)</sup>	20	26	(6)	2 Managerial and 4 Professional overages
Labor Relations	5	4	1	1 Professional vacancy
Staff Services <sup>(2)</sup>	17	21	(4)	1 Professional and 3 Managerial overages
EEO	1	1	-	
<b>Total Administration</b>	<b>52</b>	<b>62</b>	<b>(10)</b>	
<b>Operations</b>				
Revenue Management	39	36	3	1 Bridge and Tunnel Officer vacancy and 2 Professional vacancies
Operations (Non-Security)	729	642	87	102 Bridge and Tunnel Officer vacancies; 3 Managerial vacancies, 16 Professional and 2 Superior Officer overages
<b>Total Operations</b>	<b>768</b>	<b>678</b>	<b>90</b>	
<b>Maintenance</b>				
Maintenance	179	169	10	2 Managerial and 13 Professional vacancies; 5 Maintainer overages
Operations - Maintainers	172	163	9	9 Maintainer vacancies
Technology	52	54	(2)	1 Managerial overage and 1 Professional overage
Internal Security - Tech Svcs.	8	10	(2)	2 Maintainers over headcount
<b>Total Maintenance</b>	<b>411</b>	<b>396</b>	<b>15</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	127	120	7	7 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>141</b>	<b>6</b>	
<b>Public Safety</b>				
Operations (Security)	232	232	-	
Internal Security - Operations	38	36	2	2 Professional vacancies
<b>Total Public Safety</b>	<b>270</b>	<b>268</b>	<b>2</b>	
<b>Total Positions</b>	<b>1,648</b>	<b>1,545</b>	<b>103</b>	
Non-Reimbursable	1,604	1,501	103	
Reimbursable	44	44	-	
<b>Total Full-Time</b>	<b>1,648</b>	<b>1,545</b>	<b>103</b>	

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

(2) Includes Human Resources and Administration staff.

**MTA BRIDGES AND TUNNELS**  
**2012 YEAR-END REPORT**  
**Total Non-Reimbursable-Reimbursable Positions by Function and Occupational Group**  
**Full-Time Position and Full Time Equivalents**

	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	19	24	(5)	2 Managerial overages in CFO and 3 in Staff Services
Professional, Technical, Clerical	33	38	(5)	6 Professional overages (4 in CFO, 1 in Law, and 1 in Staff Services); 1
Operational Hourlies	-	-	-	professional vacancy in Labor Relations.
<b>Total Administration</b>	<b>52</b>	<b>62</b>	<b>(10)</b>	
<b>Operations</b>				
Managers/Supervisors	54	51	3	3 Managerial vacancies in Operations
Professional, Technical, Clerical	35	49	(14)	16 Professional overages in Operations and 2 vacancies in Revenue Management
Operational Hourlies <sup>(1)</sup>	679	578	101	103 BTO vacancies (102 in Operations and 1 in Revenue Management) and 2
<b>Total Operations</b>	<b>768</b>	<b>678</b>	<b>90</b>	Superior Officer overages in Operations.
<b>Maintenance</b>				
Managers/Supervisors	34	29	1	2 Managerial vacancies in Maintenance; 1 Managerial overage in Technology
Professional, Technical, Clerical	62	54	12	13 Professional vacancies in Maintenance; 1 Professional overage in Technology
Operational Hourlies <sup>(2)</sup>	315	313	2	2 Maintainer overages in Internal Security and 5 in Maintenance; 9 Maintainer
<b>Total Maintenance</b>	<b>411</b>	<b>396</b>	<b>15</b>	vacancies in Operations
<b>Engineering/Capital</b>				
Managers/Supervisors	31	31	-	
Professional, Technical, Clerical	116	110	6	7 Professional vacancies in Engineering; 1 Professional overage in Planning and
Operational Hourlies	-	-	-	Budget
<b>Total Engineering/Capital</b>	<b>147</b>	<b>141</b>	<b>6</b>	
<b>Public Safety</b>				
Managers/Supervisors	7	7	-	
Professional, Technical, Clerical	29	27	2	2 Professional vacancies 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	145	142	3	
Professional, Technical, Clerical	275	278	(3)	
Operational Hourlies	1,228	1,125	103	
<b>Total Positions</b>	<b>1,648</b>	<b>1,545</b>	<b>103</b>	

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

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

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





# **Bridges and Tunnels**

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## **2012 B&T Operating Surplus (Action Item)**



# Staff Summary

<b>Subject:</b>	2012 TBTA Operating Surplus
<b>Department:</b>	Finance
<b>Department Head Name</b>	Donald Spero <i>DS</i>
<b>Department Head Signature</b>	
<b>Project Manager Name</b>	James Elkin <i>JE</i>

<b>Date</b>	March 4, 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	MTA B&T Committee	03/11/13			
2	MTA Finance Committee	03/11/13			
3	MTA Board	03/13/13			

Internal Approvals			
Order	Approval	Order	Approval
3	President <i>DS</i>		VP Staff Services
2	Executive Vice President <i>JE</i>		VP Procurement & Materials
	General Counsel		VP Labor Relations
	VP Operations		VP & Chief Engineer

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	Chief Financial Officer <i>DS</i>		Chief Technology Officer		Chief Health & Safety Officer		Chief EEO Officer
	Chief Security Officer		Chief Maintenance Officer		MTA Office of Civil Rights		Other

## PURPOSE:

To obtain MTA Board approval of resolutions which will:

- Certify and transfer \$497,642,783 operating surplus to the MTA and NYCTA pursuant to Section 1219-a(2)(b) of the Public Authorities Law of the State of New York.
- Transfer \$135,889 representing 2012 investment income to the MTA pursuant to Section 569-c of the Public Authorities Law of the State of New York.
- Deduct from the operating revenues of the Triborough Bridge and Tunnel Authority for its fiscal year ending December 31, 2013 the amount of \$25,415,000, which amount shall be paid into the Necessary Reconstruction Reserve established by the Authority by resolution adopted March 29, 1968.
- Deduct from the operating revenues of the Triborough Bridge and Tunnel Authority for its fiscal year ending December 31, 2013 and set aside into a special account, an amount determined from time to time by such Authority to help fund post-retirement liabilities other than pension benefits of its employees.
- Advance the 2013 TBTA Surplus as per attached Resolution.

## DISCUSSION:

The attached calculation and letter from Deloitte & Touche LLP represents the Triborough Bridge and Tunnel Authority's operating surplus for fiscal year ending December 31, 2012. The amount of surplus available for transfer to the MTA and NYCTA is \$497,642,783. The amount of investment income that is surplus funds and available to transfer to MTA for fiscal year 2012 is \$135,889. It is also requested to set aside \$25,415,000 from operating revenues of the Triborough Bridge and Tunnel Authority for fiscal year ending December 31, 2013. This money will be used to pay for the cost and expense of current and anticipated necessary construction for the TBTA facilities. It is also requested to set aside into a special account, from operating revenues of the Triborough Bridge and Tunnel Authority for fiscal year ending December 31, 2013 an amount determined from time to time by such Authority to help fund post-retirement liabilities other than pension benefits of its employees.

**BUDGET IMPACT:** None.

**ALTERNATIVES:** None.

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

March 13, 2013

RESOLVED, that the Chairman and Chief Executive Officer be, and he hereby is, authorized to certify to the Mayor of the City of New York and to the Acting Chairman of the Metropolitan Transportation Authority, that for the purposes of Section 1219-a (2) (e) of the Public Authorities Law of the State of New York, the amount of the Authority's operating surplus for its fiscal year ending December 31, 2012 is \$497,642,783.

RESOLVED, that this Authority hereby makes the following determination in respect of its operating surplus for its fiscal year ending December 31, 2012, for the purposes of Section 1219-a (2) (e) of the Public Authorities Law of the State of New York:

Operating Revenue	\$ 1,517,724,106
Operating Expense	<u>378,040,093</u>
	\$ 1,139,684,013
Establishment of Necessary Reconstruction Reserve Account	(25,000,000)
GASB Reserve	(2,309,132)
Debt Service on Bonds	(600,809,306)
Interest Income on Unexpended Bond Proceeds and Debt Service Fund	293,917
Purchase of Capital Assets Funded from Operations	(11,251,248)
Increase in Prepaid Expenses and other Adjustments	<u>(2,965,461)</u>
Operating Surplus	<u>\$ 497,642,783</u>

March 13, 2013

RESOLVED, that the amount of \$135,889 representing the Authority's investment income for the year 2012 is determined to be surplus funds of the Authority; and be it further

RESOLVED, that the amount of \$135,889 be transferred and paid over to Metropolitan Transportation Authority in a lump sum as soon as practicable pursuant to Section 569-c of the Public Authorities Law.

RESOLVED, that there be set aside and deducted from the operating revenues of the Triborough Bridge and Tunnel Authority for its fiscal year ending December 31, 2013 the amount of \$25,415,000 which amount shall be paid into the Necessary Reconstruction Reserve established by the Authority by resolution adopted March 29, 1968. Money credited to the Reserve, together with interest income earned thereon, are to be applied to the payment of the cost and expense of current and anticipated necessary construction of each of the TBTA Facilities within the meaning of the General Resolution Authorizing General Revenue Bonds (the "General Revenue Bond Resolution") of the Authority adopted on March 26, 2002.

RESOLVED, that the monies thus authorized will be advanced monthly during the fiscal year ending December 31, 2013 and used for the purposes of payment of the cost and expense of necessary construction of each of the TBTA Facilities.

RESOLVED, that there be set aside into a special account and deducted from the operating revenues of the Triborough Bridge and Tunnel Authority for its fiscal year ending December 31, 2013 an amount determined from time to time by such Authority to help fund post-retirement liabilities other than pension benefits of its employees.

RESOLVED, pursuant to the provisions of paragraphs (b), (c), and (d) of subdivision 2 of Section 1219-a of the Public Authorities Law, that the Chairman and Chief Executive Officer is authorized in his discretion, to advance to Metropolitan Transportation Authority and New York City Transit Authority monthly, out of funds in the General Fund created by the General Revenue Bond Resolution which are attributable to the operations of the 2013 fiscal year (other than funds arising out of the investment of monies of the Authority) and which have been released and paid over to the Authority free and clear of the lien and the pledge of the General Revenue Bond Resolution as provided in Section 506 thereof, an aggregate amount not to exceed 90% of the Chairman's estimate of the sum which that month's operations, if available, will contribute to the "operating surplus" of the Authority which he anticipates will or may be certified and transferred for the fiscal year in which such month falls; and

March 13, 2013

RESOLVED, that the monies thus authorized to be advanced monthly shall be apportioned between Metropolitan Transportation Authority and New York City Transit Authority and paid as follows:

1. The first \$1.8 million to New York City Transit Authority;
2. Fifty percentum of the remainder to New York City Transit Authority (less applicable bond service); and
3. The remainder to Metropolitan Transportation Authority (less applicable bond service).

## INDEPENDENT ACCOUNTANTS' REPORT ON APPLYING AGREED-UPON PROCEDURES

Members of the Board  
Metropolitan Transportation Authority  
New York, New York

We have performed the procedures enumerated in Exhibit B, which were agreed to by the Triborough Bridge and Tunnel Authority (the "Authority"), a public benefit corporation which is part of the related financial reporting group of the Metropolitan Transportation Authority ("MTA"), solely to assist you in agreeing financial information presented in the Schedule of Operating Surplus for the year ended December 31, 2012 (Exhibit A) to the accounting records of the Authority. Authority's management is responsible for the Authority's accounting records and the preparation of the Schedule of Operating Surplus (Exhibit A) and Supporting Schedule to the Schedule of Operating Surplus (Exhibit C) for the year ended December 31, 2012. This agreed-upon procedures engagement was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. The sufficiency of those procedures is solely the responsibility of the Authority. Consequently, we make no representation regarding the sufficiency of the procedures described in Exhibit B either for the purpose for which this report has been requested or for any other purpose.

We were not engaged to, and did not, conduct an examination, the objective of which would be the expression of an opinion on the specified elements, accounts, or items. Accordingly, we do not express such an opinion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

This report is intended solely for the information and use of the Authority, Metropolitan Transportation Authority and MTA New York City Transit Authority and is not intended to be and should not be used by anyone other than these specified parties.

*Deloitte : Touche LLP*

February 22, 2013

# TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

## SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2012

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OPERATING REVENUES (Note 2)	\$ 1,517,724,106
OPERATING EXPENSES (Note 3)	<u>(378,040,093)</u>
NET OPERATING REVENUE	1,139,684,013
INCREASE IN PREPAID EXPENSES AND OTHER ADJUSTMENTS (Note 3)	(2,965,461)
DEBT SERVICE ON BONDS (Note 4)	(600,809,306)
INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS (Note 5)	293,917
ESTABLISHMENT OF GASB 43 RESERVE ACCOUNT (Note 8)	(2,309,132)
PURCHASE OF CAPITAL ASSETS FUNDED FROM OPERATIONS (Note 6)	(11,251,248)
ESTABLISHMENT OF NECESSARY RECONSTRUCTION RESERVE ACCOUNT (Note 7)	<u>(25,000,000)</u>
OPERATING SURPLUS	<u>\$ 497,642,783</u>

See Independent Accountants' Report on Applying  
Agreed-Upon Procedures and accompanying notes.

**TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY****NOTES AND AGREED-UPON PROCEDURES PERFORMED  
IN CONNECTION WITH THE SCHEDULE OF  
OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2012 (Exhibit A)**

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**1. OPERATING SURPLUS CALCULATION REQUIREMENTS**

- The operating surplus is calculated based upon Section 1219-a (2)(e) of the New York Public Authorities Law ("PAL") and various bond resolutions. This surplus is transferred to the Metropolitan Transportation Authority ("MTA") and the MTA New York City Transit Authority ("Transit"). The initial \$24 million in operating surplus is provided to Transit and the balance is divided equally between Transit and the MTA. Transit and the MTA are operationally and legally independent of the Triborough Bridge and Tunnel Authority (the "TBTA"), however, Transit and the TBTA are included in the MTA's financial statements because of the MTA's financial accountability for these entities and they are under the discretion of the MTA Board.

**2. OPERATING REVENUES**

- Agreed "Operating Revenues" (net of other revenues) of the TBTA appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger of the TBTA noting no differences. We discussed with management their policy for recording operating revenue and they indicated that operating revenues were recorded using the accrual basis of accounting. We have been informed that operating revenues excluded interest income.

**3. OPERATING EXPENSES**

- Agreed the aggregated "Operating Expenses" of the TBTA appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger of the TBTA noting no differences. We discussed with management their policy for recording operating expenses and they indicated that operating expenses were recorded using the accrual basis of accounting.
- Agreed the following expense items to the general ledger: "Interest Expense and Debt Service Related Expenses" and "Reimbursement of Personnel Costs," as noted on Exhibit C, which have been netted against salaries and fringe benefits and noted no differences.
- Recalculated the "Increase in Prepaid Expenses and Other Adjustments" appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger. We were informed that the operating expenses were adjusted to include amounts charged to prepaid expenses and deferred charges on a cash basis of accounting. We also have been informed that no cash adjustments were made for changes in accounts payable, accrued expenses or accounts receivable.

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### NOTES AND AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2012 (Exhibit A)

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#### 4. DEBT SERVICE

- Agreed "Debt Service on Bonds" appearing on the Schedule of Operating Surplus (Exhibit A) for the following bonds to the TBTA debt service schedules:
  - General Revenue Bonds, and
  - Subordinate Revenue Bonds.
- Agreed "Debt Service on Bonds" on the TBTA's portion of debt service on the 2 Broadway Certificates of Participation to the TBTA debt service schedules.
- We have been informed that the debt service on the Convention Center Bonds was funded by the State of New York.

#### 5. INTEREST INCOME

- Agreed the aggregated amounts of "Interest Income on Unexpended Bond Proceeds and Debt Service Funds" (excluding the Convention Center Bonds) appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger and noted no differences. We have been informed that interest income is excluded from "Operating Revenues" on the Schedule of Operating Surplus.
- Agreed the aggregated "Interest Income on Unexpended Bond Proceeds and Debt Service Funds" appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger and noted no differences. We have been informed that interest income on the debt service fund investments consists of income from (1) the debt service funds established in connection with the 2 Broadway Certificates of Participation to the extent attributable to the TBTA's portion of debt service thereon, and (2) the debt service funds established in connection with the TBTA bonds from their respective dates of issuance. We have been informed that this amount was included in the computation of operating surplus as a reduction of debt service cost therefore, increasing operating surplus.
- We have been informed that the interest income on Convention Center Bond investments, which consists of interest income from the Convention Center Bond Funds, was applied to reduce the amount due from New York State and was excluded from "Operating Revenues" and "Interest Income on Unexpended Bond Proceeds and Debt Service Funds" on the Schedule of Operating Surplus (Exhibit A).

#### 6. CAPITAL ASSETS FUNDED FROM OPERATIONS

- Agreed the amount "Purchase of Capital Assets Funded From Operations," which represents amounts paid and capitalized for vehicles and other fixed assets, appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger and noted no differences. We have been

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### NOTES AND AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2012 (Exhibit A)

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informed that these amounts were funded from operations and that such amounts represent a reduction of operating surplus appearing on the Schedule of Operating Surplus (Exhibit A).

#### 7. NECESSARY RECONSTRUCTION RESERVE

- Agreed the amount appearing on the Schedule of Operating Surplus (Exhibit A) as "Establishment of Necessary Reconstruction Reserve Account" to the MTA November Financial Plan 2013-2016, Volume 2 to set aside and reduce operating surplus by \$25,000,000 (The Necessary Reconstruction Reserve Account was established by the TBTA by resolution adopted March 29, 1968) and noted no differences. We have been informed that this amount, together with interest income thereon, is to be used to fund reconstruction of present facilities within the meaning of the TBTA's General Revenue Bond Resolution.

#### 8. GASB 43 RESERVE

- Agreed the amount appearing on the Schedule of Operating Surplus (Exhibit A) as "Establishment of GASB 43 Reserve Account" of \$2,309,132 as follows: (1) \$1,700,132 to the December Staff Summary which was approved by the Finance Committee and (2) \$609,000 to the memo titled "February Financial Plan 2013-2016 Instructions" which was approved by the Finance Committee as part of the MTA November Financial Plan 2013-2016, Volume 2. We have been informed that the Staff Summary and MTA November Financial Plan 2013-2016, which were approved by the Finance Committee, authorize the establishment of the GASB 43 Reserve. GASB 43 refers to Governmental Accounting Standards Board Statement No. 43, *Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans*. The GASB 43 Reserve Account was established by the TBTA by resolution adopted December 13, 2006. We have been informed that this amount, together with interest income, thereon, is to be used to fund post-retirement liabilities other than pension benefits.

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# TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

## SUPPORTING SCHEDULE TO THE SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2012

TOTAL REVENUES		\$ 1,517,859,995
LESS INTEREST INCOME		<u>135,889</u>
OPERATING REVENUES (Exhibit A)		<u>\$ 1,517,724,106</u>
TOTAL EXPENSES		\$ 795,131,960
LESS: Interest Expense and Debt Service Related Expenses	\$402,939,965	
Reimbursement of Personnel Costs	<u>14,151,902</u>	<u>417,091,867</u>
OPERATING EXPENSES (Exhibit A)		<u>\$ 378,040,093</u>
PREPAID EXPENSES AND OTHER ADJUSTMENTS:		
Balance December 31, 2011	\$ 16,293,414	
Balance December 31, 2012	<u>19,258,875</u>	
INCREASE IN PREPAID EXPENSES AND OTHER ADJUSTMENTS (Exhibit A)		<u>\$ 2,965,461</u>
DEBT SERVICE:		
TBTA	\$205,588,696	
MTA	125,860,429	
NYCTA	<u>269,066,264</u>	
Subtotal	600,515,389	
INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS	<u>293,917</u>	
TOTAL DEBT SERVICE ON BONDS (Exhibit A)		<u>\$ 600,809,306</u>



# **Bridges and Tunnels**

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## **2013 Adopted Budget/ Financial Plan 2013-2016**



**MTA BRIDGES AND TUNNELS  
FEBRUARY FINANCIAL PLAN FOR 2013-2016  
2012 FINAL ESTIMATE AND 2013 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Bridges and Tunnels' 2012 Final Estimate, 2013 Adopted Budget and the Financial Plan for 2013-2016. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Financial Plan, which were adopted by the Board in December 2012, as well as other technical adjustments.

These adjustments are presented on the included reconciliations from the November Financial Plan and are described below:

- A toll increase, to be implemented on March 3, 2013, generates additional revenue of \$95.5 million in 2013, \$112.5 million in 2014, \$112.9 million in 2015, and \$113.7 million in 2016;
- Total operating losses of nearly \$59.0 million (\$24.8 million in revenue losses and \$34.1 million in additional expenses) associated with Tropical Storm Sandy are realized in 2012, and reimbursements totaling nearly \$56.5 million (\$18.8 million each year from 2013 through 2015) are expected from insurance and the Federal Emergency Management Agency (FEMA).
- Reimbursements from insurance and FEMA totaling \$0.4 million are expected in 2013 for expenses associated with Tropical Storm Irene;
- Beginning in 2014, electricity expenses have been increased by \$0.4 million annually to incorporate a Federal Energy Regulatory Commission ruling that will result in higher New York Power Authority charges;
- A technical adjustment to fund additional credit card fees from higher E-ZPass tolls associated with the toll increase raises expenses by \$1.5 million in 2013, \$1.8 million each year in 2014 and 2015, and \$1.9 million in 2016.

The plan also includes schedules detailing the monthly allocation of financial, headcount, and utilization data based on the 2013 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2013 - 2016**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2012		2013		2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2012 November Financial Plan: Baseline Surplus/(Deficit)</b>	<b>1,604</b>	<b>\$1,132.559</b>	<b>1,608</b>	<b>\$1,100.287</b>	<b>1,608</b>	<b>\$1,077.420</b>	<b>1,608</b>	<b>\$1,053.946</b>	<b>1,608</b>	<b>\$1,051.654</b>
<b>Technical Adjustments:</b>										
Expenses associated with toll increase				(\$1.494)		(\$1.778)		(\$1.820)		(\$1.862)
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>(\$1.494)</b>	<b>0</b>	<b>(\$1.778)</b>	<b>0</b>	<b>(\$1.820)</b>	<b>0</b>	<b>(\$1.862)</b>
<b>MTA Plan Adjustments:</b>										
Fare/Toll Yields on 3/3/13				\$95.483		\$112.471		\$112.884		\$113.691
Operating Loss/Recovery from Tropical Storm Sandy		(58,964)		18.825		18.825		18.831		
Recovery of Tropical Storm Irene				0.432						
Electricity-Federal Energy Regulatory Commission Ruling						(0.378)		(0.383)		(0.401)
Other										
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>(\$58,964)</b>	<b>0</b>	<b>\$114.740</b>	<b>0</b>	<b>\$130.918</b>	<b>0</b>	<b>\$131.332</b>	<b>0</b>	<b>\$113.290</b>
<b>2013 February Financial Plan: Baseline Surplus/(Deficit)</b>	<b>1,604</b>	<b>\$ 1,073.595</b>	<b>1,608</b>	<b>\$ 1,213.533</b>	<b>1,608</b>	<b>\$ 1,206.560</b>	<b>1,608</b>	<b>\$ 1,183.458</b>	<b>1,608</b>	<b>\$ 1,163.082</b>

**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2013 - 2016**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

Favorable/(Unfavorable)										
2012		2013		2014		2015		2016		
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	
<b>2012 November Financial Plan: Baseline</b>										
Surplus/(Deficit)	44	\$0.000	44	\$0.000	44	\$0.000	44	\$0.000	44	\$0.000
<b>Technical Adjustments:</b>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>MTA Plan Adjustments:</b>										
Fare/Toll Yields on 3/3/13										
Metro-Card Green Fee and Cost Savings										
Operating Loss/Recovery from Tropical Storm Sandy										
Recovery of Tropical Storm Irene										
Move from Madison Ave.										
Residual LI Bus Costs-Responsibility of Nassau Cnty.										
Other										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2013 February Financial Plan: Baseline</b>										
Surplus/(Deficit)	44	\$ -	44	\$ -	44	\$ -	44	\$ -	44	\$ -

**MTA BRIDGES AND TUNNELS**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

**NON-REMBURSABLE**

	2013								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/3/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other	
<b>Revenue</b>									
Farebox Revenue	\$0.000								\$0.000
Vehicle Toll Revenue	1,499,483	95,483							1,594,966
Other Operating Revenue	14,616			18,825	0.432				33,873
Capital and Other Reimbursements	0.000								0.000
Investment Income	0.110								0.110
<b>Total Revenue</b>	<b>\$1,514,210</b>	<b>\$95,483</b>	<b>\$0.000</b>	<b>\$18,825</b>	<b>\$0.432</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,628,950</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	\$125,862								\$125,862
Overtime	20,882								20,882
Health and Welfare	25,894								25,894
OPEB Current Payment	16,349								16,349
Pensions	32,623								32,623
Other Fringe Benefits	16,731								16,731
Reimbursable Overhead	(5,114)								(5,114)
<b>Total Labor Expenses</b>	<b>\$233,427</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$233,427</b>
<b>Non-Labor:</b>									
Electric Power	\$7,180	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$7,180
Fuel	2,894	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2,894
Insurance	8,055								8,055
Claims	0.000								0.000
Paratransit Service Contracts	0.000								0.000
Maintenance and Other Operating Contracts	106,117								106,117
Professional Service Contracts	25,184								25,184
Materials & Supplies	4,209								4,209
Other Business Expenses	26,856							1,494	28,350
<b>Total Non-Labor Expenses</b>	<b>\$180,496</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,494</b>	<b>\$181,990</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>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$413,923</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,494</b>	<b>\$415,417</b>
Depreciation	\$94,429								\$94,429
OPEB Obligation	76,650								76,650
Environmental Remediation	0.000								0.000
<b>Total Expenses after Non-Cash Liability Adjustments</b>	<b>\$585,002</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,494</b>	<b>\$588,406</b>
Less: Depreciation	\$94,429								\$94,429
Less: OPEB Obligation	76,650								76,650
<b>Total Expenses</b>	<b>\$413,923</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,494</b>	<b>\$415,417</b>
<b>Net Income(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$1,100,287</b>	<b>\$95,483</b>	<b>\$0.000</b>	<b>\$18,825</b>	<b>\$0.432</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$1,494)</b>	<b>\$1,213,533</b>

— Differences are due to rounding.

**MTA BRIDGES AND TUNNELS**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

**REIMBURSABLE**

	2013									February Adopted Budget
	MTA Plan Adjustments									
	2013 Final Proposed Budget	Fare/Toll Yield on 3/3/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other		
Revenue										
Farebox Revenue	\$0.000								\$0.000	
Vehicle Toll Revenue	0.000								0.000	
Other Operating Revenue	0.000								0.000	
Capital and Other Reimbursements	14.454								14.454	
Investment Income	0.000								0.000	
Total Revenue	\$14.454	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$14.454	
Expenses										
Labor:										
Payroll	\$5.566								\$5.566	
Overtime	0.400								0.400	
Health and Welfare	1.202								1.202	
OPEB Current Payment	0.000								0.000	
Pensions	1.475								1.475	
Other Fringe Benefits	0.697								0.697	
Reimbursable Overhead	5.114								5.114	
Total Labor Expenses	\$14.454	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$14.454	
Non-Labor:										
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Claims	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	
Other Expense Adjustments:										
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	
Total Expenses before Non-Cash Liability Adjustments	\$14.454	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$14.454	
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	
OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Total Expenses after Non-Cash Liability Adjustments	\$14.454	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$14.454	
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	
Less: OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Total Expenses	\$14.454	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$14.454	
Net Income/(Deficit) (Excluding Subsidies and Debt Service)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	

— Differences are due to rounding.

**MTA BRIDGES AND TUNNELS**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE (Page 1 of 2)

	2013								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/3/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other	
<b>Revenue</b>									
Farebox Revenue									1,594,966
Vehicle Toll Revenue	1,499,483	95,483							33,873
Other Operating Revenue	14,616			18,825	0.432				14,454
Capital and Other Reimbursements	14,454								0.110
Investment Income	0.110								
<b>Total Revenue</b>	<b>\$1,528,663</b>	<b>\$95,483</b>	<b>\$0.000</b>	<b>\$18,825</b>	<b>\$0.432</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,643,403</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	\$131,428								\$131,428
Overtime	21,282								21,282
Health and Welfare	27,096								27,096
OPEB Current Payment	16,349								16,349
Pensions	34,298								34,298
Other Fringe Benefits	17,428								17,428
Reimbursable Overhead	0.000	\$0.000	\$0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$247,881</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$247,881</b>
<b>Non-Labor:</b>									
Electric Power	\$7,180	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$7,180
Fuel	2,894	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2,894
Insurance	8,055								8,055
Claims	0.000								0.000
Paratransit Service Contracts	0.000								0.000
Maintenance and Other Operating Contracts	106,117								106,117
Professional Service Contracts	25,184								25,184
Materials & Supplies	4,209								4,209
Other Business Expenses	26,856							1,494	28,350
<b>Total Non-Labor Expenses</b>	<b>\$186,496</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,494</b>	<b>\$181,990</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>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$428,377</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,494</b>	<b>\$429,871</b>
Depreciation	\$94,429								\$94,429
OPEB Obligation	76,650								76,650
Environmental Remediation	0.000								0.000
<b>Total Expenses after Non-Cash Liability Adjustments</b>	<b>\$598,456</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,494</b>	<b>\$600,950</b>
Less: Depreciation	\$94,429								\$94,429
Less: OPEB Obligation	76,650								76,650
<b>Total Expenses</b>	<b>\$428,377</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,494</b>	<b>\$429,871</b>
<b>Net Income/(Deficit)</b>									
<i>(Excluding Subsidies and Debt Service)</i>	<b>\$1,100,287</b>	<b>\$95,483</b>	<b>\$0.000</b>	<b>\$18,825</b>	<b>\$0.432</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$1,484)</b>	<b>\$1,213,533</b>

- Differences are due to rounding.

**MTA BRIDGES AND TUNNELS**  
**2013 February Adopted Budget**  
**Reconciliation to the 2013 Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE (Page 2 of 2)

	2013								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/3/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Move from Madison Ave.	Residual LI Bus Costs	All Other	
Net Income/(Deficit)	\$1,100.287	\$95.483	\$0.000	\$18.825	\$0.432	\$0.000	\$0.000	(\$1.494)	\$1,213.533
<u>Deductions from Income:</u>									
Less: Capitalized Assets	\$17.781								\$17.781
Reserves and Prepaid Expenses	25.415								25.415
GASB 45 Reserve	1.815							0.639	2.454
Total Deductions from Income	\$45.011	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.639	\$45.650
Adjusted Baseline Net Surplus/(Deficit)	\$1,055.276	\$95.483	\$0.000	\$18.825	\$0.432	\$0.000	\$0.000	(\$2.133)	\$1,167.883
Less: Debt Service	\$10.747	0.000	0.000	0.000	0.000	0.000	0.000	0.000	\$610.747
Income Available for Distribution	\$444.529	\$95.483	\$0.000	\$18.825	\$0.432	\$0.000	\$0.000	(\$2.133)	\$557.136
<u>Distributable To:</u>									
MTA - Investment Income	\$0.110								\$0.110
MTA - Distributable Income	280.274	47.742		9.413	0.216			(1.067)	336.577
NYCT - Distributable Income	164.145	47.742		9.413	0.216			(1.067)	220.448
Total Distributable Income:	\$444.529	\$95.483	\$0.000	\$18.825	\$0.432	\$0.000	\$0.000	(\$2.133)	\$557.136
<u>Actual Cash Transfers:</u>									
MTA - Investment Income	\$0.110								\$0.110
MTA - Transfers	283.807	42.967		8.471	0.184			(3.939)	331.501
NYCT - Transfers	166.722	42.967		8.471	0.184			(3.939)	214.417
Total Cash Transfers:	\$450.639	\$85.935	\$0.000	\$16.943	\$0.389	\$0.000	\$0.000	(\$7.877)	\$546.028
<u>SUPPORT TO MASS TRANSIT:</u>									
Total Revenues	\$1,528.663	\$95.483	\$0.000	\$18.825	\$0.432	\$0.000	\$0.000	\$0.000	\$1,643.403
Less: Net Operating Expenses	428.377	0.000	0.000	0.000	0.000	0.000	0.000	1.494	429.871
Net Surplus/(Deficit)	\$1,100.287	\$95.483	\$0.000	\$18.825	\$0.432	\$0.000	\$0.000	(\$1.494)	\$1,213.533
<u>Deductions from Operating Income:</u>									
B&T Debt Service	\$231.101	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$231.101
Capitalized Assets	17.781	0.000	0.000	0.000	0.000	0.000	0.000	0.000	17.781
Reserves and Prepaid Expenses	25.415	0.000	0.000	0.000	0.000	0.000	0.000	0.000	25.415
GASB 45 Reserve	1.815	0.000	0.000	0.000	0.000	0.000	0.000	0.639	2.454
Total Deductions from Operating Inc.	\$276.112	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.639	\$276.751
Total Support to Mass Transit:	\$824.175	\$95.483	\$0.000	\$18.825	\$0.432	\$0.000	\$0.000	(\$2.133)	\$936.782

— Differences are due to rounding.

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

<b>NON-REIMBURSABLE</b>					
	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Operating Revenue</b>					
Vehicle Toll Revenue	\$1,479.934	\$1,594.966	\$1,615.730	\$1,620.457	\$1,633.003
Other Operating Revenue	15.916	33.873	33.074	32.903	14.240
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Investment Income	0.110	0.110	0.294	1.457	2.975
<b>Total Revenue</b>	<b>\$1,495.960</b>	<b>\$1,628.950</b>	<b>\$1,649.098</b>	<b>\$1,654.817</b>	<b>\$1,650.218</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$119.018	\$125.862	\$128.475	\$131.802	\$134.147
Overtime	20.942	20.882	21.228	21.656	22.103
Health and Welfare	23.029	25.894	26.475	28.414	30.495
OPEB Current Payment	14.623	16.349	16.741	17.913	19.167
Pensions	34.818	32.823	36.224	39.118	38.829
Other Fringe Benefits	16.016	16.731	17.023	17.318	17.564
Reimbursable Overhead	(5.116)	(5.114)	(5.095)	(5.145)	(5.196)
<b>Total Labor Expenses</b>	<b>\$223.331</b>	<b>\$233.427</b>	<b>\$241.071</b>	<b>\$251.077</b>	<b>\$257.109</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$6.500	\$7.180	\$7.700	\$8.283	\$8.931
Fuel	2.987	2.894	2.797	2.738	2.932
Insurance	6.657	8.055	9.783	11.430	13.413
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	129.599	106.117	122.140	137.677	143.268
Professional Service Contracts	24.127	25.184	25.493	25.873	26.380
Materials & Supplies	4.296	4.209	4.329	4.410	4.567
Other Business Expenses	24.869	28.350	29.226	29.871	30.536
<b>Total Non-Labor Expenses</b>	<b>\$199.035</b>	<b>\$181.990</b>	<b>\$201.468</b>	<b>\$220.282</b>	<b>\$230.027</b>
<b><u>Other Expense Adjustments:</u></b>					
Other	\$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>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$422.366</b>	<b>\$415.417</b>	<b>\$442.538</b>	<b>\$471.359</b>	<b>\$487.136</b>
Add: Depreciation	\$89.928	\$94.429	\$104.389	\$111.667	\$119.521
Add: OPEB Obligation	73.000	76.650	80.483	84.507	88.732
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$585.294</b>	<b>\$586.496</b>	<b>\$627.410</b>	<b>\$667.532</b>	<b>\$695.389</b>
Less: Depreciation	\$89.928	\$94.429	\$104.389	\$111.667	\$119.521
Less: OPEB Obligation	73.000	76.650	80.483	84.507	88.732
Less: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$422.366</b>	<b>\$415.417</b>	<b>\$442.538</b>	<b>\$471.359</b>	<b>\$487.136</b>
<b>Baseline Income/(Deficit)</b>	<b>\$1,073.595</b>	<b>\$1,213.533</b>	<b>\$1,206.560</b>	<b>\$1,183.458</b>	<b>\$1,163.082</b>

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

<b>REIMBURSABLE</b>					
	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Revenue</b>					
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	14.051	14.454	14.575	14.833	15.132
Investment Income	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$14.051</b>	<b>\$14.454</b>	<b>\$14.575</b>	<b>\$14.833</b>	<b>\$15.132</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$5.577	\$5.566	\$5.522	\$5.522	\$5.522
Overtime	0.202	0.400	0.407	0.415	0.420
Health and Welfare	1.115	1.202	1.276	1.358	1.458
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	1.368	1.475	1.574	1.679	1.811
Other Fringe Benefits	0.675	0.697	0.701	0.714	0.725
Reimbursable Overhead	5.116	5.114	5.095	5.145	5.196
<b>Total Labor Expenses</b>	<b>\$14.051</b>	<b>\$14.454</b>	<b>\$14.575</b>	<b>\$14.833</b>	<b>\$15.132</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Other Expense Adjustments:</u></b>					
Other					
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$14.051</b>	<b>\$14.454</b>	<b>\$14.575</b>	<b>\$14.833</b>	<b>\$15.132</b>
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenses After Depreciation</b>	<b>\$14.051</b>	<b>\$14.454</b>	<b>\$14.575</b>	<b>\$14.833</b>	<b>\$15.132</b>
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenses</b>	<b>\$14.051</b>	<b>\$14.454</b>	<b>\$14.575</b>	<b>\$14.833</b>	<b>\$15.132</b>
<b>Baseline Net Income/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

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

<b>NON-REIMBURSABLE / REIMBURSABLE</b>					
<b>Page 1 of 2</b>					
	<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<b>Revenue</b>					
Vehicle Toll Revenue	\$1,479.934	\$1,594.966	\$1,615.730	\$1,620.457	\$1,633.003
Other Operating Revenue	15.916	33.873	33.074	32.903	14.240
Capital and Other Reimbursements	14.051	14.454	14.575	14.833	15.132
Investment Income	0.110	0.110	0.294	1.457	2.975
<b>Total Revenue</b>	<b>\$1,510.011</b>	<b>\$1,643.403</b>	<b>\$1,663.673</b>	<b>\$1,669.650</b>	<b>\$1,665.350</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$124.595	\$131.428	\$133.997	\$137.324	\$139.669
Overtime	21.144	21.282	21.635	22.071	22.523
Health and Welfare	24.144	27.096	27.751	29.772	31.953
OPEB Current Payment	14.623	16.349	16.741	17.913	19.167
Pensions	36.184	34.298	37.798	40.797	40.640
Other Fringe Benefits	16.691	17.428	17.724	18.032	18.289
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$237.382</b>	<b>\$247.881</b>	<b>\$255.646</b>	<b>\$265.910</b>	<b>\$272.240</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$6.500	\$7.180	\$7.700	\$8.283	\$8.931
Fuel	2.987	2.894	2.797	2.738	2.932
Insurance	6.657	8.055	9.783	11.430	13.413
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	129.599	106.117	122.140	137.677	143.268
Professional Service Contracts	24.127	25.184	25.493	25.873	26.380
Materials & Supplies	4.296	4.209	4.329	4.410	4.567
Other Business Expenses	24.869	28.350	29.226	29.871	30.536
<b>Total Non-Labor Expenses</b>	<b>\$199.035</b>	<b>\$181.990</b>	<b>\$201.468</b>	<b>\$220.282</b>	<b>\$230.027</b>
<b><u>Other Expense Adjustments:</u></b>					
Other	\$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>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$436.417</b>	<b>\$429.871</b>	<b>\$457.113</b>	<b>\$486.191</b>	<b>\$502.268</b>
Add: Depreciation	\$89.928	\$94.429	\$104.389	\$111.667	\$119.521
Add: OPEB Obligation	73.000	76.650	80.483	84.507	88.732
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$599.345</b>	<b>\$600.950</b>	<b>\$641.985</b>	<b>\$682.365</b>	<b>\$710.521</b>
Less: Depreciation	\$89.928	\$94.429	\$104.389	\$111.667	\$119.521
Less: OPEB Obligation	73.000	76.650	80.483	84.507	88.732
<b>Total Expenses</b>	<b>\$436.417</b>	<b>\$429.871</b>	<b>\$457.113</b>	<b>\$486.191</b>	<b>\$502.268</b>
<b>Baseline Income/(Deficit)</b>	<b>\$1,073.595</b>	<b>\$1,213.533</b>	<b>\$1,206.560</b>	<b>\$1,183.458</b>	<b>\$1,163.082</b>

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

<div style="border: 1px solid black; padding: 5px; text-align: center;"> <b>NON-REIMBURSABLE / REIMBURSABLE</b>  Page 2 of 2 </div>					
	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
<b>Baseline Income/(Deficit)</b>	<b>\$1,073.595</b>	<b>\$1,213.533</b>	<b>\$1,206.560</b>	<b>\$1,183.458</b>	<b>\$1,163.082</b>
<u><b>Deductions from Income:</b></u>					
Less: Capitalized Assets	\$10.370	\$17.781	\$17.843	\$17.849	\$20.635
Reserves	25.000	25.415	25.895	26.382	26.881
GASB Reserves	2.309	2.454	2.490	2.575	2.623
<b>Adjusted Baseline Net Income/(Deficit)</b>	<b>\$1,035.915</b>	<b>\$1,167.883</b>	<b>\$1,160.332</b>	<b>\$1,136.652</b>	<b>\$1,112.944</b>
Less: Debt Service	\$589.860	\$610.747	\$623.988	\$643.794	\$667.722
<b>Income Available for Distribution</b>	<b>\$446.056</b>	<b>\$557.136</b>	<b>\$536.343</b>	<b>\$492.858</b>	<b>\$445.222</b>
<u><b>Distributable To:</b></u>					
MTA - Investment Income	\$0.110	\$0.110	\$0.294	\$1.457	\$2.975
MTA - Distributable Income	285.813	336.577	326.327	303.960	279.485
NYCT - Distributable Income	160.132	220.448	209.723	187.441	162.761
<b>Total Distributable Income:</b>	<b>\$446.056</b>	<b>\$557.136</b>	<b>\$536.343</b>	<b>\$492.858</b>	<b>\$445.222</b>
<u><b>Actual Cash Transfers:</b></u>					
MTA - Investment Income	\$0.085	\$0.110	\$0.110	\$0.294	\$1.457
MTA - Transfers	303.463	331.501	327.352	306.197	281.933
NYCT - Transfers	169.261	214.417	210.795	189.669	165.229
<b>Total Cash Transfers:</b>	<b>\$472.809</b>	<b>\$546.028</b>	<b>\$538.257</b>	<b>\$496.159</b>	<b>\$448.619</b>
<u><b>SUPPORT TO MASS TRANSIT:</b></u>					
Total Revenues	\$1,510.011	\$1,643.403	\$1,663.673	\$1,669.650	\$1,665.350
Less: Net Operating Expenses	436.417	429.871	457.113	486.191	502.268
<b>Baseline Net Operating Income:</b>	<b>\$1,073.595</b>	<b>\$1,213.533</b>	<b>\$1,206.560</b>	<b>\$1,183.458</b>	<b>\$1,163.082</b>
<u><b>Deductions from Operating Income:</b></u>					
B&T Debt Service	\$196.958	\$231.101	\$243.094	\$263.106	\$286.536
Capitalized Assets	10.370	17.781	17.843	17.849	20.635
Reserves	25.000	25.415	25.895	26.382	26.881
GASB Reserves	2.309	2.454	2.490	2.575	2.623
<b>Total Deductions from Operating Income:</b>	<b>\$234.637</b>	<b>\$276.751</b>	<b>\$289.322</b>	<b>\$309.913</b>	<b>\$336.674</b>
<b>Total Support to Mass Transit:</b>	<b>\$838.957</b>	<b>\$936.782</b>	<b>\$917.238</b>	<b>\$873.546</b>	<b>\$826.408</b>

**MTA BRIDGES TUNNELS**  
**2013 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	Total		
	Hours	\$	%
<b>NON-REIMBURSABLE OVERTIME</b>			
<b>OPERATIONS &amp; MAINTENANCE</b>			
<u>Scheduled Service</u>	45,800	\$2.540	12.16%
<u>Unscheduled Service</u>	16,263	0.879	4.21%
<u>Programmatic/Routine Maintenance</u>	520	0.041	0.19%
<u>Unscheduled Maintenance</u>	22,493	1.755	8.40%
<u>Vacancy/Absentee Coverage</u>	168,944	9.642	46.18%
<u>Weather Emergencies</u>	16,750	1.164	5.57%
<u>Safety/Security/Law Enforcement</u>	46,583	2.538	12.15%
<u>Other</u>	7,431	0.552	2.64%
<u>All Other Departments and Accruals<sup>1</sup></u>		1.772	8.49%
Subtotal	<b>324,784</b>	<b>\$20.882</b>	<b>100%</b>
<b>REIMBURSABLE OVERTIME</b>	7,200	0.400	
<b>TOTAL OVERTIME</b>	<b>331,984</b>	<b>\$21.282</b>	

<sup>1</sup> Includes overtime for all departments other than Operations and Maintenance, and adjustments to reflect the 28-day payroll lag. Does not include hours.

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2013-2016**  
**Traffic Volume/(Utilization)**  
(in millions)

<b>2012 Final Estimate</b>	<b>2013 Adopted Budget</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
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**TRAFFIC VOLUME**

**Baseline Total Traffic Volume**

<b>281.380</b>	<b>277.094</b>	<b>276.918</b>	<b>278.425</b>	<b>280.946</b>
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**TOLL REVENUE**

**Baseline Total Toll Revenue**

<b>\$1,479.934</b>	<b>\$1,594.966</b>	<b>\$1,615.730</b>	<b>\$1,620.457</b>	<b>\$1,633.003</b>
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**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2013-2016**  
**Total Positions by Function**  
**Non-Reimbursable/Reimbursable and Full-Time /Full-Time Equivalents**

FUNCTION/DEPARTMENT	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
<b>Administration</b>					
Executive	2	2	2	2	2
Law	7	7	7	7	7
CFO <sup>(1)</sup>	20	20	20	20	20
Labor Relations	5	5	5	5	5
Staff Services <sup>(2)</sup>	17	17	17	17	17
EEO	1	1	1	1	1
<b>Total Administration</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>
<b>Operations</b>					
Revenue Management	39	39	39	39	39
Operations (Non-Security)	729	729	729	729	729
<b>Total Operations</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>
<b>Maintenance</b>					
Maintenance	179	183	183	183	183
Operations - Maintainers	172	172	172	172	172
Technology	52	52	52	52	52
Internal Security - Tech Svcs	8	8	8	8	8
<b>Total Maintenance</b>	<b>411</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>
<b>Engineering/Capital</b>					
Engineering & Construction	127	127	127	127	127
Health & Safety	8	8	8	8	8
Planning & Budget Capital	12	12	12	12	12
<b>Total Engineering/Capital</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>
<b>Public Safety</b>					
Operations (Security)	232	232	232	232	232
Internal Security - Operations	38	38	38	38	38
<b>Total Public Safety</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>
<b>Total Baseline Positions</b>	<b>1,648</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>
<b>Non-Reimbursable</b>	<b>1,604</b>	<b>1,608</b>	<b>1,608</b>	<b>1,608</b>	<b>1,608</b>
<b>Reimbursable</b>	<b>44</b>	<b>44</b>	<b>44</b>	<b>44</b>	<b>44</b>
<b>Total Full-Time</b>	<b>1,648</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>
<b>Total Full-Time Equivalents</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

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

(2) Includes Human Resources and Administration staff.

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

FUNCTION/OCCUPATIONAL GROUP		2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
<b>Administration</b>						
	Managers/Supervisors	19	19	19	19	19
	Professional, Technical, Clerical	33	33	33	33	33
	Operational Hourlies	-	-	-	-	-
	<b>Total Administration</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>
<b>Operations</b>						
	Managers/Supervisors	54	54	54	54	54
	Professional, Technical, Clerical	35	35	35	35	35
	Operational Hourlies <sup>(1)</sup>	679	679	679	679	679
	<b>Total Operations</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>
<b>Maintenance</b>						
	Managers/Supervisors	34	34	34	34	34
	Professional, Technical, Clerical	62	62	62	62	62
	Operational Hourlies <sup>(2)</sup>	315	319	319	319	319
	<b>Total Maintenance</b>	<b>411</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>
<b>Engineering/Capital</b>						
	Managers/Supervisors	31	31	31	31	31
	Professional, Technical, Clerical	116	116	116	116	116
	Operational Hourlies	-	-	-	-	-
	<b>Total Engineering/Capital</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>
<b>Public Safety</b>						
	Managers/Supervisors	7	7	7	7	7
	Professional, Technical, Clerical	29	29	29	29	29
	Operational Hourlies <sup>(3)</sup>	234	234	234	234	234
	<b>Total Public Safety</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>
<b>Total Baseline Positions</b>						
	Managers/Supervisors	145	145	145	145	145
	Professional, Technical, Clerical	275	275	275	275	275
	Operational Hourlies	1,228	1,232	1,232	1,232	1,232
	<b>Total Baseline Positions</b>	<b>1,648</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</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**  
**February Financial Plan - 2013 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
VehicleToll Revenue	112.630	104.437	133.618	133.251	142.753	143.146	141.479	144.077	136.084	139.156	133.350	130.985	1,594.966
Other Operating Revenue	1.131	1.093	1.237	1.176	1.413	1.670	1.213	1.213	1.238	1.213	1.195	20.081	33.873
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.110
<b>Total Revenue</b>	<b>\$113.771</b>	<b>\$105.539</b>	<b>\$134.864</b>	<b>\$134.436</b>	<b>\$144.176</b>	<b>\$144.825</b>	<b>\$142.701</b>	<b>\$145.300</b>	<b>\$137.330</b>	<b>\$140.378</b>	<b>\$134.555</b>	<b>\$151.075</b>	<b>\$1,828.950</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$10.299	\$9.181	\$10.144	\$9.823	\$10.244	\$9.926	\$10.516	\$10.219	\$9.898	\$10.218	\$9.898	\$15.495	\$125.862
Overtime	2.027	2.145	1.801	1.634	1.762	1.546	1.668	1.635	1.609	1.496	1.698	1.861	20.882
Health and Welfare	2.302	2.302	2.302	2.302	2.302	2.302	2.302	2.302	2.302	2.302	2.302	0.571	25.894
OPEB Current Payment	1.362	1.362	1.362	1.362	1.362	1.362	1.362	1.362	1.362	1.362	1.362	1.362	16.349
Pensions	2.681	2.681	2.681	2.681	2.681	2.681	2.790	2.790	2.790	2.790	2.790	2.790	32.823
Other Fringe Benefits	2.135	0.932	1.967	0.941	0.971	1.928	0.977	0.961	1.931	0.952	0.944	2.093	16.731
Reimbursable Overhead	(0.434)	(0.392)	(0.434)	(0.420)	(0.434)	(0.420)	(0.434)	(0.434)	(0.420)	(0.434)	(0.420)	(0.434)	(5.114)
<b>Total Labor Expenses</b>	<b>\$20.372</b>	<b>\$18.211</b>	<b>\$19.823</b>	<b>\$18.322</b>	<b>\$18.889</b>	<b>\$19.325</b>	<b>\$19.181</b>	<b>\$18.835</b>	<b>\$19.471</b>	<b>\$18.685</b>	<b>\$18.574</b>	<b>\$23.739</b>	<b>\$233.427</b>
<b>Non-Labor:</b>													
Electric Power	\$0.525	\$0.621	\$0.458	\$0.585	\$0.566	\$0.451	\$0.728	\$0.843	\$0.637	\$0.694	\$0.535	\$0.535	\$7.180
Fuel	0.319	0.308	0.319	0.240	0.243	0.240	0.122	0.122	0.118	0.289	0.285	0.289	2.894
Insurance	0.520	0.520	0.520	0.520	0.557	0.557	0.557	0.557	0.557	0.557	0.557	2.072	8.055
Claims	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.861	5.731	9.918	5.024	6.981	11.354	7.303	7.155	12.347	6.208	7.418	21.816	106.117
Professional Service Contracts	1.858	1.804	2.253	1.923	1.983	2.211	1.987	1.987	2.247	1.987	1.927	3.020	25.184
Materials & Supplies	0.357	0.323	0.357	0.346	0.357	0.346	0.357	0.357	0.346	0.357	0.346	0.361	4.209
Other Business Expenses	1.848	1.697	2.245	2.225	1.970	2.497	2.327	2.396	2.387	2.112	2.160	4.485	28.350
<b>Total Non-Labor Expenses</b>	<b>\$10.288</b>	<b>\$11.004</b>	<b>\$16.072</b>	<b>\$10.863</b>	<b>\$12.658</b>	<b>\$17.656</b>	<b>\$13.381</b>	<b>\$13.418</b>	<b>\$16.639</b>	<b>\$12.204</b>	<b>\$13.229</b>	<b>\$32.578</b>	<b>\$181.990</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$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>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$30.659</b>	<b>\$29.215</b>	<b>\$35.895</b>	<b>\$29.185</b>	<b>\$31.547</b>	<b>\$36.980</b>	<b>\$32.563</b>	<b>\$32.253</b>	<b>\$38.110</b>	<b>\$30.890</b>	<b>\$31.802</b>	<b>\$56.317</b>	<b>\$415.417</b>
<b>Add: Depreciation</b>	<b>\$7.869</b>	<b>\$7.869</b>	<b>\$7.869</b>	<b>\$7.869</b>	<b>\$7.869</b>	<b>\$7.869</b>	<b>\$7.869</b>	<b>\$7.869</b>	<b>\$7.869</b>	<b>\$7.869</b>	<b>\$7.869</b>	<b>\$7.869</b>	<b>\$94.429</b>
<b>Add: OPEB Obligation</b>	<b>6.388</b>	<b>6.388</b>	<b>6.388</b>	<b>6.388</b>	<b>6.388</b>	<b>6.388</b>	<b>6.388</b>	<b>6.388</b>	<b>6.388</b>	<b>6.388</b>	<b>6.388</b>	<b>6.388</b>	<b>76.650</b>
<b>Add: Environmental Remediation</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
<b>Total Expenses/Expenditures</b>	<b>\$44.916</b>	<b>\$43.472</b>	<b>\$50.151</b>	<b>\$43.442</b>	<b>\$45.803</b>	<b>\$51.237</b>	<b>\$46.819</b>	<b>\$46.509</b>	<b>\$52.367</b>	<b>\$45.146</b>	<b>\$46.059</b>	<b>\$70.574</b>	<b>\$586.496</b>
<b>Less: Depreciation</b>	<b>(\$7.869)</b>	<b>(\$7.869)</b>	<b>(\$7.869)</b>	<b>(\$7.869)</b>	<b>(\$7.869)</b>	<b>(\$7.869)</b>	<b>(\$7.869)</b>	<b>(\$7.869)</b>	<b>(\$7.869)</b>	<b>(\$7.869)</b>	<b>(\$7.869)</b>	<b>(\$7.869)</b>	<b>(\$94.429)</b>
<b>Less: OPEB Obligation</b>	<b>(6.388)</b>	<b>(6.388)</b>	<b>(6.388)</b>	<b>(6.388)</b>	<b>(6.388)</b>	<b>(6.388)</b>	<b>(6.388)</b>	<b>(6.388)</b>	<b>(6.388)</b>	<b>(6.388)</b>	<b>(6.388)</b>	<b>(6.388)</b>	<b>(76.650)</b>
<b>Total Expenses</b>	<b>\$30.659</b>	<b>\$29.215</b>	<b>\$35.895</b>	<b>\$29.185</b>	<b>\$31.547</b>	<b>\$36.980</b>	<b>\$32.563</b>	<b>\$32.253</b>	<b>\$38.110</b>	<b>\$30.890</b>	<b>\$31.802</b>	<b>\$56.317</b>	<b>\$415.417</b>
<b>Net Income/(Deficit)</b>	<b>\$83.111</b>	<b>\$76.323</b>	<b>\$98.969</b>	<b>\$105.251</b>	<b>\$112.629</b>	<b>\$107.845</b>	<b>\$110.138</b>	<b>\$113.047</b>	<b>\$99.220</b>	<b>\$109.488</b>	<b>\$102.752</b>	<b>\$94.758</b>	<b>\$1,213.533</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2013 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1.220	1.127	1.220	1.189	1.220	1.189	1.225	1.225	1.194	1.225	1.194	1.225	14.454
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$1.220</b>	<b>\$1.127</b>	<b>\$1.220</b>	<b>\$1.189</b>	<b>\$1.220</b>	<b>\$1.189</b>	<b>\$1.225</b>	<b>\$1.225</b>	<b>\$1.194</b>	<b>\$1.225</b>	<b>\$1.194</b>	<b>\$1.225</b>	<b>\$14.454</b>
<b>Expenses</b>													
<b>Labor</b>													
Payroll	\$0.473	\$0.427	\$0.473	\$0.457	\$0.473	\$0.457	\$0.473	\$0.473	\$0.457	\$0.473	\$0.457	\$0.473	\$5.566
Overtime	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.400
Health and Welfare	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	1.202
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.120	0.120	0.120	0.120	0.120	0.120	0.125	0.125	0.125	0.125	0.125	0.125	1.475
Other Fringe Benefits	0.059	0.053	0.059	0.057	0.059	0.057	0.059	0.059	0.057	0.059	0.057	0.059	0.897
Reimbursable Overhead	0.434	0.392	0.434	0.420	0.434	0.420	0.434	0.434	0.420	0.434	0.420	0.434	5.114
<b>Total Labor Expenses</b>	<b>\$1.220</b>	<b>\$1.127</b>	<b>\$1.220</b>	<b>\$1.189</b>	<b>\$1.220</b>	<b>\$1.189</b>	<b>\$1.225</b>	<b>\$1.225</b>	<b>\$1.194</b>	<b>\$1.225</b>	<b>\$1.194</b>	<b>\$1.225</b>	<b>\$14.454</b>
<b>Non-Labor</b>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$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>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$1.220</b>	<b>\$1.127</b>	<b>\$1.220</b>	<b>\$1.189</b>	<b>\$1.220</b>	<b>\$1.189</b>	<b>\$1.225</b>	<b>\$1.225</b>	<b>\$1.194</b>	<b>\$1.225</b>	<b>\$1.194</b>	<b>\$1.225</b>	<b>\$14.454</b>
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$1.220</b>	<b>\$1.127</b>	<b>\$1.220</b>	<b>\$1.189</b>	<b>\$1.220</b>	<b>\$1.189</b>	<b>\$1.225</b>	<b>\$1.225</b>	<b>\$1.194</b>	<b>\$1.225</b>	<b>\$1.194</b>	<b>\$1.225</b>	<b>\$14.454</b>
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$1.220</b>	<b>\$1.127</b>	<b>\$1.220</b>	<b>\$1.189</b>	<b>\$1.220</b>	<b>\$1.189</b>	<b>\$1.225</b>	<b>\$1.225</b>	<b>\$1.194</b>	<b>\$1.225</b>	<b>\$1.194</b>	<b>\$1.225</b>	<b>\$14.454</b>
<b>Net Income/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2013 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

**NON-REIMBURSABLE/ REIMBURSABLE**  
**(Page 1 of 2)**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	112.630	104.437	133.618	133.251	142.753	143.146	141.479	144.077	136.084	139.156	133.350	130.985	1,594.966
Other Operating Revenue	1.131	1.093	1.237	1.176	1.413	1.670	1.213	1.213	1.238	1.213	1.195	20.081	33.873
Capital and Other Reimbursements	1.220	1.127	1.220	1.189	1.220	1.189	1.225	1.225	1.194	1.225	1.194	1.225	14.454
Investment Income	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.009	0.110
<b>Total Revenue</b>	<b>\$114.991</b>	<b>\$106.665</b>	<b>\$136.084</b>	<b>\$135.625</b>	<b>\$145.396</b>	<b>\$146.014</b>	<b>\$143.926</b>	<b>\$146.525</b>	<b>\$138.524</b>	<b>\$141.603</b>	<b>\$135.749</b>	<b>\$152.300</b>	<b>\$1,643.403</b>
<b>Expenses</b>													
<b>Labor</b>													
Payroll	\$10.772	\$9.608	\$10.616	\$10.281	\$10.717	\$10.383	\$10.989	\$10.692	\$10.356	\$10.691	\$10.356	\$15.968	\$131.428
Overtime	2.060	2.179	1.834	1.667	1.796	1.579	1.701	1.668	1.642	1.529	1.731	1.895	21.282
Health and Welfare	2.402	2.402	2.402	2.402	2.402	2.402	2.402	2.402	2.402	2.402	2.402	0.671	27.096
OPEB Current Payment	1.362	1.362	1.362	1.362	1.362	1.362	1.362	1.362	1.362	1.362	1.362	1.362	16.349
Pensions	2.801	2.801	2.801	2.801	2.801	2.801	2.915	2.915	2.915	2.915	2.915	2.915	34.298
Other Fringe Benefits	2.194	0.985	2.026	0.998	1.031	1.985	1.036	1.020	1.988	1.011	1.001	2.152	17.428
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$21.592</b>	<b>\$19.338</b>	<b>\$21.043</b>	<b>\$19.511</b>	<b>\$20.109</b>	<b>\$20.514</b>	<b>\$20.407</b>	<b>\$20.060</b>	<b>\$20.665</b>	<b>\$19.910</b>	<b>\$19.768</b>	<b>\$24.964</b>	<b>\$247.881</b>
<b>Non-Labor</b>													
Electric Power	\$0.525	\$0.621	\$0.458	\$0.585	\$0.566	\$0.451	\$0.728	\$0.843	\$0.637	\$0.594	\$0.535	\$0.535	\$7.180
Fuel	0.319	0.308	0.319	0.240	0.243	0.240	0.122	0.122	0.118	0.289	0.285	0.289	2.894
Insurance	0.520	0.520	0.520	0.520	0.557	0.557	0.557	0.557	0.557	0.557	0.557	2.072	8.055
Claims	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.861	5.731	9.918	5.024	6.981	11.354	7.303	7.155	12.347	6.208	7.418	21.816	106.117
Professional Service Contracts	1.856	1.804	2.253	1.923	1.983	2.211	1.987	1.987	2.247	1.987	1.927	3.020	25.184
Materials & Supplies	0.357	0.323	0.357	0.346	0.357	0.346	0.357	0.357	0.346	0.357	0.346	0.361	4.209
Other Business Expenses	1.848	1.697	2.245	2.225	1.970	2.497	2.327	2.396	2.387	2.112	2.160	4.485	28.350
<b>Total Non-Labor Expenses</b>	<b>\$10.288</b>	<b>\$11.004</b>	<b>\$16.072</b>	<b>\$10.863</b>	<b>\$12.658</b>	<b>\$17.656</b>	<b>\$13.381</b>	<b>\$13.418</b>	<b>\$18.639</b>	<b>\$12.204</b>	<b>\$13.229</b>	<b>\$32.578</b>	<b>\$181.990</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$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>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$31.880</b>	<b>\$30.342</b>	<b>\$37.115</b>	<b>\$30.374</b>	<b>\$32.767</b>	<b>\$38.169</b>	<b>\$33.788</b>	<b>\$33.478</b>	<b>\$39.304</b>	<b>\$32.115</b>	<b>\$32.996</b>	<b>\$57.542</b>	<b>\$429.871</b>
Add: Depreciation	\$7.869	\$7.869	\$7.869	\$7.869	\$7.869	\$7.869	\$7.869	\$7.869	\$7.869	\$7.869	\$7.869	\$7.869	\$94.429
Add: OPEB Obligation	6.388	6.388	6.388	6.388	6.388	6.388	6.388	6.388	6.388	6.388	6.388	6.388	76.650
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$46.136</b>	<b>\$44.599</b>	<b>\$51.371</b>	<b>\$44.631</b>	<b>\$47.024</b>	<b>\$52.426</b>	<b>\$48.045</b>	<b>\$47.735</b>	<b>\$53.561</b>	<b>\$46.372</b>	<b>\$47.253</b>	<b>\$71.799</b>	<b>\$600.950</b>
Less: Depreciation	(\$7.869)	(\$7.869)	(\$7.869)	(\$7.869)	(\$7.869)	(\$7.869)	(\$7.869)	(\$7.869)	(\$7.869)	(\$7.869)	(\$7.869)	(\$7.869)	(\$94.429)
Less: OPEB Obligation	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(76.650)
<b>Total Expenses</b>	<b>\$31.880</b>	<b>\$30.342</b>	<b>\$37.115</b>	<b>\$30.374</b>	<b>\$32.767</b>	<b>\$38.169</b>	<b>\$33.788</b>	<b>\$33.478</b>	<b>\$39.304</b>	<b>\$32.115</b>	<b>\$32.996</b>	<b>\$57.542</b>	<b>\$429.871</b>
<b>Net Income/(Deficit)</b>	<b>\$83.111</b>	<b>\$76.323</b>	<b>\$98.969</b>	<b>\$105.251</b>	<b>\$112.629</b>	<b>\$107.845</b>	<b>\$110.138</b>	<b>\$113.047</b>	<b>\$99.220</b>	<b>\$109.488</b>	<b>\$102.752</b>	<b>\$94.756</b>	<b>\$1,213.533</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2013 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE (Page 2 of 2)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Baseline Net Income/(Deficit)</b>	<b>\$83.111</b>	<b>\$76.323</b>	<b>\$96.969</b>	<b>\$105.251</b>	<b>\$112.629</b>	<b>\$107.845</b>	<b>\$110.138</b>	<b>\$113.047</b>	<b>\$99.220</b>	<b>\$109.488</b>	<b>\$102.752</b>	<b>\$94.758</b>	<b>\$1,213.533</b>
<b>Deductions from Income:</b>													
Less: Capitalized Assets	\$0.806	\$0.703	\$1.884	\$1.259	\$0.967	\$2.575	\$1.939	\$0.873	\$1.816	\$1.622	\$1.066	\$2.270	\$17.781
Reserves	2.118	2.118	2.118	2.118	2.118	2.118	2.118	2.118	2.118	2.118	2.118	2.118	25.415
GASB Reserve	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.454	2.454
<b>Adjusted Baseline Net Income/(Deficit)</b>	<b>\$80.187</b>	<b>\$73.502</b>	<b>\$94.965</b>	<b>\$101.874</b>	<b>\$109.544</b>	<b>\$103.152</b>	<b>\$106.081</b>	<b>\$110.056</b>	<b>\$95.286</b>	<b>\$105.749</b>	<b>\$99.568</b>	<b>\$87.916</b>	<b>\$1,167.883</b>
Less: Debt Service	\$50.896	\$50.896	\$50.896	\$50.896	\$50.896	\$50.896	\$50.896	\$50.896	\$50.896	\$50.896	\$50.896	\$50.896	\$610.747
<b>Income Available for Distribution</b>	<b>\$29.292</b>	<b>\$22.606</b>	<b>\$44.072</b>	<b>\$50.978</b>	<b>\$58.648</b>	<b>\$52.256</b>	<b>\$55.186</b>	<b>\$59.160</b>	<b>\$44.390</b>	<b>\$54.853</b>	<b>\$48.673</b>	<b>\$37.021</b>	<b>\$557.136</b>
<b>Distributable To:</b>													
MTA - Investment Income	\$0.009	\$0.009	\$0.009	\$0.009	\$0.009	\$0.009	\$0.009	\$0.009	\$0.009	\$0.009	\$0.009	\$0.009	\$0.110
MTA - Distributable Income	19.480	16.137	26.870	30.323	34.158	30.962	32.427	34.414	27.029	32.261	29.170	23.344	336.577
NYCT - Distributable Income	9.803	6.460	17.193	20.646	24.481	21.285	22.750	24.737	17.352	22.583	19.493	13.667	220.448
<b>Total Distributable Income:</b>	<b>\$29.292</b>	<b>\$22.606</b>	<b>\$44.072</b>	<b>\$50.978</b>	<b>\$58.648</b>	<b>\$52.256</b>	<b>\$55.186</b>	<b>\$59.160</b>	<b>\$44.390</b>	<b>\$54.853</b>	<b>\$48.672</b>	<b>\$37.021</b>	<b>\$557.136</b>
<b>Cash Transfers:</b>													
MTA - Investment Income	\$0.000	\$0.110	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.110
MTA - Transfers	0.000	46.000	14.524	24.183	27.291	30.742	27.866	29.184	30.973	24.326	29.035	47.377	331.501
NYCT - Transfers	0.000	25.000	5.814	15.473	18.581	22.033	19.156	20.475	22.263	15.617	20.325	29.680	214.417
<b>Total Cash Transfers:</b>	<b>\$0.000</b>	<b>\$71.110</b>	<b>\$20.338</b>	<b>\$39.657</b>	<b>\$45.872</b>	<b>\$52.775</b>	<b>\$47.022</b>	<b>\$49.659</b>	<b>\$53.236</b>	<b>\$39.943</b>	<b>\$49.359</b>	<b>\$77.056</b>	<b>\$646.028</b>
<b>SUPPORT TO MASS TRANSIT:</b>													
Total Revenues	\$114.991	\$106.665	\$136.084	\$135.625	\$145.396	\$146.014	\$143.926	\$146.525	\$138.524	\$141.603	\$135.749	\$152.300	\$1,643.403
Less: Net Operating Expenses	31.880	30.342	37.115	30.374	32.767	38.169	33.788	33.478	39.304	32.115	32.996	57.542	429.871
<b>Net Operating Income:</b>	<b>\$83.111</b>	<b>\$76.323</b>	<b>\$96.969</b>	<b>\$105.251</b>	<b>\$112.629</b>	<b>\$107.845</b>	<b>\$110.138</b>	<b>\$113.047</b>	<b>\$99.220</b>	<b>\$109.488</b>	<b>\$102.752</b>	<b>\$94.758</b>	<b>\$1,213.533</b>
<b>Deductions from Operating Income:</b>													
B&T Debt Service	\$19.258	\$19.258	\$19.258	\$19.258	\$19.258	\$19.258	\$19.258	\$19.258	\$19.258	\$19.258	\$19.258	\$19.258	\$231.101
Capitalized Assets	0.806	0.703	1.884	1.259	0.967	2.575	1.939	0.873	1.816	1.622	1.066	2.270	17.781
Reserves	2.118	2.118	2.118	2.118	2.118	2.118	2.118	2.118	2.118	2.118	2.118	2.118	25.415
GASB Reserve	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.454	2.454
<b>Total Deductions from Operating Income</b>	<b>\$22.182</b>	<b>\$22.080</b>	<b>\$23.260</b>	<b>\$22.635</b>	<b>\$22.344</b>	<b>\$23.951</b>	<b>\$23.315</b>	<b>\$22.250</b>	<b>\$23.193</b>	<b>\$22.998</b>	<b>\$22.443</b>	<b>\$26.100</b>	<b>\$276.751</b>
<b>Total Support to Mass Transit:</b>	<b>\$60.929</b>	<b>\$54.244</b>	<b>\$75.709</b>	<b>\$82.616</b>	<b>\$90.285</b>	<b>\$83.893</b>	<b>\$86.823</b>	<b>\$90.797</b>	<b>\$76.026</b>	<b>\$86.490</b>	<b>\$80.310</b>	<b>\$68.658</b>	<b>\$936.782</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2013 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

<b>NON-REIMBURSABLE OVERTIME</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>
<b>OPERATIONS &amp; MAINTENANCE</b>													
<u>Scheduled Service</u>	\$0.192	\$0.192	\$0.192	\$0.196	\$0.239	\$0.196	\$0.198	\$0.196	\$0.239	\$0.196	\$0.311	\$0.192	\$2.540
<u>Unscheduled Service</u>	0.079	0.070	0.064	0.075	0.099	0.069	0.092	0.060	0.070	0.062	0.076	0.065	0.879
<u>Programmatic/Routine Maintenance</u>	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.041
<u>Unscheduled Maintenance</u>	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	1.755
<u>Vacancy/Absentee Coverage</u>	0.860	0.930	0.788	0.790	0.860	0.741	0.824	0.824	0.748	0.703	0.738	0.836	9.642
<u>Weather Emergencies</u>	0.318	0.371	0.202	0.030	0.000	0.000	0.000	0.000	0.000	0.000	0.026	0.216	1.164
<u>Safety/Security/Law Enforcement</u>	0.211	0.206	0.207	0.208	0.220	0.213	0.217	0.221	0.219	0.212	0.208	0.194	2.538
<u>Other</u>	0.046	0.046	0.046	0.046	0.046	0.046	0.046	0.046	0.046	0.046	0.046	0.046	0.552
<u>All Other Departments and Accruals<sup>1</sup></u>	0.148	0.148	0.148	0.148	0.148	0.148	0.148	0.148	0.148	0.148	0.148	0.148	1.772
Subtotal	\$2.004	\$2.113	\$1.797	\$1.643	\$1.761	\$1.562	\$1.674	\$1.644	\$1.620	\$1.516	\$1.702	\$1.847	\$20.882
<b>REIMBURSABLE OVERTIME</b>	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.400
<b>TOTAL OVERTIME</b>	<b>\$2.037</b>	<b>\$2.146</b>	<b>\$1.830</b>	<b>\$1.676</b>	<b>\$1.794</b>	<b>\$1.596</b>	<b>\$1.708</b>	<b>\$1.677</b>	<b>\$1.653</b>	<b>\$1.549</b>	<b>\$1.735</b>	<b>\$1.880</b>	<b>\$21.282</b>

Numbers may not add due to rounding.

<sup>1</sup> Includes overtime for all departments other than Operations and Maintenance, and adjustments to reflect the 28-day payroll lag. Does not include hours.

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2013 Adopted Budget**  
**Ridership/Traffic (Utilization)**  
**(in millions)**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Traffic Volume</b>	21.539	20.008	22.907	22.801	24.425	24.461	24.213	24.560	23.250	23.779	22.776	22.374	277.094
<b>Toll Revenue</b>	\$112.630	\$104.437	\$133.618	\$133.251	\$142.753	\$143.146	\$141.479	\$144.077	\$136.084	\$139.156	\$133.350	\$130.985	\$1,594.966

**MTA BRIDGES & TUNNELS**  
**February Financial Plan - 2013 Adopted Budget**  
**Total Positions by Function**  
**Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents**

<b>FUNCTION/DEPARTMENT</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Administration</b>												
Executive	2	2	2	2	2	2	2	2	2	2	2	2
Law	7	7	7	7	7	7	7	7	7	7	7	7
CFO <sup>(1)</sup>	20	20	20	20	20	20	20	20	20	20	20	20
Labor Relations	5	5	5	5	5	5	5	5	5	5	5	5
Staff Services <sup>(2)</sup>	17	17	17	17	17	17	17	17	17	17	17	17
EEO	1	1	1	1	1	1	1	1	1	1	1	1
<b>Total Administration</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>
<b>Operations</b>												
Revenue Management	39	39	39	39	39	39	39	39	39	39	39	39
Operations (Non-Security)	729	729	729	729	729	729	729	729	729	729	729	729
<b>Total Operations</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>
<b>Maintenance</b>												
Maintenance	183	183	183	183	183	183	183	183	183	183	183	183
Operations - Maintainers	172	172	172	172	172	172	172	172	172	172	172	172
Technology	52	52	52	52	52	52	52	52	52	52	52	52
Internal Security - Tech Svcs	8	8	8	8	8	8	8	8	8	8	8	8
<b>Total Maintenance</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>
<b>Engineering/Capital</b>												
Engineering & Construction	127	127	127	127	127	127	127	127	127	127	127	127
Health & Safety	8	8	8	8	8	8	8	8	8	8	8	8
Planning & Budget Capital	12	12	12	12	12	12	12	12	12	12	12	12
<b>Total Engineering/Capital</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>
<b>Public Safety</b>												
Operations (Security)	232	232	232	232	232	232	232	232	232	232	232	232
Internal Security - Operations	38	38	38	38	38	38	38	38	38	38	38	38
<b>Total Public Safety</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>
<b>Total Positions</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>
<b>Non-Reimbursable</b>	<b>1,608</b>	<b>1,608</b>	<b>1,608</b>	<b>1,608</b>	<b>1,608</b>	<b>1,608</b>	<b>1,608</b>	<b>1,608</b>	<b>1,608</b>	<b>1,608</b>	<b>1,608</b>	<b>1,608</b>
<b>Reimbursable</b>	<b>44</b>	<b>44</b>	<b>44</b>	<b>44</b>	<b>44</b>	<b>44</b>	<b>44</b>	<b>44</b>	<b>44</b>	<b>44</b>	<b>44</b>	<b>44</b>
<b>Total Full-Time</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>
<b>Total Full-Time Equivalents</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

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

(2) Includes Human Resources and Administration staff.

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2013 Adopted Budget**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	19	19	19	19	19	19	19	19	19	19	19	19
Professional, Technical, Clerical	33	33	33	33	33	33	33	33	33	33	33	33
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Administration</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>
<b>Operations</b>												
Managers/Supervisors	54	54	54	54	54	54	54	54	54	54	54	54
Professional, Technical, Clerical	35	35	35	35	35	35	35	35	35	35	35	35
Operational Hourlies <sup>(1)</sup>	679	679	679	679	679	679	679	679	679	679	679	679
<b>Total Operations</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>	<b>768</b>
<b>Maintenance</b>												
Managers/Supervisors	34	34	34	34	34	34	34	34	34	34	34	34
Professional, Technical, Clerical	62	62	62	62	62	62	62	62	62	62	62	62
Operational Hourlies <sup>(2)</sup>	319	319	319	319	319	319	319	319	319	319	319	319
<b>Total Maintenance</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>	<b>415</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	31	31	31	31	31	31	31	31	31	31	31	31
Professional, Technical, Clerical	116	116	116	116	116	116	116	116	116	116	116	116
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>	<b>147</b>
<b>Public Safety</b>												
Managers/Supervisors	7	7	7	7	7	7	7	7	7	7	7	7
Professional, Technical, Clerical	29	29	29	29	29	29	29	29	29	29	29	29
Operational Hourlies <sup>(3)</sup>	234	234	234	234	234	234	234	234	234	234	234	234
<b>Total Public Safety</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>	<b>270</b>
<b>Total Positions</b>												
Managers/Supervisors	145	145	145	145	145	145	145	145	145	145	145	145
Professional, Technical, Clerical	275	275	275	275	275	275	275	275	275	275	275	275
Operational Hourlies	1,232	1,232	1,232	1,232	1,232	1,232	1,232	1,232	1,232	1,232	1,232	1,232
<b>Total Positions</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>	<b>1,652</b>

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

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

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





# **Bridges and Tunnels**

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## **Capital Program Project Status Report January 2013**

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MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
STATUS REPORT  
JANUARY 31, 2013

Introduction

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

2013 Overview

In 2013, Bridges and Tunnels plans to commit \$323.6 million. There are several significant commitments planned for this year (See *Attachment 2 – 2013 Major Commitments*), the three largest of which are:

- VN80C, Bus and HOV Ramp Improvement (Construction) for \$80.2 million.
- VN35, Steel Repair and Concrete Rehabilitation and Painting of Brooklyn and Staten Island Lower level Ramps (Construction) for \$28.1 million.
- MP06, Substructure and Underwater Scour Protection (Construction) for \$17.0 million.

In 2013, Bridges and Tunnels plans to complete three projects totaling \$51.2 million. The largest project in the completion plan is HH10, Upper Level Sidewalk and Curb Stringers at Henry Hudson Bridge for \$42.0 million.

Year to Date Progress

Commitments

In January, 13 commitments with a total value of \$5.7 million were planned and actually awarded (See *Attachment 1, 2013 Commitment Chart; Attachment 7 – 2013 Commitment Plan*).

Completions

There were no completions planned or made in January. (See *Attachment 3 - 2013 Completion Chart; Attachment 4 – 2013 Major Project Completions; Attachment 5 - 2013 Project Completion Plan*).

Close-outs

There were three task level close-outs in January for \$0.2 million. (See *Attachment 6 – 2013 Task Level Closeouts*).

Award Date Changes for Remaining Commitments

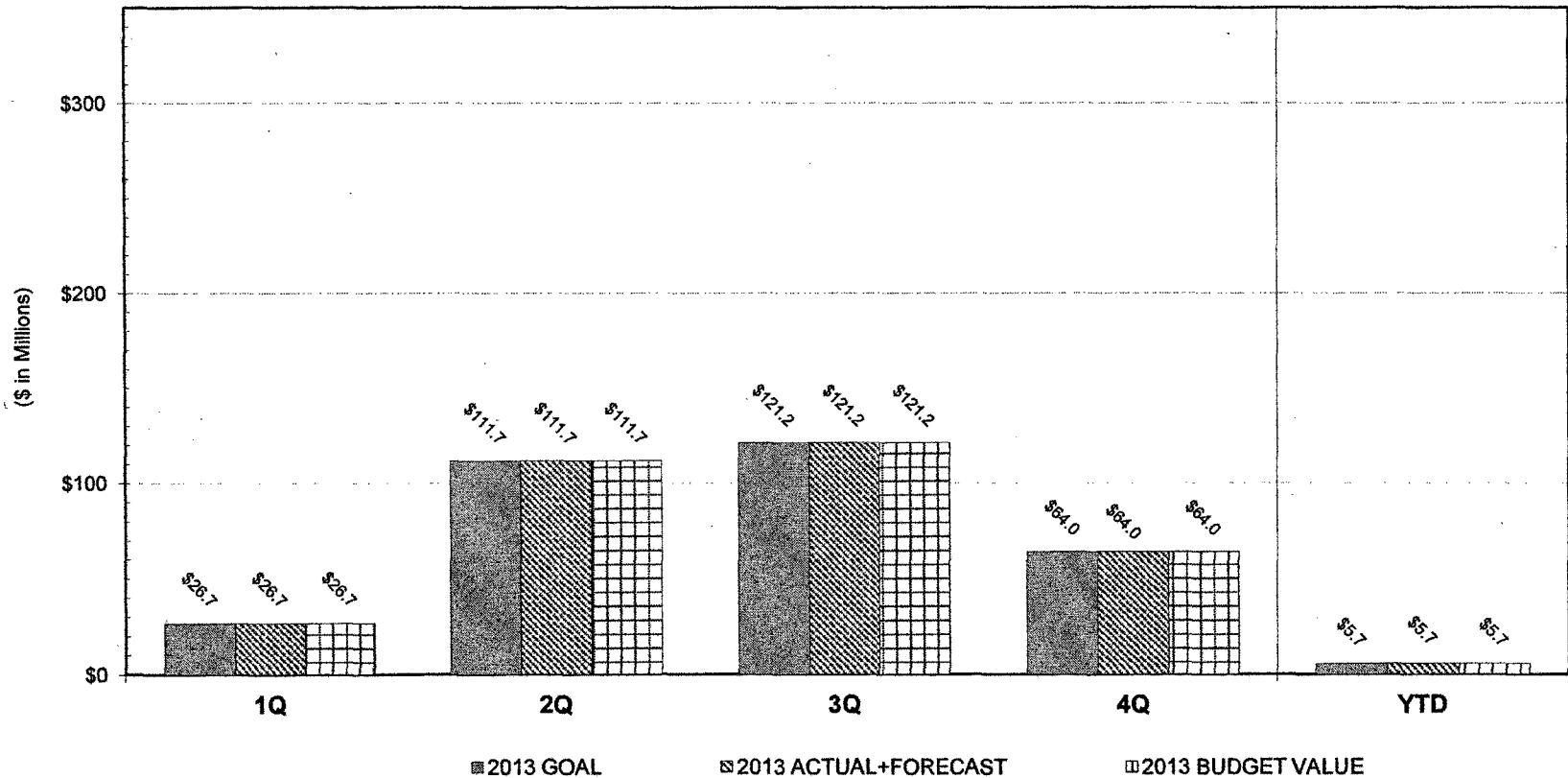
There were no changes for remaining commitments.

Completion Date Changes for Remaining Projects

There were no changes for remaining completions.

**MTA Bridges and Tunnels**  
**Commitments as of January 31, 2013**

2013 Budget Goal:	\$323.6	
2013 Annual Forecast	\$323.6	
YTD Goal:	\$5.7	
YTD Actual:	\$5.7	(100.0% of YTD Goal)
YTD Budgeted Value:	\$5.7	(100.0% of YTD Goal)
Left to Commit:	\$317.9	



**MTA Bridges and Tunnels: Status of Major Commitments as of January 31, 2013**

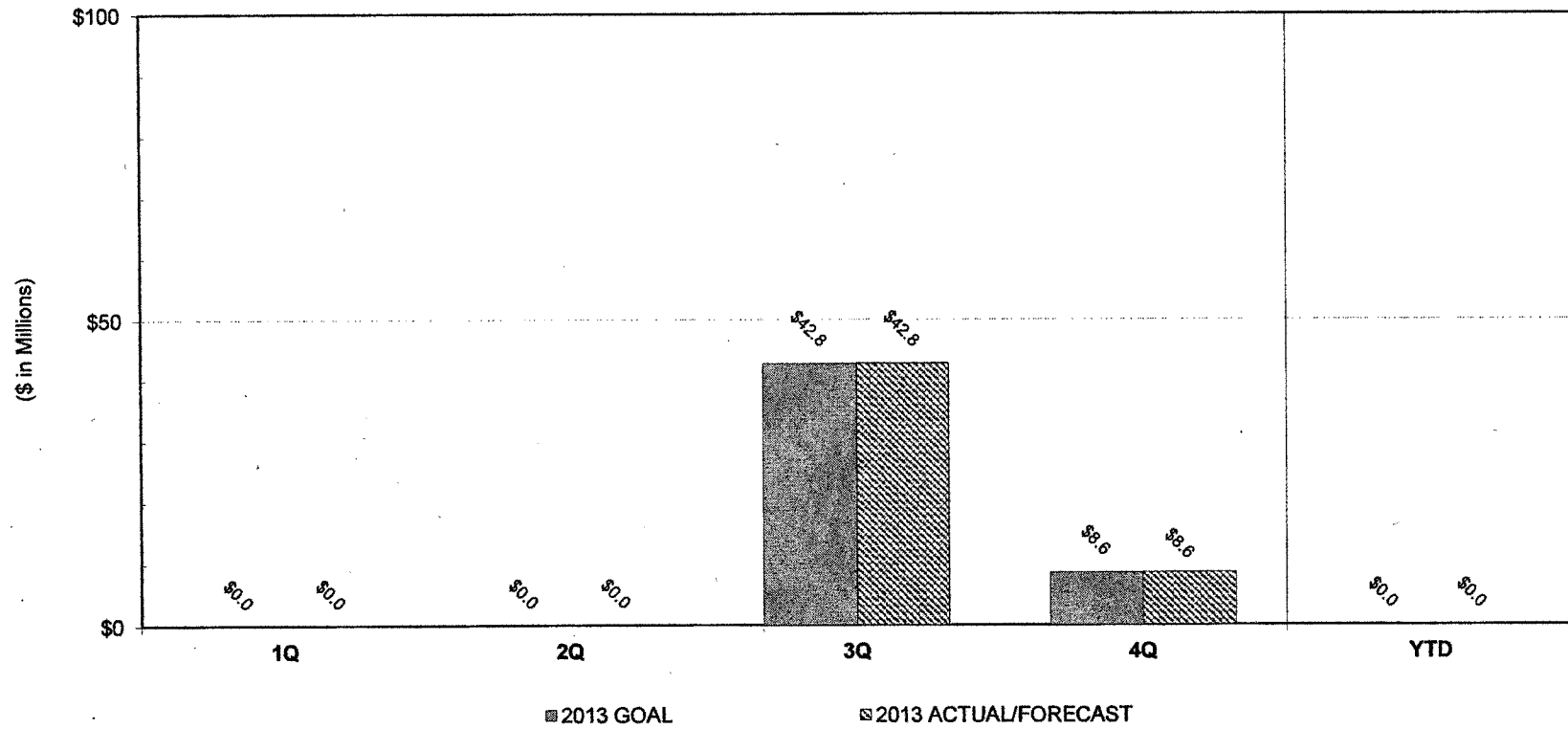
Project		Budget (\$ in Millions)			Award Date				Notes
		2013 Goal	Actual / Forecast*	Budgeted Value	2013 Goal	Advertisement Date	Actual / Forecast		
VN80C	Bus & HOV Ramp Improvement (Construction)	\$80.2	\$80.2	\$80.2	May-13	Feb-13	May-13	F	
AW36	Installation of CCTV / Fiber Optic Cable (Construction) - Throgs Neck bridge	\$11.5	\$11.5	\$11.5	Jul-13	Feb-13	Jul-13	F	1
VN35	Steel Repair and Concrete Rehab and Paint of Brooklyn & Staten Island Lower Level Ramps (Construction/Painting)	\$28.1	\$28.1	\$28.1	Sep-13	Mar-13	Sep-13	F	
MP06	Substructure & Underwater Scour Protection (Construction)	\$17.0	\$17.0	\$17.0	Sep-13	Mar-13	Sep-13	F	
RK65A	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza (Construction Administration)	\$12.2	\$12.2	\$12.2	Sep-13	Mar-13	Sep-13	F	
RK75	Interim Repairs - Toll Plaza Deck (Construction)	\$12.6	\$12.6	\$12.6	Nov-13	Oct-13	Nov-13	F	1
VN87	Substation #1 Rehabilitation (Design/Build)	\$12.1	\$12.1	\$12.1	Nov-13	Mar-13	Nov-13	F	

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

1. Advertisement date reflects date of intent to negotiate.

# **MTA Bridges and Tunnels Completions as of Janaury 31, 2013**

2013 Budget Goal: \$51.4  
2013 Annual Forecast: \$51.4  
YTD Goal: \$0.0  
YTD Actual: \$0.0  
Left to Complete: \$51.4



## MTA Bridges and Tunnels: Status of Major Completions as of January 31, 2013

Project	Budget (\$ in Millions)		Completions Status		Completion Date			Notes
	2013 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2013 Goal	Actual / Forecast		
HH10 Upper Level Sidewalk / Curb Stringers	\$42.8	\$42.8	72%	68%	Sep-13	Sep-13	F	
HH07 Structural Rehabilitation - Phase I	\$8.6	\$8.6	52%	44%	Dec-13	Dec-13	F	

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

**MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2013 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
D602HH10	Upper Level Sidewalk / Curb Stringers	Construction	Sep-13	\$41,996,754	\$41,996,754			Sep-13	\$41,996,754
D607HH10	Paint - Curb Stringers	Construction	Sep-13	\$812,900	\$812,900			Sep-13	\$812,900
			<b>Sep-13 Total</b>	<b>\$42,809,654</b>	<b>\$42,809,654</b>				
D601HH07	Structural Rehabilitation - Phase I	Construction	Dec-13	\$8,578,850	\$8,578,850			Dec-13	\$8,578,850
			<b>Dec-13 Total</b>	<b>\$8,578,850</b>	<b>\$8,578,850</b>				
			<b>Grand Total</b>	<b>\$51,388,504</b>	<b>\$51,388,504</b>				
								<b>Remaining</b>	<b>\$51,388,504</b>

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

Attachment 6  
2013 Task Level Closeouts

2013 TASK LEVEL CLOSEOUTS						
PROJECT	PROJECT DESCRIPTION	TASK	TASK DESCRIPTION	CLOSEOUT WAR	CERTIFICATE DATE	CERTIFICATE AMOUNT
D601BW97	Concrete Anchorage Repairs	D02897	BC Development F/A(TBTA-D1418)	D00001418A	07-Jan-13	\$6,060.19
D603AW48	2nd Generation E-Zpass In-Lane	D02815	AET-PhI-Maint/Ops F/A(TBTA-D1265)	D00001265A	07-Jan-13	\$131,582.65
D504AW80	Variable Message Signs	D02869	VMS Spec. Design (PSC-06-2809A)	D00001330A	08-Jan-13	\$18,835.37
<b>Total</b>					<b>3</b>	<b>\$156,478.21</b>

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2013 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	
G5140110	B&T 2008 BZPP Grant	G02996	VNB - BZPP Grant Cns.	Jan-13	\$355,609	\$355,609	Jan-13	\$355,609		
G5140110	B&T 2008 BZPP Grant	G02998	TNB - BZPP Grant Cns.	Jan-13	\$244,650	\$244,650	Jan-13	\$244,650		
G5140110	B&T 2008 BZPP Grant	G03421	BWB - BZPP Grant - Equip Purchase	Jan-13	\$9,384	\$9,384	Jan-13	\$9,384		
G5140110	B&T 2008 BZPP Grant	G03484	PM Design F/A-VNB(TBTA-G2481)	Jan-13	\$72,540	\$72,540	Jan-13	\$72,540		
G5140110	B&T 2008 BZPP Grant	G03486	PM Design F/A-TNB(TBTA-G2482)	Jan-13	\$69,741	\$69,741	Jan-13	\$69,741		
G5140110	B&T 2008 BZPP Grant	G03488	PM Const F/A-VNB(TBTA-G2483)	Jan-13	\$8,000	\$8,000	Jan-13	\$8,000		
G5140110	B&T 2008 BZPP Grant	G03489	Operations F/A-BWB(TBTA-G2485)	Jan-13	\$91,917	\$91,917	Jan-13	\$91,917		
G5140110	B&T 2008 BZPP Grant	G03491	PM Const F/A-TNB(TBTA-G2484)	Jan-13	\$8,000	\$8,000	Jan-13	\$8,000		
D603AW36	Installation of CCTV / Fiber Optic Cable	D02486	P.M. Construction F/A(RFK)	Jan-13	\$901,610	\$901,610	Jan-13	\$901,610		
D602BW89	Deck Replacement - Elevated and On Grade Approach	D03137	Traffic Enforcement Agents (TEA'S)	Jan-13	\$2,516,287	\$2,516,287	Jan-13	\$2,516,287		
D601HH89	Skewbacks Retrofit	D03071	B.C. Development F/A	Jan-13	\$50,000	\$50,000	Jan-13	\$50,000		
D601MP16	Miscellaneous Steel Repairs	D02651	Design (PSC-12-2911)	Jan-13	\$1,312,268	\$1,312,268	Jan-13	\$1,312,268		
D601VN34	Verrazano-Narrows Bridge Main Cable Testing	D02915	BC Development F/A	Jan-13	\$50,000	\$50,000	Jan-13	\$50,000		
Jan-13 Total					\$5,690,006	\$5,690,006				
G5140110	B&T 2008 BZPP Grant	G02997	BWB - BZPP Grant - Equip Purchase	Feb-13	\$205,970	\$205,970			Feb-13	\$205,970.00
D606AW21	Program Administration	D02459	2013 Program Adm.	Feb-13	\$1,100,000	\$1,100,000			Feb-13	\$1,100,000.00
D606AW21	Program Administration	D02460	2013 Indirect Program Admin	Feb-13	\$2,200,000	\$2,200,000			Feb-13	\$2,200,000.00
D603AW36	Installation of CCTV / Fiber Optic Cable	D02488	Constr.Adm-RFK (PSC-12-2919)	Feb-13	\$1,466,101	\$1,466,101			Feb-13	\$1,466,101.00
D602BW89	Deck Replacement - Elevated and On Grade Approach	D02602	Operations F/A	Feb-13	\$400,000	\$400,000			Feb-13	\$400,000.00
D604QM30	Tunnel Ventilation Building Electrical Upgrade	D02675	Operations F/A	Feb-13	\$458,722	\$458,722			Feb-13	\$458,722.00
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control	D02678	Design (PSC-12-2920)	Feb-13	\$3,366,703	\$3,366,703			Feb-13	\$3,366,703.00
D602RK75	Interim Repairs - Toll Plaza Deck	D03133	P.M. Construction F/A	Feb-13	\$500,000	\$500,000			Feb-13	\$500,000.00
G5140110	B&T 2008 BZPP Grant	G03476	VNB - BZPP CM	Feb-13	\$44,796	\$44,796			Feb-13	\$44,796.00
G5140110	B&T 2008 BZPP Grant	G03487	TNB - BZPP CM	Feb-13	\$36,476	\$36,476			Feb-13	\$36,476.00
Feb-13 Total					\$9,778,768	\$9,778,768				
D603AW36	Installation of CCTV / Fiber Optic Cable	D02485	Dsgn During Cnstr(CSS)-rk	Mar-13	\$178,500	\$178,500			Mar-13	\$178,500.00
D603AW36	Installation of CCTV / Fiber Optic Cable	D02487	Construction (RFK)	Mar-13	\$7,132,464	\$7,132,464			Mar-13	\$7,132,464.00
D601BW07	Tower and Pier Fender Protection	D02576	P.M. Design F/A	Mar-13	\$807,176	\$807,176			Mar-13	\$807,176.14
D601TN60	Anchorage Dehumidification	D02739	P.M. Design F/A	Mar-13	\$687,646	\$687,646			Mar-13	\$687,645.88
D602VN80	Replace Upper Level Suspended Span	D02789	VN80C PM Construction F/A	Mar-13	\$2,462,819	\$2,462,819			Mar-13	\$2,462,818.56
Mar-13 Total					\$11,268,805	\$11,268,805				
D606AW15	MTA Independent Engineer	D02445	2010-2014 Independent Eng.	Apr-13	\$623,144	\$623,144			Apr-13	\$623,144.00
D604BW15	Necklace Lighting	D02587	P.M. Construction F/A	Apr-13	\$505,955	\$505,955			Apr-13	\$505,954.77
D604BW15	Necklace Lighting	D02588	Construction Adm.	Apr-13	\$558,600	\$558,600			Apr-13	\$558,600.00
D604BW15	Necklace Lighting	D02999	Dsgn during Cns.(PSC-05-2757)	Apr-13	\$100,000	\$100,000			Apr-13	\$100,000.00

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2013 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	D03002	RK65R-Maint.Fac. CM (PSC-12-2902)	Apr-13	\$2,041,200	\$2,041,200			Apr-13	\$2,041,200.00
D602TN49	Miscellaneous Structural Rehabilitation	D03098	Cns - Overlay Installation -S/bound	Apr-13	\$2,116,825	\$2,116,825			Apr-13	\$2,116,825.00
D602TN49	Miscellaneous Structural Rehabilitation	D03099	CM -Overlay Installation -S/bound	Apr-13	\$95,031	\$95,031			Apr-13	\$95,031.00
D602VN80	Replace Upper Level Suspended Span	D02788	Constr. Adm.(PSC-12-2915)	Apr-13	\$4,917,150	\$4,917,150			Apr-13	\$4,917,150.00
				Apr-13 Total	\$10,957,905	\$10,957,905				
D602VN80	Replace Upper Level Suspended Span	D02790	Bus & HOV Ramp Improvement CNS	May-13	\$80,169,600	\$80,169,600			May-13	\$80,169,600.00
				May-13 Total	\$80,169,600	\$80,169,600				
D605AW12	Hazardous Materials Abatement	D02978	Air Monit/DsgnMgt	Jun-13	\$100,000	\$100,000			Jun-13	\$100,000.00
D605AW12	Hazardous Materials Abatement	D02982	Air Monit/DsgnMgt	Jun-13	\$100,000	\$100,000			Jun-13	\$100,000.00
D605AW12	Hazardous Materials Abatement	D02983	Air Monit/DsgnMgt	Jun-13	\$100,000	\$100,000			Jun-13	\$100,000.00
D605AW12	Hazardous Materials Abatement	D02984	Air Monit/DsgnMgt	Jun-13	\$100,000	\$100,000			Jun-13	\$100,000.00
D606AW18	Protective Liability Insurance	D02451	2013 APPL	Jun-13	\$1,575,390	\$1,575,390			Jun-13	\$1,575,390.00
D603AW48	2nd Generation E-Zpass In-Lane	D03124	Proj.Mgmt F/A-AW AET Study	Jun-13	\$913,000	\$913,000			Jun-13	\$913,000.00
D601BW07	Tower and Pier Fender Protection	D02577	Study/Scope Development	Jun-13	\$2,230,200	\$2,230,200			Jun-13	\$2,230,200.00
D604BW15	Necklace Lighting	D02589	Construction	Jun-13	\$7,208,998	\$7,208,998			Jun-13	\$7,208,998.00
D604QM81	Controls / Communication System	D02683	P.M. Design F/A	Jun-13	\$805,529	\$805,529			Jun-13	\$805,529.12
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D03134	BC Development F/A (RK65B)	Jun-13	\$50,000	\$50,000			Jun-13	\$50,000.00
G5140108	08TSG ThrogsNeck ElectSecurity	G03355	PM Const. F/A	Jun-13	\$1,000,000	\$1,000,000			Jun-13	\$1,000,000.00
D601TN52	Miscellaneous Structural Rehabilitation	D03020	Design (TN-52A)	Jun-13	\$500,000	\$500,000			Jun-13	\$500,000.00
D601TN52	Miscellaneous Structural Rehabilitation	D03021	P.M. Construction F/A (TN-52A)	Jun-13	\$300,000	\$300,000			Jun-13	\$300,000.00
D601TN52	Miscellaneous Structural Rehabilitation	D03022	Construction (TN-52A)	Jun-13	\$3,000,000	\$3,000,000			Jun-13	\$3,000,000.00
D601TN52	Miscellaneous Structural Rehabilitation	D03023	Construction Admin. (TN-52A)	Jun-13	\$300,000	\$300,000			Jun-13	\$300,000.00
D601TN60	Anchorage Dehumidification	D02740	Design	Jun-13	\$2,279,907	\$2,279,907			Jun-13	\$2,279,907.00
				Jun-13 Total	\$20,563,024	\$20,563,024				
D603AW36	Installation of CCTV / Fiber Optic Cable	D03109	Cnstr-Fiber Install(TNB)TN Task26	Jul-13	\$11,477,187	\$11,477,187			Jul-13	\$11,477,187.00
D603AW48	2nd Generation E-Zpass In-Lane	D03118	AET-Phil-Authority-Wide RFP Study	Jul-13	\$3,517,500	\$3,517,500			Jul-13	\$3,517,500.00
D601BW14	Miscellaneous Structural Rehabilitation	D02579	P.M. Design F/A	Jul-13	\$660,025	\$660,025			Jul-13	\$660,025.45
D601BW14	Miscellaneous Structural Rehabilitation	D02580	Design	Jul-13	\$1,785,000	\$1,785,000			Jul-13	\$1,785,000.00
D601BW84	Cable Investigation / Monitoring	D02591	P.M. Design F/A	Jul-13	\$993,188	\$993,188			Jul-13	\$993,188.14
D601BW84	Cable Investigation / Monitoring	D02592	Design	Jul-13	\$1,893,150	\$1,893,150			Jul-13	\$1,893,150.00
D601HH89	Skewbacks Retrofit	D03072	P.M. Design F/A	Jul-13	\$580,000	\$580,000			Jul-13	\$580,000.00
D601MP06	Substructure & Underwater Scour Protection	D02646	P.M. Construction F/A	Jul-13	\$1,095,473	\$1,095,473			Jul-13	\$1,095,472.76
D601MP06	Substructure & Underwater Scour Protection	D02648	Construction Adm.	Jul-13	\$1,681,890	\$1,681,890			Jul-13	\$1,681,890.00
G5140108	08TSG ThrogsNeck ElectSecurity	G03356	Const. Admin.	Jul-13	\$3,200,000	\$3,200,000			Jul-13	\$3,200,000.00
G5140108	08TSG ThrogsNeck ElectSecurity	G03357	Construction	Jul-13	\$13,111,380	\$13,111,380			Jul-13	\$13,111,380.00

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2013 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	
G5140108	08TSG ThrogsNeck ElectSecurity	G03419	Constr. Support Services	Jul-13	\$470,400	\$470,400			Jul-13	\$470,400.00
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	D02772	P.M. Construction F/A	Jul-13	\$839,235	\$839,235			Jul-13	\$839,235.07
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	D02773	Construction Adm.	Jul-13	\$1,565,550	\$1,565,550			Jul-13	\$1,565,550.00
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	D03038	Design during CNS-CSS	Jul-13	\$230,388	\$230,388			Jul-13	\$230,388.00
D607VN35	Paint - Brooklyn&Staten Island Lower Level Ramps	D02776	Paint PM Constr. F/A	Jul-13	\$1,290,465	\$1,290,465			Jul-13	\$1,290,465.00
D607VN35	Paint - Brooklyn&Staten Island Lower Level Ramps	D02777	Paint.Constr. Adm.	Jul-13	\$1,738,800	\$1,738,800			Jul-13	\$1,738,800.00
D602VN84	Widening of Belt Parkway Ramps	D02796	P.M. Design F/A	Jul-13	\$1,093,068	\$1,093,068			Jul-13	\$1,093,068.33
D607VN84	Paint - Belt Parkway Ramps	D02799	Paint PM Design F/A	Jul-13	\$44,775	\$44,775			Jul-13	\$44,775.00
Jul-13 Total					\$47,267,475	\$47,267,475				
D605BB21	Service Building Rehabilitation	D02554	P.M. Construction F/A	Sep-13	\$232,000	\$232,000			Sep-13	\$232,000.00
D605BB21	Service Building Rehabilitation	D02555	Construction Adm.	Sep-13	\$276,500	\$276,500			Sep-13	\$276,500.00
D605BB21	Service Building Rehabilitation	D03036	Design during CNS-CSS	Sep-13	\$90,000	\$90,000			Sep-13	\$90,000.00
D601MP06	Substructure & Underwater Scour Protection	D02647	Construction	Sep-13	\$17,000,000	\$17,000,000			Sep-13	\$17,000,000.00
D601MP06	Substructure & Underwater Scour Protection	D03119	Environmental Mitigation	Sep-13	\$1,000,000	\$1,000,000			Sep-13	\$1,000,000.00
D607RK65	Paint - Plaza and Approach Ramps	D02710	Bx.Plz & Appr Ramps-Paint.CM	Sep-13	\$1,716,000	\$1,716,000			Sep-13	\$1,716,000.00
D505QM01	Service & FE Building Rehab	D02019	Const. Adm.	Sep-13	\$700,000	\$700,000			Sep-13	\$700,000.00
D505QM01	Service & FE Building Rehab	D03039	Design during CNS-CSS	Sep-13	\$98,700	\$98,700			Sep-13	\$98,700.00
D604QM81	Controls / Communication System	D02684	Design	Sep-13	\$3,051,527	\$3,051,527			Sep-13	\$3,051,527.00
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D02700	RK65A-Construction Adm.	Sep-13	\$12,231,624	\$12,231,624			Sep-13	\$12,231,624.00
D602RK75	Interim Repairs - Toll Plaza Deck	D02720	Construction Adm.	Sep-13	\$2,173,645	\$2,173,645			Sep-13	\$2,173,645.00
D601RK76	Miscellaneous Structural Repair	D03079	P.M. Design F/A	Sep-13	\$500,000	\$500,000			Sep-13	\$500,000.00
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	D02774	Construction	Sep-13	\$12,091,367	\$12,091,367			Sep-13	\$12,091,367.00
D607VN35	Paint - Brooklyn&Staten Island Lower Level Ramps	D02778	Painting - Cns.	Sep-13	\$16,000,000	\$16,000,000			Sep-13	\$16,000,000.00
D602VN84	Widening of Belt Parkway Ramps	D02797	Design	Sep-13	\$6,563,003	\$6,563,003			Sep-13	\$6,563,003.00
D607VN84	Paint - Belt Parkway Ramps	D02800	Painting - Design	Sep-13	\$175,000	\$175,000			Sep-13	\$175,000.00
Sep-13 Total					\$73,899,366	\$73,899,366				
D605BB21	Service Building Rehabilitation	D02556	Construction	Nov-13	\$2,900,000	\$2,900,000			Nov-13	\$2,900,000.00
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	D02561	Construction Adm.	Nov-13	\$5,123,543	\$5,123,543			Nov-13	\$5,123,543.00
D601HH89	Skewbacks Retrofit	D03073	Design	Nov-13	\$4,500,000	\$4,500,000			Nov-13	\$4,500,000.00
D505QM01	Service & FE Building Rehab	D02020	Construction	Nov-13	\$4,000,000	\$4,000,000			Nov-13	\$4,000,000.00
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	D02686	P.M. Construction F/A	Nov-13	\$1,900,000	\$1,900,000			Nov-13	\$1,900,000.00
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	D02687	Construction Adm.	Nov-13	\$4,818,700	\$4,818,700			Nov-13	\$4,818,700.00
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D02696	RK65R - Staff Relocation	Nov-13	\$10,000,000	\$10,000,000			Nov-13	\$10,000,000.00
D602RK75	Interim Repairs - Toll Plaza Deck	D03130	Construction Ph.I	Nov-13	\$12,600,000	\$12,600,000			Nov-13	\$12,600,000.00
D602RK75	Interim Repairs - Toll Plaza Deck	D03131	Construction Adm. Ph.I	Nov-13	\$1,000,000	\$1,000,000			Nov-13	\$1,000,000.00

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2013 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

ACEP	Project Description	Task	Task Description	Goal			Actual		Forecast	
				Start Date	Goal Value	Budget Value	Start Date	Actual Value	Start Date	Forecast Value
D601RK76	Miscellaneous Structural Repair	D03080	Design	Nov-13	\$500,000	\$500,000			Nov-13	\$500,000.00
D604VN87	Substation #1 Rehabilitation	D02804	PM Design/Build F/A	Nov-13	\$910,630	\$910,630			Nov-13	\$910,630.16
D604VN87	Substation #1 Rehabilitation	D02805	Constr.Adm.	Nov-13	\$1,649,073	\$1,649,073			Nov-13	\$1,649,073.00
D604VN87	Substation #1 Rehabilitation	D02806	Design/Build Contract	Nov-13	\$12,064,170	\$12,064,170			Nov-13	\$12,064,170.00
			Nov-13 Total		\$61,966,116	\$61,966,116				
D606AW28	Scope Development	D02475	2013 Scope Development	Dec-13	\$2,000,000	\$2,000,000			Dec-13	\$2,000,000.00
			Grand Total		\$323,560,864	\$323,560,864				
			Grand Total		\$323,560,864	\$323,560,864	YTD Total	\$5,690,006	Remaining	\$317,870,858
									Grand Total	\$323,560,864





# **Bridges and Tunnels**

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## **Procurements**

**March 2013**

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# Staff Summary



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

<b>Date</b>	February 20, 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	2/21/13			
2	MTA B&T Committee	3/11/13			
3	MTA Board	3/13/13			

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

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

## PURPOSE:

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

## DISCUSSION:

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

Schedules Requiring Majority Vote		# of Actions	\$ Amount
Schedule G	Miscellaneous Service Contracts	1	\$0.048M
SUBTOTAL		1	\$0.048M

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

Schedules Requiring Two-Thirds Vote		# of Actions	\$ Amount
Schedule H	Modifications to Personal/Miscellaneous Service Contracts	3	\$9.574M
Schedule I	Modifications to Purchase & Public Works Contracts	2	\$2.202M
SUBTOTAL		5	\$11.776M

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

## 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	\$0.146M
Schedule K	Ratification of Completed Procurement Actions (Involving Schedule E-J)				6	\$0.679M
SUBTOTAL					8	\$0.825M
TOTAL					14	\$12.649M

### **BUDGET IMPACT:**

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

### **RECOMMENDATION:**

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

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

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

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

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

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

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

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

**MTA BRIDGES & TUNNELS**

**Procurements Requiring Majority Vote:**

**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)

- |   |   |
|---|---|
| 1. New York State Industries for the Disabled<br>Contract No. 12-STS-2905 | \$24,269.00 - B&T<br><u>\$23,980.00</u> - LIRR<br>Total \$48,249.00 |
|---|---|

3 yr. contract - Non-Competitive

B&T and LIRR require the services of the New York State Industries for the Disabled (NYSID) to provide on-site document destruction services. These services are required since the agencies do not possess the equipment or personnel needed to perform this work. Large bins and overflow bags will be provided throughout various locations at each agency. The materials deposited in these bins will then be picked up by the contractor on an as-needed basis and destroyed on-site in its secure, mobile shredding vehicle. Under Section 162 of the New York State Finance Law, B&T is required to purchase designated services from preferred sources such as NYSID. The award is made pursuant to this Section of the Finance Law and is therefore exempt from statutory competitive procurement requirements. Numerous entities are members of NYSID and it has identified the American Security Shredding Corporation as the associate member that will provide these services.

The scope of services for the agencies under the prospective contracts differs from that compared with the prior contracts. B&T excluded the requirement to destroy various media, e.g. CDs, DVDs, VHS tapes and hard drives resulting in a reduced need to shred the materials. Under LIRR's scope of services, estimated quantities for various line items were revised. NYSID submitted proposals of \$24,371.50 for B&T and \$24,130 for LIRR. The user's estimates were \$23,776 and \$23,740 for each agency, respectively. Negotiations resulted in nominal reductions for both agencies; in comparison with each agency's estimate the negotiated price of \$24,269 for B&T is 2.1% higher and LIRR's negotiated price of \$23,980 is 1% higher. The total value of this procurement is \$48,249. The prices for these contracts are fixed over a period of three years and are considered fair and reasonable. Funding is available in each agency's Operating Budget.

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

**Procurements Requiring Majority Vote:**

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

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

- |    |  |   |                                      |
|----|--|---|--------------------------------------|
| 1. | <b>WSP-Sells</b><br><b>STV Incorporated</b><br><b>HNTB New York Engineering &amp; Architecture, P.C.</b><br><b>Jacobs Civil Consultants, Inc.</b><br><b>Gannett Fleming Engineers and Architects, P.C.</b><br><b>Contract Nos. PSC-06-2807 A - E</b>   | <b>\$8,500,000.00</b><br>(aggregate not-to-exceed amount for the 5 contracts) | <u><b>Staff Summary Attached</b></u> |
|    | Increase funding in the aggregate amount of \$8,500,000 for five personal service contracts to provide miscellaneous design services on an as-needed basis for various projects, which include design scoping, designing safety and red flag repairs, deck repairs, structural steel repairs, value engineering, condition inspections and engineering investigations. |   |                                      |
| 2. | <b>Henningson, Durham &amp; Richardson</b><br><b>Architecture and Engineering, P.C.</b><br><b>Contract No. PSC-10-2885</b>   | <b>\$ 787,281.77</b>  | <u><b>Staff Summary Attached</b></u> |
|    | Additional design and engineering services for Project MP-03, Electrical and Mechanical Rehabilitation at the Marine Parkway - Gil Hodges Memorial Bridge.   |   |                                      |
| 3. | <b>HNTB New York Engineering and Architecture, PC</b><br><b>Contract No. PSC-10-2875</b>   | <b>\$ 287,047.00</b>  | <u><b>Staff Summary Attached</b></u> |
|    | Additional design services for Project MP-06, Substructure and Underwater Work at the Marine Parkway - Gil Hodges Memorial Bridge.   |   |                                      |

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

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

- |    |   |                       |                                      |
|----|---|-----------------------|--------------------------------------|
| 4. | <b>Ahern Painting Contractors, Inc.</b><br><b>Contract No. TN-82B</b>   | <b>\$1,250,000.00</b> | <b><u>Staff Summary Attached</u></b> |
|    | Additional work to furnish and install 3" conduit under the Bronx Approach at the Throgs Neck Bridge under Contract TN-82B. |                       |                                      |

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

5.    **El Sol Contracting and Construction**                      **\$ 952,000.00**                      ***Staff Summary Attached***  
      **Corp./El Sol Limited Enterprises Inc.**  
      **(a Joint Venture)**  
      **Contract No. TN-85C**  
         Additional work to furnish and install 3" conduit under the suspended span at the Throgs  
         Neck Bridge under contract TN-85C.

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

Item Number 1 (Final)

<b>Vendor Name (&amp; Location)</b> WSP-Sells, Briarcliff Manor, NY STV Incorporated, New York, NY HNTB New York Engineering & Architecture, P.C., New York, NY Jacobs Civil Consultants, Inc.*, New York, NY Gannett Fleming Engineers and Architects, P.C., New York, NY		<b>Contract Number</b> PSC-06-2807A PSC-06-2807B PSC-06-2807C PSC-06-2807D PSC-06-2807E	<b>AWO/Modification #</b>
<b>Description</b> Miscellaneous Design Services on an As-Needed Basis		<b>Original Amount:</b> \$12,000,000	
<b>Contract Term (including Options, if any)</b> October 26, 2007 - May 31, 2014 (A) November 1, 2007 - May 31, 2014 (B) February 14, 2008 - May 31, 2014 (C) October 23, 2008 - May 31, 2014 (D) August 14, 2008 - May 31, 2014 (E)		<b>Prior Modifications:</b> \$10,000,000	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>Prior Budgetary Increases:</b> N/A	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		<b>Current Amount:</b> \$22,000,000	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		<b>This Request:</b> Aggregate NTE \$8,500,000	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>% of This Request to Current Amount:</b> 39%	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Joe Keane, P.E.		<b>% of Modifications (including This Request) to Original Amount:</b> 154%	

### Discussion:

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to increase funding under five personal service contracts for miscellaneous design services on an as-needed basis in the aggregate amount of \$8,500,000. Consistent with the Procurement Guidelines these amendments constitute a substantial change. Contracts PSC-06-2807A through PSC-06-2807E were awarded pursuant to a competitive proposal process to the above five firms in an aggregate amount not to exceed \$12M over a period of five years. The aggregate amount has subsequently been increased to \$22M and the contracts have been extended through May 31, 2014. Under these contracts B&T issues work orders to perform various projects, which typically include design scoping, designing safety and red flag repairs, deck repairs, structural steel repairs, value engineering, condition inspections and engineering investigations. Through February 4, 2013, work orders totaling over \$19.8M have been awarded or are in the process of being awarded. Through the remainder of 2013, B&T estimates another \$10.6M in work orders will be required. Activity under these contracts has significantly increased due in large part to the impact that Superstorm Sandy has had on our facilities and operations. B&T has determined that continuing to acquire these types of services by utilizing these miscellaneous design contracts is administratively more cost effective and time efficient than soliciting these services under separate RFPs. A new group of contracts for these requirements is in the solicitation process and is anticipated to be awarded in the third quarter of 2013.

The additional funding requested under this amendment will support essential miscellaneous design needs in the 2012-14 Major Maintenance Budget, 2010-14 Capital Program and for Sandy restoration projects until new contracts are awarded. The consultants will be compensated in accordance with the rates included in the contracts. Based on the above, the aggregate value of \$8,500,000 under the prospective contract amendments is considered fair and reasonable.

\* PSC-06-2807D was awarded to Edwards & Kelcey, Inc. which was purchased by Jacobs Civil Consultants, Inc. (JCCI) and later assigned to JCCI.

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

Item Number 2 (Final)

<b>Vendor Name (&amp; Location)</b> Henningson, Durham & Richardson Architecture and Engineering, PC		<b>Contract Number</b> PSC-10-2885	<b>AWO/Modification #</b>
<b>Description</b> Design and Construction Support Services for Project MP-03, Electrical and Mechanical Rehabilitation at the Marine Parkway - Gil Hodges Memorial Bridge			
<b>Contract Term (including Options, if any)</b> December 28, 2011 - February 27, 2014		<b>Original Amount:</b> \$1,499,542.19	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>Prior Modifications:</b> N/A	
<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> \$1,499,542.19	
<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> \$787,281.77	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Joe Keane, P.E.		<b>% of This Request to Current Amount:</b> 52.5%	
		<b>% of Modifications (including This Request) to Original Amount:</b> 52.5%	

### Discussion:

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to amend this contract with Henningson, Durham & Richardson Architecture and Engineering, PC (HDR) for funding to perform additional design and engineering services at the Marine Parkway - Gil Hodges Memorial Bridge. The scope of work for this Contract, approved by the Board in December 2011, encompassed findings in the 2009 Biennial Inspection and various feasibility studies performed in 2010. However, the 2012 Biennial Inspection and additional design inspection performed under this Contract revealed new field conditions. Based on the information contained in those reports, the additional services required under this amendment include: (i) fire alarm system upgrades; (ii) closed circuit television system upgrades; (iii) a motor drive upgrade/replacement at the span; (iv) droop cable replacement (power and communication cables required for safe bridge operation installed between the towers and the lift span); (v) a lift span transverse balancing investigation; and (vi) an electrical and mechanical system service life evaluation for a total amount of \$787,281.77. Consistent with the Procurement Guidelines this amendment constitutes a substantial change.

HDR submitted a proposal in the amount of \$787,281.77. The Engineer's estimate is \$743,000. Based on further review of the scope and discussions with the consultant, HDR's proposed cost was accepted. This amount is 6% above the estimate and is fair and reasonable. Funding for this amendment is available in the 2010 - 2014 Capital Program under Project MP-03.

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

Item Number 3 (Final)

<b>Vendor Name (&amp; Location)</b> HNTB New York Engineering and Architecture, PC, New York, NY		<b>Contract Number</b> PSC-10-2875	<b>AWO/Modification #</b>
<b>Description</b> Design and Construction Support Services for Project MP-06, Substructure and Underwater Work at the Marine Parkway – Gil Hodges Memorial Bridge			
<b>Contract Term (including Options, if any)</b> February 28, 2011 - October 27, 2014			
<b>Option(s) Included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		<b>Original Amount:</b> \$2,034,545.00	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		<b>Prior Modifications:</b> \$90,578.00	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>Prior Budgetary Increases:</b> \$0.00	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Joe Keane, P.E.		<b>Current Amount:</b> \$2,125,123.00	
		<b>This Request:</b> \$287,047.00	
		<b>% of This Request to Current Amount:</b> 13.5%	
		<b>% of Modifications (including This Request) to Original Amount:</b> 18.6%	

## Discussion:

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to amend this contract with HNTB New York Engineering and Architecture, PC (HNTB) for funding to perform the following services at the Marine Parkway - Gil Hodges Memorial Bridge: (i) design a fireboat mooring platform to enable New York City Fire Department (NYCFD) fireboats to anchor at the tower pier fender system; (ii) design manual dry standpipe risers in accordance with NYCFD and NFPA requirements; (iii) design a corrosion protection system for piers and additional repairs for fenders; (iv) repackage abutment repairs and electrical work; and (v) perform additional design reviews in an amount totaling \$287,047. Consistent with the Procurement Guidelines this amendment together with the previous amendments totaling \$90,578 constitutes a substantial change.

This contract was approved by the Board in December 2010 and awarded to HNTB in February 2011. The Contract requires the Consultant to provide design and construction support services for underwater rehabilitation and repair work. Additional funds are required for the services described above. HNTB submitted a proposal in the amount of \$289,195. The Engineer's estimate is \$306,326. Negotiations resulted in a cost of \$287,047, which is 6.3% below the estimate and is fair and reasonable. Funding for this amendment is available in the 2010 - 2014 Capital Program under Project MP-06.

# Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: 4 (Final)

<b>Vendor Name (&amp; Location)</b> Ahern Painting Contractors, Inc., Woodside, New York		<b>Contract Number</b> TN-82B	<b>AWO/Modification #</b>
<b>Description</b> Interim Repair of Orthotropic Deck Structures at the Throgs Neck Bridge		<b>Original Amount:</b> \$47,359,845.00	
<b>Contract Term (including Options, if any)</b> July 29, 2011 – January 28, 2014		<b>Prior Modifications:</b> \$99,750.00	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>Prior Budgetary Increases:</b> \$0.00	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		<b>Current Amount:</b> \$47,459,595.00	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		<b>This Request:</b> \$1,250,000.00	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>% of This Request to Current Amount:</b> 2.6%	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Vincent Montanti, P.E.		<b>% of Modifications (including This Request) to Original Amount:</b> 2.9%	

## Discussion:

B&T is seeking the Board's approval under the All-Agency Procurement Guidelines to modify the Contract with Ahern Painting Contractors, Inc. (Ahern) to furnish and install 3" conduit (approximately 5,400 LF) under the Bronx Approach at the Throgs Neck Bridge (TNB) in the negotiated amount of \$1,250,000. These conduits shall be utilized for upcoming fiber optic cable installations at this facility. On February 13 B&T provided authorization to proceed in an amount not-to-exceed \$250,000 for the purchase of materials.

Ahern continues to perform the Work under the Bronx Approach utilizing an under deck work platform, which shall be removed at the completion of the Contract. The Engineer has determined that since Ahern is mobilized, by requiring it to perform the conduit installation at this time, B&T will not incur additional costs beyond those negotiated under this amendment. If this work were to be performed at a later date, B&T would have to seek other means to enable a separate contractor to access the work site. The Contractor would also be required to provide maintenance and protection of traffic. This alternative is less desirable and not cost effective. Ahern submitted a proposal in the amount of \$1,289,313.40. The Engineer's estimate is \$1,510,935. Negotiations resulted in the parties agreeing to \$1,250,000 to perform the Work, which is 17.3% below the estimate. The negotiated price is considered fair and reasonable. This contract will be extended through June 30, 2014. Funding for this amendment is available in the 2010 to 2014 Capital Program under Project AW-36.

# Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: 5 (Final)

<b>Vendor Name (&amp; Location)</b> El Sol Contracting and Construction Corp./El Sol Limited Enterprises Inc., (a Joint Venture), Maspeth, New York		<b>Contract Number</b> TN-85C	<b>AWO/Modification #</b>
<b>Description</b> Suspended Span Repairs at the Throgs Neck Bridge		<b>Original Amount:</b> \$24,369,700.00	
<b>Contract Term (Including Options, if any)</b> June 30, 2011 - February 28, 2013		<b>Prior Modifications:</b> \$931,399.00	
<b>Option(s) Included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>Prior Budgetary Increases:</b> \$0.00	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		<b>Current Amount:</b> \$25,301,099.00	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		<b>This Request:</b> \$952,000.00	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>% of This Request to Current Amount:</b> 3.8%	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Vincent Montanti, P.E.		<b>% of Modifications (Including This Request) to Original Amount:</b> 7.7%	

## Discussion:

B&T is seeking the Board's approval under the All-Agency Procurement Guidelines to modify the Contract with El Sol Contracting and Construction Corp./El Sol Limited Enterprises Inc., (a Joint Venture) [El Sol] to furnish and install 3" conduit (approximately 3,000 LF) under the suspended span at the Throgs Neck Bridge (TNB) in the negotiated amount of \$952,000. These conduits shall be utilized for upcoming fiber optic cable installations at this facility. On February 11 B&T provided authorization to proceed in an amount not-to-exceed \$250,000 for the purchase of materials.

El Sol continues to perform the Work under the suspended span utilizing an under deck work platform, which shall be removed at the completion of the Contract. The Engineer has determined that since El Sol is mobilized, by requiring it to perform the conduit installation at this time, B&T will not incur additional costs beyond those negotiated under this amendment. If this work were to be performed at a later date, B&T would have to seek other means to enable a separate firm to access the work site. Such firm would also be required to provide maintenance and protection of traffic. This alternative is less desirable and not cost effective. El Sol submitted a proposal in the amount of \$1,007,192.62. The Engineer's estimate is \$989,136.53. Negotiations resulted in the parties agreeing to \$952,000 to perform the Work, which is 3.8% below the estimate. The negotiated price is fair and reasonable. This contract will be extended through December 31, 2013. Funding for this amendment is available in the 2010 to 2014 Capital Program under Project AW-36.

**MTA BRIDGES & TUNNELS**

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

5.     **JG Electrical Testing Corporation**                     **\$ 370,000.00**                     **Staff Summary Attached**  
          **Contract No. 10-MNT-2878Y**  
          Amendment for installation of electrical breakers and wiring to repair and restore  
          equipment at the Bronx-Whitestone and Cross Bay Veterans Memorial Bridges and at  
          the Hugh L. Carey and Queens Midtown Tunnels.
6.     **GenServe, Inc.**   **\$ 70,000.00**                     **Staff Summary Attached**  
          **Contract No. 09-MNT-2847**  
          Amendment for generator repairs performed at the Hugh L. Carey Tunnel (HCT) and  
          Cross Bay Veterans Memorial Bridge and the acquisition of a generator at the HCT.

## Schedule D: Ratification of Completed Procurement Actions

Item Number: **1** (Final)

<b>Vendor Name (&amp; Location)</b> Auster Rubber Co., Inc., Brooklyn, NY		<b>Contract Number</b> Purchase Order 3000001170		<b>Renewal</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Description</b> Six Inch Polyvinyl Chloride (PVC) Piping Components and Parts		<b>Total Amount:</b> \$83,479.23		
<b>Contract Term (including Options, if any)</b> Two weeks		<b>Funding Source</b> <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>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Quotation		<b>Contract Manager:</b> Janet Lebron		

### Discussion:

As a result of Superstorm Sandy, B&T is seeking the Board's ratification under the All-Agency Procurement Guidelines of a Purchase Order awarded under the Declaration of Emergency issued by the President effective on October 29, 2012.

Due to the floodwaters that poured into the Queens Midtown Tunnel, authorization was given to purchase 6" polyvinyl chloride (PVC) piping components and required parts from Auster Rubber Co. (Auster) for use by contractors to pump out water that had accumulated in the tunnel. This plastic pipe system is used extensively due to its low cost and high chemical resistance in comparison with more traditional materials such as copper or rubber.

The prices charged by Auster were discounted 30% off its list price. The discount, offered by the contractor to all governmental agencies, was applied to Purchase Order 3000001170 and is subject to the terms of the Most Favored Customer provision. The cost for these components and parts totaling \$83,479.23 was considered fair and reasonable. Auster was deemed to be a responsible contractor. Funding under this contract is available in the Operating Budget under GL #711362.

## Schedule D: Ratification of Completed Procurement Actions

Item Number: **2** (Final)

<b>Vendor Name (&amp; Location)</b> Schwing Electric Supply Corp., Farmingdale, NY		<b>Contract Number</b> 3000001164	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Description</b> Ballasts for Hugh L. Carey Tunnel Lighting		<b>Total Amount:</b> \$62,740.00	
<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> Nicole Costa	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Quotations			

### Discussion:

As a result of Superstorm Sandy, B&T is seeking the Board's ratification under the All-Agency Procurement Guidelines of a Purchase Order awarded under the Declaration of Emergency issued by the President effective on October 29, 2012.

Flooding in the east and west tubes of the Hugh L. Carey Tunnel (HCT) resulted in significant damage to the ballasts. Ballasts are electrical devices that are used to energize high pressure sodium bulbs in the HCT so that its lighting system may operate efficiently. An inspection following the removal of the floodwater from the tunnel disclosed that 1,400 ballasts needed to be replaced. B&T determined, however, that the local availability for 1,000 ballasts (each supporting 150 watts) was limited. We identified Schwing Electric Supply Corp. (Schwing) as one firm that could meet our entire supply need in a timely manner. An initial amount of 531 units were drop shipped by the manufacturer in Texas to the HCT on November 9. The HCT received the balance (469) from other locations in Pennsylvania and New Jersey. The contractor delivered the remaining quantity of 400 from its local affiliate. B&T personnel performed the installation work.

Schwing's quote for these items was discounted 42% off its list price. Purchase Order 3000001164 was awarded in the amount of \$62,740. The price was considered fair and reasonable. This firm was deemed to be a responsible contractor. Funding is available in the Operating Budget under GL #713004.

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

Item Number: **3** (Final)

<b>Vendor Name (&amp; Location)</b> Western Oilfields Supply d/b/a Rain for Rent, Monroeville, NY		<b>Contract Number</b> POs 3000001191 and 3000001192		<b>AWO/Modification #</b>
<b>Description</b> Pumping and Cleaning of the Queens Midtown Tunnel and Rental of Emergency Generators at the Queens Midtown and Hugh L. Carey Tunnels		<b>Original Amount:</b>		
		PO 3000001191	\$159,221.92	
		PO 3000001192	\$ 27,971.73	
<b>Contract Term (including Options, if any)</b> Three weeks		<b>Prior Modifications:</b> \$0.00		
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>Prior Budgetary Increases:</b> \$0.00		
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive		<b>Current Amount:</b>		
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Quotation		PO 3000001191	\$159,221.92	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		PO 3000001192	\$ 27,971.73	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Operations, James Fortunato		Total	\$187,193.65	
		<b>% of This Request to Current Amount:</b> 0%/0%		
		<b>% of Modifications (Including This Request) to Original Amount:</b> 0%/0%		

## Discussion:

As a result of Superstorm Sandy, B&T is seeking the Board's ratification under the All-Agency Guidelines for Procurement of Services of Purchase Orders awarded under the Declaration of Emergency issued by the President effective on October 29, 2012.

Due to significant damage and flooding at the Queens Midtown Tunnel (QMT) and Hugh L. Carey Tunnel (HCT), various services were required. Such services, performed by Western Oilfields Supply d/b/a Rain for Rent (Rain for Rent), included pumping out storm water accumulated in the QMT in addition to supplying two generators at that facility and one at the HCT. The generators, which were rented by B&T, were used by in-house personnel to facilitate the pumping and removal of water that flooded the tunnels' service buildings.

Purchase Orders 3000001191 and 3000001192 were awarded to Rain for Rent in the amount of \$159,221.92 for the work performed at the QMT and \$27,971.73 for B&T's use of the rental generators at each tunnel. Our combined estimate for both services was \$188,989. Since Rain for Rent's cost compared favorably with the estimate, the prices were considered fair and reasonable. This firm was deemed to be a responsible contractor. Funding for these contracts is available in the Operating Budgets under GL #s713302 and 711315.

**Schedule K: Ratification of Completed Procurement Actions (Involving Schedules E Through J)**
**Item Number: 4 (Final)**

<b>Vendor Name (&amp; Location)</b> Servpro of Northeast Queens, Bayside, NY	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;"><b>Contract Number</b></td> <td style="width: 30%;"><b>AWO/Modification #</b></td> </tr> <tr> <td>POs 3000001137 and 3000001181</td> <td></td> </tr> </table>	<b>Contract Number</b>	<b>AWO/Modification #</b>	POs 3000001137 and 3000001181						
<b>Contract Number</b>	<b>AWO/Modification #</b>									
POs 3000001137 and 3000001181										
<b>Description</b> Pumping and Cleaning at the Cross Bay Veterans Memorial Bridge and Queens Midtown Tunnel	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;"><b>Original Amount:</b></td> <td style="width: 20%;">PO 3000001137</td> <td style="width: 20%; text-align: right;">\$15,000.00</td> </tr> <tr> <td></td> <td>PO 3000001181</td> <td style="text-align: right;">\$36,884.10</td> </tr> </table>	<b>Original Amount:</b>	PO 3000001137	\$15,000.00		PO 3000001181	\$36,884.10			
<b>Original Amount:</b>	PO 3000001137	\$15,000.00								
	PO 3000001181	\$36,884.10								
<b>Contract Term (including Options, if any)</b> Three weeks	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;"><b>Prior Modifications:</b></td> <td style="width: 20%;"></td> <td style="width: 20%; text-align: right;">\$0.00</td> </tr> <tr> <td><b>Prior Budgetary Increases:</b></td> <td></td> <td style="text-align: right;">\$0.00</td> </tr> </table>	<b>Prior Modifications:</b>		\$0.00	<b>Prior Budgetary Increases:</b>		\$0.00			
<b>Prior Modifications:</b>		\$0.00								
<b>Prior Budgetary Increases:</b>		\$0.00								
<b>Option(s) included in Total Amount?</b> <div style="text-align: right;"> <input type="checkbox"/> Yes    <input checked="" type="checkbox"/> No         </div>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;"><b>Current Amount:</b></td> <td style="width: 20%;">PO 3000001137</td> <td style="width: 20%; text-align: right;">\$15,000.00</td> </tr> <tr> <td></td> <td>PO 3000001181</td> <td style="text-align: right;">\$36,884.10</td> </tr> </table>	<b>Current Amount:</b>	PO 3000001137	\$15,000.00		PO 3000001181	\$36,884.10			
<b>Current Amount:</b>	PO 3000001137	\$15,000.00								
	PO 3000001181	\$36,884.10								
<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: 60%;"><b>This Request:</b></td> <td style="width: 20%;">PO 3000001137</td> <td style="width: 20%; text-align: right;">\$15,000.00</td> </tr> <tr> <td></td> <td>PO 3000001181</td> <td style="text-align: right;">\$36,884.10</td> </tr> <tr> <td></td> <td style="text-align: center;"><b>Total</b></td> <td style="text-align: right;"><b>\$51,884.10</b></td> </tr> </table>	<b>This Request:</b>	PO 3000001137	\$15,000.00		PO 3000001181	\$36,884.10		<b>Total</b>	<b>\$51,884.10</b>
<b>This Request:</b>	PO 3000001137	\$15,000.00								
	PO 3000001181	\$36,884.10								
	<b>Total</b>	<b>\$51,884.10</b>								
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Quotations	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;"><b>% of This Request to Current Amount:</b></td> <td style="width: 20%;"></td> <td style="width: 20%; text-align: right;">0%/0%</td> </tr> </table>	<b>% of This Request to Current Amount:</b>		0%/0%						
<b>% of This Request to Current Amount:</b>		0%/0%								
<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: 60%;"><b>% of Modifications (including This Request) to Original Amount:</b></td> <td style="width: 20%;"></td> <td style="width: 20%; text-align: right;">0%/0%</td> </tr> </table>	<b>% of Modifications (including This Request) to Original Amount:</b>		0%/0%						
<b>% of Modifications (including This Request) to Original Amount:</b>		0%/0%								
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Operations, James Fortunato										

**Discussion:**

As a result of Superstorm Sandy, B&T is seeking the Board's ratification under the All-Agency Guidelines for Procurement of Services of Purchase Orders awarded under the Declaration of Emergency issued by the President effective on October 29, 2012.

Due to significant damage and flooding at the Cross Bay Veterans Memorial Bridge (Cross Bay) and Queens Midtown Tunnel (QMT), various services were required. Such services, performed by Servpro of Northeast Queens (Servpro), included dewatering the trailers and toll plaza at the Cross Bay and pumping out storm water accumulated at the QMT Ventilation Building gun range and then cleaning and disinfecting the area. These services were required to ensure the safety of our employees and customers and render the facilities fully operational.

Purchase Orders 3000001137 and 3000001181 were awarded to Servpro in the amount of \$15,000 for services performed at the Cross Bay and \$36,884.10 at the QMT, respectively. B&T's combined estimate for both services was \$60,000. Since Servpro's cost compares favorably with the estimate, the prices were considered fair and reasonable. This firm was deemed to be a responsible contractor. Funding under these contracts is available in the Operating Budget under GL #711315.

**Schedule K: Ratification of Completed Procurement Actions (Involving Schedules E Through J)**Item Number: **5** (Final)

<b>Vendor Name (&amp; Location)</b> JG Electrical Testing Corporation, Keyport, NJ	<b>Contract Number</b> 10-MNT-2878Y	<b>AWO/Modification #</b>
<b>Description</b> Maintenance, Testing, Inspection & Repair of Low and Medium Voltage Electrical Distribution Equipment	<b>Original Amount:</b>	\$739,800.00
<b>Contract Term (including Options, if any)</b> February 8, 2012 - February 7, 2015	<b>Prior Modifications:</b>	\$0.00
<b>Option(s) Included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Prior Budgetary Increases:</b>	\$0.00
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b>	\$739,800.00
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other: Quotation	<b>This Request:</b>	\$370,000.00
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b>	50%
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Operations, James Fortunato	<b>% of Modifications (Including This Request) to Original Amount:</b>	50%

**Discussion:**

As a result of Superstorm Sandy, B&T is seeking the Board's ratification under the All-Agency Guidelines for Procurement of Services of an amendment issued against Contract 10-MNT-2878Y under the Declaration of Emergency issued by the President effective on October 29, 2012.

An amendment was issued to JG Electrical Testing Corporation under a competitively bid miscellaneous service contract, Contract 10-MNT-2878Y, for installation of electrical breakers and wiring to repair and restore the equipment that was damaged at the Bronx-Whitestone and Cross Bay Veterans Memorial Bridges and at the Hugh L. Carey and Queens Midtown Tunnels. This equipment is critical since it monitors and distributes power to the electrical systems that reside at each facility. The value of the original contract was \$739,800; the contractor will be compensated for an amount of \$370,000 for the work performed at the four facilities in accordance with the rates under the contract. The value of this amendment was considered fair and reasonable. Funding under this contract is available in the Operating Budget under GL #711315.

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

Item Number: **6** (Final)

<b>Vendor Name (&amp; Location)</b> GenServe, Inc., Bayshore, NY	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;"><b>Contract Number</b> 09-MNT-2847</td> <td style="width: 30%;"><b>AWO/Modification #</b></td> </tr> <tr> <td colspan="2" style="height: 20px;"></td> </tr> <tr> <td><b>Original Amount:</b></td> <td style="text-align: right;">\$172,950.00</td> </tr> <tr> <td><b>Prior Modifications:</b></td> <td style="text-align: right;">\$202,700.00</td> </tr> <tr> <td><b>Prior Budgetary Increases:</b></td> <td style="text-align: right;">\$0.00</td> </tr> <tr> <td><b>Current Amount:</b></td> <td style="text-align: right;">\$375,650.00</td> </tr> <tr> <td colspan="2" style="height: 20px;"></td> </tr> <tr> <td><b>This Request:</b></td> <td style="text-align: right;">\$70,000.00</td> </tr> <tr> <td colspan="2" style="height: 20px;"></td> </tr> <tr> <td><b>% of This Request to Current Amount:</b></td> <td style="text-align: right;">19%</td> </tr> <tr> <td><b>% of Modifications (including This Request) to Original Amount:</b></td> <td style="text-align: right;">158%</td> </tr> </table>	<b>Contract Number</b> 09-MNT-2847	<b>AWO/Modification #</b>			<b>Original Amount:</b>	\$172,950.00	<b>Prior Modifications:</b>	\$202,700.00	<b>Prior Budgetary Increases:</b>	\$0.00	<b>Current Amount:</b>	\$375,650.00			<b>This Request:</b>	\$70,000.00			<b>% of This Request to Current Amount:</b>	19%	<b>% of Modifications (including This Request) to Original Amount:</b>	158%
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<b>Description</b> Preventive Maintenance and Repair of the Authority's Emergency Generators																							
<b>Contract Term (including Options, if any)</b> February 1, 2010 through May 31, 2013																							
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																							
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive																							
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:																							
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:																							
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Operations, James Fortunato																							

**Discussion:**

As a result of Superstorm Sandy, B&T is seeking the Board's ratification under the All-Agency Guidelines for Procurement of Services for an amendment issued to GenServe, Inc. (GenServe) for generator repairs performed at the Hugh L. Carey Tunnel (HCT) and Cross Bay Veterans Memorial Bridge. GenServe provides all labor, material and equipment to perform preventive and corrective maintenance on B&T-owned emergency generators under this contract. Funding in an amount of \$15,000 was required to cover generator repairs at both B&T sites. In addition due to water damage created by the superstorm, the generator at the HCT needed to be replaced. The cost for the new generator was \$55,000 which included the contractor's cost in addition to the markup contained in the contract. Since the purchase of the new generator was outside the scope of the contract this amendment constituted a substantial change. GenServe was compensated for the work performed in accordance with the terms of the contract. The total value of the amendment was \$70,000 which was considered fair and reasonable. Funding for this contract is available in the Operating Budget under GL #713302.





# **Bridges and Tunnels**

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## **Diversity Report Fourth Quarter 2012**



The Agency has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing the Agency's December 31, 2012 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

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

# 2012 Fourth QUARTER EEO REPORT

AGENCY NAME: Bridges and Tunnels

## WORKFORCE UTILIZATION ANALYSIS

AS OF 12/31/2012

JOB CATEGORY	FEMALES*			BLACKS			HISPANICS			ASIANS			AI/AN**			NHOPI***			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	30.0%	24.9%	No	10.0%	22.7%	Yes	4.0%	6.1%	Yes	6.0%	9.4%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	1.0%	0.6%	No
Professionals	31.0%	33.3%	Yes	10.0%	19.3%	Yes	6.0%	15.2%	Yes	10.0%	22.2%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	1.0%	0.0%	No
Technicians	10.0%	17.3%	Yes	9.0%	16.0%	Yes	6.0%	20.0%	Yes	1.0%	5.3%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	1.0%	0.0%	No
Protective Services	18.0%	21.4%	Yes	16.0%	33.2%	Yes	21.0%	22.2%	Yes	2.0%	4.2%	Yes	0.0%	0.2	Yes	0.0%	0.0%	Yes	1.0%	0.0%	No
Paraprofessionals	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes
Administrative Support	61.0%	58.9%	No	18.0%	57.5%	Yes	19.0%	26.0%	Yes	4.0%	1.4%	No	0.0%	0.0%	Yes	0.0%	0.0%	Yes	2.0%	0.0%	No
Skilled Craft	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes
Service Maintenance	2.0%	1.4%	No	14.0%	14.2%	Yes	18.0%	12.2%	No	2.0%	3.8%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	2.0%	0.0%	No

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

\*\*American Indian/Alaskan Native

\*\*\*Native Hawaiian Other Pacific Islander

## **DEFINITIONS OF EEO JOB CATEGORIES:**

### **Officials & Administrators**

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

### **Professionals**

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

### **Technicians**

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

### **Protective Services**

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

### **Paraprofessionals**

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

### **Administrative Support**

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

### **Skilled Craft**

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

### **Service Maintenance**

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

MTA Bridges and Tunnels

New Hires By Gender, period: 01/01/2012 - 12/31/2012

Report id tee0120  
Run Date 01/23/2013  
Run Time 04:39:44\_PM  
Page No. 1 of 1

Job Categories	M A L E								F E M A L E							
	Total	White	Black	Hisp.	Asian	AmInd	Other	NHOPI	Total	White	Black	Hisp.	Asian	AmInd	Other	NHOPI
1 Officials and Administrators	3	2	1	-	-	-	-	-	1	-	-	-	-	-	1	-
2 Professionals	16	11	2	2	1	-	-	-	12	3	4	2	3	-	-	-
3 Technicians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4 Protective Service	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5 Paraprofessionals	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6 Office/Clerical	3	-	-	3	-	-	-	-	1	-	1	-	-	-	-	-
7 Skilled Craft	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8 Service Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL</b>	<b>22</b>	<b>13</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>

136

	Total	% Total
Females	14	38.89
Minorities	19	52.78

Fourth Quarter

AGENCY NAME: Bridges and Tunnels

## EEO AND TITLE VI COMPLAINTS

12/31/2012

Category	Race	Disability	Gender	National Origin	Age	Sexual Harassment	Religion	Other <sup>1</sup>	Total Issues <sup>2</sup>	Total Cases	Status (# Open)
EEO	4	8	4	0	1	0	0	6	22	18	4
External Complaints	2	7	3	0	1	0	0	6	19	14	4
Internal Complaints	2	1	1	0	0	0	0	0	3	4	NONE

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

<sup>1</sup> "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

<sup>2</sup> In some instances a single complaint may involve two or more EEO categories.

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

