



Bridges and Tunnels

Bridges and Tunnels Committee Meeting

April 2013

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

April 22, 2013 – 11:30 a.m.

347 Madison Avenue
Fifth Floor Board Room
New York, NY

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Non-Competitive (None)	--
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Date of next meeting: Monday June 3, 2013 at 12:00 p.m.



Bridges and Tunnels

Minutes of Committee Meeting March 2013



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

March 11, 2013

11:45 a.m.

In attendance were the Honorable:

Allen P. Cappelli, Chairman
Jonathan A. Ballan
Robert C. Bickford
Ira R. Greenberg
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
Joseph Keane, Chief Engineer
Anthony Koestler, Chief Procurement Officer
Sharon Gallo Kotcher, Vice President Labor Relations
Steven Kozak, Industrial Hygiene & Asbestos Program Director
David Moretti, Executive Vice President
Donald Spero, Chief Financial Officer
Catherine Sweeney, Vice President Staff Services/Chief of Staff
M. Margaret Terry, General Counsel

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

March 11, 2013

Minutes of TBTA Committee held March 11, 2013 at 11:45 a.m. A list of those in attendance is attached.

Public Speakers

There were no public speakers.

Introductory Remarks

Chairman Cappelli asked Mr. Ferrara to explain how TBTA responded to Governor Cuomo's request for assistance to Suffolk County during the aftermath of Winter Storm Nemo. Mr. Ferrara stated that on February 10, 11 and 12, 2013, TBTA maintenance employees and bridge and tunnel officers, sergeants and lieutenants performed admirably in assisting Suffolk County in its time of need to help in its recovery efforts. On behalf of the Suffolk County Executive and residents, Commissioner Pally personally thanked TBTA for providing exceptional assistance to Suffolk County and for coming to its rescue. Mr. Ferrara thanked Commissioner Pally on behalf of the TBTA men and women who performed the tasks and services that assisted Suffolk County in its recovery efforts.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on January 28, 2013 were approved.

Committee Work Plan

Mr. Ferrara stated that there were no changes to the Work Plan.

Report on Operations/Safety

With regard to the Report on Operations, Mr. Moretti stated that in December there were 23.3 million crossings, which was a decline of 1.4% against the prior December. The decline in traffic was attributable to the residual effects of Tropical Storm Sandy particularly at the two tunnels where traffic was lower by 100,000 vehicles, respectively.

For calendar year 2012 as compared to 2011, annual traffic consisted of 282.6 million vehicles, which was 1 million fewer crossings or 0.4% lower than the previous year. Prior to Tropical Storm Sandy, traffic was 1.4% higher than 2011 but after Sandy traffic declined by 1.9% for the remainder of the year.

With regard to the five year trend (2008-2012), Mr. Moretti stated that the downward decline of traffic may have been affected by the recession, higher gas prices, weather – especially significant storms - and higher tolls. Commissioner Albert inquired whether traffic has declined on all crossings or, specifically, on crossings where there is a parallel free crossing nearby. Mr. Moretti responded that the significant drop in traffic from 2008 is probably a traffic decline at all crossings. Commissioners Albert, Pally and Moerdler requested that TBTA look into whether the City Department of Transportation ("DOT") has traffic count data or traffic studies available to help TBTA identify what, if any, effect the availability of alternative free crossings

has had on the decline in TBTA traffic and whether the decline may be attributable to motorists avoiding tolls by using free crossings, changes in traffic patterns and the increase or decrease in the number of vehicles entering the City.

With regard to the Report on Safety, Mr. Kozak referred the Committee to the graphs and charts on pages 35 and 36 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 December. There were 18 less employee lost time injuries compared to one year ago, a drop of 20% in the frequency rate. Mr. Kozak stated that the total number of customer collisions through December was down 5%, and the injury rate per million vehicles has remained steady over the last three years at historically low rates.

Customer Environment Survey Fourth Quarter 2012

Mr. Fortunato stated that TBTA striped 117,783 linear feet of roadway in the fourth quarter of 2012 and that 303,098 linear feet were striped at year-end, which was above the 2012 roadway striping replacement plan of 250,000 linear feet. Pothole repairs were down due to the completion of roadway projects at the Bronx-Whitestone, Throgs Neck and Robert F. Kennedy Bridges. TBTA repaired 3,254 potholes in 2012 compared to 8,323 in 2011. TBTA met its E-ZPass toll lane availability goal in the fourth quarter of 2012 and at year-end with a 99.97% availability performance.

Commissioner Moerdler asked about work being performed at the Robert F. Kennedy Bridge's Bronx Plaza that is causing two lanes to be blocked. Mr. Ferrara responded that the work is part of TBTA's on-going plaza maintenance and repair, which keeps the old structures in good repair through major maintenance funding. TBTA tries to repair two lanes at a time since there is little impact on traffic. Mr. Keane added that TBTA takes a proactive approach in repairing and maintaining the Bronx Plaza, an elevated structure, and that joint repairs are also being made as part of the regular maintenance program.

With regard to the Henry Hudson Bridge gateless/cashless pilot program, Acting MTA Chairman Ferrer asked whether TBTA is contemplating the use of readers on gantries and the removal of the tollbooths. Mr. Ferrara responded that as the pilot program moves forward, he anticipates that the tolling redesign will incorporate a look-see involving the demolition of the upper and lower level tollbooths and girders as part of a future capital program. If that were to occur, Mr. Ferrara explained that TBTA would move its equipment off-site and continue to use its existing tolling infrastructure system with a compatible gantry system.

Acting MTA Chairman Ferrer and Commissioner Albert asked whether TBTA looks at other tolling systems and pilot programs, like those at the New York State Thruway Authority ("NYSTA") and on the New Jersey Turnpike. Mr. Ferrara stated that he is aware of the NYSTA pilot programs at the Tappan Zee Bridge and elsewhere and understands that NYSTA will evaluate leakage to see if it will move forward with collecting cashless tolls and eliminating tollbooths. The open road toll system on the New Jersey Turnpike is completely different from TBTA's toll collection system, which is used in a congested City environment. Commissioner Moerdler asked whether there is any indication of how many motorists do not pay their tolls at the Henry Hudson Bridge. Mr. Ferrara stated that due to thirty and sixty day billing cycles, it is too soon to tell what the payment numbers are at this point since the cashless phase is only two months old. Also with regard to the Henry Hudson Bridge breakdown lane, Commissioner Moerdler asked whether there are any statistics with regard to utilization of the striped breakdown lanes southbound and if they serve a useful function. Mr. Ferrara stated that, while

there are not a high number of breakdowns on the Bridge, he can provide statistics on the number of disabled vehicles that were assisted by the TBTA. If assistance was provided by an entity other than the TBTA, or if the area was used for a brief stop, medical assistance or to fix a flat tire, he would not have any statistics.

E-ZPass

Mr. Spero stated that the 2012 year-end E-ZPass market share was 81.7%, which was the highest year-end share ever, compared to the 2011 year-end E-ZPass market share of 80.2%. For 2012, E-ZPass accounts reached almost 2.4 million, which was 12% higher than 2011. More than 7,600 E-ZPass On-The-Go accounts were opened in December and for the year more than 117,000 accounts were opened, which is more than 50% of the total number of accounts for the month and year, respectively. On-The-Go in-lane tag sales continue to be successful and to-date, approximately 152,000 tags have been sold since the program began.

Finance

Mr. Spero stated that 2012 toll revenue was approximately \$1.49 billion, which was \$11 million or 0.7% above the final estimate as the mild weather in December was helpful to traffic and revenue.

Total expenses for 2012 were \$378 million, which was \$44 million below the final estimate. Non-labor spending for 2012 was \$157 million, which was \$41.6 million lower than plan. The variance was primarily driven by lower spending in maintenance and other operating contracts. The majority of the under run was due to the timing of Tropical Storm Sandy related expenses for recovery efforts. Labor expenses were \$234.7 million, which was \$2.6 million lower than the final estimate, primarily due to lower payroll expenses due to vacancies.

Commissioner Albert inquired as to what month TBTA will be able to report on the new tolls. Mr. Spero responded that the March numbers will be available at the May meeting.

Total support to mass transit for 2012 was \$892.7 million, which was \$53.7 million or 6.4% above the final estimate. Since TBTA joined the MTA in 1968, TBTA's support to mass transit has increased to more than \$19.6 billion.

With regard to the 2013 adopted budget and financial plan, Mr. Spero stated that the adopted budget incorporated MTA adjustments that were presented in the November financial plan and adopted by the Board in December 2012, which include:

- Toll increase, implemented on March 3, 2013, is expected to generate, with elasticity factored in, additional revenue of \$95.5 million in 2013, \$112.5 million in 2014 and 2015, and \$113.7 million in 2016.
- Total operating losses of nearly \$59 million, with \$24 million in revenue losses and \$34 million in additional expenses associated with Tropical Storm Sandy, were realized in 2012 and reimbursements totaling nearly \$56 million are expected from insurance and the Federal Emergency Management Agency ("FEMA") for the period of 2013 through 2015.
- 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.
- It is expected that a technical adjustment to fund additional credit card fees from higher E-ZPass tolls associated with the toll increase will raise expenses by \$1.5 million in 2013, \$1.8 million each year in 2014 and 2015, and \$1.9 million in 2016.

Mr. Spero discussed nine resolutions associated with transferring the 2012 TBTA Operating Surplus as follows:

- Resolutions to certify and transfer \$497,642,783 in 2012 operating surplus to the MTA and New York City Transit ("NYCT") pursuant to New York Public Authorities Law ("NYPAL") §1219-a(2)(b).
- Resolutions to transfer the 2012 Investment Income of \$135,889 to the MTA pursuant to NYPAL §569-c.
- Resolutions to deduct from FY 2013 operating revenues of TBTA in the amount of \$25,415,000 to be deposited into a Necessary Reconstruction Reserve which was adopted by Board Resolution on March 29, 1968. Money credited to the Reserve will be applied to the payment of the cost and expense of current and anticipated necessary construction of TBTA facilities.
- Resolutions to deduct from FY 2013 operating revenues and set aside into a special account an amount determined from time to time to help fund post-retirement liabilities other than pension benefits of its employees.
- Finally resolutions, pursuant to the NYPAL, to advance monthly the FY 2013 TBTA surplus to the MTA and NYCT in an aggregate amount not to exceed 90% of the estimate of the sum of that month's operations, if available, with the first \$1.8 million going to NYCT and the remaining sum split 50% to NYCT (less applicable bond service) and 50% to MTA (less applicable bond service).

Committee Chairman Cappelli questioned why the \$900 million surplus is broken down by approximately \$497 million in operating surplus and \$600 million in debt service when TBTA's debt service is approximately \$200 million. He asked whether the remaining \$400 million was for debt service for New York City Transit, Metro North Railroad and Long Island Rail Road. Mr. Spero confirmed that the support to mass transit includes both the surplus for operating subsidy and support to mass transit. Upon a motion duly made and seconded, the transfer of the 2012 TBTA operating surplus was approved.

Capital Program

Mr. Keane stated that through February 2013, TBTA committed almost \$1 billion out of its \$2.1 billion 2010-2014 capital program. The 2013 commitment plan reflects an additional \$323.6 million in planned commitments, which includes 102 separate task commitments. Major commitments include construction of a new bus/High Occupancy Vehicle ramp at the Verrazano Narrows Bridge ("VNB"), miscellaneous structural repairs and painting at the VNB and a substructure repair project at the Marine Parkway Bridge ("MPB").

Year-to-date, TBTA has committed 23 tasks with a cumulative value of \$14.7 million, which tracks closely with our planned commitments for January and February 2013. The most significant commitments to date include a miscellaneous structural steel rehabilitation project at the MPB and a tunnel inspection and rehabilitation project at the Queens Midtown Tunnel.

TBTA's 2013 completion plan includes project completions with a cumulative value of \$51.2 million. These completions include two structural rehabilitation projects at the Henry Hudson Bridge ("HHB"). These projects are currently on schedule to meet planned completion dates.

Commissioner Moerdler asked if TBTA is planning any plaza configuration changes in connection with work currently being performed at the HHB. Mr. Keane responded that the current construction on the HHB's upper level roadway does not involve any planned changes to the configuration of the toll plaza or booths.

Procurements

Mr. Koestler stated that there are fourteen procurements this month totaling about \$12.65 million.

Non-Competitive Procurements

Mr. Koestler stated that there is one non-competitive procurement. It is a three year joint miscellaneous service contract with TBTA, LIRR and the New York State Industries for the Disabled (or, NYSID) to provide on-site document destruction services at the agencies' facilities. American Security Shredding Corporation, an associate member of NYSID, will pick up materials at the agencies' locations and destroy the materials in its mobile shredding vehicle. Award will be made pursuant to New York State Finance Law §162 which requires that designated services be purchased from preferred sources such as NYSID. The total amount for both agencies is \$48,249. Commissioner Moerdler inquired whether NYSID is required to pay and is paying its workers minimum wage. Mr. Koestler responded that under the New York State Labor Law they are required to pay minimum wage.

Miscellaneous Service Contracts

New York State Industries for the Disabled	Contract No. 12-ST-2905 B&T and LIRR require the services of the New York State Industries for the Disabled (NYSID) to provide on-site document destruction services in a secure, mobile shredding vehicle. Under New York State Finance Law §162, B&T is required to purchase designated services from preferred sources such as NYSID. The award, made pursuant to this Section of the Finance Law, is exempt from statutory competitive procurement requirements. American Security Shredding Corporation, an associate member of NYSID, will provide these services.	\$24,269.00 – B&T <u>\$23,980.00</u> - LIRR \$48,249.00 Total
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Competitive Procurements

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

WSP-Sells STV Incorporated HNTB New York Engineering & Architecture, P.C. Jacobs Civil Consultants, Inc. Gannett Fleming Engineers and Architects, P.C.	Contract No. PSC-06-2807 A – E 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.	\$8,500,000.00 (aggregate not-to-exceed amount for the 5 contracts)
Henningson, Durham & Richardson Architecture and Engineering, P.C.	Contract No. PSC-10-2885 Additional design and engineering services for Project MP-03, Electrical and Mechanical Rehabilitation at the Marine Parkway-Gil Hodges Memorial Bridge.	\$787,281.77
HNTB New York Engineering and Architecture, PC	Contract No. PSC-10-2875 Additional design services for Project MP-06, Substructure and Underwater Work at the Marine Parkway – Gil Hodges Memorial Bridge.	\$287,047.00

Modifications to Purchase & Public Works Contracts

Ahern Painting Contractors, Inc.	Contract No. TN-82B Additional work to furnish and install 3" conduit under the Bronx Approach at the Throgs Neck Bridge.	\$1,250,000.00
El Sol Contracting and Construction 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.	\$952,000.00

Ratifications

Mr. Koestler stated that there were eight ratifications that were processed and awarded totaling \$825,300 as a result of Tropical Storm Sandy. Mr. Koestler stated that there was an inadvertent omission on page 130 of the Committee Book where the discussion reflects that electrical work was performed at the Bronx Whitestone and Cross Bay Bridges and at the two tunnels. The discussion does not indicate that electrical inspection, testing and restoration services were performed at three other facilities: the Marine Parkway, Verrazano-Narrows and Robert F. Kennedy Bridges. The amendment value of \$370,000 under that contract remained the same.

Ratification of Completed Procurement Actions

Auster Rubber Co., Inc.	Contract No. 3000001170 Six inch Polyvinyl chloride piping components and parts for use at the Queens Midtown Tunnel.	\$83,479.23
Schwing Electric Supply Corp.	Contract No. 3000001164 Ballasts for lighting the east and west tubes of the Hugh L. Carey Tunnel.	\$62,740.00
Western Oilfields Supply d/b/a Rain for Rent	Contract Nos. 3000001191 and 3000001192 Pumping and cleaning of the Queens Midtown Tunnel and rental of emergency generators at the Queens Midtown and Hugh L. Carey Tunnels.	\$187,193.65
Servpro of Northeast Queens	Contract Nos. 3000001137 and 3000001181 Dewater the trailers and toll plaza at the Cross Bay Veterans Memorial Bridge and pump out water, clean and disinfect the Queens Midtown Tunnel Ventilation Building gun range.	\$51,884.10
JG Electrical Testing Corporation	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, Marine Parkway-Gil Hodges Memorial, Verrazano-Narrows and Robert F. Kennedy Bridges and at the Hugh L. Carey and Queens Midtown Tunnels.	\$370,000.00
GenServe, Inc.	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.	\$70,000.00

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

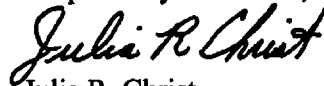
Diversity Report Fourth Quarter 2012

Mr. Ferrara referred the Committee to the Diversity Report Fourth Quarter 2012 contained in the Committee Report. There were no questions from the Committee Members.

Adjournment

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

Respectfully submitted,

A handwritten signature in cursive script that reads "Julia R. Christ".

Julia R. Christ

Acting Assistant Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

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

II. SPECIFIC AGENDA ITEMS

	<u>Responsibility</u>
<u>June 2013</u>	
Customer Environment Survey – 1st Quarter 2013	Operations
Diversity Report – 1 st Quarter 2013	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	Operations
2014 Preliminary Budget	Planning & Budget
Diversity Report – 2 nd Quarter 2013	EEO
<u>October 2013</u>	
No meeting scheduled.	
<u>November 2013</u>	
Customer Environment Survey – 3rd Quarter 2013	Operations
2014 Preliminary Budget	Planning & Budget
B&T Committee Charter – Review	MTA Board
<u>December 2013</u>	
2014 Proposed Committee Work Plan	Committee Chair & Members
2014 Proposed Final Budget	Planning & Budget
Diversity Report – 3 rd Quarter 2013	EEO

II. SPECIFIC AGENDA ITEMS (cont'd)

Responsibility

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 – 4th Quarter 2013
Annual Procurement Contracts Report

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

April 2014

Final Review of 2013 Year-End Operating Results

Planning & Budget

May 2014

No meeting scheduled.

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).

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

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

JUNE 2013

Customer Environment Survey – 1st Quarter 2013

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

Diversity Report – 1st Quarter 2013

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

JULY 2013

No items scheduled.

AUGUST 2013

No meeting scheduled.

SEPTEMBER 2013

Customer Environment Survey – 2nd Quarter 2013

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

2014 Preliminary Budget

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

Diversity Report – 2nd Quarter 2013

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

OCTOBER 2013

No meeting scheduled.

NOVEMBER 2013Customer 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 20132014 Proposed Committee Work Plan

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

2014 Proposed Final Budget

The Committee will recommend action to the Board.

Diversity Report – 3rd Quarter 2013

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

JANUARY 2014Approval 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 – 4th 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.

APRIL 2014

Final Review of 2013 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 2014

No meeting scheduled.



Bridges and Tunnels

Report on Operations January 2013

MTA Bridges and Tunnels January 2013 Traffic Trends

Summary

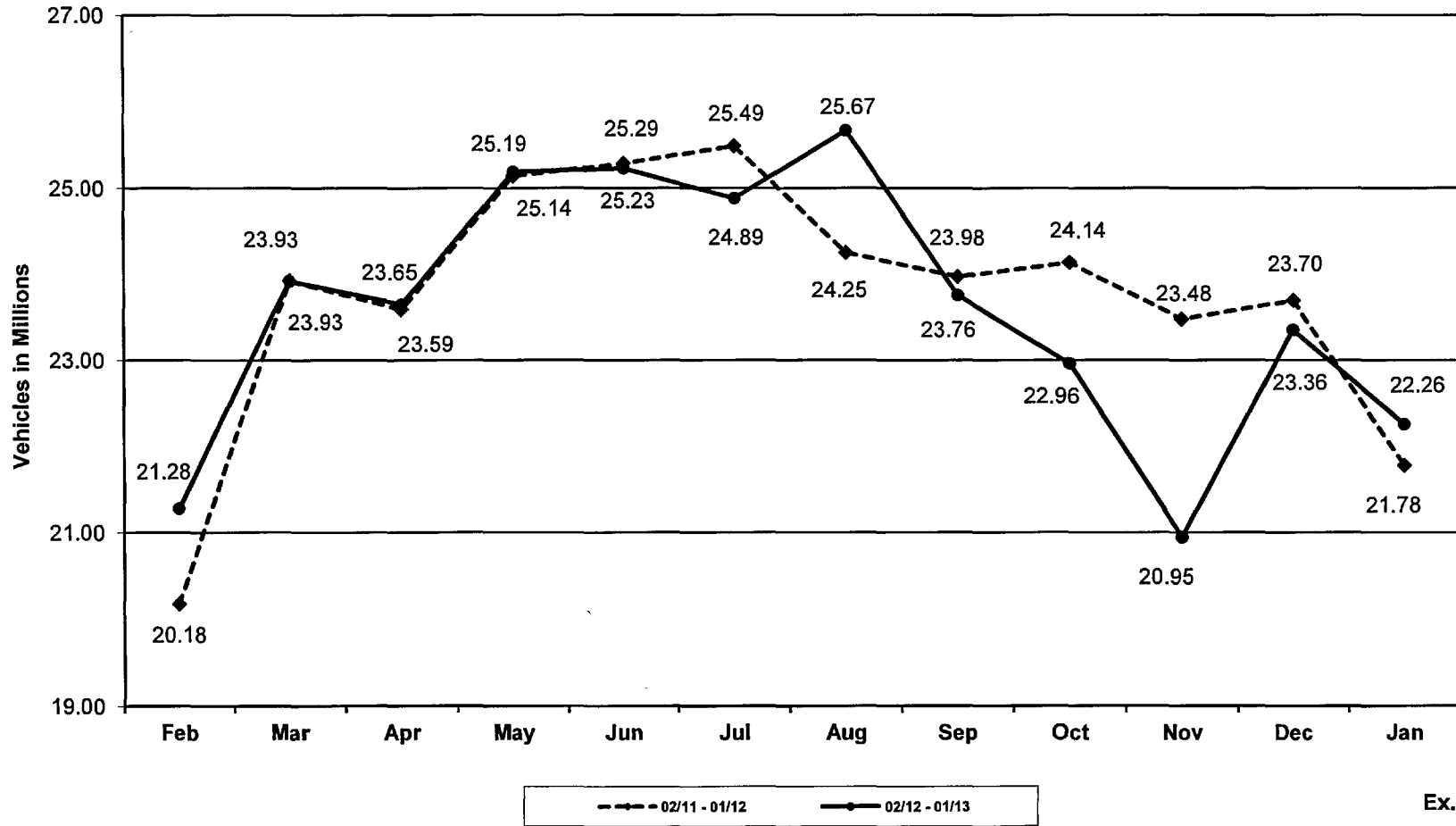
There were 22.3 million traffic crossings this month, an increase of 0.5 million from the prior January (Exhibit 1).

Gas prices averaged \$3.69 per gallon this January, which was \$0.11 more per gallon than last year at this time. Weather this January was similar to January 2012.

- There were 10 days of precipitation in both 2013 and 2012, but accumulations were less this year.
- Snowfall totaled 1.0 inch in 2013 compared to 2.5 inches in 2012, and rainfall totaled 2.6 inches this year vs. 3.4 inches last year.

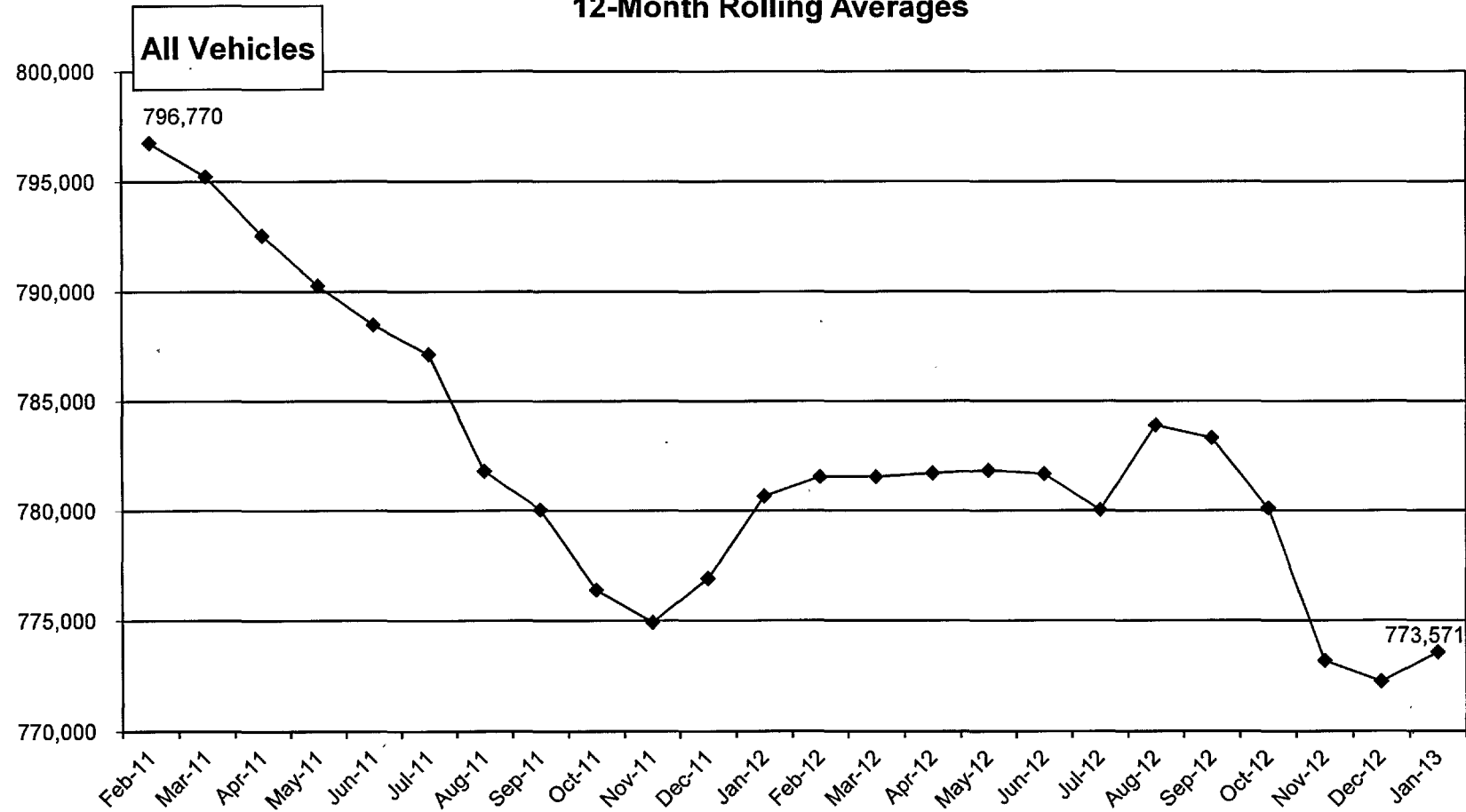
E-ZPass volume increased by 4.6% this January vs. January 2012 and cash crossings declined 8.1% for the month (Exhibit 7). Passenger car travel was up 1.6% and other vehicle travel was up 9.7% from last January (Exhibits 8).

MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending January 2013



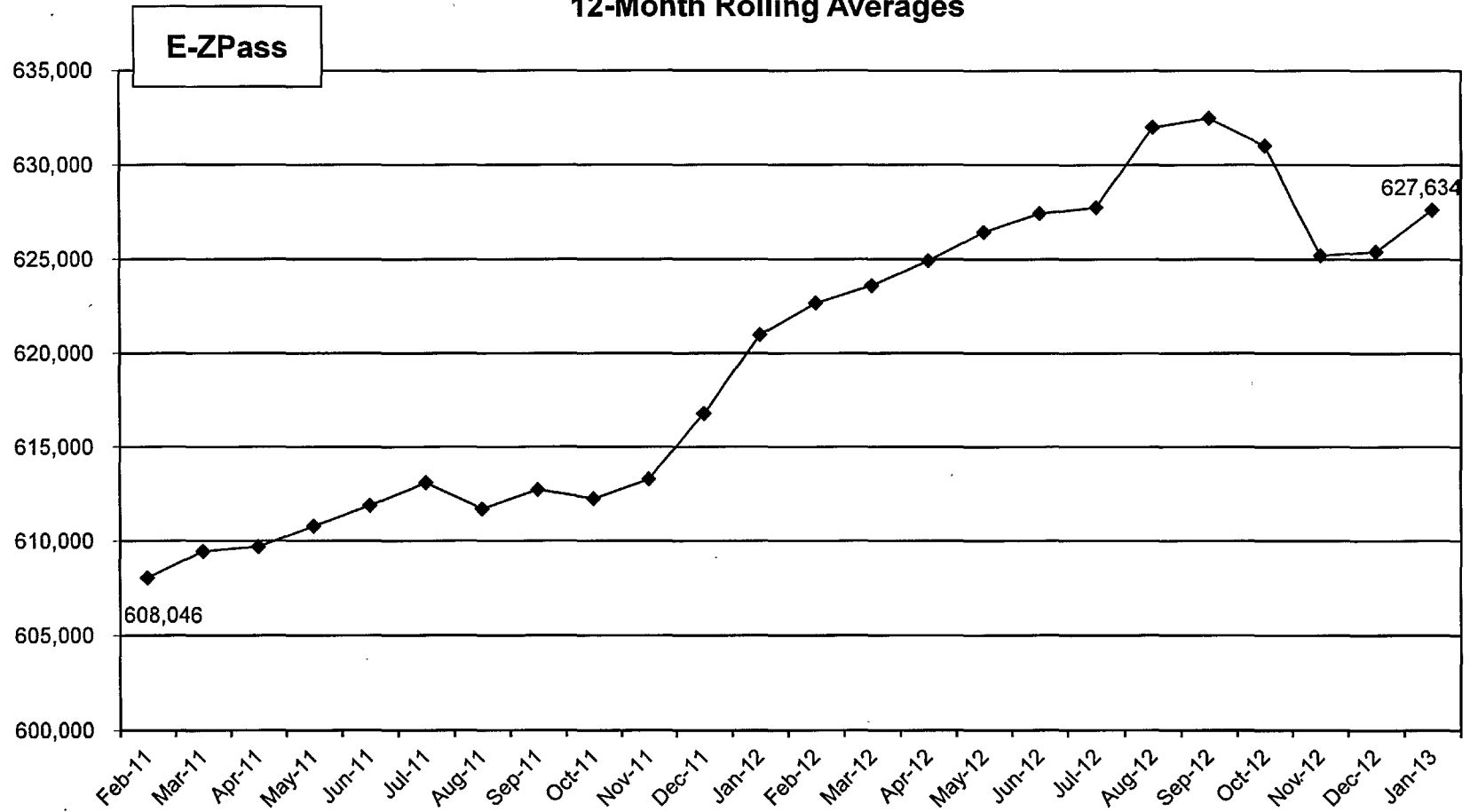
Ex. 1

MTA Bridges and Tunnels
Average Daily Traffic: February 2011 - January 2013
12-Month Rolling Averages



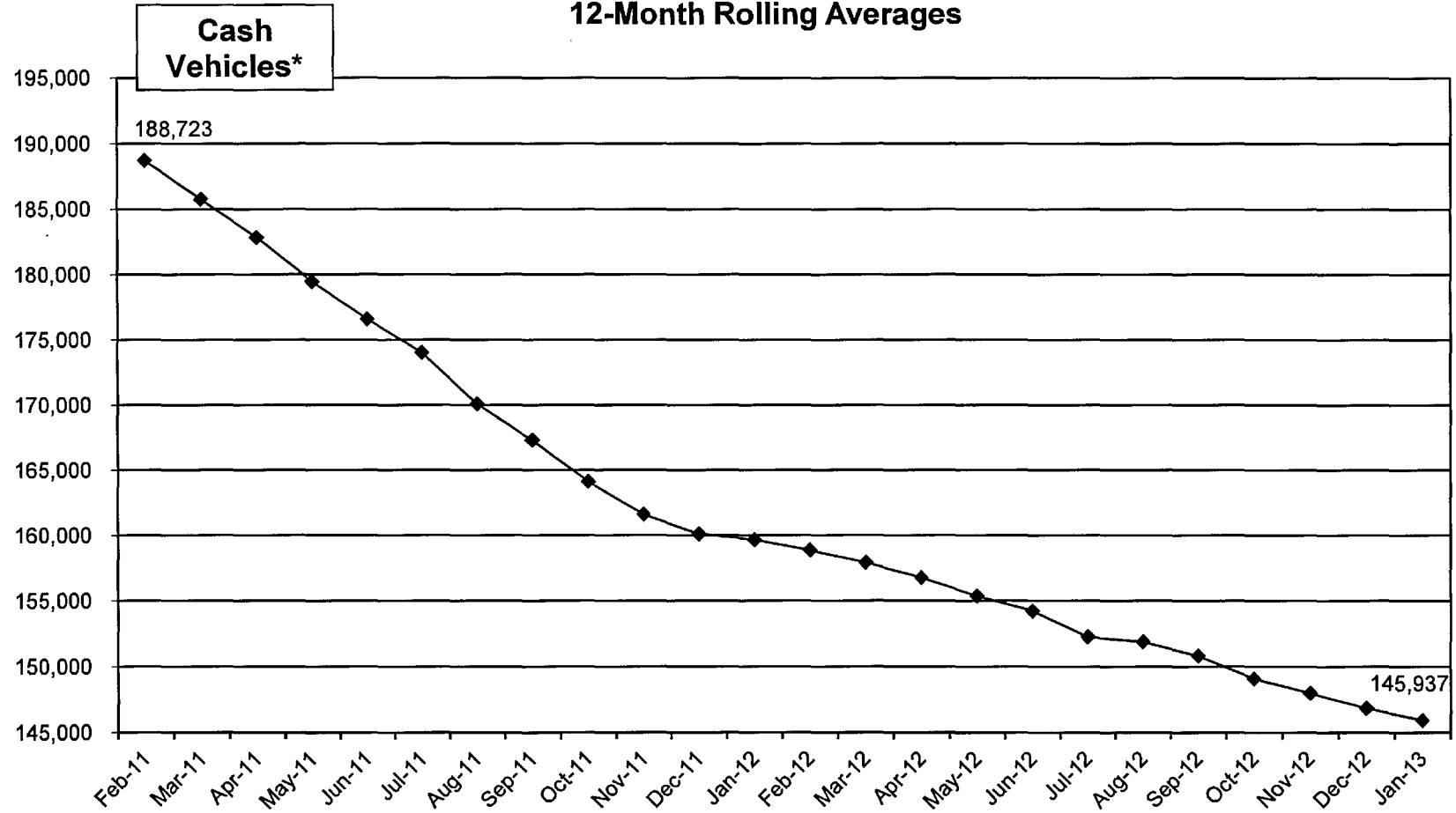
Ex. 2

**MTA Bridges and Tunnels
Average Daily Traffic: February 2011 - January 2013
12-Month Rolling Averages**



Ex. 3

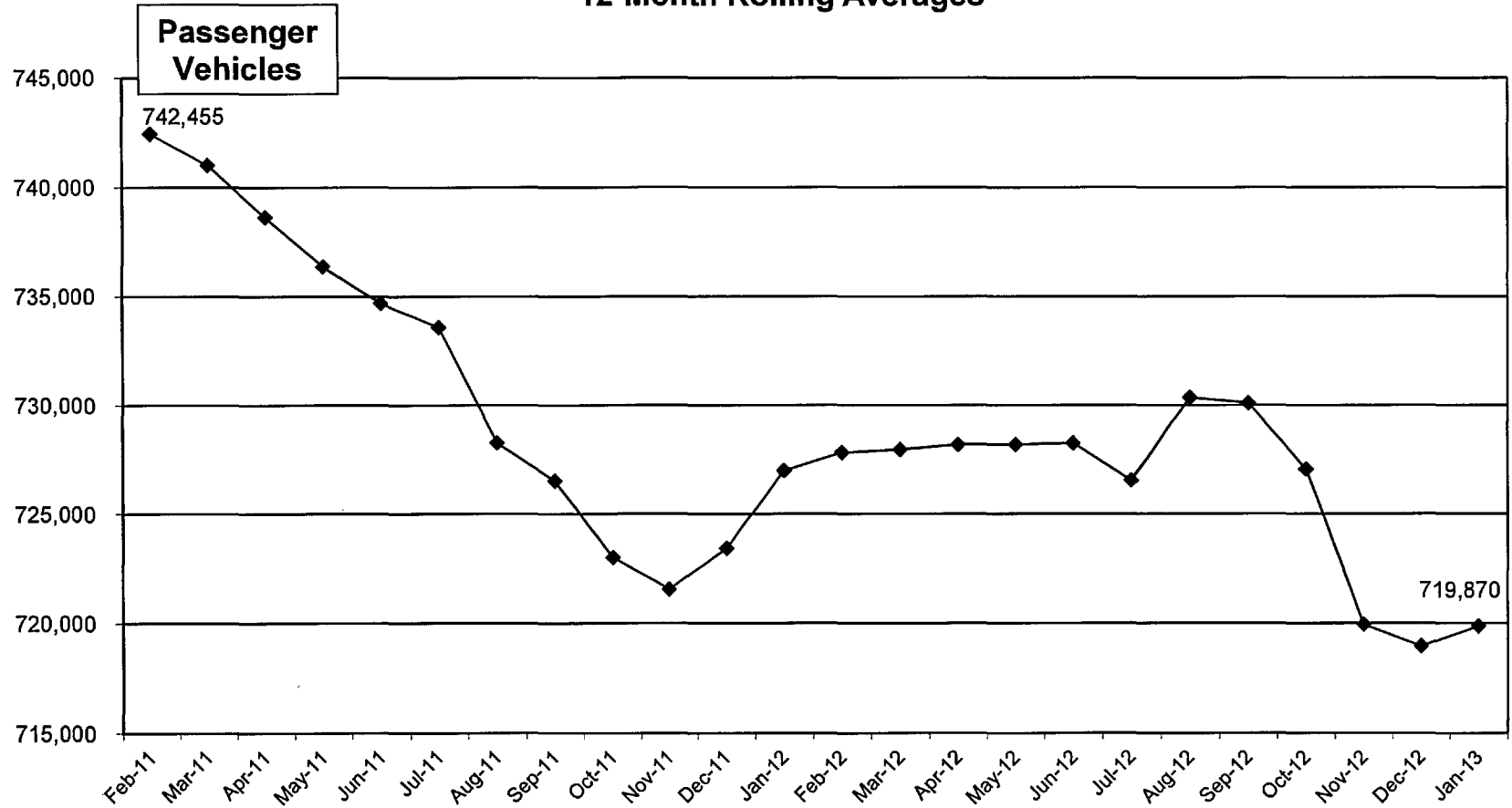
MTA Bridges and Tunnels
Average Daily Traffic: February 2011 - January 2013
12-Month Rolling Averages



*Includes token, ticket and Tolls By Mail transactions.

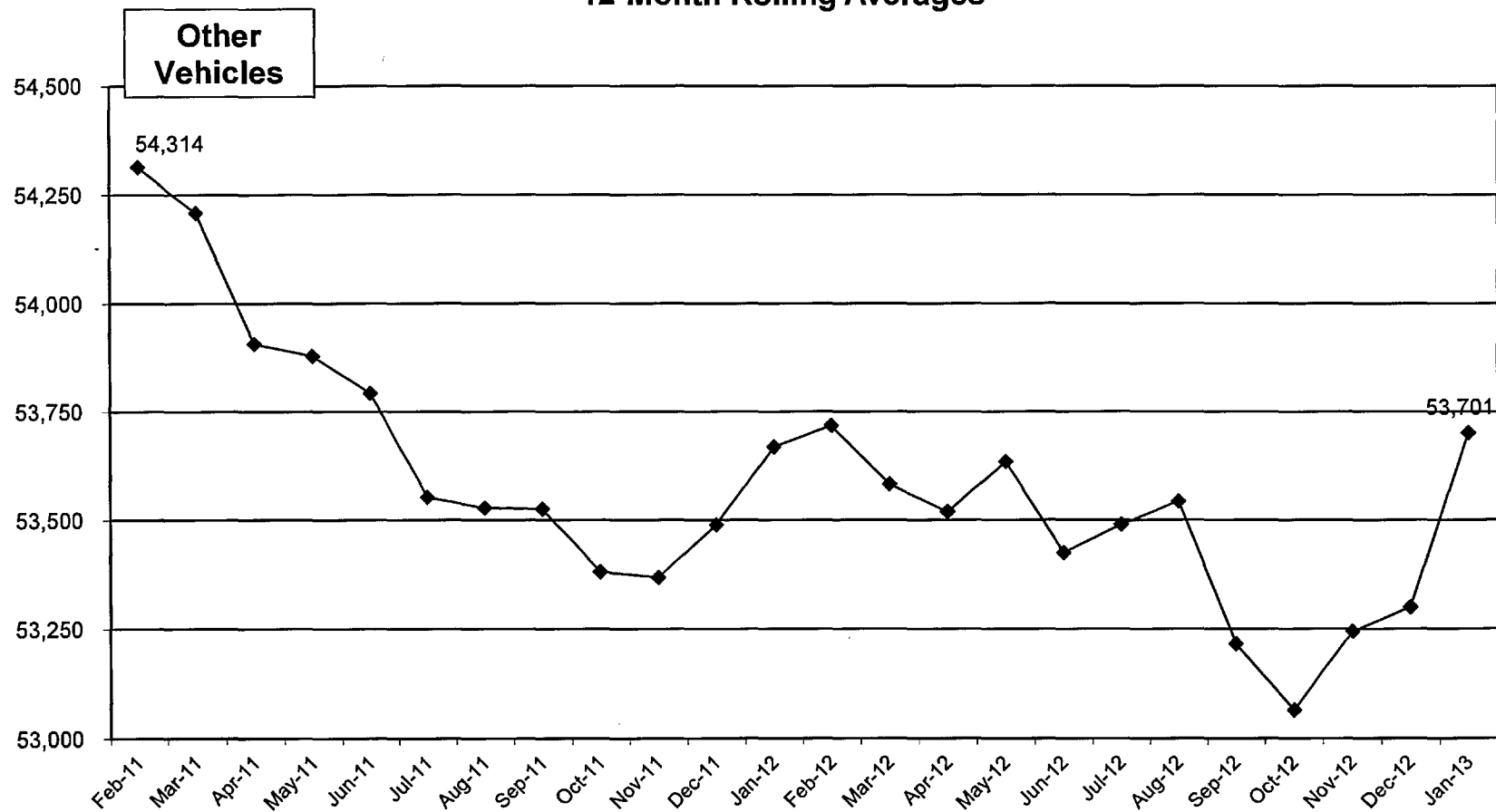
Ex. 4

MTA Bridges and Tunnels
Average Daily Traffic: February 2011 - January 2013
12-Month Rolling Averages



Ex. 5

**MTA Bridges and Tunnels
Average Daily Traffic: February 2011 - January 2013
12-Month Rolling Averages**



Ex. 6

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

Corridor	Toll Media	Jan ⁽¹⁾	3 Months ⁽²⁾ (Nov-Jan)	6 Months ⁽³⁾ (Aug-Jan)	9 Months ⁽⁴⁾ (May-Jan)	12 Months ⁽⁵⁾ (Feb-Jan)
All Facilities	Total Vehicles	2.2%	-3.5%	-1.7%	-1.4%	-0.9%
	E-ZPass	4.6%	-2.2%	0.0%	0.6%	1.1%
	Cash ⁽⁶⁾	-8.1%	-8.6%	-8.3%	-8.9%	-8.6%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	3.0%	-0.4%	0.1%	-0.3%	0.0%
	E-ZPass	6.2%	2.3%	2.6%	2.5%	2.7%
	Cash ⁽⁶⁾	-6.7%	-8.5%	-7.6%	-8.2%	-7.9%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel ⁽⁷⁾	Total Vehicles	0.2%	-11.6%	-5.7%	-3.7%	-2.6%
	E-ZPass	2.4%	-9.7%	-3.8%	-1.6%	-0.5%
	Cash ⁽⁶⁾	-12.0%	-21.1%	-15.2%	-13.9%	-12.5%
Verrazano-Narrows Bridge	Total Vehicles	1.2%	-1.5%	-1.3%	-1.6%	-1.2%
	E-ZPass	2.7%	-0.4%	0.0%	0.0%	0.3%
	Cash ⁽⁶⁾	-6.1%	-6.7%	-7.3%	-8.2%	-7.9%
Henry Hudson Bridge	Total Vehicles	-1.6%	-7.6%	-3.8%	-2.9%	-2.3%
	E-ZPass	3.8%	-2.9%	-0.9%	-0.3%	0.3%
	Cash ⁽⁶⁾⁽⁸⁾	-42.7%	-40.1%	-23.7%	-19.7%	-18.8%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	17.5%	14.2%	8.2%	5.6%	4.8%
	E-ZPass	16.2%	0.5%	3.1%	3.5%	3.5%
	Cash ⁽⁶⁾	24.0%	80.8%	31.4%	14.4%	10.3%

(1) January 2013 vs. January 2012.

(2) November 2012 to January 2013 vs. November 2011 to January 2012.

(3) August 2012 to January 2013 vs. August 2011 to January 2012.

(4) May 2012 to January 2013 vs. May 2011 to January 2012.

(5) February 2011 to January 2013 vs. February 2010 to January 2012.

(6) Includes tokens and tickets.

(7) Formerly Brooklyn-Battery Tunnel.

(8) Tolls By Mail beginning November 11, 2012.

Ex. 7

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

Corridor	Vehicle Type	Jan ⁽¹⁾	3 Months ⁽²⁾ (Nov-Jan)	6 Months ⁽³⁾ (Aug-Jan)	9 Months ⁽⁴⁾ (May-Jan)	12 Months ⁽⁵⁾ (Feb-Jan)
All Facilities	Total Vehicles	2.2%	-3.5%	-1.7%	-1.4%	-0.9%
	Passenger	1.6%	-4.1%	-1.9%	-1.5%	-1.0%
	Other	9.7%	4.9%	0.8%	0.4%	0.1%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	3.0%	-0.4%	0.1%	-0.3%	0.0%
	Passenger	2.5%	-0.8%	0.0%	-0.3%	0.0%
	Other	8.4%	3.7%	0.2%	-0.1%	-0.3%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel ⁽⁶⁾	Total Vehicles	0.2%	-11.6%	-5.7%	-3.7%	-2.6%
	Passenger	0.0%	-11.4%	-5.5%	-3.6%	-2.5%
	Other	2.6%	-13.5%	-8.0%	-4.9%	-4.0%
Verrazano-Narrows Bridge	Total Vehicles	1.2%	-1.5%	-1.3%	-1.6%	-1.2%
	Passenger	0.5%	-2.2%	-1.6%	-1.7%	-1.3%
	Other	11.9%	9.9%	2.6%	1.1%	0.3%
Henry Hudson Bridge	Total Vehicles	-1.6%	-7.6%	-3.8%	-2.9%	-2.3%
	Passenger	-1.7%	-7.7%	-3.9%	-3.0%	-2.4%
	Other	9.5%	6.5%	4.7%	4.8%	4.6%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	17.5%	14.2%	8.2%	5.6%	4.8%
	Passenger	15.0%	8.5%	5.5%	3.9%	3.4%
	Other	60.6%	116.4%	58.4%	40.1%	31.3%

(1) January 2013 vs. January 2012.

(2) November 2012 to January 2013 vs. November 2011 to January 2012.

(3) August 2012 to January 2013 vs. August 2011 to January 2012.

(4) May 2012 to January 2013 vs. May 2011 to January 2012.

(5) February 2011 to January 2013 vs. February 2010 to January 2012.

(6) Formerly Brooklyn-Battery Tunnel

Ex. 8

Supplemental Data Page for the Report on Operations

TABLE 1 - Traffic, Gas and Weather Data

Traffic & Average Gas Price ¹			Weather ²			
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
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	22,963,971	\$4.02	60	1.8	-	8
Nov-12	20,945,357	\$3.92	45	1.4	1.1	5
Dec-12	23,355,262	\$3.74	43	4.3	0.4	18
Jan-13	22,256,536	\$3.69	36	2.6	1.0	10

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences³

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>
2012 vs. 2011						
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	(1,172,009)	\$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
2013 vs. 2012						
January	479,986	\$0.11	(2)	(0.8)	(1.5)	0

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

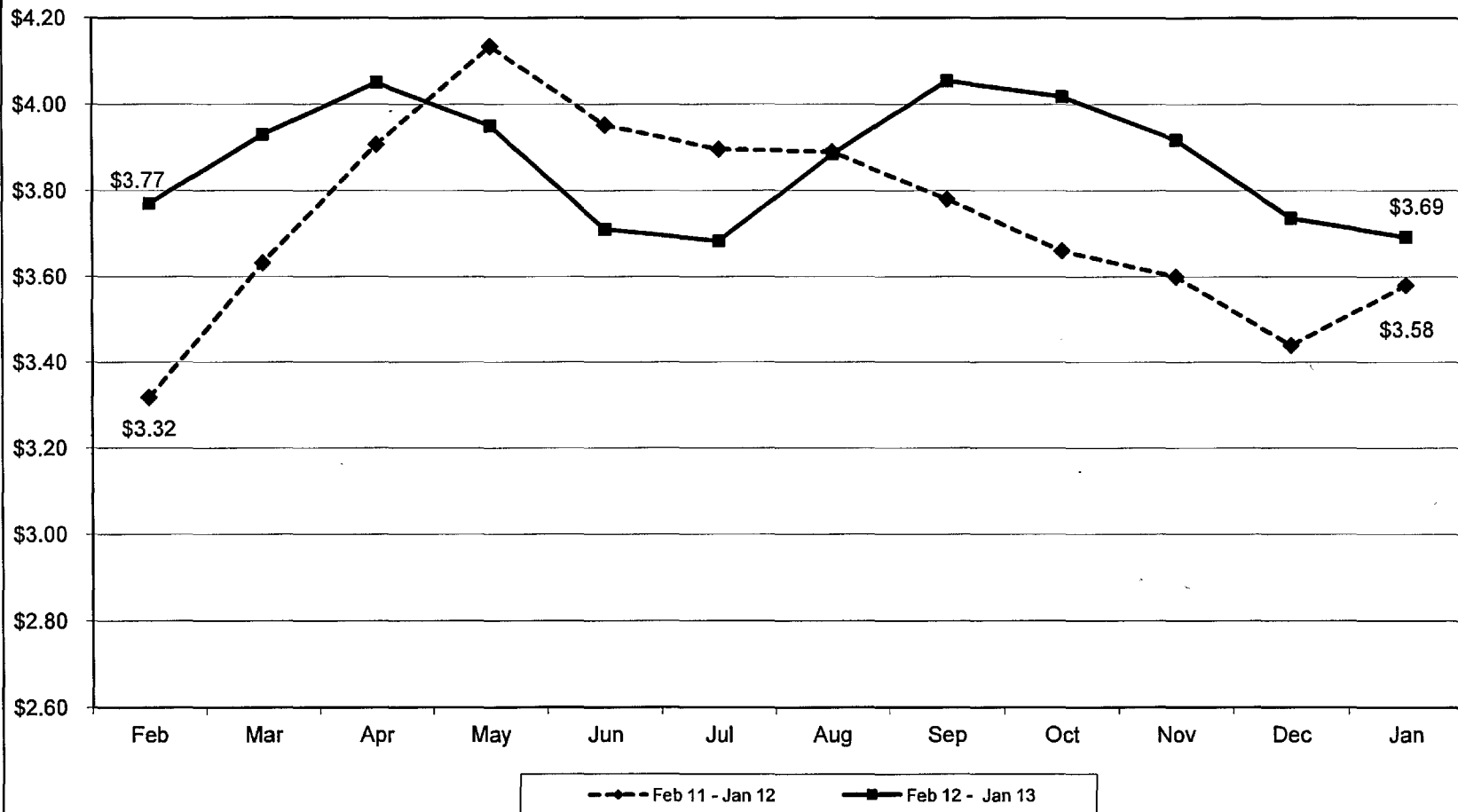
Average Daily Traffic: 12-Month Rolling Averages

<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Cash²</u>	<u>Passenger</u>	<u>Other</u>
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	780,121	631,026	149,096	727,056	53,065
Nov-12	773,196	625,205	147,991	719,951	53,245
Dec-12	772,259	625,406	146,854	718,959	53,300
Jan-13	773,571	627,634	145,937	719,870	53,701

1. Numbers may not add due to rounding.

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

**Supplemental Graph
Gas Prices in the NY-NJ-CT-PA Area
February 2011 - January 2013**





Bridges and Tunnels

Report on Operations February 2013



MTA Bridges and Tunnels February 2013 Traffic Trends

Summary

There were 19.8 million traffic crossings this month, a decrease of 1.45 million from the prior February (Exhibit 1).

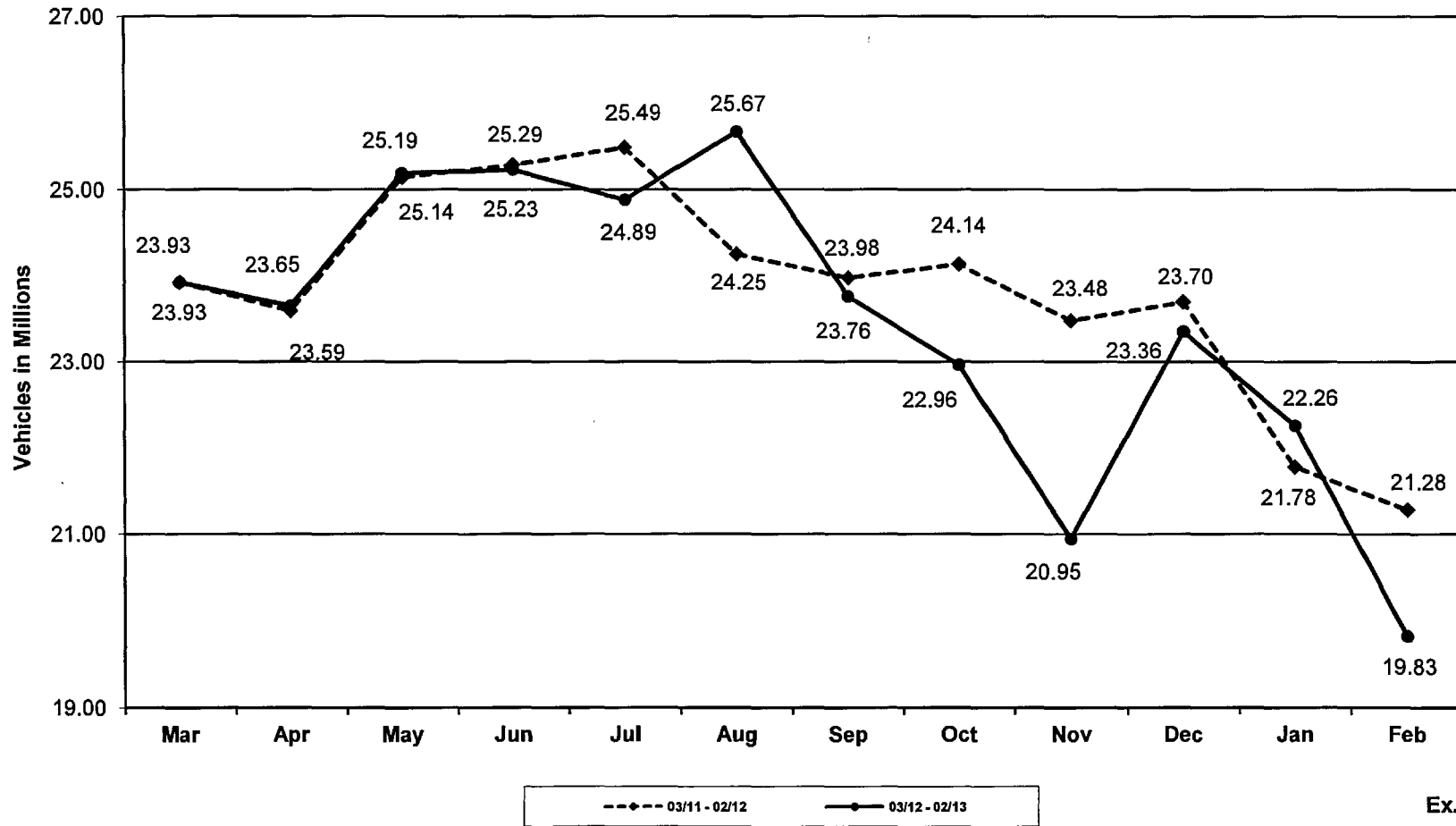
Over 50% of the decline in February 2013 (745,000 crossings) was due to the absence of a “leap day” or 29th calendar day. The remainder of the decline was primarily due to the 13.1 inches of snowfall in 2013 compared to no snowfall in 2012.

- On February 8th and 9th 2013, more than 12 inches of snow fell, causing a reduction in traffic of 644,000 vehicles vs. 2012.

Gas prices averaged \$3.88 per gallon this February, which was \$0.11 more per gallon than last year at this time.

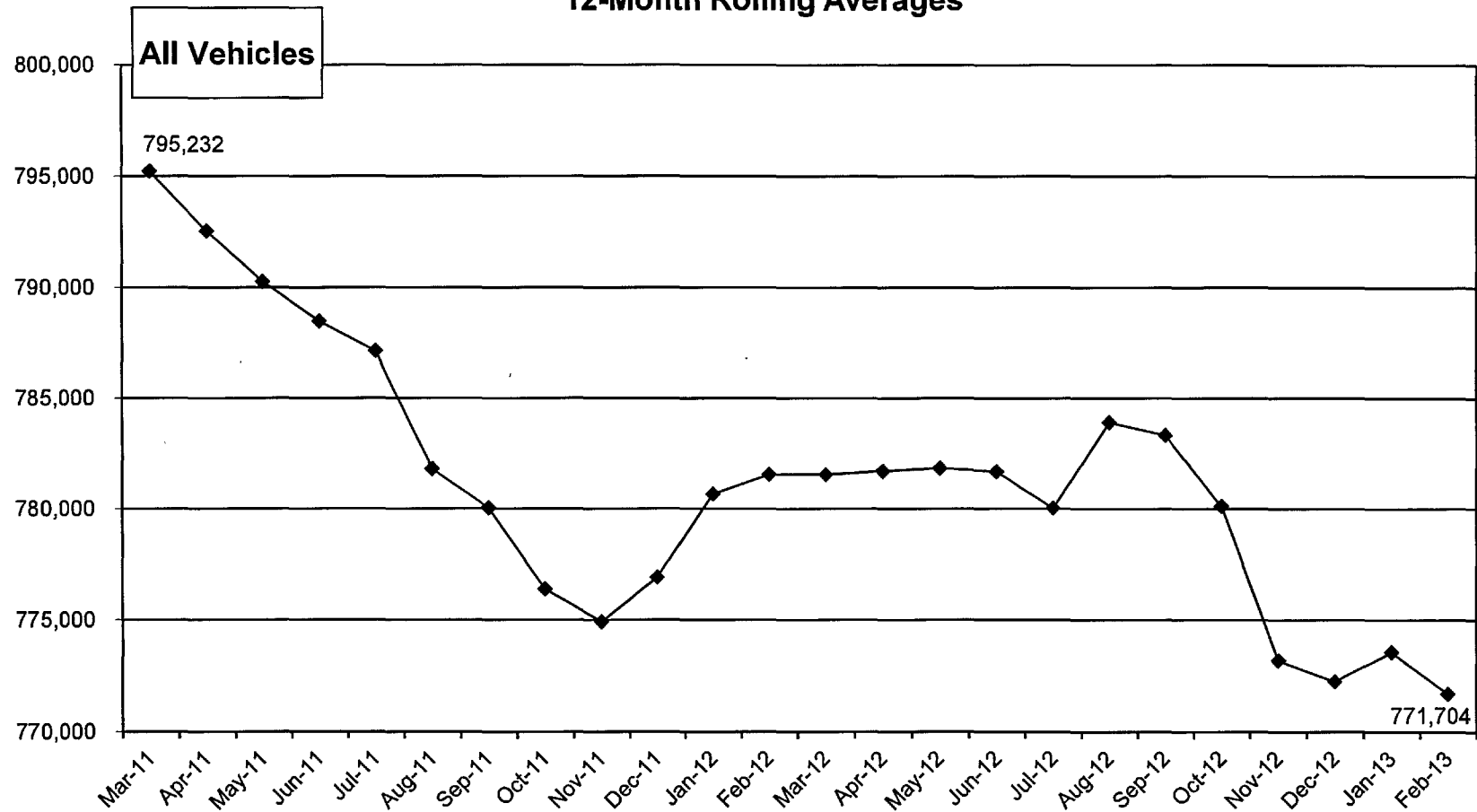
E-ZPass volume declined 1.0% this February vs. February 2012 and other payment type crossings declined 14.4% for the month (Exhibit 7). Passenger car travel was down 4.0% and other vehicle travel was up 2.6% from last February (Exhibit 8).

MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending February 2013



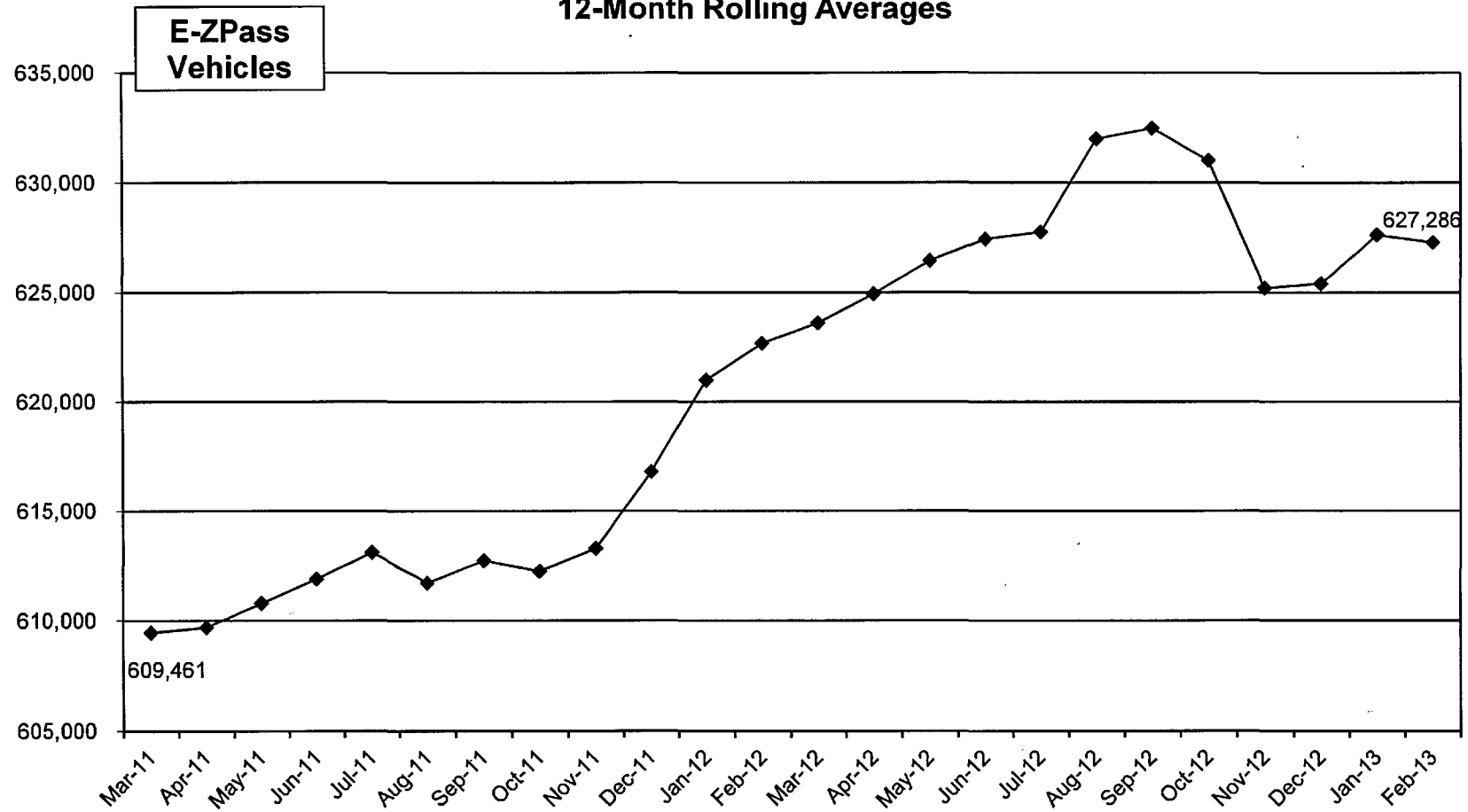
Ex. 1

**MTA Bridges and Tunnels
Average Daily Traffic: March 2011 - February 2013
12-Month Rolling Averages**



Ex. 2

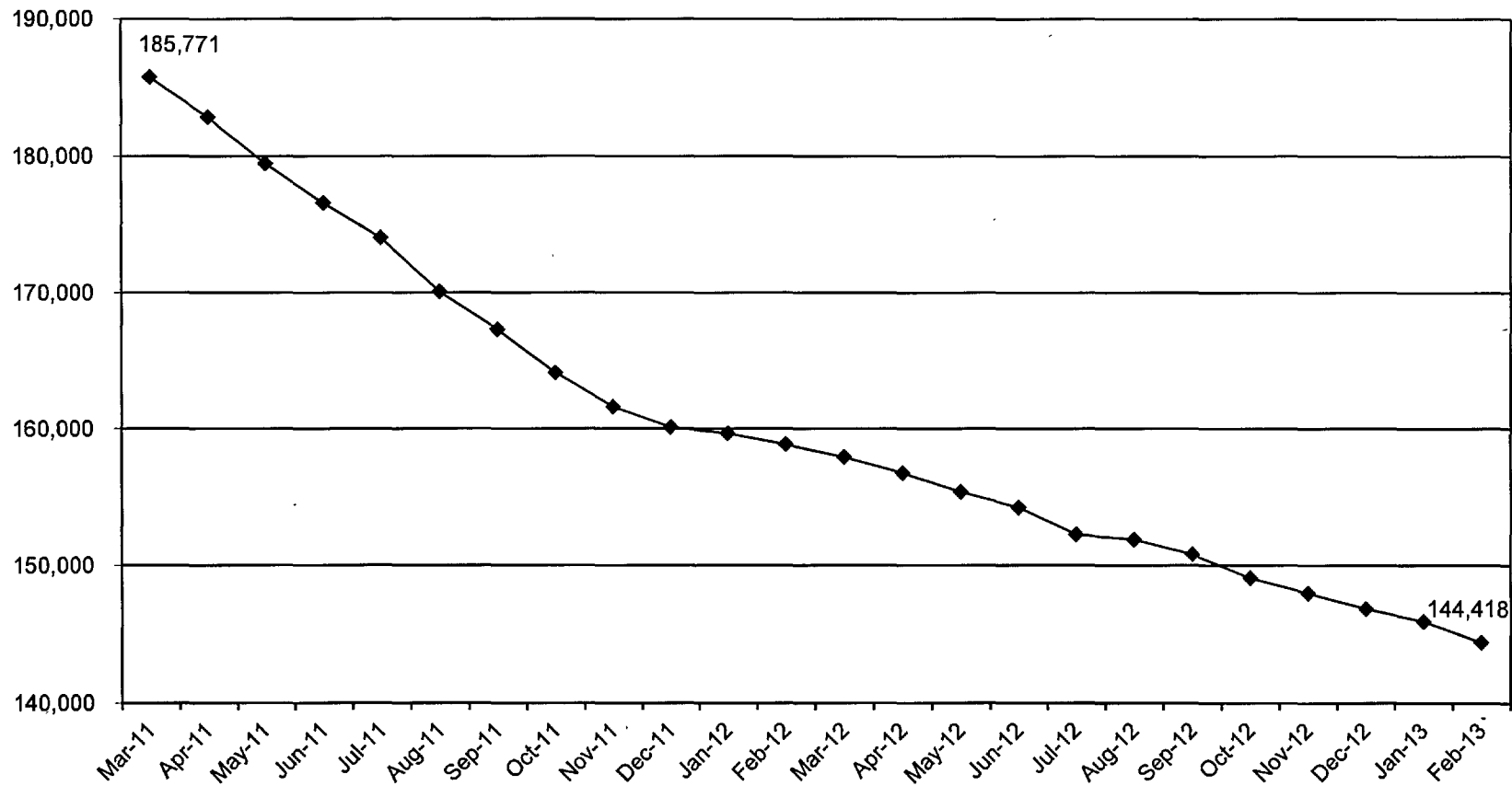
MTA Bridges and Tunnels
Average Daily Traffic: March 2011 - February 2013
12-Month Rolling Averages



Ex. 3

**Cash
Vehicles***

**MTA Bridges and Tunnels
Average Daily Traffic: March 2011 - February 2013
12-Month Rolling Averages**

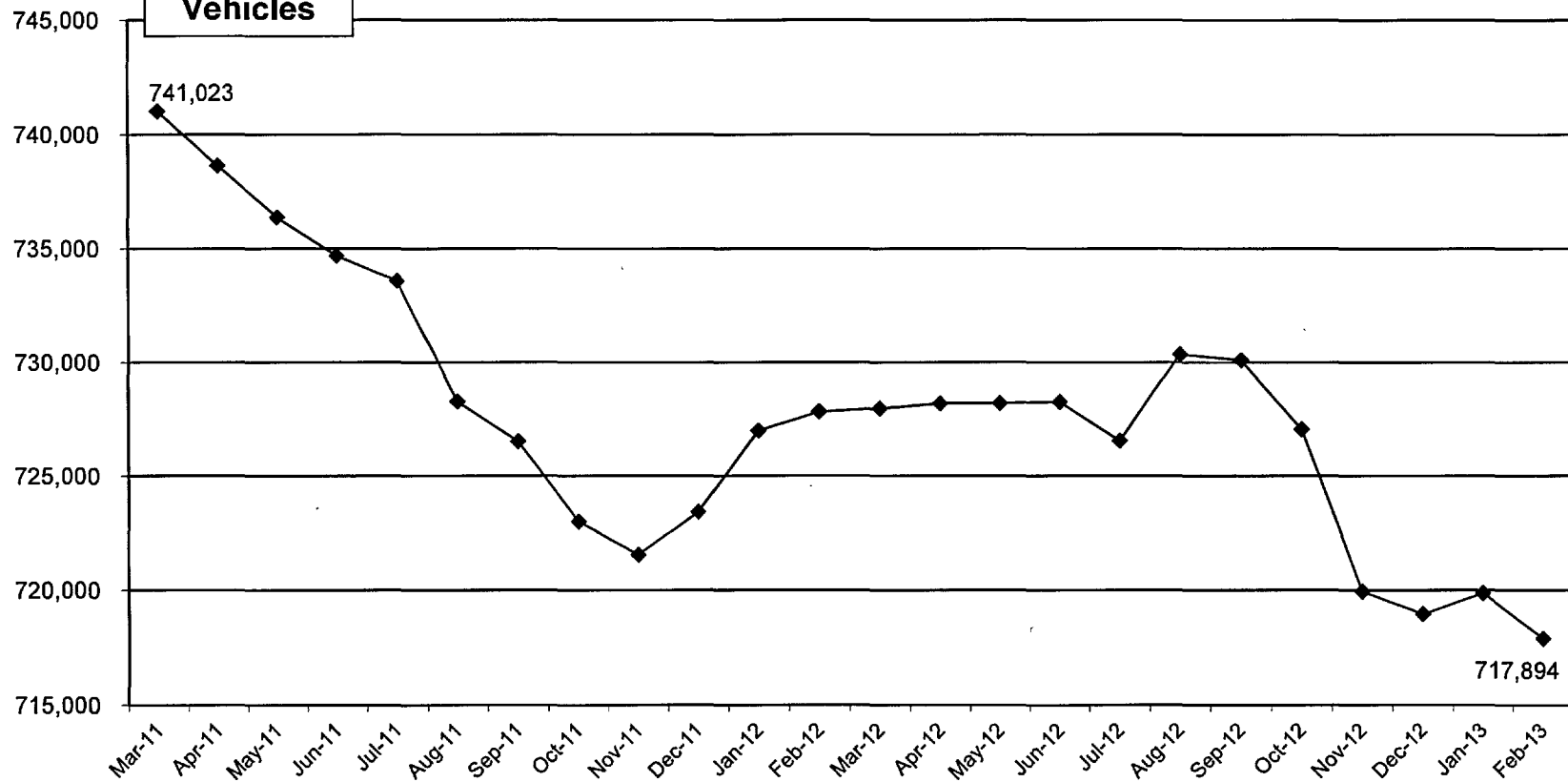


*Includes token, ticket and Tolls By Mail transactions.

Ex. 4

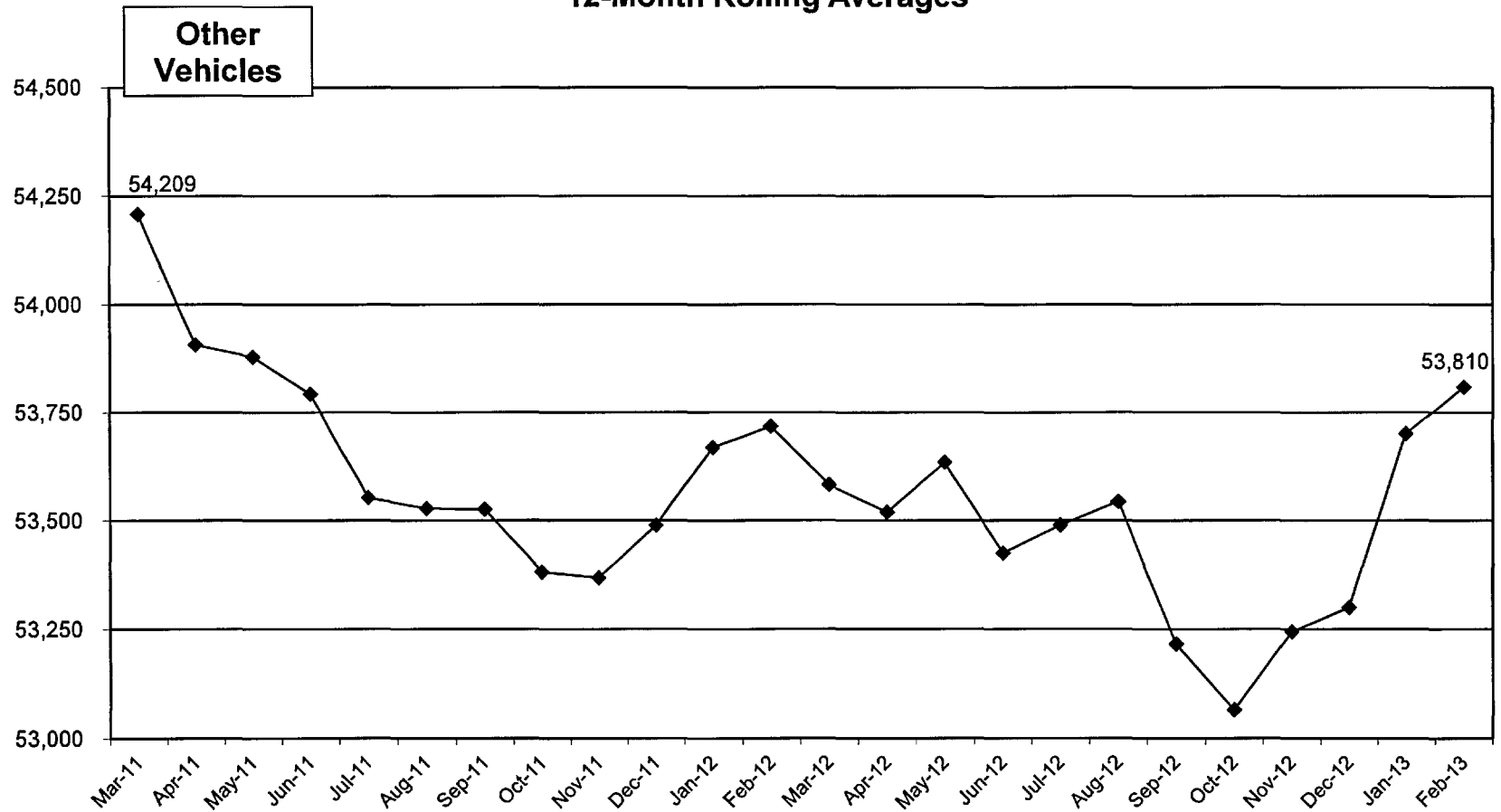
MTA Bridges and Tunnels
Average Daily Traffic: March 2011 - February 2013
12-Month Rolling Averages

**Passenger
Vehicles**



Ex. 5

MTA Bridges and Tunnels
Average Daily Traffic: March 2011 - February 2013
12-Month Rolling Averages



Ex. 6

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

Corridor	Toll Media	Feb ⁽¹⁾	3 Months ⁽²⁾ (Dec-Feb)	6 Months ⁽³⁾ (Sept-Feb)	9 Months ⁽⁴⁾ (Jun-Feb)	12 Months ⁽⁵⁾ (Mar-Feb)
All Facilities	Total Vehicles	-3.5%	-0.9%	-3.3%	-1.7%	-1.3%
	E-ZPass	-1.0%	1.4%	-1.6%	0.2%	0.7%
	Cash ⁽⁶⁾	-14.4%	-10.3%	-10.2%	-9.3%	-9.1%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-3.7%	-0.4%	-1.6%	-0.6%	-0.4%
	E-ZPass	-0.5%	2.6%	1.1%	2.1%	2.3%
	Cash ⁽⁶⁾	-13.4%	-9.3%	-9.5%	-8.6%	-8.4%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel ⁽⁷⁾	Total Vehicles	-4.0%	-2.6%	-7.4%	-4.3%	-3.0%
	E-ZPass	-1.8%	-0.4%	-5.5%	-2.2%	-0.9%
	Cash ⁽⁶⁾	-15.8%	-14.0%	-17.3%	-14.4%	-13.1%
Verrazano-Narrows Bridge	Total Vehicles	-3.8%	-1.1%	-2.7%	-1.8%	-1.6%
	E-ZPass	-2.2%	0.1%	-1.5%	-0.3%	-0.1%
	Cash ⁽⁶⁾	-11.6%	-7.2%	-8.6%	-8.3%	-8.2%
Henry Hudson Bridge	Total Vehicles	-7.4%	-5.0%	-5.6%	-3.7%	-2.9%
	E-ZPass	-2.1%	0.4%	-2.0%	-0.8%	-0.1%
	Cash ⁽⁶⁾⁽⁸⁾	-47.1%	-43.8%	-30.9%	-22.6%	-20.6%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	8.1%	12.1%	7.7%	6.2%	5.2%
	E-ZPass	8.6%	10.4%	2.1%	3.8%	3.8%
	Cash ⁽⁶⁾	5.8%	20.5%	34.7%	16.3%	11.0%

(1) February 2013 vs. February 2012.

(2) December 2012 to February 2013 vs. December 2011 to February 2012.

(3) September 2012 to February 2013 vs. September 2011 to February 2012.

(4) June 2012 to February 2013 vs. June 2011 to February 2012.

(5) March 2012 to February 2013 vs. March 2011 to February 2012.

(6) Includes tokens and tickets.

(7) Formerly Brooklyn-Battery Tunnel.

(8) Tolls By Mail beginning November 11, 2012.

Ex. 7

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

Corridor	Vehicle Type	Feb ⁽¹⁾	3 Months ⁽²⁾ (Dec-Feb)	6 Months ⁽³⁾ (Sept-Feb)	9 Months ⁽⁴⁾ (Jun-Feb)	12 Months ⁽⁵⁾ (Mar-Feb)
All Facilities	Total Vehicles	-3.5%	-0.9%	-3.3%	-1.7%	-1.3%
	Passenger	-4.0%	-1.3%	-3.6%	-1.9%	-1.4%
	Other	2.6%	4.5%	1.0%	0.4%	0.2%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-3.7%	-0.4%	-1.6%	-0.6%	-0.4%
	Passenger	-4.1%	-0.6%	-1.7%	-0.7%	-0.4%
	Other	1.0%	2.2%	0.2%	-0.3%	-0.4%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel ⁽⁶⁾	Total Vehicles	-4.0%	-2.6%	-7.4%	-4.3%	-3.0%
	Passenger	-4.1%	-2.6%	-7.3%	-4.2%	-2.9%
	Other	-2.9%	-2.5%	-9.2%	-5.6%	-4.3%
Verrazano-Narrows Bridge	Total Vehicles	-3.8%	-1.1%	-2.7%	-1.8%	-1.6%
	Passenger	-4.5%	-1.8%	-3.2%	-2.0%	-1.7%
	Other	6.6%	8.3%	3.9%	1.6%	0.8%
Henry Hudson Bridge	Total Vehicles	-7.4%	-5.0%	-5.6%	-3.7%	-2.9%
	Passenger	-7.5%	-5.1%	-5.7%	-3.7%	-2.9%
	Other	3.7%	8.3%	4.7%	5.0%	4.3%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	8.1%	12.1%	7.7%	6.2%	5.2%
	Passenger	6.4%	9.5%	4.6%	4.3%	3.7%
	Other	38.3%	58.0%	64.3%	43.9%	33.8%

(1) February 2013 vs. February 2012.

(2) December 2012 to February 2013 vs. December 2011 to February 2012.

(3) September 2012 to February 2013 vs. September 2011 to February 2012.

(4) June 2012 to February 2013 vs. June 2011 to February 2012.

(5) March 2012 to February 2013 vs. March 2011 to February 2012.

(6) Formerly Brooklyn-Battery Tunnel

Ex. 8

Supplemental Data Page for the Report on Operations

TABLE 1 - Traffic, Gas and Weather Data

Traffic & Average Gas Price ¹			Weather ²			
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
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
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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
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Nov-12	20,945,357	\$3.92	45	1.4	1.1	5
Dec-12	23,355,262	\$3.74	43	4.3	0.4	18
Jan-13	22,256,536	\$3.69	36	2.6	1.0	10
Feb-13	19,825,150	\$3.88	34	3.8	13.1	13

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences³

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>
2012 vs. 2011						
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	(1,172,009)	\$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
2013 vs. 2012						
January	479,986	\$0.11	(2)	(0.8)	(1.5)	0
February	(1,454,992)	\$0.11	(8)	2.4	13.1	3

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

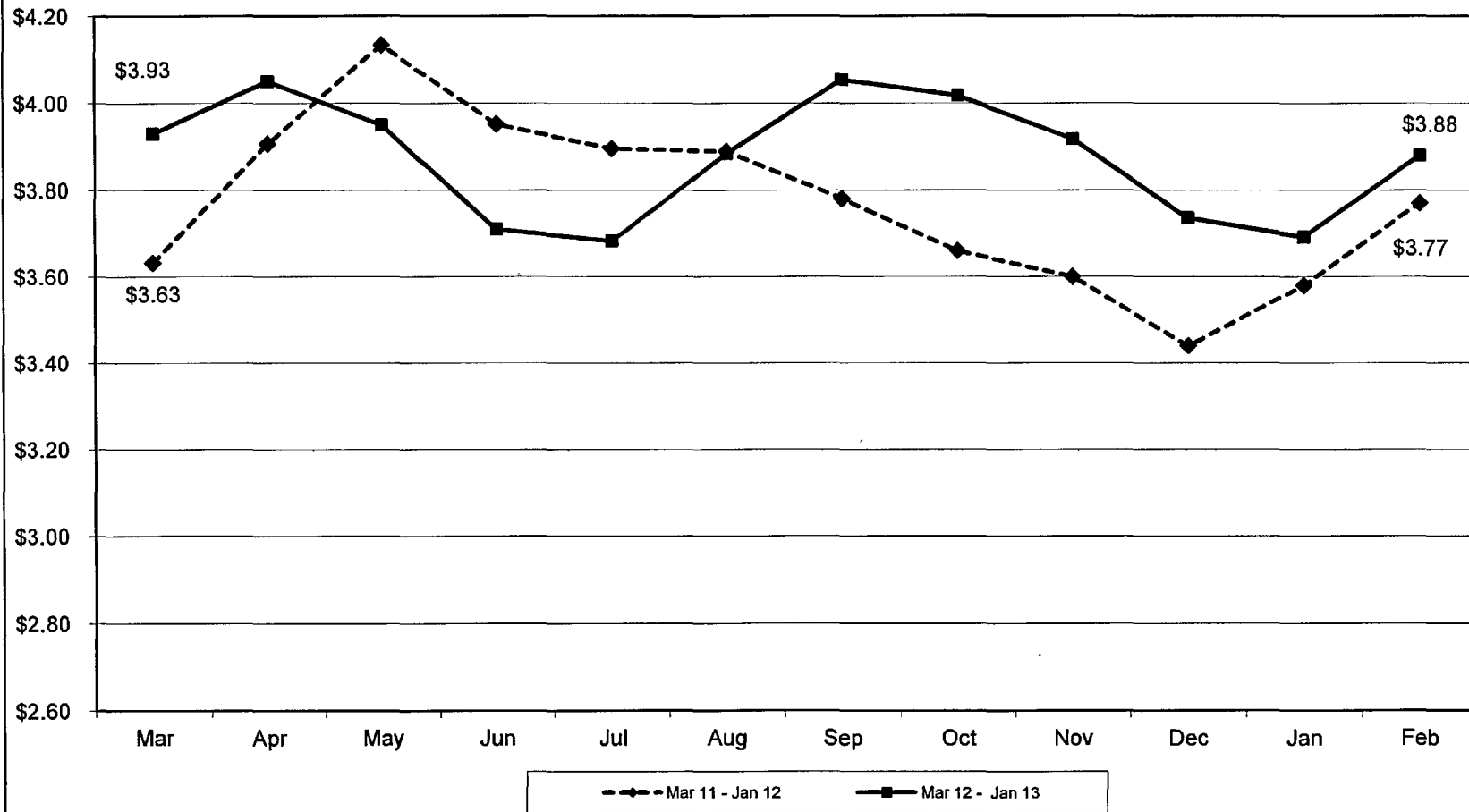
Average Daily Traffic: 12-Month Rolling Averages

<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Cash²</u>	<u>Passenger</u>	<u>Other</u>
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	780,121	631,026	149,096	727,056	53,065
Nov-12	773,196	625,205	147,991	719,951	53,245
Dec-12	772,259	625,406	146,854	718,959	53,300
Jan-13	773,571	627,634	145,937	719,870	53,701
Feb-13	771,704	627,286	144,418	717,894	53,810

1. Numbers may not add due to rounding.

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

**Supplemental Graph
Gas Prices in the NY-NJ-CT-PA Area
March 2011 - February 2013**



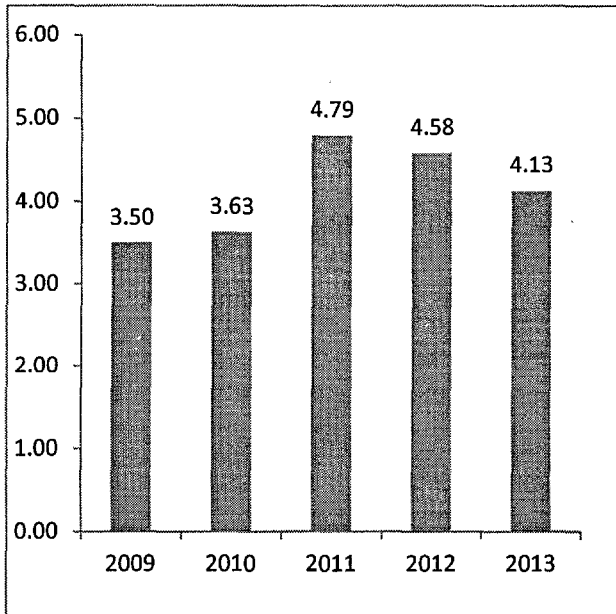


Bridges and Tunnels

Safety Report January 2013

MTA Bridges & Tunnels

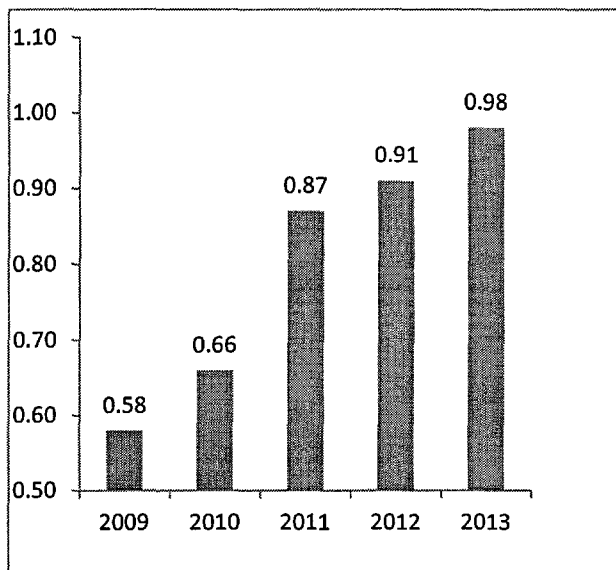
5 Yr Summary of Customer Collisions & Injuries thru January



Total Customer Collisions

Year	Total Collisions	Collision Rate/M Vehicles
2009	78	3.50
2010	82	3.63
2011	99	4.79
2012	101	4.58
2013	93	4.13

% change from last year: -9.8%
 5 year Average 4.13



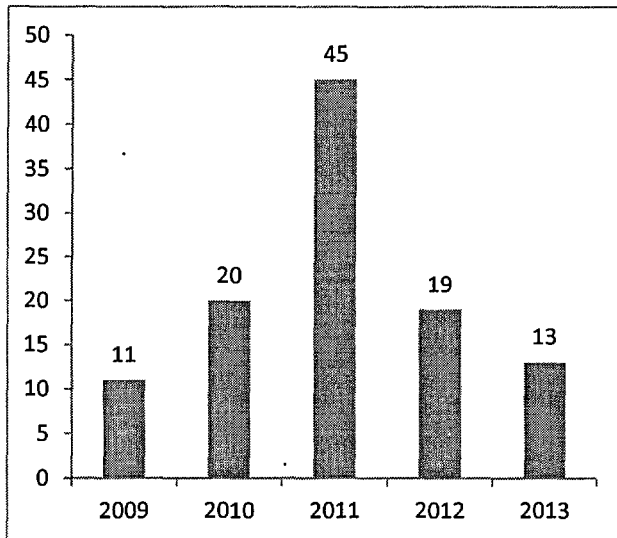
Total Injury Collisions

Year	Injury Collisions	Injury Rate/M Vehicles
2009	13	0.58
2010	15	0.66
2011	18	0.87
2012	20	0.91
2013	22	0.98

% change from last year: 7.7%
 5 year Average 0.80

MTA Bridges & Tunnels

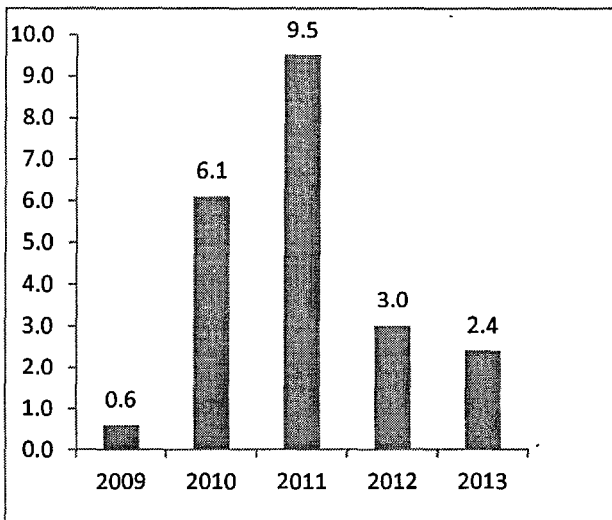
5 Yr Summary of Employee Accident Reports & Injuries thru January



Total Employee Accident Reports (C-2's)

Year	Total
2009	11
2010	20
2011	45
2012	19
2013	13

% change from last year: -31.6%
5 year Average 22



Employee Lost Time Injuries

Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2009	1	0.6
2010	9	6.1
2011	13	9.5
2012	4	3.0
2013	3	2.4

% change from last year: -20.0%
5 year Average 4.32

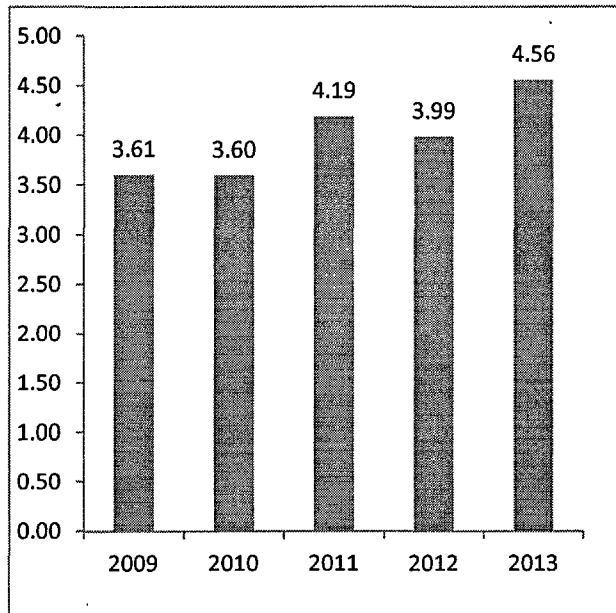


Bridges and Tunnels

Safety Report February 2013

MTA Bridges & Tunnels

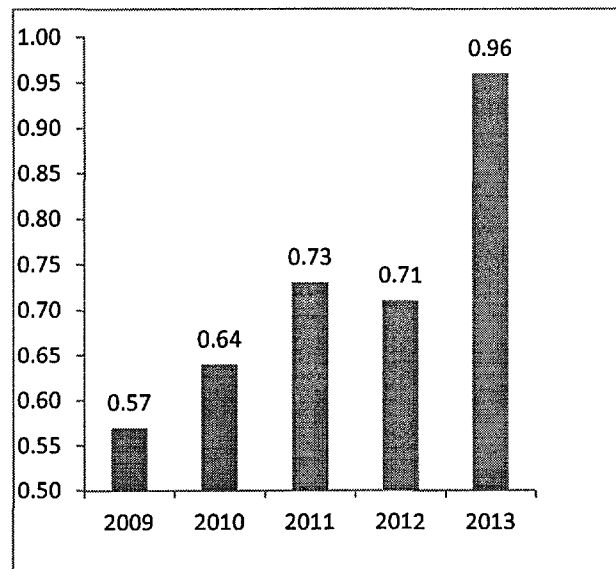
5 Yr Summary of Customer Collisions & Injuries thru February



Total Customer Collisions

Year	Total Collisions	Collision Rate/M Vehicles
2009	158	3.61
2010	151	3.60
2011	172	4.19
2012	174	3.99
2013	194	4.56

% change from last year: 14.3%
5 year Average 3.99



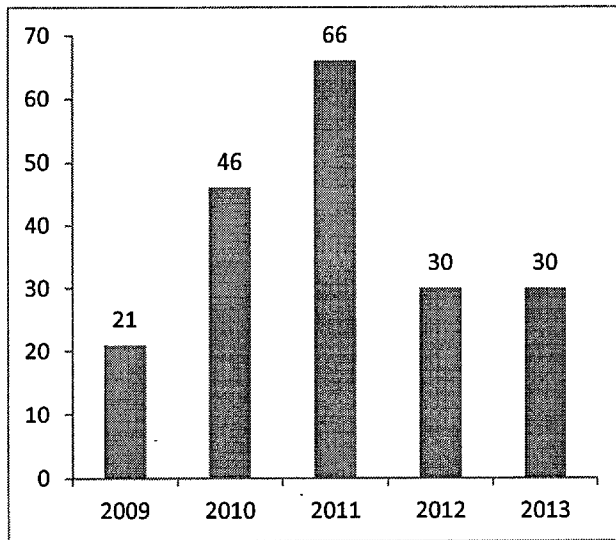
Total Injury Collisions

Year	Injury Collisions	Injury Rate/M Vehicles
2009	25	0.57
2010	27	0.64
2011	30	0.73
2012	31	0.71
2013	41	0.96

% change from last year: 35.2%
5 year Average 0.72

MTA Bridges & Tunnels

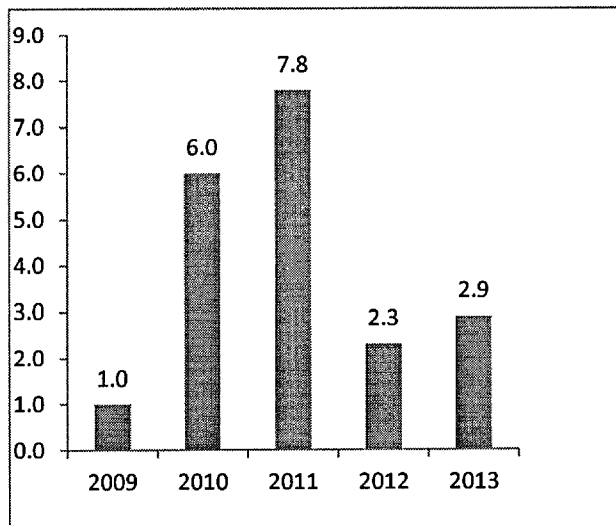
5 Yr Summary of Employee Accident Reports & Injuries thru February



Total Employee Accident Reports (C-2's)

Year	Total
2009	21
2010	46
2011	66
2012	30
2013	30

% change from last year: 0.0%
5 year Average 39



Employee Lost Time Injuries

Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2009	3	1.0
2010	17	6.0
2011	20	7.8
2012	6	2.3
2013	7	2.9

% change from last year: 26.1%
5 year Average 4



Bridges and Tunnels

E-ZPass Performance Report January 2013



MTA Bridges and Tunnels
E-ZPASS Performance Report
January 2013
Preliminary data subject to final audit

E-ZPass Performance at All B&T Facilities¹			
	January 2013	Year to Date	January 2012
Total E-ZPass Traffic ²	18,471,583	18,471,583	17,656,140
E-ZPass Market Share: Total	83.0%	83.0%	81.1%
Cars	82.3%	82.3%	81.1%
Trucks	91.6%	91.6%	91.6%

Weekday E-ZPass Performance by Facility^{1,2}			
Facility	January Average E-ZPass Weekday Traffic and Market Share		
	2013 Average Traffic	2013 Market Share	2012 Market Share
Bronx-Whitestone Bridge	81,401	79.0%	76.8%
Cross Bay Veterans Memorial Bridge	18,655	81.8%	82.7%
Henry Hudson Bridge	54,563	94.0%	89.4%
Hugh L. Carey Tunnel ³	40,534	89.9%	88.4%
Marine Parkway-Gil Hodges Memorial Bridge	19,116	84.4%	86.6%
Queens Midtown Tunnel	67,242	88.7%	87.1%
Robert F. Kennedy Bridge - Bronx Plaza	53,887	75.9%	73.7%
Robert F. Kennedy Bridge - Manhattan Plaza	67,752	85.0%	83.3%
Throgs Neck Bridge	84,863	83.8%	82.5%
Verrazano-Narrows Bridge	<u>150,491</u>	<u>86.0%</u>	<u>85.1%</u>
All Facilities	638,504	84.6%	83.1%

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
January 2013
Preliminary data subject to final audit

Weekday Peak Hour E-ZPass Performance by Facility⁴				
Facility	January E-ZPass Market Share			
	2013 AM Peak	2012 AM Peak	2013 PM Peak	2012 PM Peak
Bronx-Whitestone Bridge	83.9%	82.8%	79.6%	77.9%
Cross Bay Veterans Memorial Bridge	92.9%	86.8%	91.0%	84.2%
Henry Hudson Bridge	92.3%	91.9%	90.3%	90.4%
Hugh L. Carey Tunnel ³	85.3%	90.9%	81.8%	88.7%
Marine Parkway-Gil Hodges Memorial Bridge	86.0%	90.0%	84.6%	87.3%
Queens Midtown Tunnel	90.6%	88.7%	88.7%	87.8%
Robert F. Kennedy Bridge - Bronx Plaza	81.1%	80.1%	77.0%	75.4%
Robert F. Kennedy Bridge - Manhattan Plaza	87.3%	86.8%	85.1%	84.2%
Throgs Neck Bridge	88.5%	87.8%	84.1%	83.4%
Verrazano-Narrows Bridge ⁵	N/A	N/A	89.2%	88.5%
All Facilities	87.5%	86.8%	85.2%	84.5%

Weekend E-ZPass Performance by Facility¹			
Facility	January Average E-ZPass Weekend Traffic and Market Share		
	2013 Avg. Traffic	2013 Market Share	2012 Market Share
Bronx-Whitestone Bridge	68,971	72.3%	69.3%
Cross Bay Veterans Memorial Bridge	13,459	78.8%	77.9%
Henry Hudson Bridge	43,473	91.2%	85.7%
Hugh L. Carey Tunnel ³	30,767	85.7%	84.2%
Marine Parkway-Gil Hodges Memorial Bridge	14,247	82.5%	82.9%
Queens Midtown Tunnel	45,686	83.5%	82.5%
Robert F. Kennedy Bridge - Bronx Plaza	42,479	67.5%	64.4%
Robert F. Kennedy Bridge - Manhattan Plaza	52,769	80.5%	77.1%
Throgs Neck Bridge	71,482	78.0%	76.1%
Verrazano-Narrows Bridge	<u>126,483</u>	80.0%	78.9%
All Facilities	509,816	78.9%	76.8%

Notes:

4. Peak E-ZPass market shares report the market share figures for all vehicles during the highest overall traffic hour in the AM and PM periods 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
January 2013**
Preliminary data subject to final audit

E-ZPass Interoperability Statistics

B&T E-ZPass Transactions From Other Agencies ⁶			
Customer's E-ZPass Agency	January 2013 Total B&T E-ZPass Transactions	January 2013 Percentage of B&T Total Transactions	January 2012 Percentage of B&T Total Transactions
New York State Thruway Authority ⁷	1,522,270	7.75%	7.56%
New Jersey Toll Agencies ⁸	1,075,306	5.48%	5.31%
Port Authority of NY and NJ	1,063,317	5.42%	5.52%
Massachusetts Turnpike Authority ⁹	106,674	0.54%	0.51%
Pennsylvania Turnpike Commission	65,866	0.34%	0.29%
Maryland Transportation Authority	29,278	0.15%	0.15%
Virginia Department of Transportation ¹⁰	17,534	0.09%	0.09%
Delaware River Joint Toll Bridge Commission	12,167	0.05%	0.05%
New Hampshire Department of Transportation	10,805	0.06%	0.05%
Delaware Department of Transportation	10,219	0.06%	0.06%
Other ¹¹	<u>33,775</u>	<u>0.17%</u>	<u>0.15%</u>
Total	3,947,211	20.10%	19.73%

Other Agency B&T E-ZPass Transactions			
Agency Used By B&T Customers	January 2013	YTD 2013	January 2012
New York State Thruway Authority ⁷	2,144,910	2,144,910	2,048,841
New Jersey Toll Agencies ⁸	4,254,761	4,254,761	4,215,746
Port Authority of NY and NJ	2,954,748	2,954,748	2,832,405
New York State Bridge Authority	199,058	199,058	191,642
Massachusetts Turnpike Authority ⁹	396,681	396,681	366,597
Pennsylvania Turnpike Commission	198,977	198,977	183,087
Maryland Transportation Authority	205,231	205,231	185,672
Virginia Department of Transportation ¹⁰	98,912	98,912	83,705
Delaware River Joint Toll Bridge Commission	180,844	180,844	170,566
New Hampshire Department of Transportation	73,074	73,074	66,574
Delaware Department of Transportation	180,204	180,204	163,254
Other ¹¹	<u>223,132</u>	<u>223,132</u>	<u>189,174</u>
Total	11,110,532	11,110,532	10,697,263

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 2012.
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, Ohio Turnpike Commission, and beginning January 2013, North Carolina Turnpike Authority.

E-ZPASS Performance Report
January 2013
Preliminary data subject to final audit

E-ZPass Customer Service Statistics

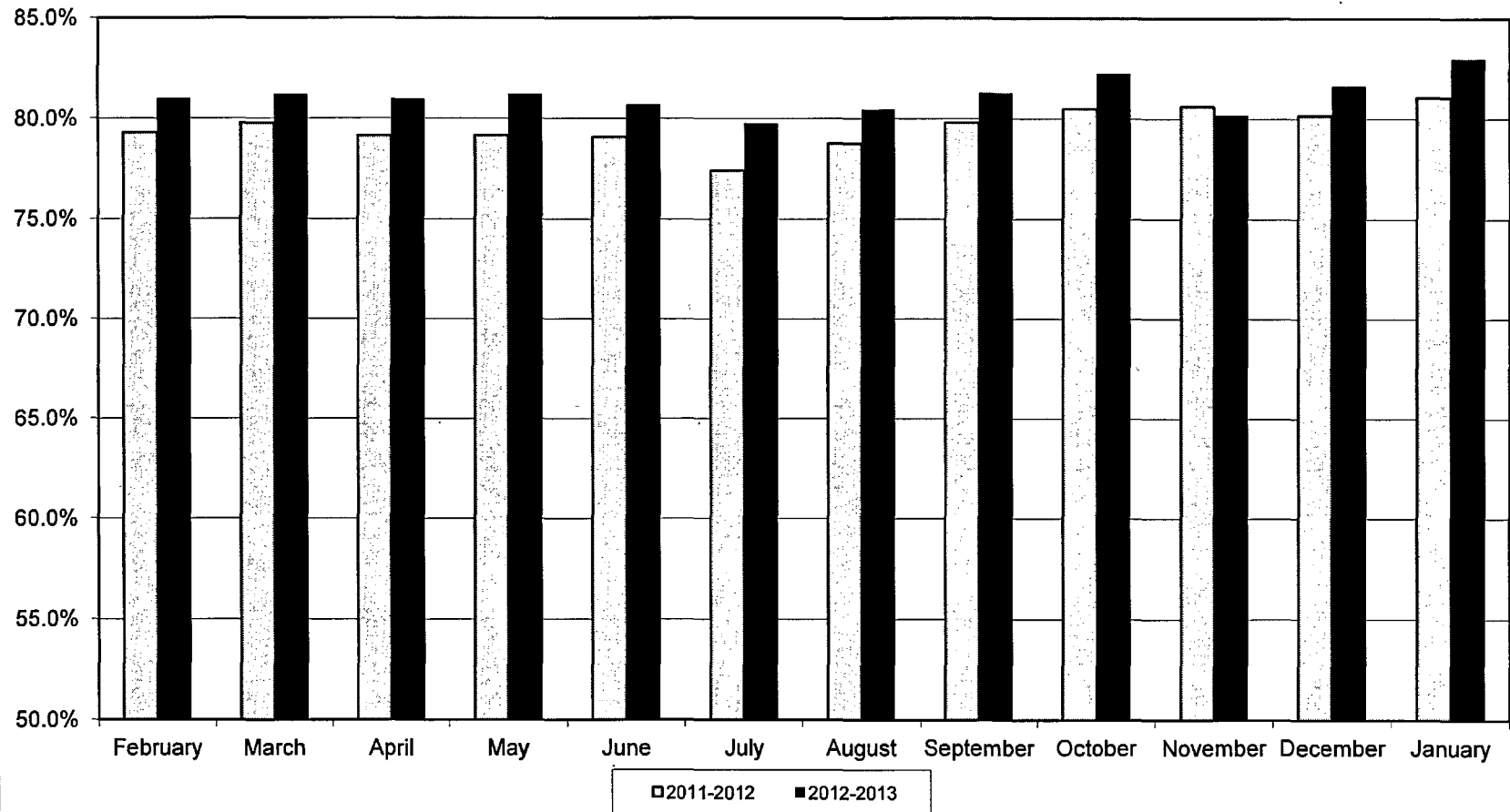
MTA Bridges and Tunnels Customers				
	January 2013	YTD 2013	YTD 2012	
Accounts Opened:				
Internet	4,044	4,044	3,592	
Walk-In	1,582	1,582	1,770	
Mail/Phone	942	942	1,374	
On-The-Go	<u>6,233</u>	<u>6,233</u>	<u>2,455</u>	
Total Accounts Opened	12,801	12,801	9,191	
Total Active Accounts		2,397,263	2,206,725	
Number of E-ZPass Tags Issued ¹²	34,599	33,161	26,598	
Total Active Tags ¹³		3,928,428	3,669,673	
Total Reload Cards Distributed ¹⁴	2,248	42,199	N/A	
Reload Card % of Cash Replenishments ¹⁴	10.5%	10.5%	N/A	

Customer Service Indicators				
	January 2013	YTD 2013	YTD 2012	
Phone Calls Answered by Customer Service Center:				
Customer Service Representatives	219,682	219,682	210,750	
Automated System	<u>319,372</u>	<u>319,372</u>	<u>321,388</u>	
Total Phone Calls Answered	539,054	539,054	532,138	
Average Phone Call Waiting Time (in min.):				
Customer Service Representatives	0.17	0.17	0.18	
Commercial Unit	0.32	0.32	0.27	
Avg. Monthly B&T E-ZPass Trips Per Account	6.04	6.04	7.00	
Average Number of Active Tags Per Account	1.64	1.63	1.66	

E-ZPass Tag Replacement Program				
	January 2013	YTD 2013	2011-2013	
Number of Replacement Tags Mailed	18,540	18,536	1,168,848	
Number of Tags Returned ¹⁵	28,391	25,483	1,147,051	
Number of Tags Pending Return	N/A	N/A	21,797	

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. The MTA Reload Card initiative was implemented in February 2012. The figure reported in the YTD 2013 column reflects the total number of cards distributed from the program's inception.
15. Includes tags returned, reported as lost or stolen by the customer, and deactivated. Also, includes tags mailed in 2012 but returned in 2013.

**MTA Bridges and Tunnels
E-ZPass Market Shares
February 2011 to January 2013**





Bridges and Tunnels

E-ZPass Performance Report February 2013



MTA Bridges and Tunnels
E-ZPASS Performance Report
February 2013
Preliminary data subject to final audit

E-ZPass Performance at All B&T Facilities¹			
	February 2013	Year to Date	February 2012
Total E-ZPass Traffic ²	16,481,845	34,953,428	17,236,337
E-ZPass Market Share: Total	83.1%	83.1%	81.0%
Cars	82.4%	82.4%	80.2%
Trucks	91.7%	91.7%	91.5%

Weekday E-ZPass Performance by Facility^{1,2}			
Facility	February Average E-ZPass Weekday Traffic and Market Share		
	2013 Average Traffic	2013 Market Share	2012 Market Share
Bronx-Whitestone Bridge	82,012	79.0%	76.6%
Cross Bay Veterans Memorial Bridge	18,334	83.0%	82.0%
Henry Hudson Bridge	55,056	93.8%	89.1%
Hugh L. Carey Tunnel ³	42,989	89.6%	88.2%
Marine Parkway-Gil Hodges Memorial Bridge	18,324	85.2%	86.3%
Queens Midtown Tunnel	69,508	88.5%	87.1%
Robert F. Kennedy Bridge - Bronx Plaza	54,878	75.6%	73.1%
Robert F. Kennedy Bridge - Manhattan Plaza	69,671	84.7%	82.8%
Throgs Neck Bridge	85,014	83.5%	81.9%
Verrazano-Narrows Bridge	<u>151,694</u>	<u>86.2%</u>	<u>85.0%</u>
All Facilities	647,480	84.6%	82.8%

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
February 2013
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Weekday Peak Hour E-ZPass Performance by Facility⁴				
Facility	February E-ZPass Market Share			
	2013 AM Peak	2012 AM Peak	2013 PM Peak	2012 PM Peak
Bronx-Whitestone Bridge	84.1%	82.7%	79.8%	77.9%
Cross Bay Veterans Memorial Bridge	93.2%	86.4%	92.8%	83.0%
Henry Hudson Bridge	92.3%	91.9%	89.8%	90.0%
Hugh L. Carey Tunnel ³	87.0%	91.3%	83.4%	88.4%
Marine Parkway-Gil Hodges Memorial Bridge	87.7%	89.6%	83.8%	86.4%
Queens Midtown Tunnel	90.7%	89.1%	89.3%	87.8%
Robert F. Kennedy Bridge - Bronx Plaza	81.2%	79.9%	77.1%	74.9%
Robert F. Kennedy Bridge - Manhattan Plaza	87.3%	85.9%	86.0%	84.2%
Throgs Neck Bridge	88.4%	87.1%	84.1%	82.4%
Verrazano-Narrows Bridge ⁵	N/A	N/A	89.3%	88.4%
All Facilities	87.8%	86.6%	85.7%	84.2%

Weekend E-ZPass Performance by Facility¹			
Facility	February Average E-ZPass Weekend Traffic and Market Share		
	2013 Avg. Traffic	2013 Market Share	2012 Market Share
Bronx-Whitestone Bridge	62,762	72.2%	68.7%
Cross Bay Veterans Memorial Bridge	11,788	79.4%	77.0%
Henry Hudson Bridge	38,729	91.4%	85.2%
Hugh L. Carey Tunnel ³	25,889	86.0%	83.3%
Marine Parkway-Gil Hodges Memorial Bridge	11,747	83.9%	82.9%
Queens Midtown Tunnel	41,616	83.6%	81.7%
Robert F. Kennedy Bridge - Bronx Plaza	38,692	67.0%	63.1%
Robert F. Kennedy Bridge - Manhattan Plaza	47,191	79.5%	76.0%
Throgs Neck Bridge	61,224	78.0%	75.3%
Verrazano-Narrows Bridge	<u>115,430</u>	79.9%	78.3%
All Facilities	455,068	78.7%	76.0%

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
February 2013**
Preliminary data subject to final audit

E-ZPass Interoperability Statistics

B&T E-ZPass Transactions From Other Agencies ⁶			
Customer's E-ZPass Agency	February 2013 Total B&T E-ZPass Transactions	February 2013 Percentage of B&T Total Transactions	February 2012 Percentage of B&T Total Transactions
New York State Thruway Authority ⁷	1,344,499	7.68%	7.54%
New Jersey Toll Agencies ⁸	947,629	5.42%	5.55%
Port Authority of NY and NJ	946,504	5.41%	5.50%
Massachusetts Turnpike Authority ⁹	91,558	0.52%	0.50%
Pennsylvania Turnpike Commission	56,641	0.32%	0.35%
Maryland Transportation Authority	23,710	0.14%	0.13%
Virginia Department of Transportation ¹⁰	12,932	0.07%	0.07%
Delaware River Joint Toll Bridge Commission	9,048	0.05%	0.05%
New Hampshire Department of Transportation	9,500	0.05%	0.06%
Delaware Department of Transportation	8,054	0.05%	0.05%
Other ¹¹	<u>29,131</u>	<u>0.17%</u>	<u>0.15%</u>
Total	3,479,206	19.88%	19.94%

Other Agency B&T E-ZPass Transactions			
Agency Used By B&T Customers	February 2013	YTD 2013	February 2012
New York State Thruway Authority ⁷	1,976,365	4,121,275	2,015,445
New Jersey Toll Agencies ⁸	3,735,797	7,990,558	4,101,489
Port Authority of NY and NJ	2,645,229	5,599,977	2,799,779
New York State Bridge Authority	186,219	385,277	191,550
Massachusetts Turnpike Authority ⁹	332,243	728,924	367,954
Pennsylvania Turnpike Commission	182,797	381,774	183,529
Maryland Transportation Authority	183,357	388,588	194,630
Virginia Department of Transportation ¹⁰	94,778	193,690	86,937
Delaware River Joint Toll Bridge Commission	159,946	340,790	172,201
New Hampshire Department of Transportation	63,643	136,717	66,754
Delaware Department of Transportation	152,036	332,240	170,260
Other ¹¹	<u>214,469</u>	<u>437,601</u>	<u>195,673</u>
Total	9,926,879	21,037,411	10,546,201

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 2012.
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, Ohio Turnpike Commission, and beginning January 2013, North Carolina Turnpike Authority.

E-ZPASS Performance Report
February 2013
Preliminary data subject to final audit

E-ZPass Customer Service Statistics

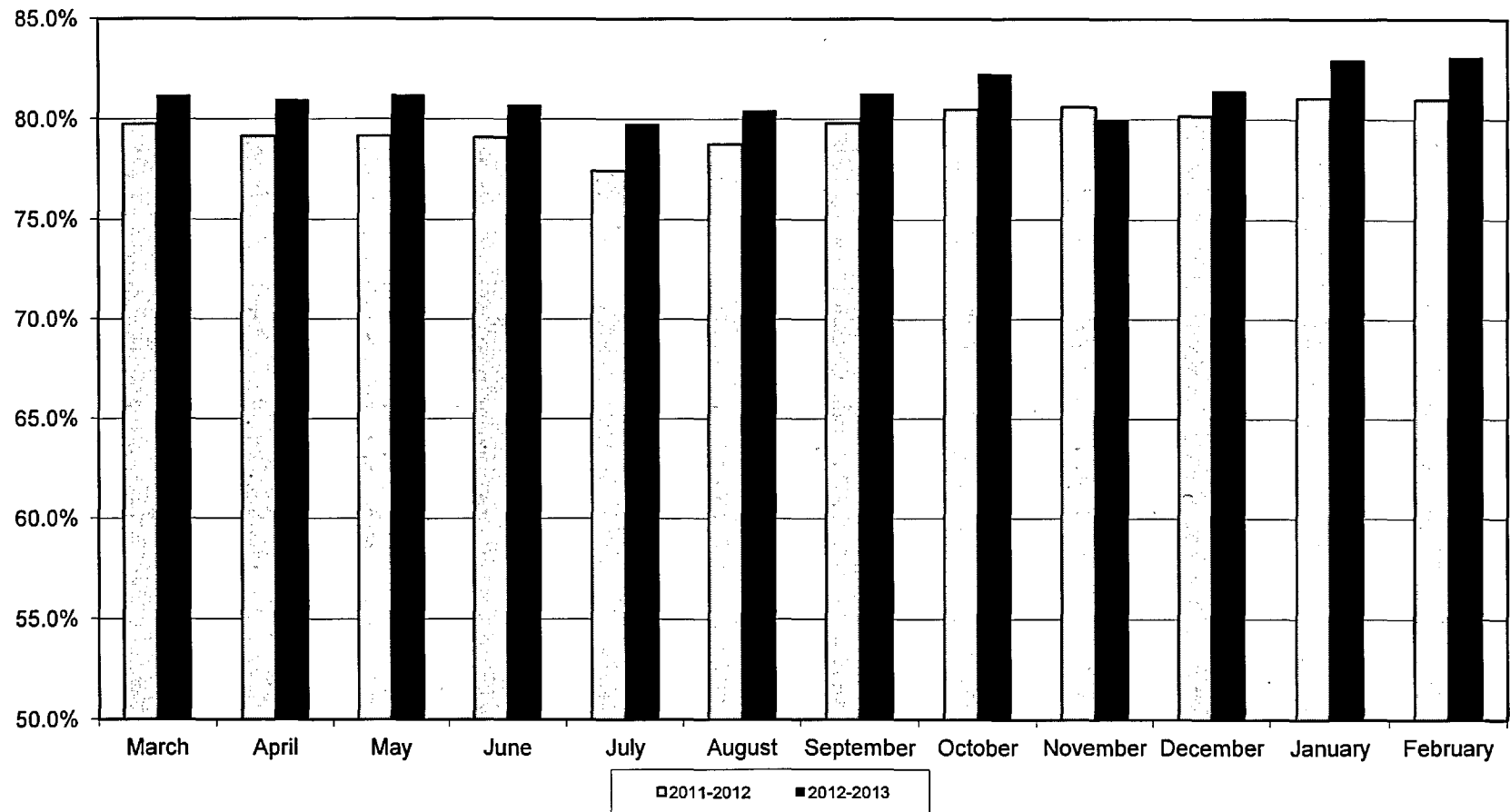
MTA Bridges and Tunnels Customers				
	February 2013	YTD 2013	YTD 2012	
Accounts Opened:				
Internet	4,752	8,796	8,789	
Walk-In	1,396	2,978	3,837	
Mail/Phone	770	1,712	2,751	
On-The-Go	<u>5,299</u>	<u>11,532</u>	<u>5,658</u>	
Total Accounts Opened	12,217	25,018	21,035	
Total Active Accounts		2,424,251	2,216,466	
Number of E-ZPass Tags Issued ¹²	30,018	63,179	53,483	
Total Active Tags ¹³		3,953,865	3,682,530	
Total Reload Cards Distributed ¹⁴	3,070	43,905	N/A	
Reload Card % of Cash Replenishments ¹⁴	11.0%	10.8%	N/A	

Customer Service Indicators				
	February 2013	YTD 2013	YTD 2012	
Phone Calls Answered by Customer Service Center:				
Customer Service Representatives	187,300	406,982	415,208	
Automated System	<u>284,882</u>	<u>604,254</u>	<u>624,138</u>	
Total Phone Calls Answered	472,182	1,011,236	1,039,346	
Average Phone Call Waiting Time (in min.):				
Customer Service Representatives	0.12	0.15	0.18	
Commercial Unit	0.32	0.32	0.25	
Avg. Monthly B&T E-ZPass Trips Per Account	5.37	5.70	6.23	
Average Number of Active Tags Per Account	1.63	1.63	1.66	

E-ZPass Tag Replacement Program				
	February 2013	YTD 2013	2011-2013	
Number of Replacement Tags Mailed	31,890	51,150	1,201,462	
Number of Tags Returned ¹⁵	18,787	44,270	1,165,838	
Number of Tags Pending Return	N/A	N/A	35,624	

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. The MTA Reload Card initiative was implemented in February 2012. The figure reported in the YTD 2013 column reflects the total number of cards distributed from the program's inception.
15. Includes tags returned, reported as lost or stolen by the customer, and deactivated. Also, includes tags mailed in 2012 but returned in 2013.

**MTA Bridges and Tunnels
E-ZPass Market Shares
March 2011 to February 2013**





Bridges and Tunnels

Financial Report January 2013



MTA BRIDGES & TUNNELS
BALANCE SHEET
As of JANUARY 31, 2013
(in thousands)

ASSETS

CURRENT ASSETS:

Cash-Unrestricted	\$18,060
Investments:	
Unrestricted	102,021
Restricted	332,941
Accrued interest receivable	644
Accounts receivable	20,263
Tolls due from other agencies	25,407
Prepaid expenses	<u>15,770</u>
 Total current assets	 <u>515,106</u>

NONCURRENT ASSETS:

Investments:	
Unrestricted	456
Restricted	221,282
Facilities, less acc. dep of \$1,128,633	3,923,612
Capital lease 2 Broadway net acc. dep.	45,033
Deferred financing costs	337,020
Derivative Hedge Assets	199,353
Security Deposits	<u>8,200</u>
 Total noncurrent assets	 <u>4,734,956</u>

TOTAL ASSETS	<u><u>\$5,250,062</u></u>
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MTA BRIDGES & TUNNELS
BALANCE SHEET
As of JANUARY 31, 2013
(in thousands)

LIABILITIES

CURRENT LIABILITIES:

Current portion-long term debt	\$160,205
Interest Payable	59,006
Accounts Payable	61,405
Payable to MTA-CAP	23,179
Due to MTA-Operating Expenses	3,023
Due to TA-Operating Expenses	30,633
Accrued salaries	28,256
Accrued Vac & Sick Benefits	16,131
Current portion of estimated liability arising from injury	11,508
Current portion of capital lease obligation	6,276
Pollution remediation projects	1,837
Due to New York City Transit Authority	34,226
Due to Metropolitan Transportation Authority	62,783
Unredeemed Tolls	130,061
Tolls due to other agencies	43,607
E-ZPass Airport Toll Liability	<u>3,880</u>
Total current liabilities	<u>676,016</u>

NONCURRENT LIABILITIES:

Long term debt	8,623,017
Post Employment Benefits Other than Pensions	382,143
Estimated liability arising from injury	16,583
Capital lease obligations	133,889
Derivative Hedge Liabilities	200,859
Security deposits-Contra	<u>8,200</u>
Total noncurrent liabilities	<u>9,364,691</u>

TOTAL LIABILITIES 10,040,707

FUND BALANCES (4,790,645) *

TOTAL LIABILITIES & FUND BALANCES \$5,250,062

*The negative Fund Balance of \$4,790,645 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
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
January 2013
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	112.630	116.762	4.132	3.7	0.000	0.000	0.000	-	112.630	116.762	4.132	3.7
Other Operating Revenue	1.131	1.069	(0.062)	(5.5)	0.000	0.000	0.000	-	1.131	1.069	(0.062)	(5.5)
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.220	1.153	(0.067)	(5.5)	1.220	1.153	(0.067)	(5.5)
Investment Income	0.009	0.007	(0.002)	(22.2)	0.000	0.000	0.000	-	0.009	0.007	(0.002)	(22.2)
Total Revenue	\$113.770	\$117.838	\$4.068	3.6	\$1.220	\$1.153	(\$0.067)	(5.5)	\$114.990	\$118.991	\$4.001	3.5
Expenses												
Labor:												
Payroll	\$10.298	\$9.539	\$0.759	7.4	\$0.474	\$0.561	(\$0.087)	(18.4)	\$10.772	\$10.100	\$0.672	6.2
Overtime	2.027	1.763	0.264	13.0	0.033	0.000	0.033	100.0	2.060	1.763	0.297	14.4
Health and Welfare	2.302	2.114	0.188	8.2	0.100	0.116	(0.016)	(16.0)	2.402	2.230	0.172	7.2
OPEB Current Payment	1.362	1.235	0.127	9.3	0.000	0.000	0.000	-	1.362	1.235	0.127	9.3
Pensions	2.681	2.655	0.026	1.0	0.120	0.146	(0.026)	(21.7)	2.801	2.801	0.000	0.0
Other Fringe Benefits	2.135	1.833	0.302	14.1	0.059	0.074	(0.015)	(25.4)	2.194	1.907	0.287	13.1
Reimbursable Overhead	(0.434)	(0.256)	(0.178)	(41.0)	0.434	0.256	0.178	41.0	0.000	0.000	0.000	-
Total Labor Expenses	\$20.371	\$18.883	\$1.488	7.3	\$1.220	\$1.153	\$0.067	5.5	\$21.591	\$20.036	\$1.555	7.2
Non-Labor:												
Electric Power	\$0.525	\$0.431	\$0.094	17.9	\$0.000	\$0.000	\$0.000	-	\$0.525	\$0.677	(\$0.152)	(29.0)
Fuel	0.319	0.093	0.226	70.8	0.000	0.000	0.000	-	0.319	0.093	0.226	70.8
Insurance	0.520	0.516	0.004	0.8	0.000	0.000	0.000	-	0.520	0.516	0.004	0.8
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	4.862	4.831	0.031	0.6	0.000	0.000	0.000	-	4.862	4.831	0.031	0.6
Professional Service Contracts	1.856	0.952	0.904	48.7	0.000	0.000	0.000	-	1.856	0.952	0.904	48.7
Materials & Supplies	0.357	0.084	0.273	76.5	0.000	0.000	0.000	-	0.357	0.084	0.273	76.5
Other Business Expenses	1.848	1.947	(0.099)	(5.4)	0.000	0.000	0.000	-	1.848	1.947	(0.099)	(5.4)
Total Non-Labor Expenses	\$10.287	\$8.854	\$1.433	13.9	\$0.000	\$0.000	\$0.000	-	\$10.287	\$9.100	\$1.187	11.5
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$30.658	\$27.737	\$2.921	9.5	\$1.220	\$1.153	\$0.067	5.5	\$31.878	\$29.136	\$2.742	8.6
Depreciation	\$7.869	\$7.626	\$0.243	3.1	\$0.000	\$0.000	\$0.000	-	\$7.869	\$7.626	\$0.243	3.1
OPEB Obligation	6.388	6.388	0.000	0.0	0.000	0.000	0.000	-	6.388	6.388	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$44.915	\$41.751	\$3.164	7.0	\$1.220	\$1.153	\$0.067	5.5	\$46.135	\$43.150	\$2.985	6.5
Less: Depreciation	\$7.869	\$7.626	\$0.243	3.1	\$0.000	\$0.000	\$0.000	-	\$7.869	\$7.626	\$0.243	3.1
Less: OPEB Obligation	6.388	6.388	0.000	0.0	0.000	0.000	0.000	-	6.388	6.388	0.000	0.0
Total Expenses	\$30.658	\$27.737	\$2.921	9.5	\$1.220	\$1.153	\$0.067	5.5	\$31.878	\$29.136	\$2.742	8.6
Net Surplus/(Deficit)	\$83.112	\$90.101	\$6.989	8.4	\$0.000	\$0.000	\$0.000	-	\$83.112	\$89.855	\$6.743	8.1

Differences are due to rounding.
*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
January 2013
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Net Income/(Deficit)									\$83.112	\$89.855	\$6.743	8.1
Less: Capitalized Assets									0.806	0.521	0.285	35.4
Reserves									2.118	2.118	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$80.188	\$87.216	\$7.028	8.8
Less: Debt Service									50.896	50.031	0.865	1.7
Income Available for Distribution									\$29.292	\$37.185	\$7.893	26.9
Distributable To:												
MTA - Investment Income									0.009	0.007	(0.002)	(22.2)
MTA - Distributable Income									19.480	23.708	4.228	21.7
NYCTR - Distributable Income									9.803	13.470	3.667	37.4
Total Distributable Income									\$29.292	\$37.185	\$7.893	26.9
<u>Support to Mass Transit:</u>												
Total Revenues									114.990	118.991	4.001	3.5
Less: Total Operating Expenses									<u>31.878</u>	<u>29.136</u>	<u>2.742</u>	8.6
Net Operating Income/(Deficit)									\$83.112	\$89.855	\$6.743	8.1
Deductions from Net Operating Income:												
Capitalized Assets									0.806	0.521	0.285	35.4
Reserves									2.118	2.118	0.000	0.0
B&T Debt Service									19.258	16.741	2.517	13.1
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$22.182	\$19.380	\$2.802	12.6
Total Support to Mass Transit									\$60.930	\$70.475	\$9.545	15.7

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
January Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	112.630	116.762	4.132	3.7	0.000	0.000	0.000	-	112.630	116.762	4.132	3.7
Other Operating Revenue	1.131	1.069	(0.062)	(5.5)	0.000	0.000	0.000	-	1.131	1.069	(0.062)	(5.5)
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.220	1.153	(0.067)	(5.5)	1.220	1.153	(0.067)	(5.5)
Investment Income	0.009	0.007	(0.002)	(22.2)	0.000	0.000	0.000	-	0.009	0.007	(0.002)	(22.2)
Total Revenue	\$113.770	\$117.838	\$4.068	3.6	\$1.220	\$1.153	(\$0.067)	(5.5)	\$114.990	\$118.991	\$4.001	3.5
Expenses												
Labor:												
Payroll	\$10.298	\$9.539	\$0.759	7.4	\$0.474	\$0.561	(\$0.087)	(18.4)	\$10.772	\$10.100	\$0.672	6.2
Overtime	2.027	1.763	0.264	13.0	0.033	0.000	0.033	100.0	2.060	1.763	0.297	14.4
Health and Welfare	2.302	2.114	0.188	8.2	0.100	0.116	(0.016)	(16.0)	2.402	2.230	0.172	7.2
OPEB Current Payment	1.362	1.235	0.127	9.3	0.000	0.000	0.000	-	1.362	1.235	0.127	9.3
Pensions	2.681	2.655	0.026	1.0	0.120	0.146	(0.026)	(21.7)	2.801	2.801	0.000	0.0
Other Fringe Benefits	2.135	1.833	0.302	14.1	0.059	0.074	(0.015)	(25.4)	2.194	1.907	0.287	13.1
Reimbursable Overhead	(0.434)	(0.256)	(0.178)	(41.0)	0.434	0.256	0.178	41.0	0.000	0.000	0.000	-
Total Labor Expenses	\$20.371	\$18.883	\$1.488	7.3	\$1.220	\$1.153	\$0.067	5.5	\$21.591	\$20.036	\$1.555	7.2
Non-Labor:												
Electric Power	\$0.525	\$0.677	(\$0.152)	(29.0)	\$0.000	\$0.000	\$0.000	-	\$0.525	\$0.677	(\$0.152)	(29.0)
Fuel	0.319	0.093	0.226	70.8	0.000	0.000	0.000	-	0.319	0.093	0.226	70.8
Insurance	0.520	0.516	0.004	0.8	0.000	0.000	0.000	-	0.520	0.516	0.004	0.8
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	4.862	4.831	0.031	0.6	0.000	0.000	0.000	-	4.862	4.831	0.031	0.6
Professional Service Contracts	1.856	0.952	0.904	48.7	0.000	0.000	0.000	-	1.856	0.952	0.904	48.7
Materials & Supplies	0.357	0.084	0.273	76.5	0.000	0.000	0.000	-	0.357	0.084	0.273	76.5
Other Business Expenses	1.848	1.947	(0.099)	(5.4)	0.000	0.000	0.000	-	1.848	1.947	(0.099)	(5.4)
Total Non-Labor Expenses	\$10.287	\$9.100	\$1.187	11.5	\$0.000	\$0.000	\$0.000	-	\$10.287	\$9.100	\$1.187	11.5
Other Expense Adjustments												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$30.658	\$27.983	\$2.675	8.7	\$1.220	\$1.153	\$0.067	5.5	\$31.878	\$29.136	\$2.742	8.6
Depreciation	\$7.869	\$7.626	\$0.243	3.1	\$0.000	\$0.000	\$0.000	-	\$7.869	\$7.626	\$0.243	3.1
OPEB Obligation	6.388	6.388	0.000	0.0	0.000	0.000	0.000	-	6.388	6.388	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$44.915	\$41.997	\$2.918	6.5	\$1.220	\$1.153	\$0.067	5.5	\$46.135	\$43.150	\$2.985	6.5
Less: Depreciation	\$7.869	\$7.626	\$0.243	3.1	\$0.000	\$0.000	\$0.000	-	\$7.869	\$7.626	\$0.243	3.1
Less: OPEB Obligation	6.388	6.388	0.000	0.0	0.000	0.000	0.000	-	6.388	6.388	0.000	0.0
Total Expenses	\$30.658	\$27.983	\$2.675	8.7	\$1.220	\$1.153	\$0.067	5.5	\$31.878	\$29.136	\$2.742	8.6
Net Surplus/(Deficit)	\$83.112	\$89.855	\$6.743	8.1	\$0.000	\$0.000	\$0.000	-	\$83.112	\$89.855	\$6.743	8.1

Differences are due to rounding
*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
January Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Net Income/(Deficit)									\$83.112	\$89.855	\$6.743	8.1
Less: Capitalized Assets									0.806	0.521	\$0.285	35.4
Reserves									2.118	2.118	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$80.188	\$87.216	\$7.028	8.8
Less: Debt Service									50.896	50.031	0.865	1.7
Income Available for Distribution									\$29.292	\$37.185	\$7.893	26.9
Distributable To:												
MTA - Investment Income									0.009	0.007	(0.002)	(22.2)
MTA - Distributable Income									19.480	23.708	4.228	21.7
NYCTR - Distributable Income									9.803	13.470	3.667	37.4
Total Distributable Income									\$29.292	\$37.185	\$7.893	26.9
Support to Mass Transit:												
Total Revenues									114.990	118.991	4.001	3.5
Less: Total Operating Expenses									<u>31.878</u>	<u>29.136</u>	<u>2.742</u>	8.6
Net Operating Income/(Deficit)									\$83.112	\$89.855	\$6.743	8.1
Deductions from Net Operating Income:												
Capitalized Assets									0.806	0.521	0.285	35.4
Reserves									2.118	2.118	0.000	0.0
B&T Debt Service									19.258	16.741	2.517	13.1
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$22.182	\$19.380	\$2.802	12.6
Total Support to Mass Transit									\$60.930	\$70.475	\$9.545	15.7

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		January 2013		Favorable/ (Unfavorable) Variance		Year-to-Date	
	\$	%	Reason for Variance		\$	%	Reason for Variance	
Total								
Vehicle Toll Revenue	4,132	3.7%	Higher toll revenue due to 3.3% higher traffic as compared to the monthly adopted budget allocation, primarily due to favorable weather.		4,132	3.7%	Same as month	
Other Operating Revenue	(0.062)	-5.5%	Minor variance.		(0.062)	-5.5%	Same as month	
Capital and Other Reimbursements	(0.067)	-5.5%	Lower capital reimbursable expenses against the monthly adopted budget allocation.		(0.067)	-5.5%	Same as month	
Investment Income	(0.002)	-22.2%	Minor variance.		(0.002)	-22.2%	Same as month	
Payroll	0.672	6.2%	Lower payroll expenses against the monthly adopted budget allocation due to vacancies.		0.672	6.2%	Same as month	
Overtime	0.297	14.4%	See overtime tables		0.297	14.4%	See overtime tables	
Health and Welfare	0.172	7.2%	Lower expenses primarily due to Welfare Plans for Bridge and Tunnel Officers (\$0.067M) against the monthly adopted budget allocation.		0.172	7.2%	Same as month	
OPEB Current Payment	0.127	9.3%	Lower OPEB expenses against the monthly adopted budget allocation.		0.127	9.3%	Same as month	
Pensions	0.000	-	No variance.		0.000	-	Same as month	
Other Fringe Benefits	0.287	13.1%	Lower than planned uniform allotment due to Bridge and Tunnel Officer vacancies (\$0.161M).		0.287	13.1%	Same as month	
Electric Power	(0.152)	-29.0%	Minor variance.		(0.152)	-29.0%	Same as month	
Fuel	0.226	70.8%	Lower fuel expenses due to timing of bills against the monthly adopted budget allocation.		0.226	70.8%	Same as month	
Insurance	0.004	0.8%	Minor variance.		0.004	0.8%	Same as month	
Maintenance and Other Operating Contracts	0.031	0.6%	Minor variance.		0.031	0.6%	Same as month	
Professional Service Contracts	0.904	48.7%	Lower expenses for Procurement Credit Card Purchases (\$0.177M), Office Equipment Maintenance and Repair Services (\$0.116M), Engineering Services (\$0.111M), IT Consultant Services (\$0.108M) and other expenses against the monthly adopted budget allocation.		0.904	48.7%	Same as month	
Materials & Supplies	0.273	76.5%	Lower expenses across a variety of small equipment and supply categories against the monthly adopted budget allocation.		0.273	76.5%	Same as month	
Other Business Expense	(0.099)	-5.4%	Minor variance.		(0.099)	-5.4%	Same as month	
Depreciation	0.243	3.1%	Minor variance.		0.243	3.1%	Same as month	
Other Post Employment Benefits	0.000	-	No variance.		0.000	-	Same as month	
Reimbursable								
Payroll	(0.087)	-18.4%	Higher than planned reimbursable expenses against the monthly adopted budget allocation.		(0.087)	-18.4%	Same as month	
Overtime	0.033	100.0%	See overtime tables		0.033	100.0%	See overtime tables	
Health and Welfare	(0.016)	-16.0%	Higher than planned reimbursable expenses against the monthly adopted budget allocation.		(0.016)	-16.0%	Same as month	
OPEB Current Payment	0.000	-	No variance.		0.000	-	Same as month	
Pensions	(0.026)	-21.7%	Higher than planned reimbursable expenses against the monthly adopted budget allocation.		(0.026)	-21.7%	Same as month	
Other Fringe Benefits	(0.015)	-25.4%	Higher than planned reimbursable expenses against the monthly adopted budget allocation.		(0.015)	-25.4%	Same as month	
Reimbursable Overhead	0.178	41.0%	Lower than planned reimbursable expenses against the monthly adopted budget allocation.		0.178	41.0%	Same as month	

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
2013 NON-REIMBURSABLE/REIMBURSABLE OVERTIME

	January						January Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav/(Unfav)		Adopted Budget		Actuals		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
OPERATIONS & MAINTENANCE												
<u>Scheduled Service</u>	3,545	\$0.192	2,966	\$0.178	579	\$0.015	3,545	\$0.192	2,966	\$0.178	579	\$0.015
					16.3%	7.7%					16.3%	7.7%
<u>Unscheduled Service</u>	1,463	\$0.079	871	\$0.052	592	\$0.027	1,463	\$0.079	871	\$0.052	592	\$0.027
					40.5%	33.8%					40.5%	33.8%
<u>Programmatic/Routine Maintenance</u>	43	\$0.003	101	\$0.009	(58)	(\$0.005)	43	\$0.003	101	\$0.009	(58)	(\$0.005)
					-133.1%	-151.8%					-133.1%	-151.8%
<u>Unscheduled Maintenance</u>	1,874	\$0.146	1,070	\$0.090	804	\$0.056	1,874	\$0.146	1,070	\$0.090	804	\$0.056
					42.9%	38.3%					42.9%	38.3%
<u>Vacancy/Absentee Coverage</u>	14,742	\$0.860	11,823	\$0.784	2,919	\$0.076	14,742	\$0.860	11,823	\$0.784	2,919	\$0.076
					19.8%	8.8%					19.8%	8.8%
<u>Weather Emergencies</u>	4,584	\$0.318	1,874	\$0.148	2,710	\$0.171	4,584	\$0.318	1,874	\$0.148	2,710	\$0.171
					59.1%	53.6%					59.1%	53.6%
<u>Safety/Security/Law Enforcement</u>	3,883	\$0.211	1,960	\$0.127	1,923	\$0.084	3,883	\$0.211	1,960	\$0.127	1,923	\$0.084
					49.5%	39.9%					49.5%	39.9%
<u>Other</u>	619	\$0.046	57	\$0.005	562	\$0.041	619	\$0.046	57	\$0.005	562	\$0.041
					90.8%	89.6%					90.8%	89.6%
<u>*All Other Departments and Accruals</u>		\$0.170		\$0.371		(\$0.201)		\$0.170		\$0.371		(\$0.201)
						**						**
Subtotal	30,753	\$2.027	20,721	\$1.763	10,032	\$0.264	30,753	\$2.027	20,721	\$1.763	10,032	\$0.264
					32.6%	13.0%					32.6%	13.0%
REIMBURSABLE OVERTIME	600	\$0.033	0	\$0.000	600	\$0.033	600	\$0.033	0	\$0.000	600	\$0.033
					100.0%	100.0%					100.0%	100.0%
TOTAL OVERTIME	31,352	\$2.060	20,721	\$1.763	10,631	\$0.297	31,352	\$2.059	20,721	\$1.763	10,631	\$0.296
					33.9%	14.4%					33.9%	14.4%

Figures are preliminary.

Totals may not add due to rounding

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

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

** Exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
2013 NON-REIMBURSABLE/REIMBURSABLE OVERTIME

NON-REIMBURSABLE OVERTIME

OPERATIONS & MAINTENANCE

Scheduled Service

579 \$0.015 Lower than planned expenses
5.8% 3.2%

Unscheduled Service

592 \$0.027 Lower than planned expenses
5.9% 5.7%

Programmatic/Routine Maintenance

(58) (\$0.005) Higher than planned expenses
-0.6% -1.1%

Unscheduled Maintenance

804 \$0.056 Lower than planned expenses
8.0% 12.1%

Vacancy/Absentee Coverage

2,919 \$0.076 Lower than planned expenses
29.1% 16.3%

Weather Emergencies

2,710 \$0.171 Lower than planned expenses due to favorable weather
27.0% 36.8%

Safety/Security/Law Enforcement

1,923 \$0.084 More efficient use of law enforcement related overtime
19.2% 18.1%

Other

562 \$0.041 Lower than planned expenses
5.6% 8.9%

*All Other Departments and Accruals

(\$0.201) Primarily due to adjustments for the 28-day OT payroll lag
**

Subtotal

10,032 \$0.464
94.4% 93.3%

REIMBURSABLE OVERTIME

600 \$0.033 Lower than planned overtime needed on projects eligible for
5.6% 6.7% reimbursement from the capital program

TOTAL OVERTIME

10,631 \$0.498

Monthly			Year-to-Date		
Var. - Fav/(Unfav)		Explanations	Var. - Fav/(Unfav)		Explanations
Hours	\$		Hours	\$	
579	\$0.015	Lower than planned expenses	579	\$0.015	Lower than planned expenses
5.8%	3.2%		5.8%	3.2%	
592	\$0.027	Lower than planned expenses	592	\$0.027	Lower than planned expenses
5.9%	5.7%		5.9%	5.7%	
(58)	(\$0.005)	Higher than planned expenses	(58)	(\$0.005)	Higher than planned expenses
-0.6%	-1.1%		-0.6%	-1.1%	
804	\$0.056	Lower than planned expenses	804	\$0.056	Lower than planned expenses
8.0%	12.1%		8.0%	12.1%	
2,919	\$0.076	Lower than planned expenses	2,919	\$0.076	Lower than planned expenses
29.1%	16.3%		29.1%	16.3%	
2,710	\$0.171	Lower than planned expenses due to favorable weather	2,710	\$0.171	Lower than planned expenses due to favorable weather
27.0%	36.8%		27.0%	36.8%	
1,923	\$0.084	More efficient use of law enforcement related overtime	1,923	\$0.084	More efficient use of law enforcement related overtime
19.2%	18.1%		19.2%	18.1%	
562	\$0.041	Lower than planned expenses	562	\$0.041	Lower than planned expenses
5.6%	8.9%		5.6%	8.9%	
	(\$0.201)	Primarily due to adjustments for the 28-day OT payroll lag		(\$0.201)	Primarily due to adjustments for the 28-day OT payroll lag
	**			**	
10,032	\$0.464		10,032	\$0.464	
94.4%	93.3%		94.4%	93.4%	
600	\$0.033	Lower than planned overtime needed on projects eligible for	600	\$0.033	Lower than planned overtime needed on projects eligible for
5.6%	6.7%	reimbursement from the capital program	5.6%	6.6%	reimbursement from the capital program
10,631	\$0.498		10,631	\$0.497	

Figures are preliminary.

Totals may not add due to rounding.

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

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

** Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2012 Overtime Reporting
Overtime Legend

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

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

Month of January

Comparison Current Year vs. Prior Year:

Year to date ending January 2013.

Prior Year		Current Year		Percentage Change			Prior Year		Current Year		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
3.0	\$18.0	3.1	\$19.0	5.2%	5.5%	Bronx-Whitestone	3.0	\$18.0	3.1	\$19.0	5.2%	5.5%
0.5	1.1	0.6	1.3	18.1%	24.2%	Cross Bay	0.5	1.1	0.6	1.3	18.1%	24.2%
1.7	4.5	1.7	4.3	-1.6%	-4.0%	Henry Hudson	1.7	4.5	1.7	4.3	-1.6%	-4.0%
1.3	6.8	1.3	6.7	-0.1%	-1.2%	Hugh L. Carey*	1.3	6.8	1.3	6.7	-0.1%	-1.2%
0.6	1.0	0.6	1.2	16.9%	22.8%	Marine Parkway	0.6	1.0	0.6	1.2	16.9%	22.8%
2.2	12.2	2.1	11.8	-3.3%	-3.0%	Queens Midtown	2.2	12.2	2.1	11.8	-3.3%	-3.0%
2.1	13.1	2.1	13.5	2.2%	2.7%	RFK - Bronx	2.1	13.1	2.1	13.5	2.2%	2.7%
2.2	12.2	2.3	12.7	3.8%	4.0%	RFK - Manhattan	2.2	12.2	2.3	12.7	3.8%	4.0%
3.0	19.6	3.0	20.2	1.5%	3.3%	Throgs Neck	3.0	19.6	3.0	20.2	1.5%	3.3%
5.2	25.2	5.2	26.0	1.2%	3.1%	Verrazano-Narrows	5.2	25.2	5.2	26.0	1.2%	3.1%
21.8	\$113.6	22.3	\$116.8	2.2%	2.7%	Total	21.8	\$113.6	22.3	\$116.8	2.2%	2.7%
	\$5.219		\$5.246		0.5%	Revenue Per Vehicle		\$5.219		\$5.246		0.5%

*Formerly Brooklyn-Battery Tunnel

Note: Numbers may not add due to rounding.

Comparison Actual vs. Adopted Budget:

Jan Budget		Jan Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
21.5	112.6	22.3	116.8	3.3%	3.7%	Total All	21.5	\$112.6	22.3	\$116.8	3.3%	3.7%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
January 2013

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	2	2	-	
Law	7	8	(1)	1 Professional overage
CFO ⁽¹⁾	20	24	(4)	1 Managerial and 3 Professional overages
Labor Relations	5	4	1	1 Professional vacancy
Staff Services ⁽²⁾	17	21	(4)	1 Professional and 3 Managerial overages
EEO	1	1	-	
Total Administration	52	60	(8)	
Operations				
Revenue Management	39	35	4	1 Bridge and Tunnel Officer (BTO) vacancy and 3 Professional vacancies
Operations (Non-Security)	729	632	97	108 BTO vacancies, 2 Superior Officer vacancies, and 13 Professional overages
Total Operations	768	667	101	
Maintenance				
Maintenance	183	169	14	2 Managerial and 13 Professional vacancies; 1 Maintainer over headcount
Operations - Maintainers	172	161	11	11 Maintainer vacancies
Technology	52	54	(2)	1 Managerial overage and 1 Professional overage
Internal Security - Tech Svcs	8	10	(2)	2 Maintainers over headcount
Total Maintenance	415	394	21	
Engineering/Capital				
Engineering & Construction	127	120	7	7 Professional vacancies
Health & Safety	8	8	-	
CFO-Planning & Budget Capital	12	13	(1)	1 Professional overage
Total Engineering/Capital	147	141	6	
Public Safety				
Operations (Security)	232	232	-	
Internal Security - Operations	38	36	2	2 Professional vacancies
Total Public Safety	270	268	2	
Total Positions	1,652	1,530	122	
Non-Reimbursable	1,608	1,486	122	
Reimbursable	44	44	-	
Total Full-Time	1,652	1,530	122	

- (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
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
January 2013

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	19	23	(4)	1 Managerial overage in CFO and 3 in Staff Services
Professional, Technical, Clerical	33	37	(4)	5 Professional overages (3 in CFO, 1 in Law, and 1 in Staff Services); 1 Professional vacancy in Labor Relations.
Operational Hourlies	-	-	-	
Total Administration	52	60	(8)	
Operations				
Managers/Supervisors	54	54	-	
Professional, Technical, Clerical	35	45	(10)	13 Professional overages in Operations and 3 vacancies in Revenue Management.
Operational Hourlies ⁽¹⁾	679	568	111	109 BTO vacancies (108 in Operations and 1 in Revenue Management), and 2 Superior Officer vacancies in Operations.
Total Operations	768	667	101	
Maintenance				
Managers/Supervisors	34	33	1	1 Managerial overage in Technology and 2 vacancies in Maintenance
Professional, Technical, Clerical	62	50	12	13 Professional vacancies in Maintenance; 1 Professional overage in Technology
Operational Hourlies ⁽²⁾	319	311	8	3 Maintainer overages (2 in Internal Security and 1 in Maintenance); 11 Maintainer vacancies in Operations
Total Maintenance	415	394	21	
Engineering/Capital				
Managers/Supervisors	31	31	-	
Professional, Technical, Clerical	116	110	6	7 Professional vacancies in Engineering; 1 overage in Planning and Budget.
Operational Hourlies	-	-	-	
Total Engineering/Capital	147	141	6	
Public Safety				
Managers/Supervisors	7	7	-	
Professional, Technical, Clerical	29	27	2	2 Professional vacancies in Internal Security.
Operational Hourlies ⁽³⁾	234	234	-	
Total Public Safety	270	268	2	
Total Positions				
Managers/Supervisors	145	148	(3)	
Professional, Technical, Clerical	275	269	6	
Operational Hourlies	1,232	1,113	119	
Total Positions	1,652	1,530	122	

(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

Financial Report February 2013

MTA BRIDGES & TUNNELS
BALANCE SHEET
As of FEBRUARY 28, 2013
(in thousands)

ASSETS

CURRENT ASSETS:

Cash-Unrestricted	\$19,006
Investments:	
Unrestricted	139,941
Restricted	329,130
Accrued interest receivable	652
Accounts receivable	21,127
Tolls due from other agencies	19,780
Prepaid expenses	<u>12,555</u>
 Total current assets	 <u>542,191</u>

NONCURRENT ASSETS:

Investments:	
Unrestricted	451
Restricted	253,792
Facilities, less acc. dep of \$1,136,145	3,925,113
Capital lease 2 Broadway net acc. dep.	44,907
Deferred financing costs	337,186
Derivative Hedge Assets	199,353
Security Deposits	<u>11,728</u>
 Total noncurrent assets	 <u>4,772,530</u>

TOTAL ASSETS

\$5,314,721

MTA BRIDGES & TUNNELS
BALANCE SHEET
As of FEBRUARY 28, 2013
(in thousands)

LIABILITIES

CURRENT LIABILITIES:

Current portion-long term debt	\$160,205
Interest Payable	87,641
Accounts Payable	47,831
Payable to MTA-CAP	31,069
Due to MTA-Operating Expenses	3,655
Due to TA-Operating and Finance Expenses	30,287
Accrued salaries	28,968
Accrued Vac & Sick Benefits	16,131
Current portion of estimated liability arising from injury	10,987
Current portion of capital lease obligation	6,276
Pollution remediation projects	1,837
Due to New York City Transit Authority	43,482
Due to Metropolitan Transportation Authority	81,929
Unredeemed Tolls	133,440
Tolls due to other agencies	36,311
E-ZPass Airport Toll Liability	<u>6,296</u>
Total current liabilities	<u>726,345</u>

NONCURRENT LIABILITIES:

Long term debt	8,623,017
Post Employment Benefits Other than Pensions	388,530
Estimated liability arising from injury	16,723
Capital lease obligations	131,356
Derivative Hedge Liabilities	200,859
Security deposits-Contra	<u>11,728</u>
Total noncurrent liabilities	<u>9,372,213</u>

TOTAL LIABILITIES 10,098,558

FUND BALANCES (4,783,837) *

TOTAL LIABILITIES & FUND BALANCES \$5,314,721

*The negative Fund Balance of \$4,783,837 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
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
February 2013
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	104.437	103.904	(0.533)	(0.5)	0.000	0.000	0.000	-	104.437	103.904	(0.533)	(0.5)
Other Operating Revenue	1.093	1.220	0.127	11.6	0.000	0.000	0.000	-	1.093	1.220	0.127	11.6
Capital & Other Reimbursements	(0.000)	0.000	0.000	100.0	1.127	1.231	0.104	9.2	1.127	1.231	0.104	9.2
Investment Income	0.009	0.011	0.002	22.2	0.000	0.000	0.000	-	0.009	0.011	0.002	22.2
Total Revenue	\$105.539	\$105.135	(\$0.404)	(0.4)	\$1.127	\$1.231	\$0.104	9.2	\$106.666	\$106.366	(\$0.300)	(0.3)
Expenses												
Labor:												
Payroll	\$9.182	\$8.394	\$0.788	8.6	\$0.427	\$0.520	(\$0.093)	(21.8)	\$9.609	\$8.914	\$0.695	7.2
Overtime	2.145	1.440	0.705	32.9	0.033	0.000	0.033	100.0	2.179	1.440	0.739	33.9
Health and Welfare	2.302	2.172	0.130	5.6	0.100	0.110	(0.010)	(10.0)	2.402	2.282	0.120	5.0
OPEB Current Payment	1.362	1.251	0.111	8.1	0.000	0.000	0.000	-	1.362	1.251	0.111	8.1
Pensions	2.680	2.670	0.010	0.4	0.121	0.131	(0.010)	(8.3)	2.801	2.801	0.000	0.0
Other Fringe Benefits	0.931	0.721	0.210	22.6	0.054	0.068	(0.014)	(25.9)	0.985	0.789	0.196	19.9
Reimbursable Overhead	(0.392)	(0.402)	0.010	2.6	0.392	0.402	(0.010)	(2.6)	0.000	0.000	0.000	-
Total Labor Expenses	\$18.210	\$16.246	\$1.964	10.8	\$1.127	\$1.231	(\$0.104)	(9.2)	\$19.338	\$17.477	\$1.861	9.6
Non-Labor:												
Electric Power	\$0.621	\$0.431	\$0.190	30.6	\$0.000	\$0.000	\$0.000	-	\$0.621	\$0.438	\$0.183	29.5
Fuel	0.308	0.164	0.144	46.8	0.000	0.000	0.000	-	0.308	0.164	0.144	46.8
Insurance	0.520	0.509	0.011	2.1	0.000	0.000	0.000	-	0.520	0.509	0.011	2.1
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	5.732	5.156	0.576	10.0	0.000	0.000	0.000	-	5.732	5.156	0.576	10.0
Professional Service Contracts	1.804	1.610	0.194	10.8	0.000	0.000	0.000	-	1.804	1.610	0.194	10.8
Materials & Supplies	0.323	0.477	(0.154)	(47.7)	0.000	0.000	0.000	-	0.323	0.477	(0.154)	(47.7)
Other Business Expenses	1.697	1.339	0.358	21.1	0.000	0.000	0.000	-	1.697	1.339	0.358	21.1
Total Non-Labor Expenses	\$11.005	\$9.686	\$1.319	12.0	\$0.000	\$0.000	\$0.000	-	\$11.005	\$9.693	\$1.312	11.9
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$29.215	\$25.932	\$3.283	11.2	\$1.127	\$1.231	(\$0.104)	(9.2)	\$30.343	\$27.170	\$3.173	10.5
Depreciation	\$7.869	\$7.639	\$0.230	2.9	\$0.000	\$0.000	\$0.000	-	\$7.869	\$7.639	\$0.230	2.9
OPEB Obligation	6.388	6.388	0.000	0.0	0.000	0.000	0.000	-	6.388	6.388	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$43.472	\$39.959	\$3.513	8.1	\$1.127	\$1.231	(\$0.104)	(9.2)	\$44.600	\$41.197	\$3.403	7.6
Less: Depreciation	\$7.869	\$7.639	\$0.230	2.9	\$0.000	\$0.000	\$0.000	-	\$7.869	\$7.639	\$0.230	2.9
Less: OPEB Obligation	6.388	6.388	0.000	0.0	0.000	0.000	0.000	-	6.388	6.388	0.000	0.0
Total Expenses	\$29.215	\$25.932	\$3.283	11.2	\$1.127	\$1.231	(\$0.104)	(9.2)	\$30.343	\$27.170	\$3.173	10.5
Net Surplus/(Deficit)	\$76.323	\$79.203	\$2.880	3.8	\$0.000	\$0.000	\$0.000	-	\$76.323	\$79.196	\$2.873	3.8

Differences are due to rounding.
*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
February 2013
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)									\$76.323	\$79.196	\$2.873	3.8
Less: Capitalized Assets									0.703	(0.105)	0.808	*
Reserves									2.118	2.118	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$73.502	\$77.183	\$3.681	5.0
Less: Debt Service									50.896	48.782	2.114	4.2
Income Available for Distribution									\$22.606	\$28.401	\$5.795	25.6
Distributable To:												
MTA - Investment Income									0.009	0.011	0.002	22.2
MTA - Distributable Income									16.137	19.135	2.998	18.6
NYCTR - Distributable Income									6.460	9.255	2.795	43.3
Total Distributable Income									\$22.606	\$28.401	\$5.795	25.6
Support to Mass Transit:												
Total Revenues									106.666	106.366	(0.300)	(0.3)
Less: Total Operating Expenses									<u>30.343</u>	<u>27.170</u>	<u>3.173</u>	10.5
Net Operating Income/(Deficit)									\$76.323	\$79.196	\$2.873	3.8
Deductions from Net Operating Income:												
Capitalized Assets									0.703	(0.105)	0.808	*
Reserves									2.118	2.118	0.000	0.0
B&T Debt Service									19.258	16.546	2.712	14.1
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$22.079	\$18.559	\$3.520	15.9
Total Support to Mass Transit									\$54.244	\$60.637	\$6.393	11.8

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
February Year-To-Date

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	217.067	220.667	3.600	1.7	0.000	0.000	0.000	-	217.067	220.667	3.600	1.7
Other Operating Revenue	2.224	2.289	0.065	2.9	0.000	0.000	0.000	-	2.224	2.289	0.065	2.9
Capital & Other Reimbursements	0.000	0.000	0.000	-	2.347	2.384	0.037	1.6	2.347	2.384	0.037	1.6
Investment Income	0.018	0.018	0.000	0.0	0.000	0.000	0.000	-	0.018	0.018	0.000	0.0
Total Revenue	\$219.309	\$222.974	\$3.665	1.7	\$2.347	\$2.384	\$0.037	1.6	\$221.656	\$225.358	\$3.702	1.7
Expenses												
Labor:												
Payroll	\$19.479	\$17.933	\$1.546	7.9	\$0.900	\$1.080	(\$0.180)	(20.0)	\$20.379	\$19.013	\$1.366	6.7
Overtime	4.172	3.203	0.969	23.2	0.067	0.000	0.067	100.0	4.239	3.203	1.036	24.4
Health and Welfare	4.605	4.289	0.316	6.9	0.200	0.225	(0.025)	(12.5)	4.805	4.514	0.291	6.1
OPEB Current Payment	2.725	2.486	0.239	8.8	0.000	0.000	0.000	-	2.725	2.486	0.239	8.8
Pensions	5.362	5.324	0.038	0.7	0.240	0.278	(0.038)	(15.8)	5.602	5.602	0.000	0.0
Other Fringe Benefits	3.067	2.553	0.514	16.8	0.113	0.142	(0.029)	(25.7)	3.180	2.695	0.485	15.3
Reimbursable Overhead	(0.827)	(0.659)	(0.168)	(20.3)	0.827	0.659	0.168	20.3	0.000	0.000	0.000	-
Total Labor Expenses	\$38.583	\$35.129	\$3.454	9.0	\$2.347	\$2.384	(\$0.037)	(1.6)	\$40.930	\$37.513	\$3.417	8.3
Non-Labor:												
Electric Power	\$1.147	\$1.115	\$0.032	2.8	\$0.000	\$0.000	\$0.000	-	\$1.147	\$1.115	\$0.032	2.8
Fuel	0.628	0.257	0.371	59.1	0.000	0.000	0.000	-	0.628	0.257	0.371	59.1
Insurance	1.041	1.025	0.016	1.5	0.000	0.000	0.000	-	1.041	1.025	0.016	1.5
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	10.591	9.988	0.603	5.7	0.000	0.000	0.000	-	10.591	9.988	0.603	5.7
Professional Service Contracts	3.660	2.562	1.098	30.0	0.000	0.000	0.000	-	3.660	2.562	1.098	30.0
Materials & Supplies	0.680	0.561	0.119	17.5	0.000	0.000	0.000	-	0.680	0.561	0.119	17.5
Other Business Expenses	3.545	3.285	0.260	7.3	0.000	0.000	0.000	-	3.545	3.285	0.260	7.3
Total Non-Labor Expenses	\$21.292	\$18.793	\$2.499	11.7	\$0.000	\$0.000	\$0.000	-	\$21.292	\$18.793	\$2.499	11.7
Other Expense Adjustments												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$59.875	\$53.922	\$5.953	9.9	\$2.347	\$2.384	(\$0.037)	(1.6)	\$62.222	\$56.306	\$5.916	9.5
Depreciation	\$15.738	\$15.265	\$0.473	3.0	\$0.000	\$0.000	\$0.000	-	\$15.738	\$15.265	\$0.473	3.0
OPEB Obligation	12.775	12.775	0.000	0.0	0.000	0.000	0.000	-	12.775	12.775	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$88.388	\$81.962	\$6.426	7.3	\$2.347	\$2.384	(\$0.037)	(1.6)	\$90.735	\$84.346	\$6.389	7.0
Less: Depreciation	\$15.738	\$15.265	\$0.473	3.0	\$0.000	\$0.000	\$0.000	-	\$15.738	\$15.265	\$0.473	3.0
Less: OPEB Obligation	12.775	12.775	0.000	0.0	0.000	0.000	0.000	-	12.775	12.775	0.000	0.0
Total Expenses	\$59.875	\$53.922	\$5.953	9.9	\$2.347	\$2.384	(\$0.037)	(1.6)	\$62.222	\$56.306	\$5.916	9.5
Net Surplus/(Deficit)	\$159.434	\$169.052	\$9.618	6.0	\$0.000	\$0.000	\$0.000	-	\$159.434	\$169.052	\$9.618	6.0

Differences are due to rounding

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
February Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Net Income/(Deficit)									\$159.434	\$169.052	\$9.618	6.0
Less: Capitalized Assets									1.509	0.416	\$1.093	72.4
Reserves									4.236	4.236	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$153.689	\$164.400	\$10.711	7.0
Less: Debt Service									101.791	98.813	2.978	2.9
Income Available for Distribution									\$51.898	\$65.587	\$13.689	26.4
Distributable To:												
MTA - Investment Income									0.018	0.018	0.000	0.0
MTA - Distributable Income									35.617	42.843	7.226	20.3
NYCTR - Distributable Income									16.263	22.726	6.463	39.7
Total Distributable Income									\$51.898	\$65.587	\$13.689	26.4
Support to Mass Transit:												
Total Revenues									221.656	225.358	3.702	1.7
Less: Total Operating Expenses									<u>62.222</u>	<u>56.306</u>	<u>5.916</u>	9.5
Net Operating Income/(Deficit)									\$159.434	\$169.052	\$9.618	6.0
Deductions from Net Operating Income:												
Capitalized Assets									1.509	0.416	1.093	72.4
Reserves									4.236	4.236	0.000	0.0
B&T Debt Service									38.517	33.287	5.230	13.6
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$44.262	\$37.939	\$6.323	14.3
Total Support to Mass Transit									\$115.172	\$131.113	\$15.941	13.8

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		February 2013 Reason for Variance	Favorable/ (Unfavorable) Variance		Year-to-Date Reason for Variance
	\$	%		\$	%	
Total						
Vehicle Toll Revenue	(0.533)	-0.5%	Lower toll revenue due to lower traffic resulting primarily from above normal snowfall and rainfall.	3.600	1.7%	Higher toll revenue due to 1.3% higher traffic as compared to the YTD adopted budget allocation, primarily due to favorable weather in January.
Other Operating Revenue	0.127	11.6%	Higher Other Operating Revenue primarily due to higher revenues from the Battery Parking Garage (\$0.177M), partially offset by lower E-ZPass administrative fees (-\$0.099M).	0.065	2.9%	Minor variance.
Capital and Other Reimbursements	0.104	9.2%	Higher capital reimbursable expenses against the monthly adopted budget allocation.	0.037	1.6%	Minor variance.
Investment Income	0.002	22.2%	Minor variance.	0.000	-	No variance.
Payroll	0.695	7.2%	Lower payroll expenses against the monthly adopted budget allocation due to vacancies.	1.366	6.7%	Lower payroll expenses against the YTD adopted budget allocation due to vacancies.
Overtime	0.739	33.9%	See overtime tables	1.036	24.4%	See overtime tables
Health and Welfare	0.120	5.0%	Minor variance.	0.291	6.1%	Lower Welfare Plan expenses primarily due to vacancies (\$0.137M) against the YTD adopted budget allocation.
OPEB Current Payment	0.111	8.1%	Lower OPEB expenses against the monthly adopted budget allocation.	0.239	8.8%	Lower OPEB expenses against the YTD adopted budget allocation
Pensions	0.000	-	No variance	0.000	-	No variance.
Other Fringe Benefits	0.196	19.9%	Lower expenses for NYSHIP retiree premium reimbursement (\$0.111M) and Social Security (\$0.104M) against the monthly adopted budget allocation.	0.485	15.3%	Lower expenses for NYSHIP retiree premium reimbursement (\$0.220M) and planned BTO uniform allotment (\$0.161M) against the YTD adopted budget allocation.
Electric Power	0.183	29.5%	Lower electricity expenses due to lower than projected rates.	0.032	2.8%	Minor variance.
Fuel	0.144	46.8%	Lower fuel expenses due to timing of bills against the monthly adopted budget allocation.	0.371	59.1%	Lower fuel expenses due to timing of deliveries against the YTD adopted budget allocation
Insurance	0.011	2.1%	Minor variance.	0.016	1.5%	Minor variance.
Maintenance and Other Operating Contracts	0.576	10.0%	Lower expenses primarily for Major Maintenance and Painting (\$0.993M) and Security/Surveillance Equipment (\$0.175M), offset by higher expenses primarily for E-ZPass tag purchases (-\$0.225M), E-ZPass Customer Service Center (-\$0.141M), Revenue Processing Center (-\$0.120M) and other expenses against the monthly adopted budget allocation.	0.603	5.7%	Lower expenses primarily for Major Maintenance and Painting (\$1.056M), Security/Surveillance Equipment (\$0.359M), E-ZPass Customer Service Center (\$0.278M), Auto and Other Vehicle purchases (\$0.168M), Facility Maintenance and Repair Services (\$0.151M), Security Services (\$0.122M), Telephone Service (\$0.114M), offset by higher expenses primarily for E-ZPass tag purchases (-\$1.402M), Revenue Processing Center (-\$0.120M) and other expenses against the YTD adopted budget allocation.
Professional Service Contracts	0.194	10.8%	Lower expenses for Office Equipment Maintenance and Repair Services (\$0.134M) and other expenses against the monthly adopted budget allocation, offset by higher expenses primarily for Procurement Credit Card Purchases (-\$0.116M).	1.098	30.0%	Lower expenses for Office Equipment Maintenance and Repair Services (\$0.250M), Engineer Services (\$0.179M), IT Consult Services (\$0.137M), MTA Other Professional Services (\$0.132M), Medical Services (\$0.112M) and other expenses against the YTD adopted budget allocation.
Materials & Supplies	(0.154)	-47.7%	Higher expenses primarily for De-Icing Materials (-\$0.244M) due to lower than normal average temperatures and above normal precipitation.	0.119	17.5%	Lower expenses across a variety of small equipment and supply categories against the YTD adopted budget allocation.
Other Business Expense	0.358	21.1%	Lower expenses primarily for Credit/Debit Card Fees (\$0.192M) and Transcom Membership (\$0.133M) against the monthly adopted budget allocation.	0.260	7.3%	Lower expenses primarily for Transcom Membership (\$0.133M) against the YTD adopted budget allocation.
Depreciation	0.230	2.9%	Minor variance.	0.473	3.0%	Minor variance.
Other Post Employment Benefits	0.000	-	No variance.	0.000	-	No variance.
Reimbursable						
Payroll	(0.093)	-21.8%	Higher than planned reimbursable expenses against the monthly adopted budget allocation.	(0.180)	-20.0%	Higher than planned reimbursable expenses against the YTD adopted budget allocation.
Overtime	0.033	100.0%	See overtime tables	0.067	100.0%	See overtime tables
Health and Welfare	(0.010)	-10.0%	Higher than planned reimbursable expenses against the monthly adopted budget allocation	(0.025)	-12.5%	Higher than planned reimbursable expenses against the YTD adopted budget allocation.
OPEB Current Payment	0.000	-	No variance.	0.000	-	No variance
Pensions	(0.010)	-8.3%	Higher than planned reimbursable expenses against the monthly adopted budget allocation	(0.038)	-15.8%	Higher than planned reimbursable expenses against the YTD adopted budget allocation.
Other Fringe Benefits	(0.014)	-25.9%	Higher than planned reimbursable expenses against the monthly adopted budget allocation	(0.029)	-25.7%	Higher than planned reimbursable expenses against the YTD adopted budget allocation.
Reimbursable Overhead	(0.010)	-2.6%	Higher than planned reimbursable expenses against the monthly adopted budget allocation.	0.168	20.3%	Lower than planned reimbursable expenses against the YTD adopted budget allocation

MTA Bridges and Tunnels
February Financial Plan - 2013 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	February						February Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav/(Unfav)		Adopted Budget		Actuals		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
OPERATIONS & MAINTENANCE												
<u>Scheduled Service</u>	3,545	\$0.192	3,147	\$0.172	397	\$0.021	7,090	\$0.385	6,114	\$0.338	976	\$0.046
					11.2%	10.8%					13.8%	12.1%
<u>Unscheduled Service</u>	1,278	\$0.070	579	\$0.032	699	\$0.038	2,741	\$0.149	1,450	\$0.081	1,291	\$0.068
					54.7%	54.8%					47.1%	45.7%
<u>Programmatic/Routine Maintenance</u>	43	\$0.003	30	\$0.002	13	\$0.002	87	\$0.007	131	\$0.010	(44)	(\$0.003)
					30.8%	51.6%					-51.2%	-50.1%
<u>Unscheduled Maintenance</u>	1,874	\$0.146	1,059	\$0.058	816	\$0.089	3,749	\$0.292	2,129	\$0.148	1,620	\$0.145
					43.5%	60.5%					43.2%	49.4%
<u>Vacancy/Absentee Coverage</u>	15,842	\$0.930	13,082	\$0.713	2,760	\$0.217	30,583	\$1.790	24,904	\$1.463	5,679	\$0.327
					17.4%	23.3%					18.6%	18.3%
<u>Weather Emergencies</u>	5,344	\$0.371	6,546	\$0.357	(1,202)	\$0.014	9,928	\$0.690	8,420	\$0.503	1,508	\$0.187
					-22.5%	3.9%					15.2%	27.1%
<u>Safety/Security/Law Enforcement</u>	3,775	\$0.206	1,810	\$0.099	1,966	\$0.108	7,658	\$0.418	3,769	\$0.220	3,889	\$0.198
					52.1%	52.2%					50.8%	47.4%
<u>Other</u>	619	\$0.046	165	\$0.009	455	\$0.037	1,238	\$0.092	222	\$0.014	1,017	\$0.078
					73.4%	80.5%					82.1%	85.1%
<u>*All Other Departments and Accruals</u>		\$0.180		\$0.000		\$0.180		\$0.351		\$0.427		(\$0.076)
						**						**
Subtotal	32,321	\$2.145	26,416	\$1.440	5,905	\$0.705	63,074	\$4.172	47,138	\$3.203	15,936	\$0.969
					18.3%	32.9%					25.3%	23.2%
REIMBURSABLE OVERTIME	600	\$0.033	0	\$0.000	600	\$0.033	1,199	\$0.066	0	\$0.000	1199	\$0.066
					100.0%	100.0%					100.0%	100.0%
TOTAL OVERTIME	32,921	\$2.179	26,416	\$1.440	6,504	\$0.739	64,273	\$4.238	47,138	\$3.203	17,135	\$1.035
					19.8%	33.9%					26.7%	24.4%

Figures are preliminary.

Totals may not add due to rounding

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

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

** Exceeds 100%

MTA Bridges and Tunnels
February Financial Plan - 2013 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	Monthly			Year-to-Date		
	Var. - Fav./Unfav)		Explanations	Var. - Fav./Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
OPERATIONS & MAINTENANCE						
<u>Scheduled Service</u>	397 6.7%	\$0.021 4.0%	Lower than planned expenses	976 6.1%	\$0.046 4.4%	Lower than planned expenses
<u>Unscheduled Service</u>	699 11.8%	\$0.038 7.3%	Lower than planned expenses	1,291 8.1%	\$0.068 6.5%	Lower than planned expenses
<u>Programmatic/Routine Maintenance</u>	13 0.2%	\$0.002 0.3%	Lower than planned expenses	(44) -0.3%	(\$0.003) -0.3%	Higher than planned expenses
<u>Unscheduled Maintenance</u>	816 13.8%	\$0.089 16.8%	Lower than planned expenses	1,620 10.2%	\$0.145 13.8%	Lower than planned expenses
<u>Vacancy/Absentee Coverage</u>	2,760 46.7%	\$0.217 41.3%	Lower than planned expenses	5,679 35.6%	\$0.327 31.3%	Lower than planned expenses
<u>Weather Emergencies</u>	(1,202) -20.4%	\$0.014 2.7%	Lower than planned expenses	1,508 9.5%	\$0.187 17.9%	Lower than planned expenses
<u>Safety/Security/Law Enforcement</u>	1,966 33.3%	\$0.108 20.5%	More efficient use of law enforcement related overtime	3,889 24.4%	\$0.198 18.9%	More efficient use of law enforcement related overtime
<u>Other</u>	455 7.7%	\$0.037 7.0%	Lower than planned expenses	1,017 6.4%	\$0.078 7.5%	Lower than planned expenses
*All Other Departments and Accruals		\$0.180 **	Primarily due to adjustments for the 28-day OT payroll lag		(\$0.076) **	Primarily due to adjustments for the 28-day OT payroll lag
Subtotal	5,905 90.8%	\$0.526 94.0%		15,936 93.0%	\$1.045 94.0%	
REIMBURSABLE OVERTIME	600 9.2%	\$0.033 6.0%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program	1,199 7.0%	\$0.066 6.0%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program
TOTAL OVERTIME	6,504	\$0.559		17,135	\$1.111	

Figures are preliminary.

Totals may not add due to rounding.

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

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

** Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2012 Overtime Reporting
Overtime Legend

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

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

Month of February

Year to date ending February 2013.

Comparison Current Year vs. Prior Year:

Prior Year		Current Year		Percentage Change			Prior Year		Current Year		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
2.9	\$17.8	2.8	\$16.8	-4.9%	-5.5%	Bronx-Whitestone	5.9	\$35.8	5.9	\$35.8	0.1%	0.0%
0.5	1.0	0.6	1.1	5.9%	10.4%	Cross Bay	1.1	2.1	1.2	2.4	12.1%	17.4%
1.7	4.4	1.5	3.8	-10.6%	-13.9%	Henry Hudson	3.4	9.0	3.2	8.2	-6.1%	-8.9%
1.3	6.8	1.2	6.1	-7.9%	-9.5%	Hugh L. Carey*	2.6	13.6	2.5	12.9	-4.0%	-5.4%
0.5	1.0	0.5	1.1	2.9%	16.4%	Marine Parkway	1.1	2.0	1.2	2.3	10.0%	19.6%
2.2	12.2	2.0	10.7	-11.0%	-12.4%	Queens Midtown	4.4	24.4	4.1	22.5	-7.1%	-7.7%
2.0	13.0	1.9	12.2	-6.3%	-6.4%	RFK - Bronx	4.1	26.2	4.0	25.7	-2.0%	-1.8%
2.2	11.9	2.1	11.4	-3.4%	-4.4%	RFK - Manhattan	4.4	24.1	4.4	24.1	0.3%	-0.2%
2.9	19.2	2.7	17.5	-9.5%	-8.9%	Throgs Neck	5.9	38.8	5.7	37.8	-3.9%	-2.7%
5.0	24.6	4.7	23.1	-7.1%	-6.1%	Verrazano-Narrows	10.2	49.8	9.9	49.0	-2.9%	-1.5%
21.3	\$112.0	19.8	\$103.9	-6.8%	-7.2%	Total	43.1	\$225.6	42.1	\$220.7	-2.3%	-2.2%
	\$5.262		\$5.241		-0.4%	Revenue Per Vehicle		\$5.240		\$5.244		0.1%

*Formerly Brooklyn-Battery Tunnel

Note: Numbers may not add due to rounding.

Comparison Actual vs. Adopted Budget:

Feb Budget		Feb Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
20.0	104.4	19.8	103.9	-0.9%	-0.5%	Total All	41.5	\$217.1	42.1	\$220.7	1.3%	1.7%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
February 2013

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	2	2	-	
Law	7	8	(1)	1 Professional overage
CFO ⁽¹⁾	20	24	(4)	1 Managerial and 3 Professional overages
Labor Relations	5	4	1	1 Professional vacancy
Staff Services ⁽²⁾	17	21	(4)	1 Professional and 3 Managerial overages
EEO	1	1	-	
Total Administration	52	60	(8)	
Operations				
Revenue Management	39	35	4	1 Bridge and Tunnel Officer (BTO) vacancy and 3 Professional vacancies
Operations (Non-Security)	729	620	109	77 BTO vacancies and 35 Superior Officer vacancies; 3 Managerial overages
Total Operations	768	655	113	
Maintenance				
Maintenance	183	182	1	1 Managerial vacancy
Operations - Maintainers	172	159	13	13 Maintainer vacancies
Technology	52	54	(2)	1 Managerial overage and 1 Professional overage
Internal Security - Tech Svcs	8	10	(2)	2 Maintainers over headcount
Total Maintenance	415	405	10	
Engineering/Capital				
Engineering & Construction	127	119	8	1 Managerial and 7 Professional vacancies
Health & Safety	8	8	-	
CFO-Planning & Budget Capital	12	13	(1)	1 Professional overage
Total Engineering/Capital	147	140	7	
Public Safety				
Operations (Security)	232	232	-	
Internal Security - Operations	38	36	2	2 Professional vacancies
Total Public Safety	270	268	2	
Total Positions	1,652	1,528	124	
Non-Reimbursable	1,608	1,484	124	
Reimbursable	44	44	-	
Total Full-Time	1,652	1,528	124	

- (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
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
February 2013

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	19	23	(4)	1 Managerial overage in CFO and 3 in Staff Services
Professional, Technical, Clerical	33	37	(4)	5 Professional overages (3 in CFO, 1 in Law, and 1 in Staff Services); 1 Professional vacancy in Labor Relations.
Operational Hourlies	-	-	-	
Total Administration	52	60	(8)	
Operations				
Managers/Supervisors	54	57	(3)	3 Managerial overages in Operations
Professional, Technical, Clerical	35	32	3	3 vacancies in Revenue Management.
Operational Hourlies ⁽¹⁾	679	566	113	78 BTO vacancies (77 in Operations and 1 in Revenue Management), and 35 Superior Officer vacancies in Operations.
Total Operations	768	655	113	
Maintenance				
Managers/Supervisors	34	34	-	
Professional, Technical, Clerical	62	63	(1)	1 Professional overage in Technology
Operational Hourlies ⁽²⁾	319	308	11	13 Maintainer vacancies in Operations; 2 Maintainer overages in Internal Security
Total Maintenance	415	405	10	
Engineering/Capital				
Managers/Supervisors	31	30	1	1 Managerial vacancy in Engineering
Professional, Technical, Clerical	116	110	6	7 Professional vacancies in Engineering; 1 overage in Planning and Budget.
Operational Hourlies	-	-	-	
Total Engineering/Capital	147	140	7	
Public Safety				
Managers/Supervisors	7	7	-	
Professional, Technical, Clerical	29	27	2	2 Professional vacancies in Internal Security.
Operational Hourlies ⁽³⁾	234	234	-	
Total Public Safety	270	268	2	
Total Positions				
Managers/Supervisors	145	151	(6)	
Professional, Technical, Clerical	275	269	6	
Operational Hourlies	1,232	1,108	124	
Total Positions	1,652	1,528	124	

(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

2012 Year-End Report

MTA BRIDGES AND TUNNELS

2012 YEAR-END REPORT

SUMMARY

Total non-reimbursable revenue for B&T in 2012 was \$1,508.8 million, which was \$12.8 million above the 2012 Final Estimate. Toll revenue reached \$1,491.0 million, which was \$11.0 million above the Final Estimate primarily due to higher traffic resulting from favorable weather during most of October (prior to Tropical Storm Sandy) and throughout December. Paid traffic for the year totaled 282.6 million vehicles, 1.2 million crossings above the estimate. Revenue from other sources, including parking receipts from the Battery Parking Garage, E-ZPass administrative fees and others, totaled \$17.8 million, which was \$1.8 million more than the Final Estimate.

Total non-reimbursable operating expenses were \$378.0 million, which was \$44.4 million below the Final Estimate of \$422.4 million. Over half of the under-spending, \$22.4 million, was due to the timing of many costs related to Tropical Storm Sandy that were included in the Final Estimate but will not be incurred until 2013. An additional \$5.5 million in regular major maintenance projects that were scheduled for 2012 had to be deferred to 2013 because of Sandy recovery efforts. Other non-labor under-spending of \$13.7 million occurred across a range of areas including various miscellaneous maintenance contracts (\$3.2 million), E-ZPass tag purchases (\$2.1 million), credit card fees (\$1.9 million) engineering services (\$1.1 million), planning studies (\$1.1 million) and others. Labor costs were \$2.8 million below the Final Estimate primarily due to vacant positions.

Total reimbursable revenues and operating expenses before depreciation were each \$14.2 million. In both cases, this was \$0.1 million or 0.7% above the 2012 Final Estimate.

Total Deductions from Income, which include Capitalized Assets, Capital Reserves, Prepaid Expenses and GASB Reserves, totaled \$41.5 million. This was \$3.8 million above the Final Estimate of \$37.7 million primarily due to higher prepaid expenses associated with the New York City Employees Retirement System.

Total Debt Service was \$591.5 million in 2012, \$1.6 million above the Final Estimate of \$589.9 million. B&T's portion of total debt service was \$196.5 million or \$0.4 million below the Final Estimate.

Total Support to Mass Transit was \$892.7 million, which was \$53.7 million better than the Final Estimate of \$839.0 million. The positive variance against the Final Estimate was a result of favorable revenue (\$12.9 million), lower net operating expenses (\$44.3 million), lower B&T debt service (\$0.4 million), partially offset by higher capitalized assets (\$0.9 million) for Tropical Storm Sandy-related expenses and higher prepaid expenses (\$3.0 million).

MTA BRIDGES AND TUNNELS
2012 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS

2012 Final Estimate vs. Actual

The following section summarizes actual 2012 results and discusses variances between the 2012 Actual results and the 2012 Final Estimate by generic category.

Non-Reimbursable

Revenue

Total non-reimbursable revenue for B&T in 2012 was \$1,508.8 million, which was \$12.8 million above the 2012 Final Estimate. Toll revenue reached \$1,491.0 million, which was \$11.0 million above the Final Estimate primarily due to higher traffic resulting from favorable weather during most of October and throughout December. All other revenue totaled \$17.8 million, which was \$1.8 million above the Final Estimate primarily due to higher receipts from the Battery Parking Garage (\$1.0 million) and E-ZPass administrative fees (\$0.3 million).

Operating Expenses

Total operating expenses were \$378.0 million in 2012, which was more than \$44.4 million or 10.5% below the 2012 Final Estimate due to lower non-labor (\$41.6 million) and labor (\$2.8 million) expenses.

Labor

Labor expenses were \$220.6 million in 2012, nearly \$2.8 million below the Final Estimate. Payroll expenses were \$4.1 million lower than the estimate due mainly to vacancies for Bridges & Tunnel Officers and administrative staff. Health and Welfare, Pension and OPEB Current Payment expenses came in a combined \$1.2 million favorable. Higher other fringe benefits of \$2.2 million, primarily due to an actuarial adjustment to the Worker's Compensation reserve, partially offset the otherwise favorable results.

Non-Labor

Non-Labor expenses were \$157.4 million, which was \$41.6 million below the Final Estimate, resulting primarily from the following categories:

Maintenance and Other Operating Contracts were below the Final Estimate by \$37.4 million. Of the \$33.0 million included in the 2012 Final Estimate for Tropical Storm Sandy recovery efforts, \$22.4 million will not be incurred until 2013. An additional \$5.5 million in regular major maintenance projects that were scheduled for 2012 had to be deferred to 2013 because of the storm. In addition, a total of \$9.5 million in under-spending occurred across a wide range of areas including E-ZPass tags (\$2.1 million), various small maintenance contracts totaling \$4.3 million, and numerous other contracts with favorable results under \$0.5 million each.

Professional Service Contracts expenses were lower than the Final Estimate by \$1.9 million primarily due to lower expenses for planning studies (\$1.1 million) and engineering services (\$1.1 million), partially offset by small overruns in other areas.

Materials & Supplies were below the Final Estimate by \$1.9 million due to small under-runs, all below \$0.5 million, across a variety of areas including de-icing materials, roadway equipment, electrical supplies, and lighting materials.

Non-Cash Categories

Depreciation expenses for 2012 were \$87.9 million, \$2.0 million lower than the Final Estimate. The transfer of assets from construction in progress to depreciable asset categories was lower than projected.

Other Post-Employment Benefits (OPEB) Obligations, which are derived by taking the actuarial valuation of post-employment benefit expenses excluding pension expense, reduced by the claims to be paid during the year, were at the Final Estimate level of \$73.0 million.

Environmental Remediation costs related to small projects with potential environmental hazards, as defined by GASB 49, totaled \$55,000.

Net Income

Net income for 2012 was \$1,130.8 million, \$57.2 million higher than the Final Estimate (\$12.8 million due to favorable revenue and \$44.4 million due to lower expenses, primarily non-labor).

Reimbursable

Total reimbursable revenues and operating expenses before depreciation were each \$14.2 million. In both cases, this was \$0.1 million or 0.7% above the 2012

Final Estimate. The variance was a result of higher than estimated time spent on projects eligible for reimbursement from the capital program.

Non-Reimbursable and Reimbursable

Deductions from Income

Total Deductions from Income, which include Capitalized Assets, Capital Reserves and Prepaid Expenses and GASB Reserves, totaled \$41.5 million. This was over \$3.8 million above the Final Estimate of \$37.7 million due to higher capitalized assets (nearly \$0.9 million) and higher prepaid expenses associated with the New York City Employees Retirement System (nearly \$3.0 million).

Debt Service

Total Debt Service was \$591.5 million in 2012, which was \$1.6 million above the Final Estimate. B&T's portion of total debt service was \$196.5 million or \$0.4 million below the Final Estimate. B&T debt service for NYC Transit projects was below the Final Estimate by \$2.2 million, while B&T debt service for MTA projects was above the estimate by \$4.2 million.

Total Support to Mass Transit

Total Support to Mass Transit for 2012 was \$892.7 million, which was \$53.7 million higher than the Final Estimate.

Since 1968, when B&T became part of the MTA, \$19.6 billion has been provided to the MTA for support to mass transit.

2012 Adopted Budget vs. Actual

The following section summarizes actual 2012 results and discusses variances between actual results and the estimates in the 2012 Adopted Budget by generic category.

Non-Reimbursable

Revenue

Total non-reimbursable revenue was \$1,508.8 million in 2012, which was \$16.5 million below the 2012 Adopted Budget.

Toll revenue, which comprised 99% of total non-reimbursable revenue, was \$1,491.0 million, \$19.5 million lower than the Adopted Budget. Traffic levels exceeded expectations in January and February due to highly favorable winter weather, which generated \$8.7 million more in toll revenue than originally projected for those two months. However, the Adopted Budget had assumed year-to-year traffic growth of 1.2% over the March through September period, and actual growth came in at 0.4%, which reduced the earlier budget gains by \$7.0 million. In addition, a number of new or expanded E-ZPass initiatives discussed later in this report influenced a change in the mix of traffic. Through the third quarter, cash crossings declined year-to-year by 7.3% while E-ZPass volume increased by 3.8%. This resulted in a lower average toll that suppressed revenues further by \$4.8 million. Net toll revenue through September was subsequently \$3.1 million below the Adopted Budget level.

In October, Tropical Storm Sandy hit the New York region. A state of emergency was declared on October 27th and Sandy hit the New York City area on October 29th. All facilities were closed either in the afternoon or early evening on the 29th and most re-opened the following day, the exceptions being the Cross Bay Bridge, which re-opened on the 31st, and the Queens Midtown and Hugh L. Carey (formerly Brooklyn-Battery) tunnels. The Queens Midtown Tunnel was closed to most vehicles through November 8th. Passenger cars were allowed beginning on November 9th and truck restrictions were lifted on November 16th. The Hugh L. Carey Tunnel was closed to most vehicles through November 12th. Passenger cars were allowed during peak periods on November 13th and at all times on November 19th, with truck restrictions remaining in effect through December 9th. These closures and restrictions, combined with other disruptions throughout the regional transportation environment, resulted in toll revenue losses totaling \$19.6 million combined for October and November compared to the Adopted Budget.

By order of the Governor, tolls were suspended at the Marine Parkway and Cross Bay bridges for the month of November. The total cost of the suspension was \$3.9 million and will be reimbursed to MTA by New York State.

December ended the way the year began, with favorable weather contributing toward higher than forecast traffic. Toll revenue was subsequently \$3.2 million above the Adopted Budget level for the month.

Favorable variances from other operating revenue sources, including parking receipts from the Battery Parking Garage and E-ZPass administrative fees, totaled \$3.0 million.

Operating Expenses

Total operating expenses were \$378.0 million in 2012, which was \$27.6 million below the 2012 Adopted Budget of \$405.7 million. Expenses were lower for both non-labor (\$21.9 million) and labor expenses (\$5.8 million).

Labor

Labor expenses were \$220.6 million, \$5.8 million lower than the Adopted Budget. Payroll was \$9.2 million favorable primarily due to vacancies for Bridge and Tunnel Officers and administrative staff. Overtime was \$0.4 million higher the budget, but had it not been for Tropical Storm Sandy, which required \$0.9 million in overtime costs, the year-end result would have been favorable by \$0.4 million. Health and Welfare and OPEB Current Payment were a combined \$3.9 million favorable. Partially offsetting these positive results were increased costs of \$3.4 million in pension and \$3.1 million in other fringe benefits. Pension costs were higher due to an increased valuation provided by the New York City Office of the Actuary, which included a steeper drop in the assumed rate of investment return, from 8% to 7%, retroactive to July 2011. The Adopted Budget had assumed a drop to 7.5%. Other fringe benefits were higher due to an actuarial adjustment to the Worker's Compensation reserve.

Non-Labor

Non-Labor expenses were \$157.4 million, which was \$21.9 million below the 2012 Adopted Budget. The variance was primarily the result of lower than planned spending in the following categories:

Electric power was \$2.7 million lower primarily due to favorable rates and lower than expected usage.

Maintenance and Other Operating Contracts were below the Adopted Budget by \$11.8 million. E-ZPass tags were \$7.3 million below budget primarily due to a re-assessment of inventory needs. In addition, small favorable variances resulted from under-spending across a wide range of areas including telephone usage, various routine maintenance contracts, and office occupancy costs.

Professional Service Contracts expenses were lower than the Adopted Budget by \$3.9 million primarily due to the timing of engineering services and planning studies.

Materials & Supplies were below the Adopted Budget by \$1.8 million due to small under-runs, all below \$0.5 million, across a variety of areas including de-icing materials, roadway equipment, electrical supplies, and lighting materials.

Finally, Other Business Expenses were below the estimate by \$1.5 million primarily due to lower than expected credit card fees.

Non-Cash Categories

Depreciation expenses for 2012 were \$87.9 million, \$2.0 million lower than the Adopted Budget. The transfer of assets from construction in progress to depreciable asset categories was lower than projected.

Other Post-Employment Benefits (OPEB) Obligations, which are derived by taking the actuarial valuation of post-employment benefit expenses excluding pension expense, reduced by the claims to be paid during the year, were \$73.0 million, which was \$13.5 million above the Adopted Budget level.

Environmental Remediation costs related to small projects with potential environmental hazards, as defined by GASB 49, totaled \$55,000.

Net Income

Net income for 2012 was \$1,130.8 million, \$11.2 million higher than the Adopted Budget (\$27.7 million due to lower expenses, primarily non-labor, partially offset by \$16.5 million in lower revenue).

Reimbursable

Total reimbursable revenues and operating expenses before depreciation were each \$14.2 million. In both cases, this was \$0.1 million above the 2012 Adopted Budget.

Non-Reimbursable and Reimbursable

Deductions from Income

Total Deductions from Income, which include Capitalized Assets, Capital Reserves and Prepaid Expenses and GASB 45 Reserves, totaled \$41.5 million, which was \$5.7 million higher than the Adopted Budget of \$35.8 million. The unfavorable variance was due to additional capital reserve funding (\$10.5 million), higher prepaid expenses (\$3.0 million), higher GASB reserves (\$0.3 million), partially offset by lower than originally estimated capitalized assets (\$8.1 million).

Debt Service

Total Debt Service was \$591.5 million in 2012, \$27.9 million below the Adopted Budget. B&T's portion of total debt service was \$196.5 million, which was \$30.7 million below budget. B&T debt service for NYC Transit projects was above the Adopted Budget by \$0.7 million and B&T debt service for MTA projects was above budget by \$2.1 million.

Total Support to Mass Transit

Total Support to Mass Transit for 2012 was \$892.7 million, which was \$36.2 million higher than the Adopted Budget.

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

NON-REIMBURSABLE

	2012			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2012 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
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
Total Revenue	\$1,525.267	\$1,495.960	\$1,508.797	(\$16.470)	(1.1)	\$12.837	0.9
Expenses							
Labor:							
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)
Total Labor Expenses	\$226.365	\$223.331	\$220.576	\$5.789	2.6	\$2.755	1.2
Non-Labor:							
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
Total Non-Labor Expenses	\$179.296	\$199.035	\$157.409	\$21.887	12.2	\$41.626	20.9
Total Expenses before Depreciation & GASB Adj.	\$405.660	\$422.366	\$377.985	\$27.675	6.8	\$44.381	10.5
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)	-
Total Expenses after Depreciation & GASB Adj.	\$555.063	\$585.294	\$538.966	\$16.097	2.9	\$46.328	7.9
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
Total Expenses	\$405.660	\$422.366	\$378.040	\$27.620	6.8	\$44.326	10.5
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$1,119.607	\$1,073.595	\$1,130.757	\$11.150	1.0	\$57.162	5.3

Totals may not add due to rounding

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

REIMBURSABLE

	2012			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2012 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
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	-
Total Revenue	\$14.051	\$14.051	\$14.152	\$0.101	0.7	\$0.101	0.7
Expenses							
Labor:							
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
Total Labor Expenses	\$14.051	\$14.051	\$14.152	(\$0.101)	(0.7)	(\$0.101)	(0.7)
Non-Labor:							
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	-
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses before Depreciation & GASB Adj.	\$14.051	\$14.051	\$14.152	(\$0.101)	(0.7)	(\$0.101)	(0.7)
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	-
Total Expenses after Depreciation & GASB Adj.	\$14.051	\$14.051	\$14.152	(\$0.101)	(0.7)	(\$0.101)	(0.7)
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	-
Total Expenses	\$14.051	\$14.051	\$14.152	(\$0.101)	(0.7)	(\$0.101)	(0.7)
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-

Totals may not add due to rounding

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

NON-REIMBURSABLE/REIMBURSABLE
(Page 1 of 2)

	2012			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2012 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
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	0.026	23.5
Total Revenue	\$1,539.318	\$1,510.011	\$1,522.949	(\$16.369)	(1.1)	\$12.938	0.9
Expenses							
Labor:							
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	25.645	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	-
Total Labor Expenses	\$240.416	\$237.382	\$234.728	\$5.688	2.4	\$2.654	1.1
Non-Labor:							
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
Total Non-Labor Expenses	\$179.296	\$199.035	\$157.409	\$21.887	12.2	\$41.626	20.9
Total Expenses before Depreciation & GASB Adj.	\$419.711	\$436.417	\$392.137	\$27.574	6.6	\$44.280	10.1
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)	-
Total Expenses after Depreciation & GASB Adj.	\$569.114	\$599.345	\$553.118	\$15.996	2.8	\$46.227	7.7
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
Total Expenses	\$419.711	\$436.417	\$392.192	\$27.519	6.6	\$44.225	10.1
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$1,119.607	\$1,073.595	\$1,130.757	\$11.160	1.0	\$57.162	5.3

Totals may not add due to rounding

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

NON-REIMBURSABLE/REIMBURSABLE
(Page 2 of 2)

	2012			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2012 Adopted Budget		Final Estimate	
				\$	%	\$	%
Net Surplus/(Deficit)	\$1,119.607	\$1,073.595	\$1,130.757	\$11.150	1.0	\$57.162	5.3
<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
Adjusted Baseline Net Surplus/(Deficit)	\$1,083.762	\$1,035.915	\$1,089.232	\$5.470	0.5	\$53.317	5.1
Less: Debt Service	619,352	589,880	591,453	27,899	4.5	(1,593)	(0.3)
Income Available for Distribution	\$464.410	\$446.056	\$497.779	\$33.369	7.2	\$51.723	11.6
Distributable To:							
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
Total Distributable Income:	\$464.410	\$446.056	\$497.779	\$33.369	7.2	\$51.723	11.6
Actual Cash Transfers:							
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
Total Cash Transfers:	\$467.578	\$472.809	\$509.412	\$41.834	8.9	\$36.603	7.7
SUPPORT TO MASS TRANSIT:							
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
Net Surplus/(Deficit)	\$1,119.607	\$1,073.595	\$1,130.757	\$11.150	1.0	\$57.162	5.3
Deductions from Operating Income:							
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
Total Deductions from Operating Inc.	\$263.097	\$234.637	\$238.051	\$25.046	9.5	(\$3,414)	(1.5)
Total Support to Mass Transit:	\$856.510	\$838.957	\$892.706	\$36.196	4.2	\$53.749	6.4

Totals may not add due to rounding

* Variance exceeds 100%.

MTA BRIDGES and TUNNELS
2012 YEAR-END REPORT
2012 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

NON-REIMBURSABLE	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	1,479.934	1,490.982	11.048	11.048	0.000
Other Operating Revenue	15.916	17.679	1.763	1.763	0.000
Capital and Other Reimbursements	0.000	0.000	(0.000)	(0.000)	0.000
Investment Income	0.110	0.136	0.026	0.026	0.000
Total Revenue	\$1,495.960	\$1,508.797	\$12.837	\$12.837	\$0.000
Expenses					
Labor:					
Payroll	\$119.018	\$114.911	\$4.107	\$4.107	\$0.000
Overtime	20.942	20.921	0.021	0.021	0.000
Health and Welfare	23.029	22.171	0.858	0.858	0.000
OPEB Current Payment	14.623	13.988	0.635	0.635	0.000
Pensions	34.818	35.117	(0.299)	(0.299)	0.000
Other Fringe Benefits	16.016	18.226	(2.210)	(2.210)	0.000
Reimbursable Overhead	(5.116)	(4.758)	(0.358)	(0.358)	0.000
Total Labor Expenses	\$223.331	\$220.576	\$2.755	\$2.755	\$0.000
Non-Labor:					
Electric Power	\$6.500	\$5.706	\$0.794	\$0.794	\$0.000
Fuel	2.987	3.198	(0.211)	(0.211)	0.000
Insurance	6.657	7.020	(0.363)	(0.363)	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	129.599	92.229	37.370	9.414	27.956
Professional Service Contracts	24.127	22.194	1.933	1.933	0.000
Materials & Supplies	4.296	2.413	1.883	1.883	0.000
Other Business Expenses	24.869	24.649	0.220	0.220	0.000
Total Non-Labor Expenses	\$199.035	\$157.409	\$41.626	\$13.670	\$27.956
Total Expenses before Depreciation & GASB Adj.	\$422.366	\$377.985	\$44.381	\$16.425	\$27.956
Depreciation	\$89.928	\$87.926	\$2.002	\$2.002	\$0.000
OPEB Obligation	73.000	73.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.055	(0.055)	(0.055)	0.000
Total Expenses after Depreciation & GASB Adj.	\$585.294	\$538.966	\$46.328	\$18.372	\$27.956
Less: Depreciation	\$89.928	\$87.926	\$2.002	\$2.002	\$0.000
Less: OPEB Obligation	73.000	73.000	0.000	0.000	0.000
Total Expenses	\$422.366	\$378.040	\$44.326	\$16.370	\$27.956
Net Income/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$1,073.595	\$1,130.757	\$57.162	\$29.206	\$27.956

Totals may not add due to rounding

MTA BRIDGES and TUNNELS
2012 YEAR-END REPORT
2012 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

REIMBURSABLE	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
Revenue					
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	14.152	0.101	0.101	0.000
Investment Income	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$14.051	\$14.152	\$0.101	\$0.101	\$0.000
Expenses					
Labor:					
Payroll	\$5.577	\$6.009	(\$0.432)	(\$0.432)	\$0.000
Overtime	0.202	0.137	0.065	0.065	0.000
Health and Welfare	1.115	1.498	(0.383)	(0.383)	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	1.366	1.067	0.299	0.299	0.000
Other Fringe Benefits	0.675	0.683	(0.008)	(0.008)	0.000
Reimbursable Overhead	5.116	4.758	0.358	0.358	0.000
Total Labor Expenses	\$14.051	\$14.152	(\$0.101)	(\$0.101)	\$0.000
Non-Labor:					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	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
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GASB Adj.	\$14.051	\$14.152	(\$0.101)	(\$0.101)	\$0.000
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
Total Expenses after Depreciation & GASB Adj.	\$14.051	\$14.152	(\$0.101)	(\$0.101)	\$0.000
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
Total Expenses	\$14.051	\$14.152	(\$0.101)	(\$0.101)	\$0.000
Net Income/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

Totals may not add due to rounding

MTA BRIDGES and TUNNELS
2012 YEAR-END REPORT
2012 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE (Page 1 of 2)	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	1,479.934	1,490.982	11.048	11.048	0.000
Other Operating Revenue	15.916	17.679	1.763	1.763	0.000
Capital and Other Reimbursements	14.051	14.152	0.101	0.101	0.000
Investment Income	0.110	0.136	0.026	0.026	0.000
Total Revenue	\$1,510.011	\$1,522.949	\$12.938	\$12.938	\$0.000
Expenses					
Labor:					
Payroll	\$124.595	\$120.920	\$3.675	\$3.675	\$0.000
Overtime	21.144	21.058	0.086	0.086	0.000
Health and Welfare	24.144	23.669	0.475	0.475	0.000
OPEB Current Payment	14.623	13.988	0.635	0.635	0.000
Pensions	36.184	36.184	0.000	0.000	0.000
Other Fringe Benefits	16.691	18.909	(2.218)	(2.218)	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$237.382	\$234.728	\$2.654	\$2.654	\$0.000
Non-Labor:					
Electric Power	\$6.500	\$5.706	\$0.794	\$0.794	\$0.000
Fuel	2.987	3.198	(0.211)	(0.211)	0.000
Insurance	6.657	7.020	(0.363)	(0.363)	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	129.599	92.229	37.370	9.414	27.956
Professional Service Contracts	24.127	22.194	1.933	1.933	0.000
Materials & Supplies	4.296	2.413	1.883	1.883	0.000
Other Business Expenses	24.869	24.649	0.220	0.220	0.000
Total Non-Labor Expenses	\$199.035	\$157.409	\$41.626	\$13.670	\$27.956
Total Expenses before Depreciation & GASB Adj.	\$436.417	\$392.137	\$44.280	\$16.324	\$27.956
Depreciation	\$89.928	\$87.926	\$2.002	\$2.002	\$0.000
OPEB Obligation	73.000	73.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.055	(0.055)	(0.055)	0.000
Total Expenses after Depreciation & GASB Adj.	\$599.345	\$553.118	\$46.227	\$18.271	\$27.956
Less: Depreciation	\$89.928	\$87.926	\$2.002	\$2.002	\$0.000
Less: OPEB Obligation	73.000	73.000	0.000	0.000	0.000
Total Expenses	\$436.417	\$392.192	\$44.225	\$16.269	\$27.956
Net Income/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$1,073.595	\$1,130.757	\$57.162	\$29.206	\$27.956

Totals may not add due to rounding

MTA BRIDGES and TUNNELS
2012 YEAR-END REPORT
2012 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE (Page 2 of 2)	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
Baseline Net Income/(Deficit)	\$1,073.595	\$1,130.757	\$57.162	\$29.206	\$27.956
<u>Deductions from Income:</u>					
Less: Capitalized Assets	\$10.370	\$11.251	(0.881)	(0.881)	0.000
Reserves and Prepaid Expenses	25.000	27.965	(2.965)	(2.965)	0.000
GASB 45 Reserve	2.309	2.309	0.000	0.000	0.000
Adjusted Baseline Net Income/(Deficit)	\$1,035.915	\$1,089.232	\$53.317	\$25.361	\$27.956
Less: Debt Service	589.860	591.453	(1.593)	(1.593)	0.000
Income Available for Distribution	\$446.056	\$497.779	\$51.723	\$23.767	\$27.956
Distributable To:					
MTA - Investment Income	\$0.110	\$0.136	\$0.026	\$0.026	\$0.000
MTA - Distributable Income	285.813	308.424	22.611	8.633	13.978
NYCT - Distributable Income	160.132	189.219	29.087	15.109	13.978
Total Distributable Income:	\$446.056	\$497.779	\$51.723	\$23.767	\$27.956
SUPPORT TO MASS TRANSIT:					
Total Revenues	\$1,510.011	\$1,522.949	\$12.938	\$12.938	\$0.000
Less: Net Operating Expenses	436.417	392.192	44.225	16.269	27.956
Net Operating Income:	\$1,073.595	\$1,130.757	\$57.162	\$29.206	\$27.956
Deductions from Operating Income:					
B&T Debt Service	\$196.958	\$196.526	\$0.432	\$0.432	\$0.000
Capitalized Assets	10.370	11.251	(0.881)	(0.881)	0.000
Reserves and Prepaid Expenses	25.000	27.965	(2.965)	(2.965)	0.000
GASB 45 Reserve	2.309	2.309	0.000	0.000	0.000
Total Deductions from Operating Inc.	\$234.637	\$238.051	(\$3.414)	(\$3.414)	\$0.000
Total Support to Mass Transit:	\$838.957	\$892.706	\$53.749	\$25.793	\$27.956

Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2012 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON TRAFFIC VOLUME (UTILIZATION)

2012 Final Estimate vs. Actuals

Paid traffic totaled 282.6 million vehicles, which was 1.2 million vehicles, or 0.4% above the Final Estimate of 281.4 million vehicles. The positive variance is attributable to favorable weather during most of October and throughout December.

2012 Adopted Budget vs. Actuals

Total actual paid traffic of 282.6 million vehicles was 3.8 million vehicles, or 1.3% below the Adopted Budget of 286.4 million vehicles.

As discussed, traffic was slightly higher than plan through September (0.2%), was down 9.3% in the immediate aftermath of Tropical Storm Sandy and then rebounded in December with the favorable weather (1.4%).

MTA BRIDGES AND TUNNELS
2012 YEAR-END REPORT
Traffic Volume and Toll Revenue
(in millions)

	2012 Adopted Budget	Final Estimate	Actual	Favorable/(Unfavorable)			
				2012 Adopted Budget Variance	%	2012 Final Estimate Variance	%
Total Traffic Volume*	286.442	281.380	282.611	(3.831)	-1.3%	1.231	0.4%
Total Toll Revenue	1,510.495	1,479.934	1,490.982	(19.513)	-1.3%	11.048	0.7%

**Subject to final audit.*

MTA BRIDGES AND TUNNELS
2012 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON POSITIONS
BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS

2012 Final Estimate vs. Actuals

Year-end headcount was 1,545 against a Final Estimate of 1,648 positions, for a net variance of 103 positions. There were 113 vacancies, most of which were in the Operations function. These were offset by an additional 10 filled positions, most of which will be moving to the Business Service Center in 2013, rather than 2012 as originally planned.

2012 Adopted Budget vs. Actuals

Year-end headcount was 1,545 against the Adopted Budget of 1,639 positions, for a net variance of 94 positions. There were 106 vacancies, most of which were in the Operations function. These were offset by an additional 12 filled positions, most of which will be moving to the Business Service Center in 2013, rather than 2012 as originally planned.

**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
Administration				
Executive	2	2	-	
Law	7	8	(1)	1 Professional overage
CFO ⁽¹⁾	20	26	(6)	2 Managerial and 4 Professional overages
Labor Relations	5	4	1	1 Professional vacancy
Staff Services ⁽²⁾	17	21	(4)	1 Professional and 3 Managerial overages
EEO	1	1	-	
Total Administration	52	62	(10)	
Operations				
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
Total Operations	768	678	90	
Maintenance				
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
Total Maintenance	411	396	15	
Engineering/Capital				
Engineering & Construction	127	120	7	7 Professional vacancies
Health & Safety	8	8	-	
CFO-Planning & Budget Capital	12	13	(1)	1 Professional overage
Total Engineering/Capital	147	141	6	
Public Safety				
Operations (Security)	232	232	-	
Internal Security - Operations	38	36	2	2 Professional vacancies
Total Public Safety	270	268	2	
Total Positions	1,648	1,545	103	
Non-Reimbursable	1,604	1,501	103	
Reimbursable	44	44	-	
Total Full-Time	1,648	1,545	103	

(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
EXPLANATIONS OF VARIANCES ON POSITIONS
BY FUNCTION AND OCCUPATION

2012 Final Estimate vs. Actuals

Year-end headcount was 1,545 against a Final Estimate of 1,648 positions, for a net variance of 103 positions. There were 113 vacancies, mostly within Operational Hourlies. These were offset by an additional 10 filled positions in the Managerial and Professional groups, most of which will be moving to the Business Services Center in 2103 rather than 2012 as planned.

2012 Adopted Budget vs. Actuals

Year-end headcount was 1,545 against the Adopted Budget of 1,639 positions, for a net variance of 94 positions. There were 106 vacancies, mostly within Operational Hourlies. These were offset by an additional 12 filled positions in the Managerial and Professional groups, most of which will be moving to the Business Services Center in 2103 rather than 2012 as planned.

MTA BRIDGES AND TUNNELS
2012 YEAR-END REPORT
Total Non-Reimbursable-Reimbursable Positions by Function and Occupational Group

	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
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.
Total Administration	52	62	(10)	
Operations				
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 ⁽¹⁾	679	578	101	103 BTO vacancies (102 in Operations and 1 in Revenue Management) and 2
Total Operations	768	678	90	Superior Officer overages in Operations.
Maintenance				
Managers/Supervisors	34	33	1	2 Managerial vacancies in Maintenance; 1 Managerial overage in Technology
Professional, Technical, Clerical	62	50	12	13 Professional vacancies in Maintenance, 1 Professional overage in Technology
Operational Hourlies ⁽²⁾	315	313	2	2 Maintainer overages in Internal Security and 5 in Maintenance; 9 Maintainer
Total Maintenance	411	396	15	vacancies in Operations
Engineering/Capital				
Managers/Supervisors	31	31	-	
Professional, Technical, Clerical	116	110	6	7 Professional vacancies in Engineering, 1 Professional overage in Planning and
Operational Hourlies	-	-	-	Budget
Total Engineering/Capital	147	141	6	
Public Safety				
Managers/Supervisors	7	7	-	
Professional, Technical, Clerical	29	27	2	2 Professional vacancies in Internal Security
Operational Hourlies ⁽³⁾	234	234	-	
Total Public Safety	270	268	2	
Total Positions				
Managers/Supervisors	145	146	(1)	
Professional, Technical, Clerical	275	274	1	
Operational Hourlies	1,228	1,125	103	
Total Positions	1,648	1,545	103	

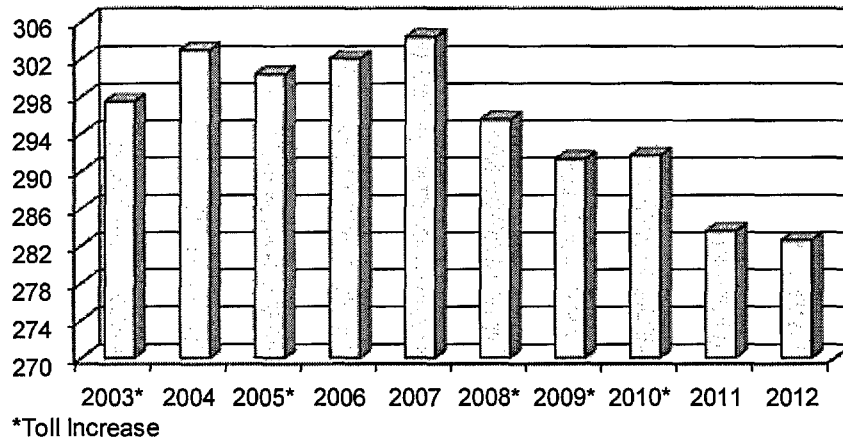
(1) Represents Bridge and Tunnel Officers, Sergeants and Lieutenants. These positions are paid annually, not hourly.

(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 2012 YEAR-END REPORT RESULTS OF OPERATIONS

MTA Bridges and Tunnels (B&T) was successful in carrying out its mission and meeting its key goals in 2012. B&T's paid traffic for the year was 282.6 million vehicles (see graph) which was the lowest level of the past ten years, primarily due to the previously discussed impacts of Tropical Storm Sandy.



In 2012, a number of initiatives to encourage E-ZPass participation were introduced or expanded, helping to increase E-ZPass usage to approximately 82% at year-end, the highest level ever.

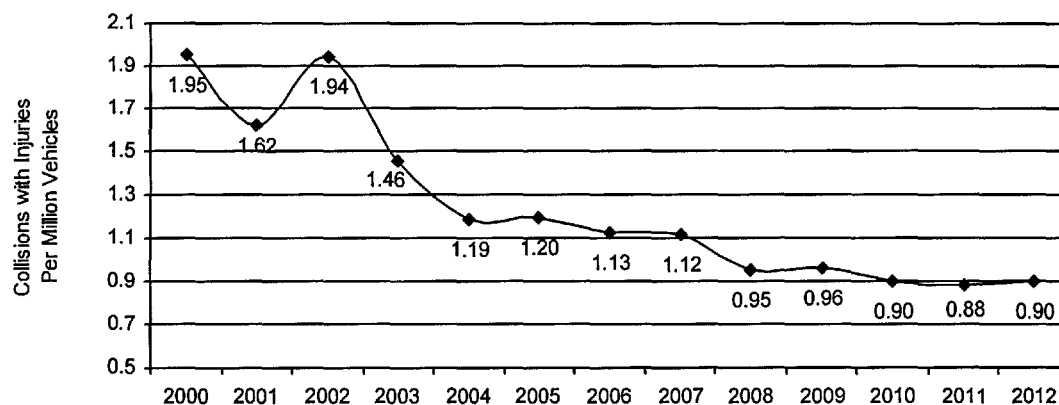
- B&T began selling E-ZPass "On the Go" pre-paid tags in the cash toll lanes at each facility in 2012. Through February 2013, more than 148,000 tags have been sold. "On the Go" tags are now available for purchase at MTA mobile vans, and since 2008 have been sold in retail outlets throughout the metropolitan area. Approximately 144 retailers and 578 stores now sell these E-ZPass tags. For the most recent month, nearly half of all E-ZPass accounts opened were through "On the Go".
- The MTA Reload Card was introduced in February 2012, an initiative which makes it easier for customers to replenish their E-ZPass account with cash. Customers can go to any one of thousands of Visa ReadyLink retail merchants and use the card to reload their E-ZPass accounts through a self-service kiosk or through a sales clerk, eliminating the need to travel to one of three walk-in centers in Yonkers, Queens, or Staten Island to add cash to their E-ZPass accounts. The card is designed for people who want greater cash control and either do not have or do not want to use a credit card for E-ZPass. Through January 2013, more than 42,000 cards have been issued to customers and nearly 11% of total cash replenishments were made using the reload cards.

- Spanish language versions of the E-ZPass application, interactive website, and the customer service telephone voice response system were introduced in January of 2012.
- In November 2012, B&T introduced E-ZPass “Pay per Trip”, which enables customers to set up an E-ZPass account without a pre-paid balance. Those interested in this program pay for their tolls each day through an Automated Clearinghouse (ACH) deduction from their checking account. Through February, more than 4,000 of these accounts had been established.

The most potentially far reaching B&T initiative is the pilot project at the Henry Hudson Bridge to test All Electronic Toll (AET) collection operations. In the first phase (implemented in January 2011) toll gates were removed at the Henry Hudson, enabling peak hour throughput to increase from approximately 800 to 1,000 vehicles per hour. The implementation of cashless tolling at the facility began on November 10, 2012. All motorists are now able to use any lane to drive through the toll plaza without stopping. There is no change for drivers who use E-ZPass. For customers without an E-ZPass tag, an image is taken of their license plate and the registered driver receives a bill in the mail. For November and December combined, 91.2% of total crossings were processed through E-ZPass and 8.8% were “Tolls By Mail” transactions. The purpose of the pilot is to test both the new technologies required to collect video images from passing vehicles and the back-office systems to collect tolls from registered owners of vehicles without an E-ZPass tag. The pilot will also help determine the operational and financial issues in a cashless environment. The data collected from this pilot will be used to evaluate and guide future toll collection and toll plaza reconstruction plans.

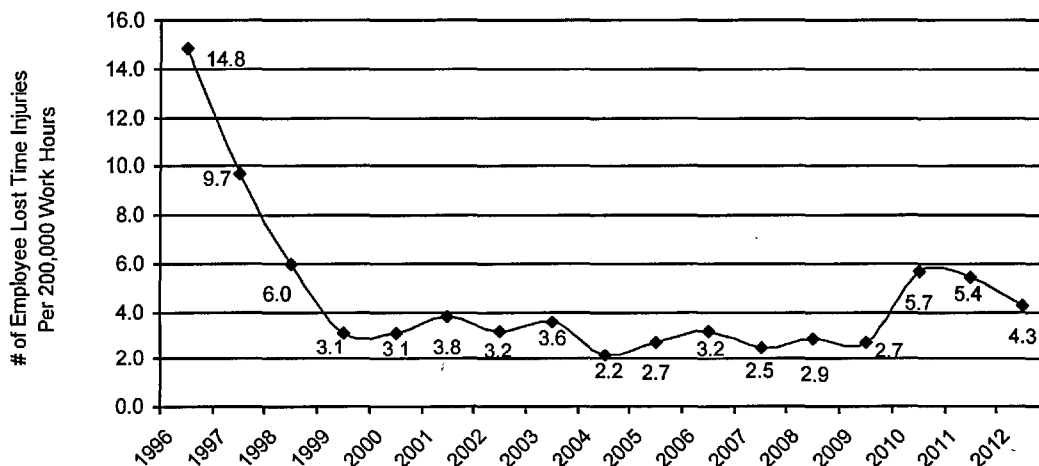
In an important customer service effort, B&T continued to replace E-ZPass tags that are approaching the end of their service lives. This program ensures that tags are replaced before the tag components expire, greatly decreasing the possibility that customers will experience tag performance problems. Customers are being notified in advance that their tags are due to be replaced and a new tag is being mailed to them along with a return envelope to send back the old tag. Over 1.1 million tags were “swapped out” through the end of 2012.

Enforcing safety regulations is an important tactic in B&T's efforts to improve customer safety. Since 2000, when B&T established a Highway Unit that receives extensive NYPD training in speed and safety enforcement, customer safety has improved significantly. The collisions with injuries rate of B&T facilities has



declined by 54% to 0.90 in 2012 from 1.95 in 2000 (see graph), and the total of 257 accidents with injuries in 2012 on B&T facilities was just 5 above the lowest ever recorded, which was 252 in 2011. A major function of B&T's Highway Unit is to patrol for aggressive driving, and approximately 68% of the summonses they issue are safety related, including 5,933 speeding summonses in 2012. To better enforce truck safety and weight restrictions that are critical to maintaining the structural integrity of B&T facilities, commercial vehicle enforcement was added to the unit's responsibilities in August 2007. Since this expansion, more than 64,000 trucks have been interdicted, and in 2012, the unit issued over 2,500 summonses to truck operators who violated weight requirements and/or safety regulations.

B&T continues to emphasize safe work practices and regularly provides safety training to its employees. The number of lost-time injuries for B&T employees is down 71% since 1996 when the All-Agency Safety Initiative began. In 2012, the lost time injury rate was 4.3 per 200,000 work hours (see graph below), a 20% improvement over 2011. The majority of accidents were slips, trips and falls and a thorough analysis did not reveal any pattern or hazardous conditions. A persistent emphasis on inspections is expected to continue the downward trend in the rate.





Bridges and Tunnels

Capital Program Project Status Report February 2013

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
STATUS REPORT
FEBRUARY 28, 2013

Introduction

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

Year to Date Progress

Commitments

In February there were ten commitments made with a total value of \$5.5 million (*See Attachment 1, 2013 Commitment Chart; Attachment 7 – 2013 Commitment Plan*). Year-to-date commitments total of \$9 million against a plan year-to-date total of \$9.8 million. Most notable commitments made in February are:

- **QM40**, Comprehensive Tunnel Inspection and Design for Repairs for \$3.4 million.
- **AW21**, Program Administration, two Force Accounts for \$3.3 million.

Completions

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

Close-outs

There were no task level closeouts in February. Year-to-date there have been four task level closeouts with a total value of \$0.2 million (*See Attachment 6 – 2013 Task Level Closeouts*).

Award Date Changes for Remaining Commitments

The following date changes have been made for remaining commitments (*See Attachment 7 - 2013 Commitment Plan*).

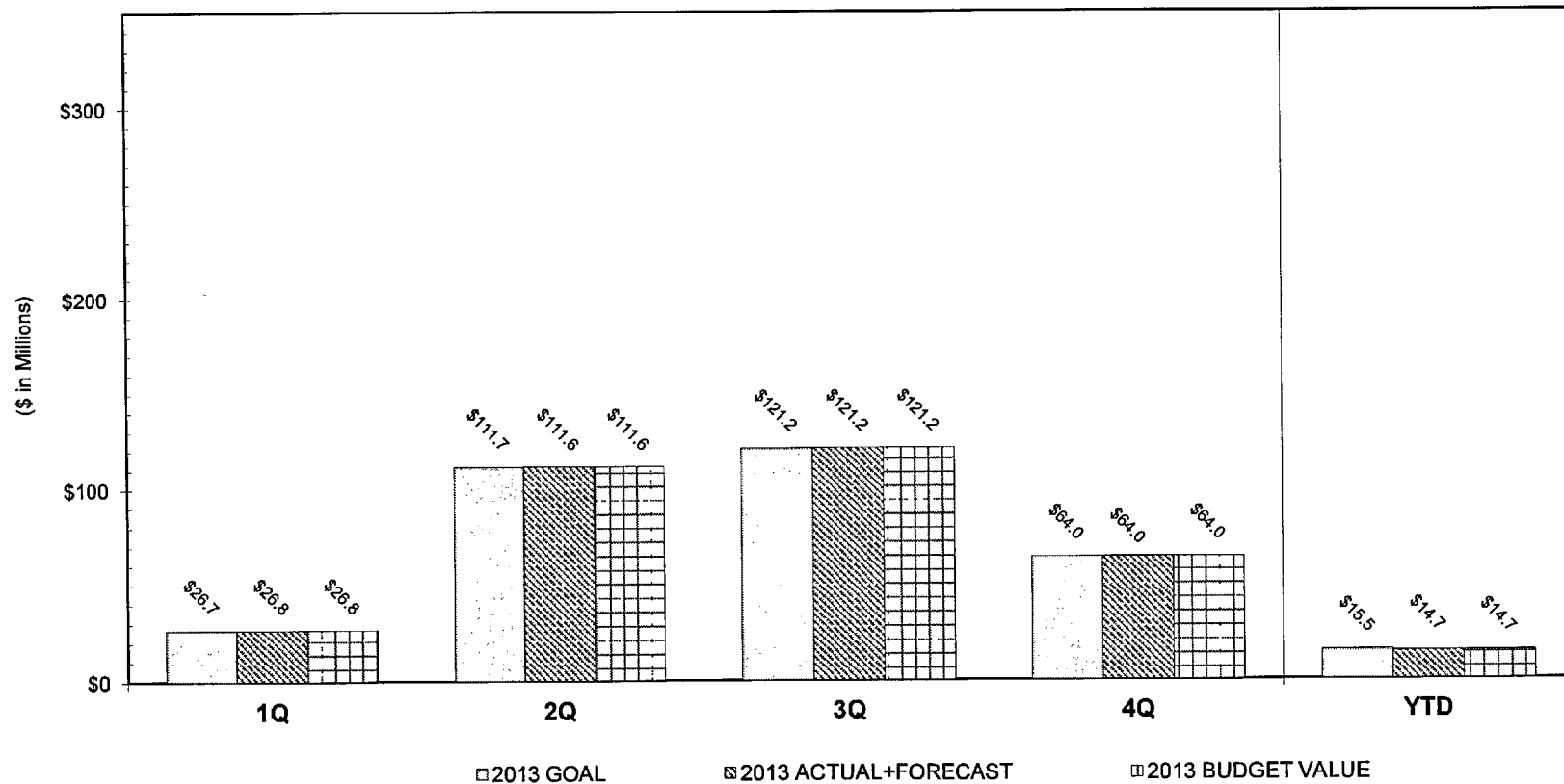
- **AW36**, Installation of CCTV / Fiber Optic Cable at Robert F. Kennedy Bridge, Construction Administration, forecast for a \$1.5 million commitment in February is now forecast for commitment in March. The delay is attributable to additional time required to resolve contractual issues.
- **BW89**, Deck Replacement - Elevated and On Grade Approach, Operations Force Account, forecast for a \$0.4 million commitment in February, is now forecast for commitment in March.
- **RK75**, Interim Repairs - Toll Plaza Deck, PM Construction Force Account, forecast for a \$0.5 million commitment in February, is now forecast for commitment in March. The project is currently undergoing review.

Completion Date Changes for Remaining Projects

There were no changes for remaining completions (*See Attachment 5 - 2013 Completion Plan*).

MTA Bridges and Tunnels
Commitments as of February 28, 2013

2013 Budget Goal:	\$323.6	
2013 Annual Forecast	\$323.6	
YTD Goal:	\$15.5	
YTD Actual:	\$14.7	(95.0% of YTD Goal)
YTD Budgeted Value:	\$14.7	(95.0% of YTD Goal)
Left to Commit:	\$308.9	



MTA Bridges and Tunnels: Status of Major Commitments as of February 28, 2013

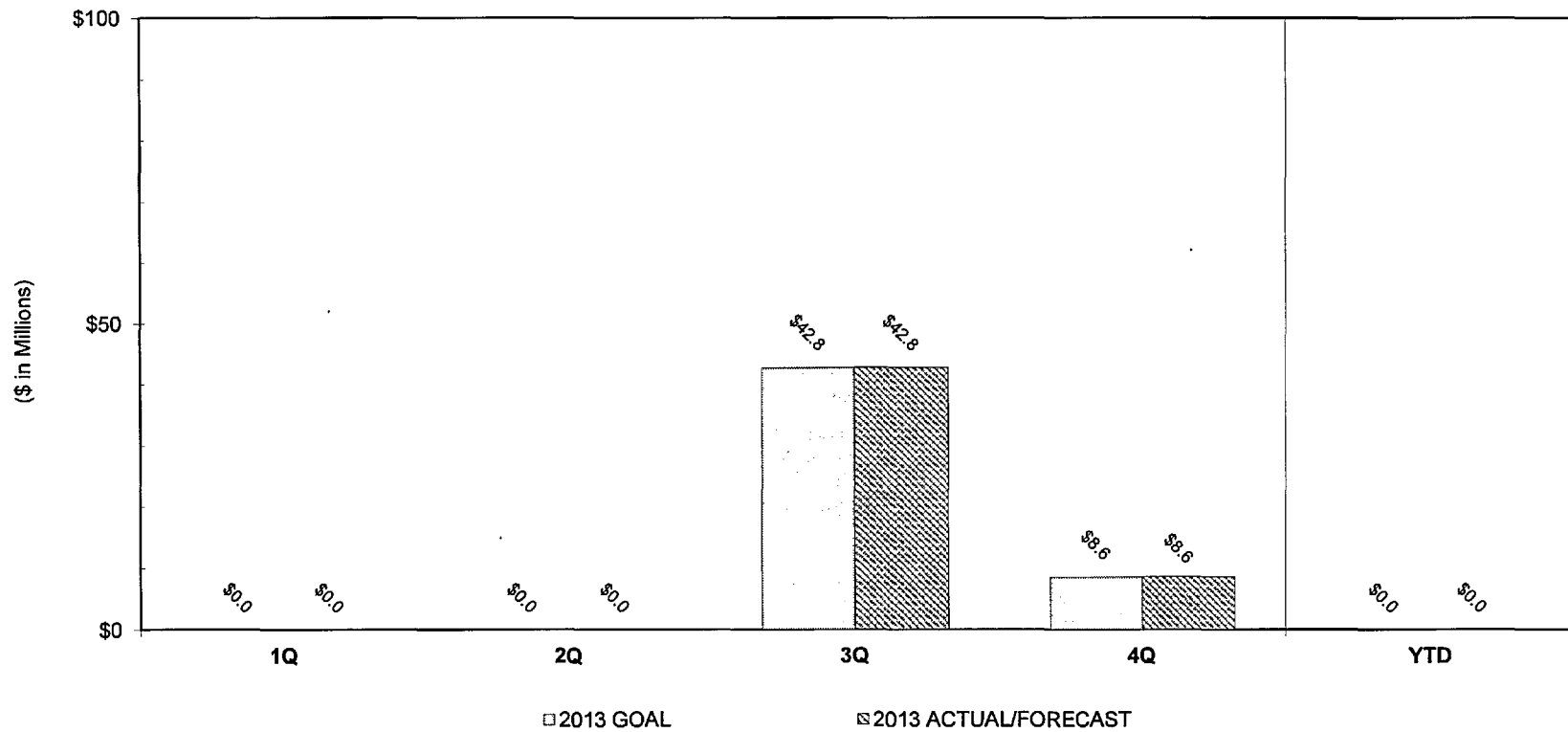
Project		Budget (\$ in Millions)			Award Date			Notes
		2013 Goal	Actual / Forecast*	Budgeted Value	2013 Goal	Advertisement Date	Actual / Forecast	
VN80C	Bus & HOV Ramp Improvement (Construction)	\$80.2	\$80.2	\$80.2	May-13	Feb-13	May-13	F
AW36	Installation of CCTV / Fiber Optic Cable (Construction) - Throgs Neck Bridge	\$11.5	\$11.5	\$11.5	Jul-13	Oct-12	Jul-13	F
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 February 28, 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 February 28, 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	76%	68%	Sep-13	Sep-13	F	
HH07 Structural Rehabilitation - Phase I	\$8.6	\$8.6	56%	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
			Sep-13 Total	\$42,809,654	\$42,809,654				
D601HH07	Structural Rehabilitation - Phase I	Construction	Dec-13	\$8,578,850	\$8,578,850			Dec-13	\$8,578,850
			Dec-13 Total	\$8,578,850	\$8,578,850				
			Grand Total	\$51,388,504	\$51,388,504				
								Remaining	\$51,388,504

* 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
D603AW36	Installation of CCTV / Fiber Optic Cable	D02887	BC Development F/A	D00001381A	07-Jan-13	\$0.00
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
Total					4	\$156,478.21

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		
D606AW21	Program Administration	D02459	2013 Program Adm.	Feb-13	\$1,100,000	\$1,100,000	Feb-13	\$1,100,000		
D606AW21	Program Administration	D02460	2013 Indirect Program Admin	Feb-13	\$2,200,000	\$2,200,000	Feb-13	\$2,200,000		
D603AW36	Installation of CCTV / Fiber Optic Cable	D02488	Constr.Adm-RFK (PSC-12-2919)	Feb-13	\$1,466,101	\$1,466,101			Mar-13	\$1,466,101.00
D602BW89	Deck Replacement - Elevated and On Grade Approach	D02602	Operations F/A	Feb-13	\$400,000	\$400,000			Mar-13	\$400,000.00
D604QM30	Tunnel Ventilation Building Electrical Upgrade	D02675	Operations F/A	Feb-13	\$458,722	\$458,722	Feb-13	\$458,722		
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		
D602RK75	Interim Repairs - Toll Plaza Deck	D03133	P.M. Construction F/A	Feb-13	\$500,000	\$500,000			Mar-13	\$500,000.00
G5140110	B&T 2008 BZPP Grant	G03476	VNB -BZPP CM	Feb-13	\$44,796	\$44,796	Feb-13	\$44,796		
G5140110	B&T 2008 BZPP Grant	G03487	TNB - BZPP CM	Feb-13	\$36,476	\$36,476	Feb-13	\$36,476		
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	Feb-13	\$807,176		
D601TN60	Anchorage Dehumidification	D02739	P.M. Design F/A	Mar-13	\$687,646	\$687,646	Feb-13	\$687,646		
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					\$11,268,605	\$11,268,605				
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 Start Date	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast Start Date	Forecast Value
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D03002	RK65R-Maint.Fac. CM (PSC-12-2902)	Apr-13	\$2,041,200	\$2,041,200	Feb-13	\$95,031	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				
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

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ACEP	Project Description	Task	Task Description	Goal	Goal Value	Budget Value	Actual	Actual Value	Forecast	Forecast Value
				Start Date			Start Date		Start Date	
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/TollPlaza	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/TollPlaza	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	Goal Value	Budget Value	Actual	Actual Value	Forecast	Forecast Value
				Start Date			Start Date		Start Date	
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	\$14,692,796	Remaining	\$308,868,338
									Grand Total	\$323,561,134



Bridges and Tunnels

Capital Program Project Status Report March 2013



MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
STATUS REPORT
MARCH 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.

Year to Date Progress

Commitments

In March there were 13 commitments made with a total value of \$11.4 million (See *Attachment 1, 2013 Commitment Chart; Attachment 7 – 2013 Commitment Plan*). Year-to-date, 36 commitments have been made with a total value of \$26.1 million against a plan calling for 28 commitments with a total value of \$26.7 million.

Noteworthy commitments made in March are:

- **VN80**, Replace Upper Level Suspended Span, PM Construction Force Account for \$2.5 million.
- **TN49**, Overlay Installation - Southbound, Construction for \$2.1 million.

Completions

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

Close-outs

There were no task level closeouts in March. Year-to-date there has been four task level closeouts with a total value of \$0.2 million (See *Attachment 6 – 2013 Task Level Closeouts*).

Award Date Changes for Remaining Commitments

The following date changes have been made for remaining commitments (See *Attachment 7 - 2013 Commitment Plan*).

- **AW36**, Installation of CCTV / Fiber Optic Cable at Robert F. Kennedy Bridge, Construction, planned for a \$7.1 million commitment in March is now forecast for commitment in April. This delay is attributable to the additional time required to resolve contractual issues.
- **VN80C**, Replace Upper Level Suspended Span, Bus & HOV Ramp Improvement (Construction), planned for an \$80.2 million commitment in May, is forecast for commitment in July. Procurement documents are being finalized.

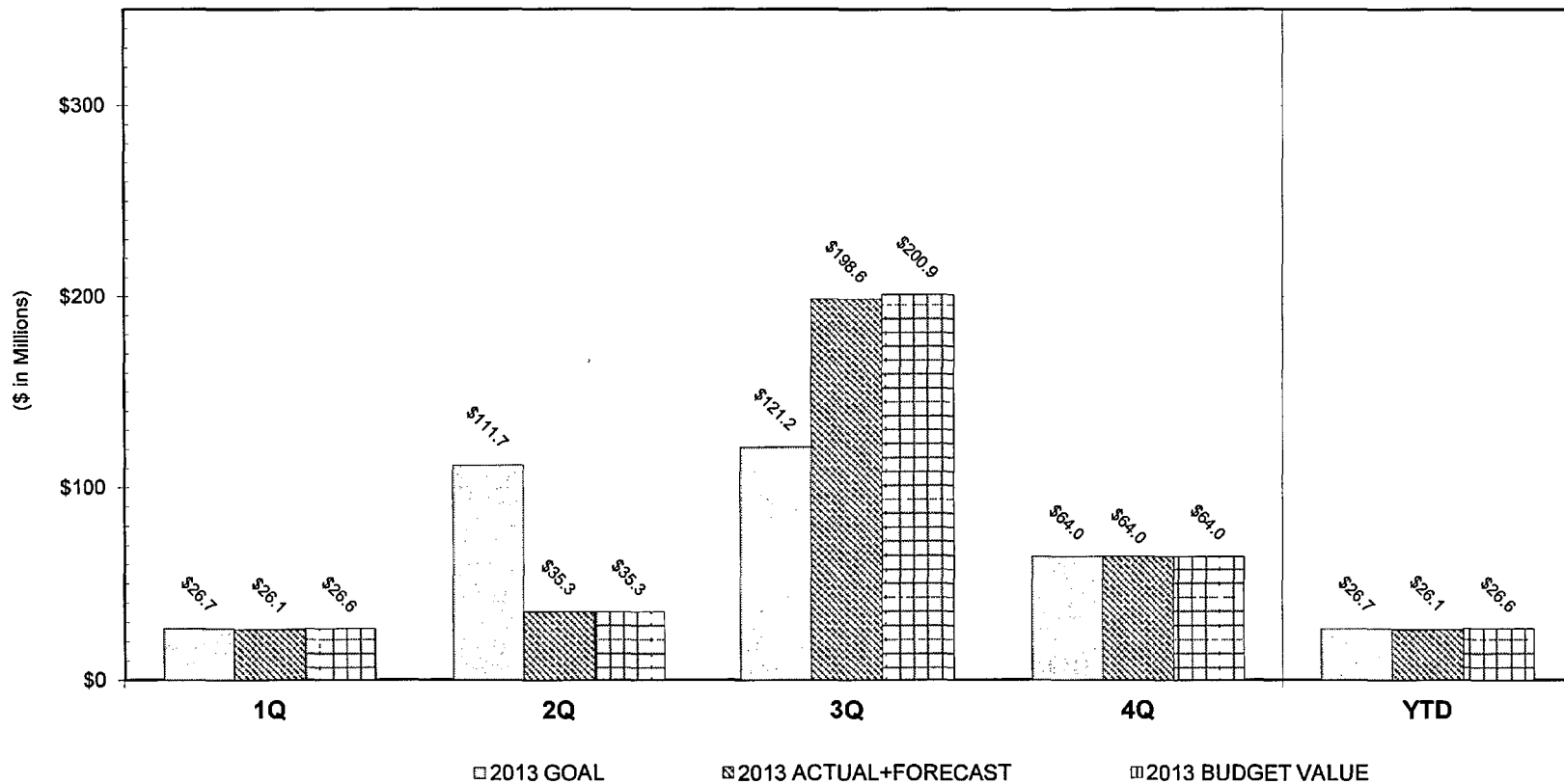
Completion Date Changes for Remaining Projects

There were no completion date changes for the remaining projects (See *Attachment 5 - 2013 Completion Plan*).

MTA Bridges and Tunnels

Commitments as of March 31, 2013

2013 Budget Goal:	\$323.6	
2013 Annual Forecast	\$323.9	
YTD Goal:	\$26.7	
YTD Actual:	\$26.1	(97.5% of YTD Goal)
YTD Budgeted Value:	\$26.6	(99.4% of YTD Goal)
Left to Commit:	\$297.8	



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

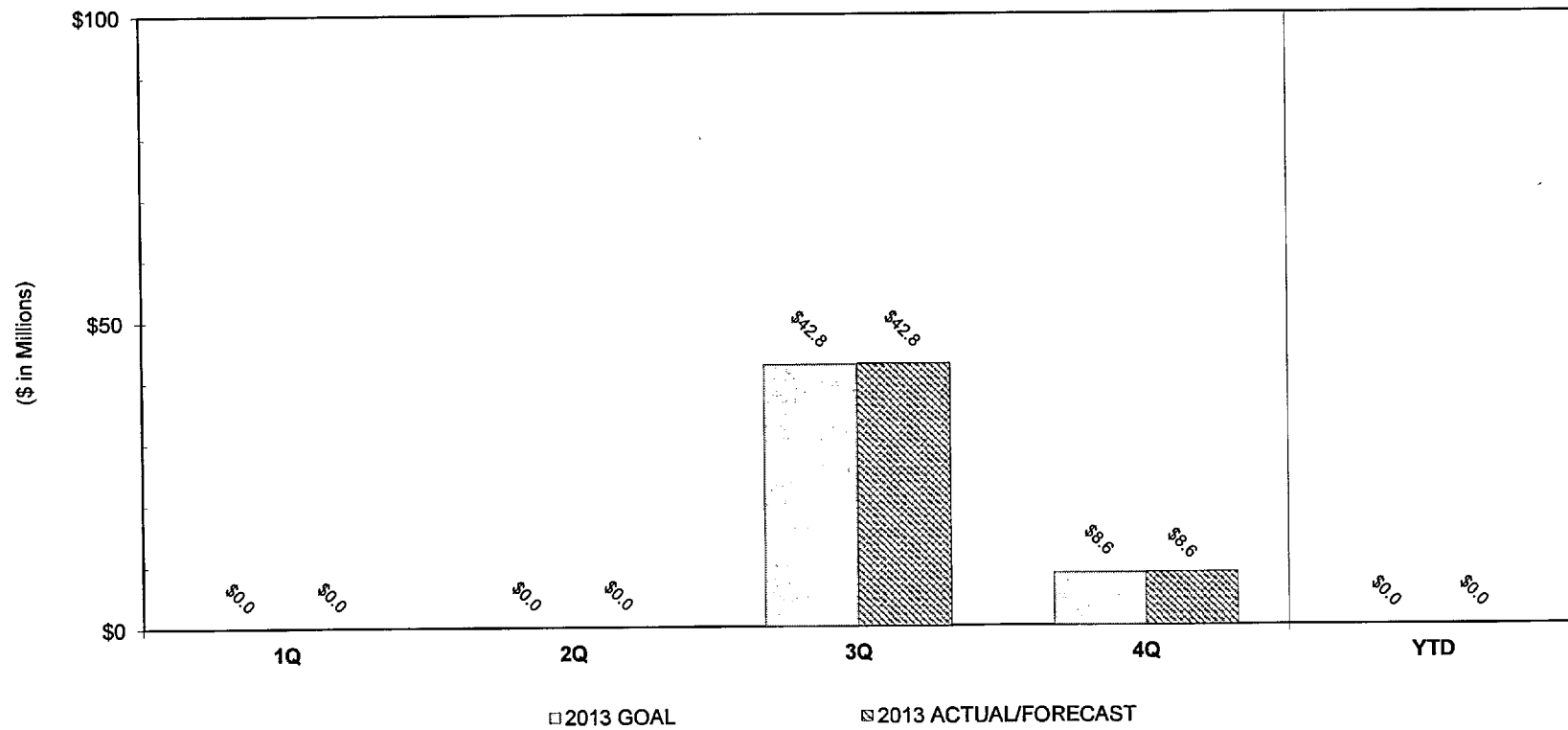
Project		Budget (\$ in Millions)			Award Date			Notes
		2013 Goal	Actual / Forecast*	Budgeted Value	2013 Goal	Advertisement Date	Actual / Forecast	
VN80C	Bus & HOV Ramp Improvement (Construction)	\$80.2	\$80.2	\$80.2	May-13	Feb-13	Jul-13	F 2
AW36	Installation of CCTV / Fiber Optic Cable (Construction) - Throgs Neck Bridge	\$11.5	\$11.5	\$11.5	Jul-13	Oct-12	Jul-13	F
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	Apr-13	Sep-13	F
MP06	Substructure & Underwater Scour Protection (Construction)	\$17.0	\$17.0	\$17.0	Sep-13	Apr-13	Sep-13	F
RK65A	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza (Construction Administration)	\$12.2	\$12.2	\$12.2	Sep-13	Apr-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	Apr-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.
2. Procurement Documents being finalized.

MTA Bridges and Tunnels
Completions as of March 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 March 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	77%	68%	Sep-13	Sep-13	F	
HH07 Structural Rehabilitation - Phase I	\$8.6	\$8.6	60%	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
			Sep-13 Total	\$42,809,654	\$42,809,654				
D601HH07	Structural Rehabilitation - Phase I	Construction	Dec-13	\$8,578,850	\$8,578,850			Dec-13	\$8,578,850
			Dec-13 Total	\$8,578,850	\$8,578,850				
			Grand Total	\$51,388,504	\$51,388,504				
								Remaining	\$51,388,504

* 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
D603AW36	Installation of CCTV / Fiber Optic Cable	D02887	BC Development F/A	D00001381A	07-Jan-13	\$0.00
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
				Total	4	\$156,478.21

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

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ACEP	Project Description	Task	Task Description	Goal	Goal Value	Budget Value	Actual	Actual Value	Forecast	Forecast Value
				Start Date			Start Date			
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		
D606AW21	Program Administration	D02459	2013 Program Adm.	Feb-13	\$1,100,000	\$1,100,000	Feb-13	\$1,100,000		
D606AW21	Program Administration	D02460	2013 Indirect Program Admin	Feb-13	\$2,200,000	\$2,200,000	Feb-13	\$2,200,000		
D603AW36	Installation of CCTV / Fiber Optic Cable	D02488	Constr.Adm-RFK (PSC-12-2919)	Feb-13	\$1,466,101	\$1,466,101	Mar-13	\$1,466,101		
D602BW89	Deck Replacement - Elevated and On Grade Approach	D02602	Operations F/A	Feb-13	\$400,000	\$400,000	Mar-13	\$721,250		
D604QM30	Tunnel Ventilation Building Electrical Upgrade	D02675	Operations F/A	Feb-13	\$458,722	\$458,722	Feb-13	\$458,722		
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		
D602RK75	Interim Repairs - Toll Plaza Deck	D03133	P.M. Construction F/A	Feb-13	\$500,000	\$500,000	Mar-13	\$500,000		
G5140110	B&T 2008 BZPP Grant	G03476	VNB -BZPP CM	Feb-13	\$44,796	\$44,796	Feb-13	\$44,796		
G5140110	B&T 2008 BZPP Grant	G03487	TNB - BZPP CM	Feb-13	\$36,476	\$36,476	Feb-13	\$36,476		
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	\$161,839		
D603AW36	Installation of CCTV / Fiber Optic Cable	D02487	Construction (RFK)	Mar-13	\$7,132,464	\$7,132,464			Apr-13	\$7,132,464.00
D601BW07	Tower and Pier Fender Protection	D02576	P.M. Design F/A	Mar-13	\$807,176	\$807,176	Feb-13	\$807,176		
D601TN60	Anchorage Dehumidification	D02739	P.M. Design F/A	Mar-13	\$687,646	\$687,646	Feb-13	\$687,646		
D602VN80	Replace Upper Level Suspended Span	D02789	VN80C PM Construction F/A	Mar-13	\$2,462,819	\$2,462,819	Mar-13	\$2,462,819		
Mar-13 Total					\$11,268,605	\$11,268,605				
D606AW15	MTA Independent Engineer	D02445	2013 IEC M+D Opt Yr 2	Apr-13	\$623,144	\$623,144	Mar-13	\$394,705		
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	Mar-13	\$2,116,825		
D602TN49	Miscellaneous Structural Rehabilitation	D03099	CM -Overlay Installation -S/bound	Apr-13	\$95,031	\$95,031	Feb-13	\$95,031		
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			Jul-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	Mar-13	\$140,026		
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-FiberI nstall(TNB)TN Task26	Jul-13	\$11,477,187	\$11,477,187			Jul-13	\$9,165,087.00
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	Mar-13	\$232,349		
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	Goal Value	Budget Value	Actual	Actual Value	Forecast	Forecast Value
				Start Date			Start Date		Start Date	
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	\$910,630.18
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
				Dec-13 Total	\$2,000,000	\$2,000,000				
				Grand Total	\$323,560,864	\$323,560,864				
<u>Unplanned Commitments</u>										
D603AW36	Installation of CCTV / Fiber Optic Cable	D03140	Cns-Fiber Ins TN-TN85C			\$999,600	Mar-13	\$999,600		
D603AW36	Installation of CCTV / Fiber Optic Cable	D03141	Cns-Fiber Ins TN-TN82B			\$1,312,500	Mar-13	\$1,312,500		
G5140111	B&T 2009 BZPP Grant	G03564	Equipment Purchase for BWB			\$226,584	Mar-13	\$226,584		
G5140111	B&T 2009 BZPP Grant	G03565	Equipment Purchase for RFK			\$640,633	Mar-13	\$640,633		
				Grand Total	\$323,560,864	\$326,740,182	YTD Total	\$26,067,757	Remaining	\$297,838,450
									Grand Total	\$323,906,207



Bridges and Tunnels

Procurements

April 2013



Staff Summary

Subject:	Request for Authorization to Award Various Procurements
Department:	Procurement
Department Head Name	M. Margaret Terry <i>MMT</i>
Department Head Signature	
Project Manager Name	Various

Date	April 3, 2013
Vendor Name	
Contract Number	
Contract Manager Name	
Table of Contents Ref #	

Board Action					
Order	To	Date	Approval	Info	Other
1	President	4/5/13			
2	MTA B&T Committee	4/22/13			
3	MTA Board	4/24/13			

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: NONE

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

Schedules Requiring Two-Thirds Vote		# of Actions	\$ Amount
Schedule F	Personal Service Contracts	3	\$14.347M
Schedule H	Modifications to Personal/Miscellaneous Service Contracts	2	\$ 4.469M
Schedule I	Modifications to Purchase & Public Works Contracts	1	\$22.000M
Schedule J	Modifications to Miscellaneous Procurement Contracts	1	\$ 0.262M
SUBTOTAL		7	\$41.078M

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

Schedules Requiring Majority Vote		# of Actions	\$ Amount
Schedule D	Ratification of Completed Procurement Actions (Involving Schedule A-C)	2	\$ 0.102M
SUBTOTAL		2	\$ 0.102M
TOTAL		9	\$41.180M

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

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 COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
APRIL 2013

MTA BRIDGES & TUNNELS

Procurements Requiring Majority Vote:

F: Personal Service Contracts

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

- | | | | |
|----|--|---|-------------------------------|
| 1. | HNTB NY Engineering and
Architecture, PC
WSP USA Corp.
URS Corporation – New York
Ammann & Whitney – Pennoni, JV
Contract No. PSC-12-2916A-D
2 yr. 8 mo. contracts – Competitive RFP – 7 Proposals
Provide biennial bridge inspections and miscellaneous design services at the Throgs
Neck, Bronx Whitestone, Cross Bay/Marine Parkway, Henry Hudson and Queens
Midtown Tunnel Approach Bridges. | \$2,266,624.08
\$1,659,397.18
\$1,443,753.73
<u>\$1,349,998.00</u>
\$6,719,772.99 | <u>Staff Summary Attached</u> |
| 2. | Ammann & Whitney Consulting
Engineers, P.C.
Contract No. PSC-12-2915
3 yr. 10 mo. contract – Competitive RFP – 6 Proposals
Provide construction management and inspection services for Project VN-80C,
Construction of a New Ramp at the Verrazano-Narrows Bridge. | \$5,693,203.79 | <u>Staff Summary Attached</u> |
| 3. | AECOM USA, Inc.
Contract No. PSC-11-2902
2 yr. 4 mo. contract – Competitive RFP – 4 Proposals
Provide construction administration and inspection services for Project RK65R, TBTA
Central Maintenance North Facility on Randall's Island. | \$1,933,944.87 | <u>Staff Summary Attached</u> |

**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)

- | | | | |
|----|---|---|-------------------------------|
| 4. | Ammann & Whitney Consulting
Engineers, P.C.
LiRo Engineers, Inc.
STV Incorporated
Contract No. PSC-08-2849A-C
Increase funding in the aggregate amount of \$4,400,000 for three personal service
contracts to provide construction inspection services on an as-needed basis for various
projects, which include roadway repairs, safety and red flag repairs, structural steel and
building repairs. | \$4,400,000.00
(aggregate not-to-
exceed amount for
the 3 contracts) | <u>Staff Summary Attached</u> |
|----|---|---|-------------------------------|

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
APRIL 2013

5. Corporate Counseling Associates \$68,716.50 *Staff Summary Attached*
Contract No. PSC-08-2840
Additional funding under the consultant's Work Life Assistance Program.

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)

6. Ahern Painting Contractors, Inc. \$22,000,000.00 *Staff Summary Attached*
Anjac Enterprises, Inc. (aggregate not to
El Sol Contracting & Construction exceed amount for
Corp. the 8 contracts)
Maracap Construction Industries, Inc.
Navillus Contracting
John P. Picone, Inc.
Tully Construction Co., Inc.
Unicorn Construction Enterprises, Inc.
Contract No. GFM-495A-H
Increase funding in the aggregate amount of \$22,000,000 for eight public work contracts for miscellaneous construction services on an as needed basis.

J: Modifications to Miscellaneous Procurement Contracts

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

7. Stearns and Wheler, LLC \$261,696.00 *Staff Summary Attached*
Contract No. 04-MNT-2712
Continued software support services for the Computerized Maintenance Management System.

Staff Summary

Page 1 of 3

Item Number 1 (Final)						SUMMARY INFORMATION	
Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E.						Vendor Name A) HNTB NY Engineering and Architecture, PC B) WSP USA Corp C) URS Corporation – New York D) Amman & Whitney – Pennoni JV	
Division & Division Head Name: Engineering and Construction, Aris Stathopoulos, P.E.						Contract Number PSC-12-2916A PSC-12-2916B PSC-12-2916C PSC-12-2916D	
Board Reviews						Description 2013 Biennial Bridge Inspections and Design of Miscellaneous Structural Repairs at the Throgs Neck, Bronx Whitestone, Cross Bay/ Marine Parkway, Henry Hudson and QMT Bridges	
Total Amount PSC-12-2916A, \$2,266,624.08; PSC-12-2916B, \$1,659,397.18, PSC-12-2916C, \$1,443,753.73; PSC-12-2916D, \$1,349,998.00						Contract Term (Including Options, if any) Two (2) years eight months	
Option(s) included in Total Amount?						<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal?						<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive						Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:							
Order	To	Date	Approval	Info	Other		
1	President	4/5/13	<i>[Signature]</i>				
2	MTA B&T Committee	4/22/13					
3	MTA Board	4/24/13					
Internal Approvals							
Order	Approval	Order	Approval				
1	Chief Financial Officer	4	Chief of Staff				
2	General Counsel	5	EVP				
3	Chief Procurement Officer	6	President				

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to award four personal service contracts for the 2013 Biennial Bridge Inspections at the: (i) Throgs Neck Bridge (Contract PSC-12-2916A) to HNTB NY Engineering and Architecture, PC (HNTB), (ii) Bronx Whitestone (Contract PSC-12-2916B) to WSP USA Corp. (WSP) (formerly WSP-Sells), (iii) Cross Bay and Marine Parkway Bridges (Contract PSC-12-2916C) to URS Corporation-New York (URS), and (iv) Henry Hudson Bridge and Queens Midtown Tunnel (QMT) Approach Bridge (Contract PSC-12-2916D) to Ammann & Whitney-Pennoni, Joint Venture (A&W-P). The negotiated contract amounts are: (A) \$2,266,624.08 (B) \$1,659,397.18 (C) \$1,443,753.73 and (D) \$1,349,998.00. Each contract will be for a duration of two years, eight months.

II DISCUSSION

B&T requires the services of four consultant firms to provide biennial bridge inspection and miscellaneous design services at the: Throgs Neck Bridge (TNB), Bronx Whitestone Bridge (BWB), Cross Bay/Marine Parkway (CBB/MPB) and Henry Hudson Bridge and QMT Approach Bridge (HHB/QMT). The inspections are required by the New York State Department of Transportation.

The requirements were publicly advertised. Ten firms submitted qualification information for review and evaluation by the selection committee. Seven firms: A&W-P; HAKS Engineering (HAKS); Hardesty and Hanover (H&H); HNTB; TranSystems (TS); URS; and WSP were chosen to receive the RFP based on a review of those qualifications and all

Staff Summary

seven firms submitted proposals. The proposals were evaluated against established criteria set forth in the RFP including technical work proposed, depth of understanding of the project, qualifications of the firm for specific personnel proposed and cost. Based on the committee's review of all submittals and its consideration of proposed costs, the committee selected HNTB for Group A (Throgs Neck Bridge), WSP for Group B (Bronx Whitestone Bridge), URS for Group C (Cross Bay/Marine Parkway Bridges) and A&W-P for Group D (Henry Hudson Bridge and QMT Approach Bridge). The committee's selections were based on the following:

- HNTB proposed an inspection team which has the necessary experience and qualified personnel for Group A with extensive experience working at various B&T structures. HNTB demonstrated an in-depth understanding of the inspection requirements and related field issues as well as an excellent past performance at the Throgs Neck Bridge. HNTB was unanimously ranked highest technically for this Group with sufficient resources to perform a biennial inspection of the magnitude of Group A. HNTB's proposed cost was 6.3% above the estimate.

- WSP's proposed inspection team has the necessary experience and qualified personnel for Group B (Bronx Whitestone Bridge) with extensive experience and knowledge of the inspection requirements for this facility. WSP was unanimously ranked highest technically for this Group and has the resources necessary to perform the Biennial Inspection at the BWB. WSP submitted the lowest proposed cost.

- URS exhibited a thorough knowledge of the requirements for Group C and offered extensive experience and knowledge of the inspection requirement for this facility. URS proposed a highly qualified field and management team for this project and has performed similar services for other agencies throughout the region including Biennial Bridge Inspections at the George Washington Bridge and New Jersey Marine Terminal Bridges. In addition, URS has an in-house team to perform the required lift span and electrical mechanical inspections at the Marine Parkway Bridge. URS was unanimously ranked highest technically for this Group. URS's proposed cost was 8.2% above the estimate.

- AW-P demonstrated a wide range of experience with B&T and other agencies throughout the region including major bridge inspections for the Maryland Transportation Authority, and the Delaware River Port Authority. A&W-P has the resources necessary to perform the Biennial Inspection at the HHB/QMT. A&W-P was unanimously ranked highest technically for this Group. Although three firms had a lower proposed cost, two firms were selected for other facilities and the third was not considered as technically qualified. In addition, AW-P's proposed man-hours were on par with the estimate and the excess out-of-pocket expenses were removed through negotiation, resulting in a final contract amount that is less than 2% above the estimate.

Though considered technically qualified, the technical and cost proposals from TS, H&H and HAKS were rated lower than that of the selected firms.

The following represents a summary of costs incurred in the preceding 2011 Biennial Contracts (PSC-10-2881) (excluding allowances), the costs proposed, estimated and negotiated for the recommended 2013 Biennial Contracts.

Group	2011 Contracts	2013 Contracts			Comparisons	
	Amount	B&T Estimate	Proposed	Negotiated	2013 Negotiated vs 2011	2013 Negotiated vs Estimate
A	\$1,488,573.45	\$1,596,402.00	\$1,696,607.94	\$1,591,624.08	6.9%	-0.3%
B	\$1,373,719.56	\$1,383,037.00	\$1,190,126.30	\$1,184,397.18	-13.8%	-14.4%
C	\$1,199,124.00	\$1,199,690.00	\$1,298,508.95	\$1,193,753.73	-0.4%	-0.5%
D	\$730,927.00	\$980,959.00	\$1,280,092.00	\$999,998.00	36.8%	1.9%

The negotiated cost for Group D is 37% higher than the 2011 Contract, which variance is primarily attributed to the addition of three special tasks at the facility and highly aggressive pricing from the consultant in 2011.

Based on the above, the negotiated amounts are considered fair and reasonable. HNTB, WSP and A&W-P are considered to be responsible consultants. Significant adverse information was discovered concerning URS. A Contract award will not be made to URS until the required approvals are obtained and URS is deemed to be a responsible consultant.

Staff Summary

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Summary of 2013 Proposed Contracts			
Group	Negotiated Amount	Allowance	Contract Amount with Allowance
A	\$1,591,624.08	\$675,000.00	\$2,266,624.08
B	\$1,184,397.18	\$475,000.00	\$1,659,397.18
C	\$1,193,753.73	\$250,000.00	\$1,443,753.73
D	\$999,998.00	\$350,000.00	\$1,349,998.00

The total amount for each contract will include the assigned allowances as shown in the table above. Services under these allowances are to provide support based on the results of the inspection and include: (i) interim or special inspections; (ii) spalling concrete removal supervision; (iii) sign gantries and light pole inspections; (iv) auxiliary design services for the repair of defective structural conditions; (v) preliminary design investigations toward alternative solutions; and (vi) and auxiliary testing services for elements such as concrete cores, steel coupons, and cable wires. These services will be provided via work orders on an as-needed basis. The allowances are based on historical costs and will permit B&T to quickly respond to the needs of each facility.

III. D/M/WBE INFORMATION

The MTA Department of Diversity and Civil Rights has established goals of 10% MBE and 10% WBE for each of these contracts. The contracts will not be awarded until the M/WBE requirements are satisfied. HNTB, WSP, URS and A&W-P have each achieved their MWDBE goals on previous MTA contracts.

IV. IMPACT ON FUNDING

Funding in the amount of \$6,719,772.99 is available in the Operating Budget under GFM-501, General Ledger #711101.

V. ALTERNATIVES

There are no recommended alternatives. B&T does not have the resources required to perform these New York State inspection requirements.

Staff Summary

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Item Number 2 (Final)					
Dept & Dept Head Name: <i>Aris Stathopoulos</i> Engineering and Construction, Joe Keane, P.E.					
Division & Division Head Name: <i>Aris Stathopoulos</i> <i>VN</i> Engineering and Construction, Aris Stathopoulos, P.E.					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	4/5/13	<i>[Signature]</i>		
2	MTA B&T Committee	4/22/13			
3	MTA Board	4/24/13			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>[Signature]</i>	4	Chief of Staff <i>[Signature]</i>		
2	General Counsel <i>[Signature]</i>	5	Executive Vice President <i>[Signature]</i>		
3	Chief Procurement Officer <i>[Signature]</i>	6	President <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name Ammann & Whitney Consulting Engineers P.C.	Contract Number PSC-12-2915
Description: Construction Management and Inspection Services for VN-80C, Construction of a New Ramp at the Verrazano-Narrows Bridge	
Total Amount \$5,693,203.79	
Contract Term (including Options, If any) Three years, ten months	
Option(s) Included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to award a personal service contract for Construction Management and Inspection Services for VN-80C, Construction of a New Ramp at the Verrazano-Narrows Bridge to Ammann & Whitney Consulting Engineers P.C. (A&W) in the amount of \$5,693,203.79 for a period of three years, ten months.

II. DISCUSSION

B&T requires the services of a consultant to provide construction management and inspection services for the construction of a new ramp at the Verrazano-Narrows Bridge (VNB). The construction activities include but are not limited to: construction of a new ramp from the Verrazano upper level to the Gowanus Expressway at the Brooklyn approach of the structure, widening of the approach spans to accommodate the addition of a seventh lane to operate as the HOV lane, demolishing and rebuilding two separate ramps, and other associated civil, structural and electrical work.

The service requirements were publicly advertised; ten firms submitted qualification information. Six firms, Ammann & Whitney (A&W), Hardesty & Hanover/LiRo, (H&H/LiRo) a Joint Venture, Michael Baker Engineering Inc. (Baker), STV Corp. (STV), Shaw, and Weidinger Associates, Inc. (WAI) were chosen to receive the RFP based on a review of their qualifications. The proposals were evaluated against established criteria set forth in the RFP, including an understanding

Staff Summary

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of the technical requirements, record of performance, proposed personnel, technical work proposed and cost. The Selection Committee selected A&W on the basis that its proposal: (i) included a Resident Engineer and Project Manager with strong experience providing inspection services at this facility and who demonstrated a clear understanding of the Work under this project in the oral presentation; (ii) a strong MBE sub-consultant with expertise in micro-piles and who will provide ongoing technical support during the installation of the below grade footings, and (iii) the lowest and most competitive cost proposal. A&W provided the most advantageous hourly and overhead rates, and its cost proposal most closely reflected the Engineer's estimate. Both WAI and Baker provided a strong management team, but both their proposed man-hours and costs were significantly higher than those of A&W. H&H/LiRo proposed an experienced Resident Engineer, but A&W's overall experience was determined to be more qualified and H&H/LiRo's cost proposal was higher. The committee determined that Shaw and STV did not provide staffing that matched the qualifications of the A&W team, and their proposed costs were higher than A&W's. Although all the firms are qualified, B&T is best suited to have A&W perform the required services.

A&W submitted a proposal in the amount of \$5,844,196.15. The Engineer's estimate was \$5,553,000. After negotiations, the parties agreed to an amount of \$5,693,203.79, which is 2.5% above the estimate and is considered fair and reasonable. A&W is deemed to be a responsible consultant.

III. D/M/WBE INFORMATION

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

IV. IMPACT ON FUNDING

Funding is available in the 2010 – 2014 Capital Program under Project VN-80.

IV. ALTERNATIVES

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

Staff Summary

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Item Number 3 (Final)					
Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E. <i>JK</i>					
Division & Division Head Name: Engineering and Construction, Vincent Montanti, P.E. <i>VM</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	4/5/13	<i>JK</i>		
2	MTA B&T Committee	4/22/13			
3	MTA Board	4/24/13			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>JK</i>	4	Chief of Staff <i>JK</i>		
2	General Counsel	5	Executive Vice President		
3	Chief Procurement Officer	6	President <i>JK</i>		

SUMMARY INFORMATION	
Vendor Name AECOM USA, Inc.	Contract Number PSC-11-2902
Description: Construction Administration and Inspection Services for Project RK-65R, TBTA Central Maintenance North Facility on Randall's Island	
Total Amount \$1,933,944.87	
Contract Term (including Options, if any) Two years, four months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Guidelines for Procurement of Services to award a personal service contract for Construction Administration and Inspection Services for Project RK-65R, TBTA Central Maintenance North Facility on Randall's Island to AECOM USA, Inc. (AECOM) in the amount of \$1,933,944.87 for a period of two years, four months.

II. DISCUSSION

B&T requires the services of a consultant to provide construction administration and inspection services for Project RK-65R as described above. The work includes but is not limited to: design and construction of a new pre-engineered Central Maintenance North Facility containing offices, maintenance shops, storage and male and female locker rooms. Work under Project RK-65R will be performed based on the design-build method.

The service requirements were publicly advertised; eleven firms submitted qualification information. Four firms were chosen to receive the RFP based on a review of those qualifications and all four firms submitted proposals: AECOM USA, Inc. (AECOM), LiRo Engineers, Inc (LiRo), Shaw Environmental & Infrastructure Engineering of New York, P.C. (Shaw) and URS Corporation-New York (URS). The proposals were evaluated against established criteria set forth in the RFP, including an understanding of the technical requirements, technical expertise, proposed personnel, oral presentations and cost.

Staff Summary

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The committee selected AECOM based on: (i) a highly qualified team with experience that includes New York City Transit's Grand Avenue Bus Terminal and Central Maintenance Facility design/build project; (ii) a mechanical design reviewer that has a vast amount of experience in conjunction with utility work at Randall's Island (Project TB-54, Electrical Improvements at the Randall's Island Facility) and other B&T sites; (iii) the consultant's thorough knowledge of design-build requirements needed during construction; and (iv) its substantial experience in connection with the type of pre-engineered buildings that will be constructed under this project. AECOM submitted the second lowest cost and it was less than the Engineer's estimate. Although LiRo proposed the lowest cost its proposal did not reflect a thorough understanding of the scope in comparison with the other proposers. Shaw's oral presentation did not provide sufficient project-specific details and did not demonstrate a complete understanding of the design review requirements. URS's staff did not possess the level of experience compared with AECOM's team and URS proposed the highest cost.

AECOM submitted a proposal of \$1,944,643.66. The Engineer's estimate is \$2,313,536. Negotiations were conducted and the parties agreed to the proposed amount of \$1,933,944.87. The negotiated amount of \$1,933,944.87 is 16% below the Engineer's estimate and is considered fair and reasonable. Significant adverse information was discovered concerning AECOM. An award will not be made until the required approvals are obtained and AECOM is deemed to be a responsible consultant.

III. D/M/WBE INFORMATION

The MTA DDCR has established goals of 10% MBE and 10% WBE for the referenced contract. This contract will not be awarded without approval of MTA DDCR. AECOM has achieved its previous MWBE goals on its prior MTA contract (Contract PSC-05-2749A, Construction Inspection Services on an As-Needed Basis for Project GFM 454).

IV. IMPACT ON FUNDING

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

V. ALTERNATIVES

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

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

Item Number: 4 (Final)

Vendor Name (& Location) Ammann & Whitney Consulting Engineers, P.C., New York, NY LiRo Engineers, Inc., Syosset, NY STV Incorporated, New York, NY		Contract Number PSC-08-2849A PSC-08-2849B PSC-08-2849C	AWO/Modification #
Description Construction Inspection Services on an As-Needed Basis		Original Amount: \$7,000,000	
Contract Term (including Options, if any) November 16, 2009 - November 15, 2014 (A) November 16, 2009 - November 15, 2014 (B) December 18, 2009 - December 17, 2014 (C)		Prior Modifications: \$0	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Budgetary Increases: N/A	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Current Amount: \$7,000,000	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		This Request: Aggregate NTE \$4,400,000	
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount: 63%	
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.		% of Modifications (including This Request) to Original Amount: 63%	

Discussion:

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to increase funding under three personal service contracts for construction inspection services on an as-needed basis in the aggregate amount of \$4,400,000. Consistent with the Procurement Guidelines these amendments constitute a substantial change. Contracts PSC-08-2849A through PSC-08-2849C were awarded pursuant to a competitive proposal process to the above three firms in an aggregate amount not to exceed \$7M over a period of five years. Under these contracts B&T issues work orders to perform construction inspection services for various projects, which typically include roadway repairs, safety and red flag repairs, structural steel repairs and building repairs. Through March 1, 2013, work orders totaling over \$6.3M have been awarded or are in process of award. Through the remainder of 2013, B&T estimates another \$5.1M 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 construction inspection contracts is more cost effective and time efficient than soliciting these services under separate RFPs. A new group of contracts for these requirements has been initiated and is anticipated to be awarded in the fourth 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 \$4,400,000 under the prospective contract amendments is considered fair and reasonable.

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

Item Number: **5** (Final)

Vendor Name (& Location) Corporate Counseling Associates, Inc., New York, NY		Contract Number PSC-08-2840	AWO/Modification #
Description Work Life Assistance Program		Original Amount: \$200,163	
Contract Term (Including Options, If any) March 6, 2009 – April 30, 2013		Prior Modifications: \$86,710	
Option(s) Included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Prior Budgetary Increases: \$0.00	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Current Amount: \$286,873	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		This Request: \$68,716.50	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount: 24.0%	
Requesting Dept/Div & Dept/Div Head Name: Staff Services, Catherine Sweeney, VP		% of Modifications (including This Request) to Original Amount: 77.7%	

Discussion:

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to modify a competitively negotiated personal service contract with Corporate Counseling Associates, Inc. (CCA) for additional funding in an amount of \$68,716.50. Consistent with the Procurement Guidelines, this amendment together with the previous amendments constitutes a substantial change.

CCA provides services to B&T employees under its Work Life Assistance Program including telephone referrals, clinical services, trauma intervention, comprehensive clinical assessment, short term counseling, on-site consultations, elder care and child care services. In order to enable the consultant to continue to provide follow-up counseling support for our personnel and provide the standard services offered under this program, Staff Services has requested additional funding under this contract. The contract will be extended from May 1, 2013 through March 5, 2014 in the amount of \$68,716.50. During this period, new specifications will be prepared so that a follow-on contract can be awarded. CCA proposed an amount of \$69,741.30; the user's estimate is \$71,331.80. Negotiations resulted in an amount of \$68,716.50 which is 3.7% less than the estimate and is considered fair and reasonable. Funding for this amendment is available in the Operating Budget under GL #712701.

Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: **6** (Final)

Vendor Name (& Location) Ahern Painting Contractors, Inc., Woodside, NY Anjac Enterprises, Inc., Brooklyn, NY El Sol Contracting & Construction Corp., Maspeth, NY Maracap Construction Industries, Inc., College Point, NY Navillus Contracting, New York, NY John P. Picone, Inc., Lawrence, NY Tully Construction Co., Inc, Flushing, NY Unicorn Construction Enterprises, Inc., Montvale, NJ		Contract Number GFM-495A – GFM-495H	AWO/Modification #
Description Miscellaneous Construction on an As-Needed Basis		Original Amount: \$36,000,000.00	
Contract Term (including Options, if any) June 1 (or later), 2011 – May 31, 2014		Prior Modifications: \$0.00	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Budgetary Increases: \$0.00	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Current Amount: \$36,000,000.00	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		This Request: \$22,000,000.00	
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount: 61.1%	
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Vincent Montanti, P.E.		% of Modifications (including This Request) to Original Amount: 61.1%	

Discussion:

B&T is seeking the Board's approval under the All-Agency Procurement Guidelines to add funding under eight public work contracts for miscellaneous construction on an as-needed basis in an aggregate amount of \$22,000,000. Contracts GFM-495A – GFM-495H were awarded to eight firms pursuant to a competitive proposal process in an aggregate amount of \$36,000,000 over a period of three years. The eight contractors are invited to bid on specific construction projects throughout B&T's facilities, which are awarded by work order to the lowest bidders. Since the requirements under these contracts address a wide variety of work, from complex sub-tasks related to some of our larger projects, to projects which have time-sensitive needs, and critical projects that address safety issues, it would be inefficient and time-consuming to conduct a separate competitive bidding process for each project. By using these as-needed contracts for this work, the Authority benefits from having its miscellaneous construction projects performed in a timely manner. Through March 25, 2013, work orders totaling over \$29,500,000 have been awarded or are in the process of award. Activity under these contracts has significantly increased due in large part to the impact that Superstorm Sandy has had on our facilities and operations. Through the remainder of 2013, B&T estimates another \$24M in work orders will be required. The Authority plans to request proposals for new contracts under a new solicitation by the second quarter of 2013, however these new contracts will not be awarded until later in 2013.

The additional funding requested under these amendments will support essential miscellaneous construction needs in the Major Maintenance Program, 2010-14 Capital Program and Capitalized Assets Program and Sandy restoration projects until the new contracts are awarded. Since the contractors will be paid based on the lowest responsive bids issued under these contracts, the aggregate value of \$22,000,000 under the prospective amendments is considered fair and reasonable.

Schedule J: Modifications to Miscellaneous Procurement Contracts

Item Number: **7** (Final)

Vendor Name (& Location) Stearns and Wheler, LLC, Cazenovia, NY		Contract Number 04-MNT-2712	AWO/Modification #
Description Design, Furnish and Install a Computerized Maintenance Management System		Original Amount:	\$1,905,347.00
Contract Term (Including Options, if any) June 28, 2005 - April 30, 2013		Prior Modifications:	\$599,891.32
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Prior Budgetary Increases:	\$0.00
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Current Amount:	\$2,505,238.32
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		This Request:	\$261,696.00
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount:	10.5%
Requesting Dept/Div & Dept/Div Head Name: Technology Department, Tariq Habib		% of Modifications (Including This Request) to Original Amount:	45.2%

Discussion:

B&T is seeking Board approval in accordance with the All-Agency Procurement Guidelines to modify Contract 04-MNT-2712 with Stearns and Wheler (S&W) for additional funding in the amount of \$261,696.

Pursuant to a competitive RFP process, this contract for a Computerized Maintenance Management System (CMMS) was approved by the Board in March 2005 and awarded to S&W in June 2005 in the amount of \$1,905,347. The CMMS is a software system used by our Operations, Internal Security and Technology Departments that maintains a computer database of information in connection with B&T's equipment and property. The CMMS automatically schedules preventive maintenance for equipment based on established maintenance plans. The system also records data about equipment and property such as maintenance activities, specifications, service history, spare parts and other information that may be of use to B&T management. Previous amendments totaling \$599,891 were issued to purchase additional licenses and renew software support for the CMMS. The contract extends through April 30, 2013.

S&W's CMMS software is proprietary to this firm. Our analysis indicates that it is more cost effective to continue to maintain and use the current CMMS system rather than soliciting a contract for a new system. In order to enable the contractor to continue to provide maintenance and support of the system, B&T will extend the contract through December 31, 2015.

S&W submitted a proposal in the amount of \$261,696, which is consistent with the project manager's estimate. The proposed man-hours were reviewed by project management and found to be acceptable. The rates are in accordance with the contract. The proposed amount of \$261,696 was agreed to between the parties and is considered fair and reasonable. Funding for this amendment is available in the Operating Budget under GL #711558.

LIST OF RATIFICATIONS FOR BOARD APPROVAL
APRIL 2013

MTA BRIDGES & TUNNELS

Procurements Requiring Majority Vote:

D: Ratification of Completed Procurement Actions

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

1. **Benfield Control Systems, Inc.** **\$ 84,180.00**
Contract Nos. 3000001119 and (total for two POs)
3000001133

As a result of Superstorm Sandy, B&T is seeking the Board's ratification under the All-Agency Procurement Guidelines of Purchase Orders awarded under the Declaration of Emergency issued by the President effective on October 29, 2012. Flooding in the tubes of the Queens Midtown Tunnel (QMT) and Hugh L. Carey Tunnel (HCT) resulted in significant damage to the electrical systems. Authorization was given to purchase replacement equipment including drainage pump motors, motor starters and transformers from Benfield Control Systems (Benfield). Contractors installed this equipment in order to restore the pumping and lighting systems. Such activity was required to ensure the safety of our employees and customers and render the facilities operational. Purchase orders 3000001119 and 3000001133 were awarded to Benfield in the amount of \$24,945 for equipment supplied at the QMT and \$59,235 for equipment supplied at the HCT, respectively. Since Benfield's costs compared favorably with the estimates, the prices were considered fair and reasonable. This firm was deemed to be a responsible contractor. Funding is available in the Operating Budget, Sandy-B&T Emergency Repairs to Critical Infrastructure Projects.

2. **Netixchange, Inc.** **\$17,830.04**
Contract No. 3000001233

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 to Netixchange, Inc. (Netixchange) for the replacement of lockers at the Cross Bay Veterans Memorial Bridge service building. Due to floodwaters that poured into this site, the lockers were significantly damaged and required replacement. Competitive quotes were requested and two quotes were received; Netixchange submitted the lowest price in the amount of \$17,830.04. Based on competition the price was considered fair and reasonable. Netixchange was deemed to be a responsible contractor. Funding is available in the Operating Budget, Sandy-B&T Emergency Repairs to Critical Infrastructure Projects.

