



Bridges and Tunnels

Bridges and Tunnels Committee Meeting

June 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

June 3, 2013 – 12:00 p.m.

347 Madison Avenue
Fifth Floor Board Room
New York, NY

AGENDA ITEMS

Page

PUBLIC COMMENTS PERIOD

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Non-Competitive (None)	--
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Date of next meeting: Monday July 22, 2013 at 12:00 p.m.



Bridges and Tunnels

Minutes of Committee Meeting April 2013



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

April 22, 2013

11:30 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
David Paterson

James Ferrara, President
Gloria Colon, Chief Equal Employment Opportunity Officer
James Elkin, Controller
James Fortunato, Vice President Operations
Tariq Habib, Chief Technology Officer
Joseph Keane, Chief Engineer
Anthony Koestler, Chief Procurement Officer, Service Unit & Special Projects
Sharon Gallo Kotcher, Vice President Labor Relations
Gavin Masterson, Chief Procurement Officer, Capital & Major Maintenance
David Moretti, Executive Vice President
Andrew Petrovich, Chief Health and Safety Officer
Donald Spero, Chief Financial Officer
Catherine Sweeney, Vice President Staff Services/Chief of Staff
M. Margaret Terry, General Counsel

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

April 22, 2013

Minutes of TBTA Committee held April 22, 2013 at 11:30 a.m. A list of those in attendance is attached.

Public Speakers

There were two public speakers – Mr. Murray Bodin, Concerned Grandparents, and Mr Bodin's grandson, Adam. Mr. Bodin suggested that TBTA make some revisions in the type font used for stop signs. He stated that it is immoral for TBTA to continue to refer to the Henry Hudson Bridge toll plaza as a toll plaza since the toll plaza no longer exists and no tolls are being collected at the Bridge. He complained that the travel lanes merge unnecessarily because the lane lines are configured incorrectly and arrows on the signs are poorly depicted.

Mr. Bodin's grandson, Adam, spoke about what makes a nation. He questioned whether bridges are safe.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on March 11, 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 the results of the January and February reports were not unusual for a typical January or February. In January there were 22.2 million crossings, which was an increase of 480,000 or 2.2% against the prior January. While gas prices were slightly higher, the number of days of precipitation was the same but the amount of precipitation was less than the prior year. In 2012, one 3-1/2 inch snowstorm resulted in a year-to-year change of 250,000 transactions. In February, there were 19.8 million crossings, which was a decrease of almost 1.5 million or 6.8% against the prior February. Again, while gas prices were slightly higher, the absence of leap day and more than 13 inches of snow were the primary causes of the decline in traffic.

Year-to-date through February, Mr. Moretti stated that there were 42.1 million crossings, which was 1 million or 2.3% lower than the same period a year ago. Almost 75% of the decrease in traffic was due to the absence of leap day. Finally, Mr. Moretti stated that an early estimate of March traffic is 23.4 million crossings or 2.3% lower than the same period a year ago.

With regard to the Report on Safety, Mr. Petrovich referred the Committee to the graphs and charts on pages 41 through 44 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 January and February. Mr. Petrovich stated that the increase in the total number of customer collisions through February had been addressed by using targeted safety patrols and VMS (variable message sign) traffic-related messages. For employee injuries through February, the rate remained low, which was similar to the prior February.

E-ZPass

Mr. Spero stated that the February E-ZPass market share was 83.1%, which was 2% higher than a year ago. More than 63,000 E-ZPass accounts were opened over the first two months, which was almost 10,000 more than the first two months of last year. Approximately 5,300 E-ZPass On-The-Go accounts were opened in February, which was about 43% of all accounts opened for the month. Since the On-The-Go program began, approximately 165,000 tags have been sold in the lanes.

Finance

Mr. Spero stated that through February, toll revenue was approximately \$3.6 million or 1.7% better than plan because the mild weather in January offset the snowy and rainy weather in February.

Total expenses through February were about \$6 million or 9.5% better than plan. Non-labor spending for 2012 was \$18.8 million or 11.7% below plan. Labor expenses were \$3.4 million or 6.7% better than plan due, in part, to lower payroll expenses because of vacancies. Overtime was about \$1 million or 24% below budget through February.

Total support to mass transit through February was more than \$131 million, which was \$15.9 million or 13.8% better than plan.

With regard to the 2012 year-end report, non-labor spending totaled \$157 million, which was \$41.6 million below plan. The majority of the under-run was due to the timing of Tropical Storm Sandy recovery-related expenses. Labor expenses were \$2.8 million or 1.2% lower than the final estimate, which was due primarily to vacancies. Total support to mass transit for 2012 was \$892.7 million, which was \$53.7 million or 6.4% above the final estimate. Finally, Mr. Spero stated that for the month of March, revenue was approximately 2.2% better than budget.

Capital Program

With regard to the Capital Program Status Report, Mr. Keane stated that he combined the activity results of the February and March Capital Program. In February and March, TBTA awarded 23 tasks with a cumulative value of \$16.9 million, which brought the year-to-date tasks awarded to 36 with a cumulative value of \$26.1 million. TBTA's planned awards for that same period were for 28 tasks at a cumulative value of \$26.7 million.

TBTA tracked very closely to its 2013 Commitment Plan for the first quarter. Looking ahead, both the baseline plan and current forecast reflect TBTA committing approximately an additional \$300 million in the remaining nine months of the year.

The most significant awards made in February and March were the Comprehensive Tunnel Inspection and Design Contract for the Queens Midtown Tunnel and the Throgs Neck Bridge Overlay Installation Project. There were no project completions or task closeouts in February and March but TBTA continues to remain on track with its planned completions for the year valued at \$51.4 million.

Procurements

Mr. Masterson stated that there were no non-competitive procurements. There were nine (9) procurements this month totaling about \$41.2 million. There were seven (7) competitive procurements, three (3) of which were new awards related to various inspection services that totaled about \$14.4 million and the remaining four (4) of which were amendments to existing

contracts associated with inspection services on an as-needed basis, miscellaneous construction on an as-need basis, additional software support services and additional services for the Employee Work Life Assistance Program. The modifications totaled approximately \$26.7 million.

Competitive Procurements

Personal Service Contracts

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

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

Ammann & Whitney Consulting Engineers, P.C. LiRo Engineers, Inc. STV Incorporated	Contracts No. PSC-08-2849A-C Increase funding in the aggregate amount of \$4,400,000 for the 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)
 Corporate Counseling Associates	 Contract No. PSC-08-2840 Additional funding under the consultant's Work Life Assistance Program.	 \$68,716.50

Modifications to Purchase & Public Works Contracts

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

Modifications to Miscellaneous Procurement Contracts

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

Ratifications

Mr. Masterson stated that there were two (2) Tropical Storm Sandy-related ratifications that were processed and awarded totaling \$102,000 for the replacement of lockers and for electrical equipment at the Queens Midtown Tunnel and the Hugh L. Carey Tunnel.

Ratification of Completed Procurement Actions

Benfield Control Systems, Inc.	Contracts No. 3000001119 and 3000001133	\$84,180.00
	As a result of Tropical Storm 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.

Netixchange, Inc.

Contract No. 3000001233 \$17,830.04

As a result of Tropical Storm 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.

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

Adjournment

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

Respectfully submitted,

A handwritten signature in black ink, reading "Julia R. Christ". The signature is written in a cursive style with a large initial "J" and a stylized "C".

Julia R. Christ
Acting Assistant Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

TOPIC

Approval of Minutes
 Committee Work Plan
 Report on Operations/Safety

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

 Procurements
 Action Items (if any)

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

July 2013

No items scheduled.

August 2013

No meeting scheduled.

September 2013

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

Operations
 Planning & Budget
 EEO

October 2013

No meeting scheduled.

November 2013

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

Operations
 Planning & Budget
 MTA Board

December 2013

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

Committee Chair & Members
 Planning & Budget
 EEO

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.

June 2014

Customer Environment Survey – 1st Quarter 2014
Diversity Report – 1st Quarter 2014

Operations
EEO

BRIDGES & TUNNELS COMMITTEE WORK PLAN

Detailed Summary

I. RECURRING

Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

Report on Operations/Safety

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

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

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

JULY 2013

No items scheduled.

AUGUST 2013

No meeting scheduled.

SEPTEMBER 2013

Customer Environment Survey – 2nd Quarter 2013

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

2014 Preliminary Budget

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

Diversity Report – 2nd Quarter 2013

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

OCTOBER 2013

No meeting scheduled.

NOVEMBER 2013

Customer Environment Survey – 3rd Quarter 2013

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

2014 Preliminary Budget

Public comment will be accepted on the 2014 Preliminary Budget.

B&T Committee Charter - Review

Review and assess the adequacy of the Charter annually.

DECEMBER 2013

2014 Proposed Committee Work Plan

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

2014 Proposed Final Budget

The Committee will recommend action to the Board.

Diversity Report – 3rd Quarter 2013

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

JANUARY 2014

Approval of Work Plan for 2014

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

FEBRUARY 2014

No meeting scheduled.

MARCH 2014

Customer Environment Survey – 4th Quarter 2013

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

Preliminary Review of 2013 Operating Budget Results

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

2014 Adopted Budget and February Financial Plan 2014-2017

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

2013 B&T Operating Surplus

The Committee will recommend action to the Board.

Diversity Report – 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.

JUNE 2014

Customer Environment Survey – 1st Quarter 2014

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 2014

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



Bridges and Tunnels

Report on Operations March 2013

MTA Bridges and Tunnels March 2013 Traffic Trends

Summary

There were 23.38 million traffic crossings this month, a decrease of 0.55 million from the prior March (Exhibit 1).

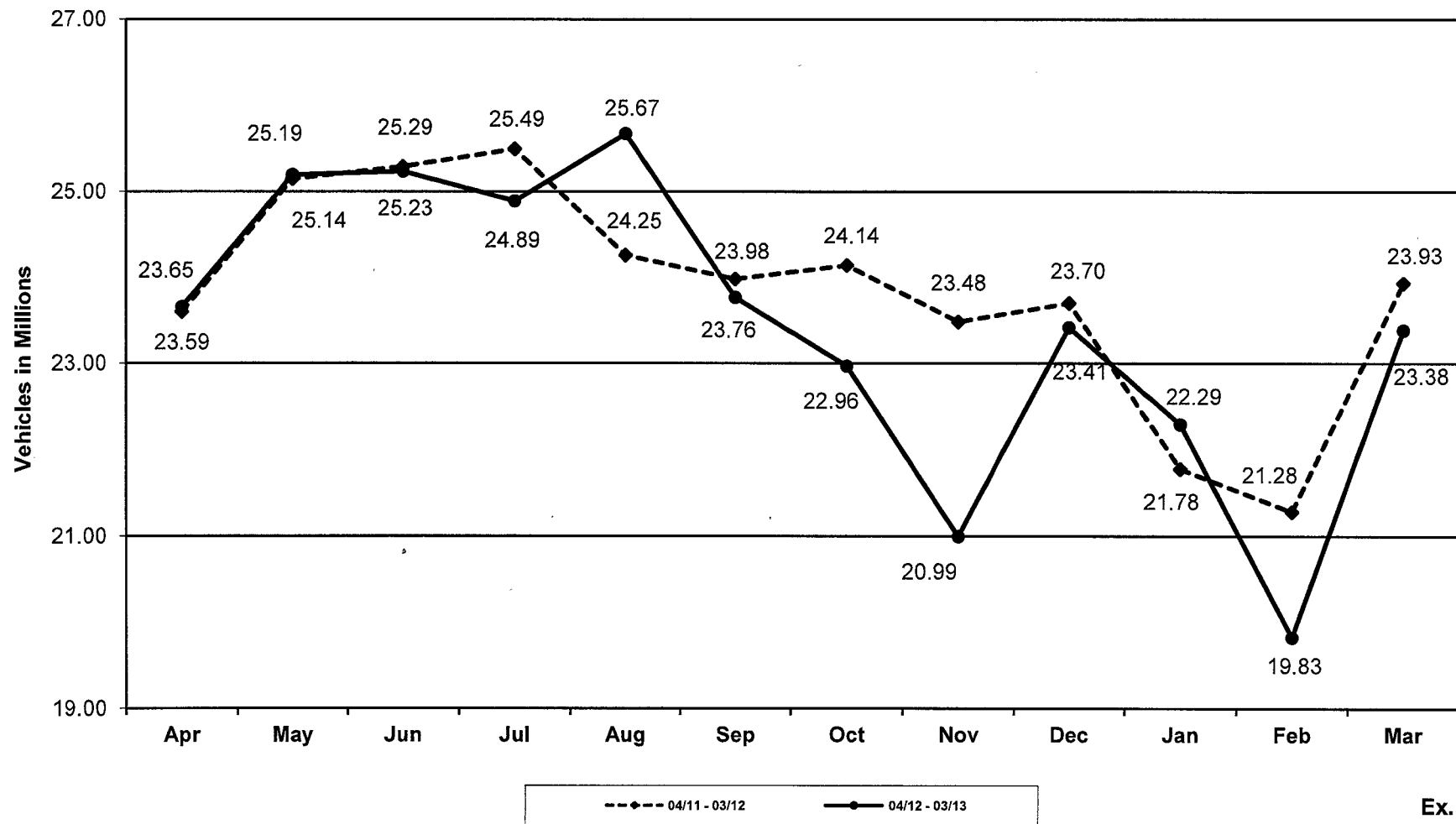
A combination of events resulted in the decline in traffic:

- In 2012, there was only 1.0 inch of rain and no snow. This year saw 6.1 inches of snow and 2.4 inches of rain. The harsher weather this year accounts for approximately 0.33 million fewer crossings.
- Good Friday and most school recesses fell in March of this year while they occurred in April of last year. This accounts for approximately 0.16 million fewer crossings this year.
- A toll increase was implemented on March 3rd of this year.

Gas prices average \$3.88 per gallon, which was \$0.05 lower than last year at this time. This is the first month to register a year-to-year drop in prices since August 2012.

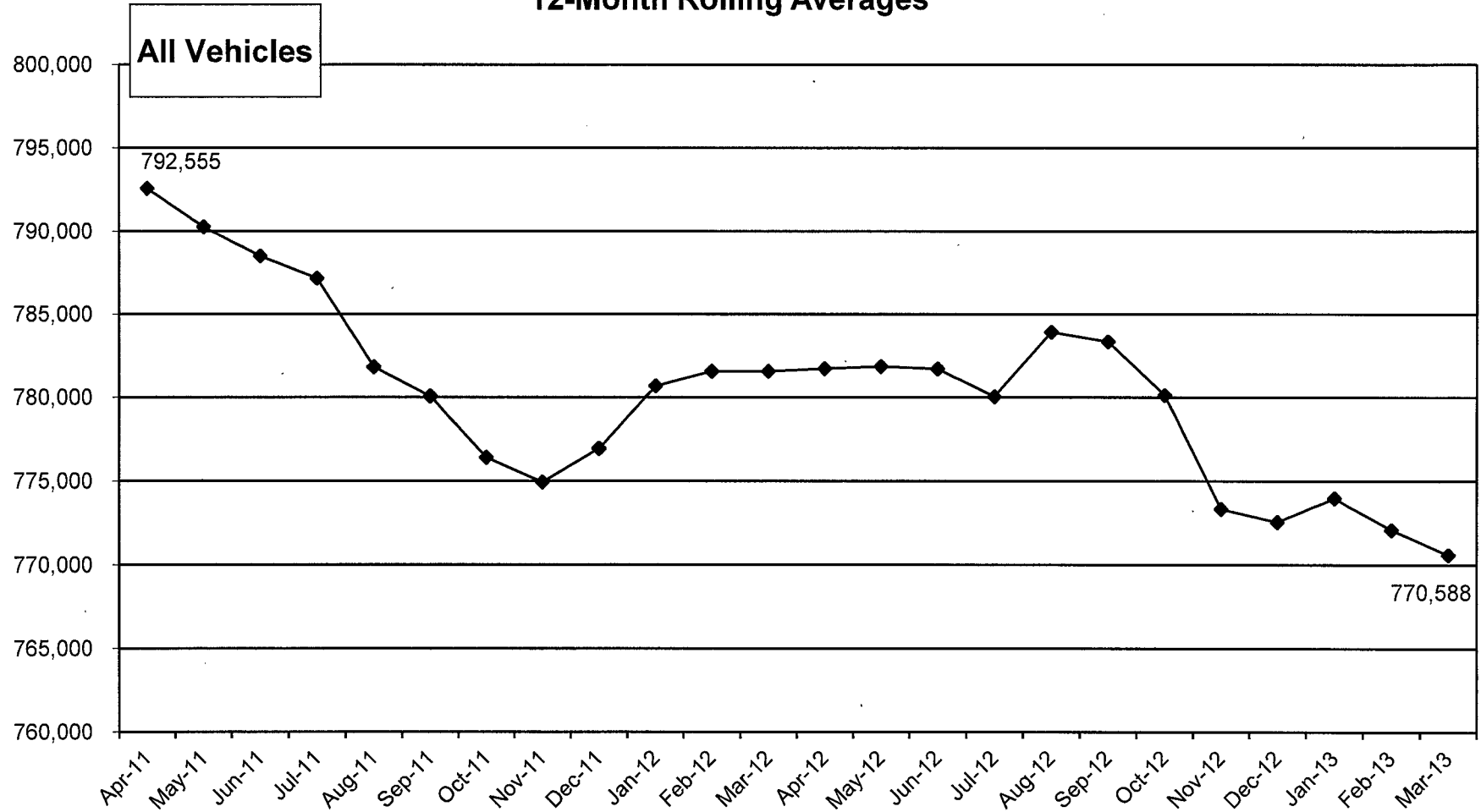
E-ZPass volume increased by 0.1% this March vs. March 2012. Crossings using cash and other payment methods declined 12.5% for the month (Exhibit 7). Passenger car travel was down 4.0% and other vehicle travel was up 2.6% from last March (Exhibit 8).

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



Ex. 1

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

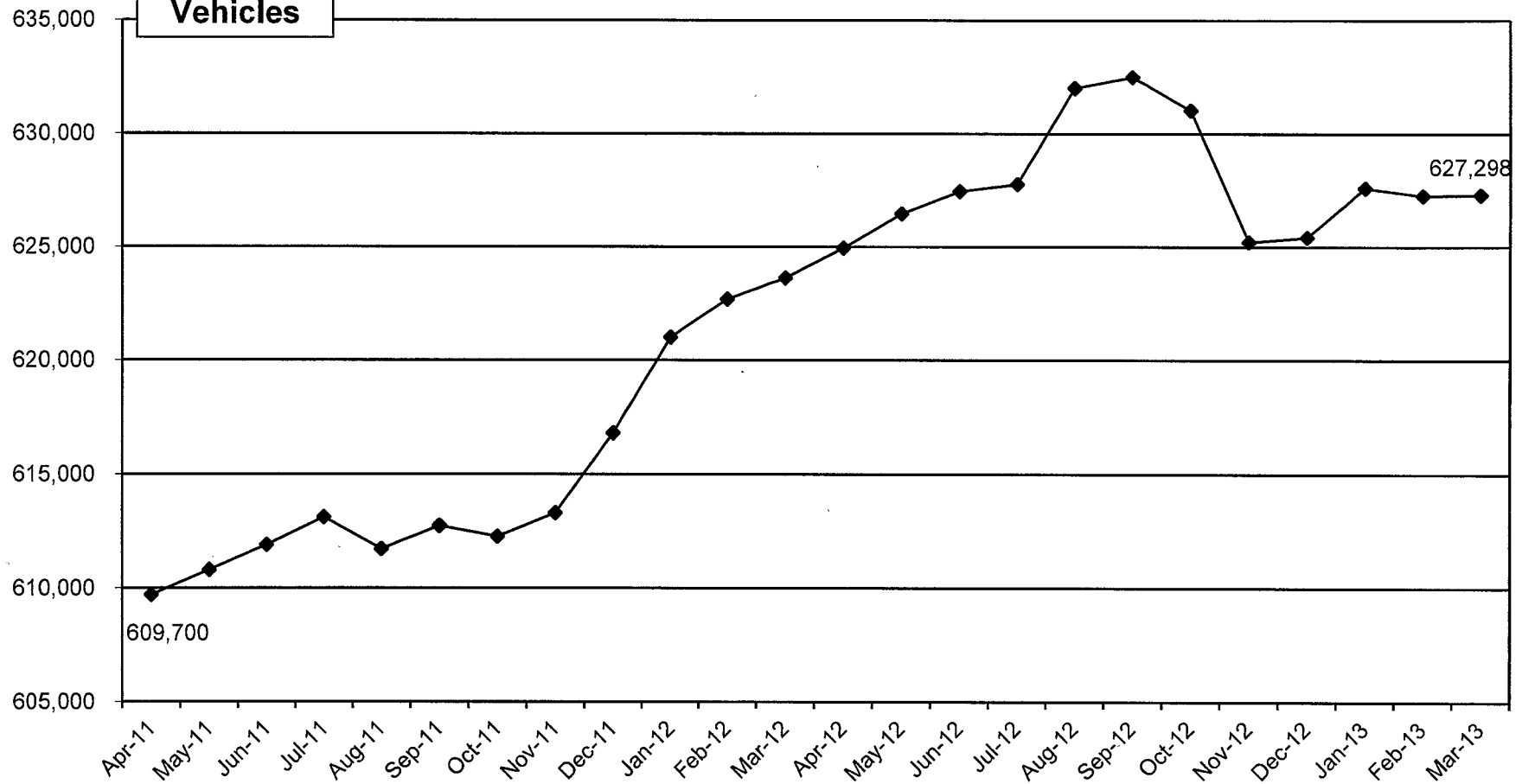


Ex. 2

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

**E-ZPass
Vehicles**

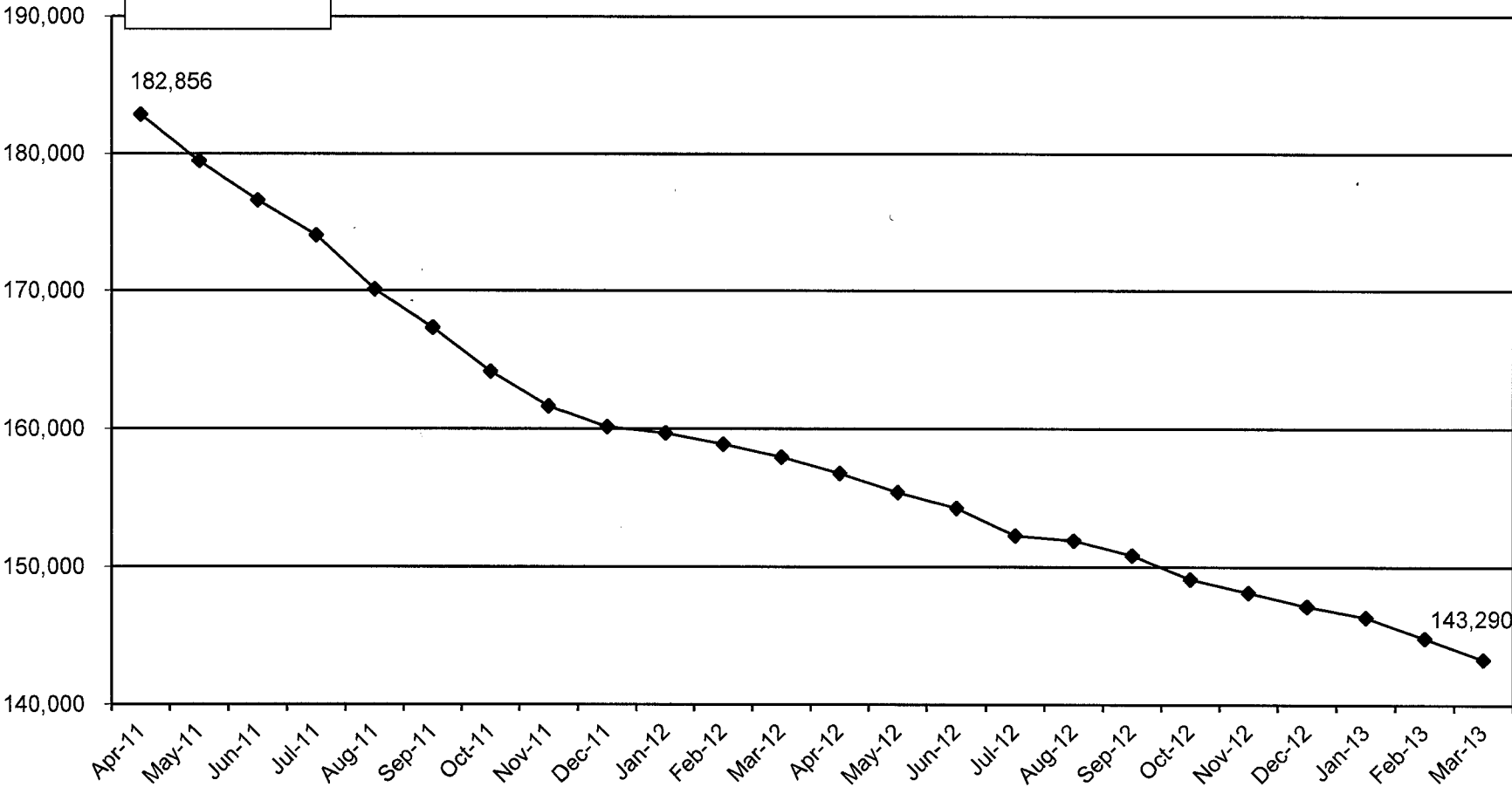
18



Ex. 3

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

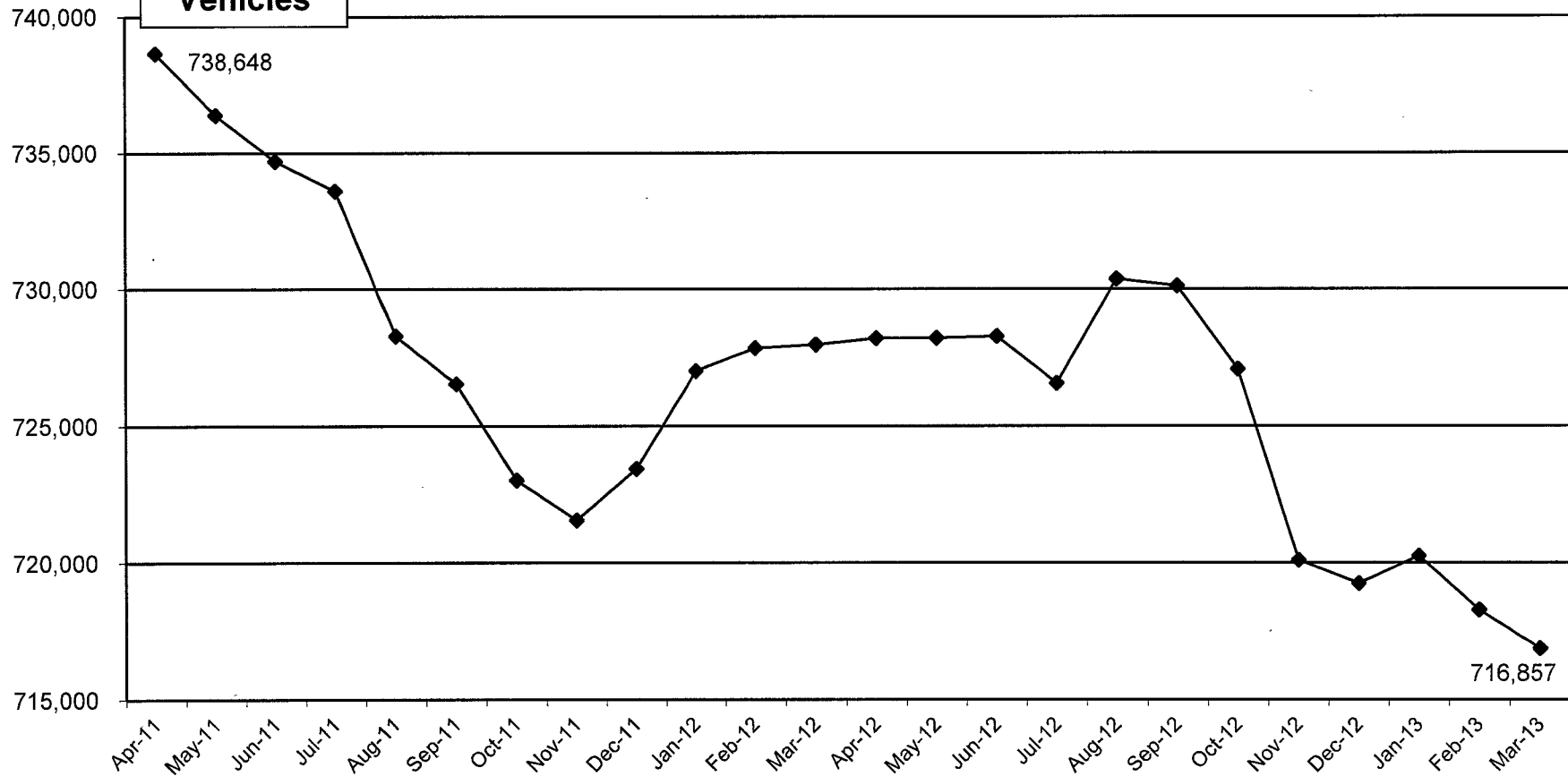
Cash



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

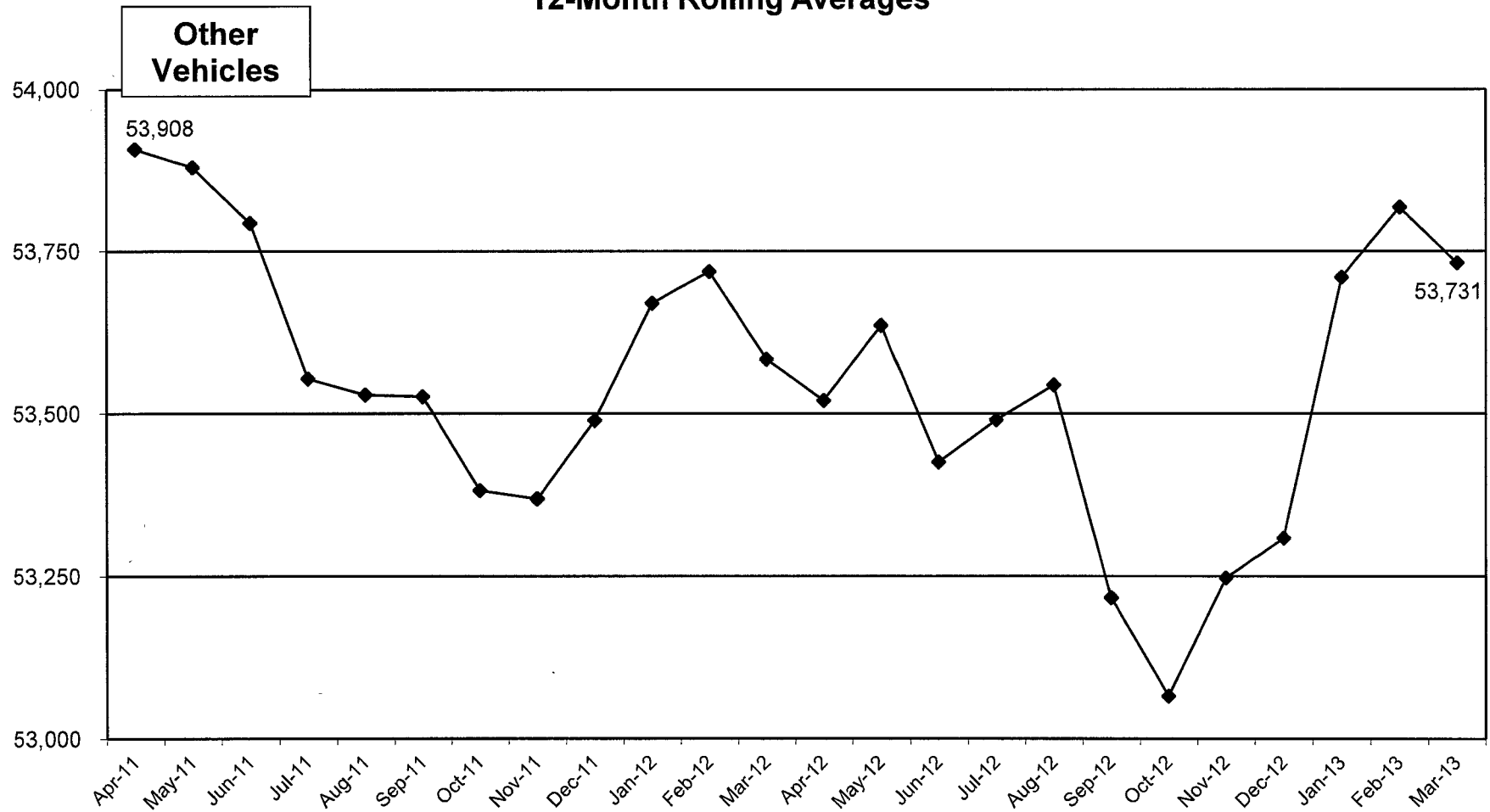
**MTA Bridges and Tunnels
Average Daily Traffic: April 2011 - March 2013
12-Month Rolling Averages**

**Passenger
Vehicles**



Ex. 5

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



Ex. 6

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

Corridor	Toll Media	Mar ⁽¹⁾	3 Months ⁽²⁾ (Jan-Mar)	6 Months ⁽³⁾ (Oct-Mar)	9 Months ⁽⁴⁾ (July-Mar)	12 Months ⁽⁵⁾ (Apr-Mar)
All Facilities	Total Vehicles	-2.3%	-1.1%	-3.4%	-1.9%	-1.4%
	E-ZPass	0.1%	1.2%	-1.7%	0.0%	0.6%
	Cash ⁽⁶⁾	-12.5%	-11.3%	-10.4%	-9.5%	-9.3%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-0.5%	-0.2%	-1.4%	-0.6%	-0.4%
	E-ZPass	2.6%	2.8%	1.2%	2.1%	2.3%
	Cash ⁽⁶⁾	-10.0%	-9.6%	-9.5%	-8.5%	-8.4%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel ⁽⁷⁾	Total Vehicles	-4.7%	-2.9%	-8.1%	-4.7%	-3.3%
	E-ZPass	-2.6%	-0.8%	-6.2%	-2.7%	-1.3%
	Cash ⁽⁶⁾	-16.3%	-14.2%	-17.8%	-14.7%	-13.5%
Verrazano-Narrows Bridge	Total Vehicles	-2.1%	-1.5%	-2.6%	-1.8%	-1.7%
	E-ZPass	-0.9%	-0.1%	-1.4%	-0.4%	-0.2%
	Cash ⁽⁶⁾	-8.3%	-8.4%	-8.3%	-8.1%	-8.2%
Henry Hudson Bridge	Total Vehicles	-6.3%	-5.1%	-6.8%	-4.5%	-3.3%
	E-ZPass	-0.8%	0.3%	-2.5%	-1.1%	-0.2%
	Cash ⁽⁶⁾⁽⁸⁾	-46.2%	-45.3%	-37.6%	-26.9%	-22.9%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	3.1%	9.5%	8.5%	6.2%	5.5%
	E-ZPass	4.1%	9.5%	2.3%	3.6%	4.0%
	Cash ⁽⁶⁾	-1.9%	9.4%	38.4%	17.6%	11.9%

(1) March 2013 vs. March 2012.

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

(3) October 2012 to March 2013 vs. October 2011 to March 2012.

(4) July 2012 to March 2013 vs. July 2011 to March 2012.

(5) April 2012 to March 2013 vs. April 2011 to March 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	Mar ⁽¹⁾	3 Months ⁽²⁾ (Jan-Mar)	6 Months ⁽³⁾ (Oct-Mar)	9 Months ⁽⁴⁾ (July-Mar)	12 Months ⁽⁵⁾ (Apr-Mar)
All Facilities	Total Vehicles	-3.5%	-0.7%	-3.2%	-1.7%	-1.2%
	Passenger	-4.0%	-1.1%	-3.5%	-1.8%	-1.3%
	Other	2.6%	4.5%	1.0%	0.5%	0.2%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-3.7%	-0.2%	-1.4%	-0.6%	-0.3%
	Passenger	-4.1%	-0.4%	-1.6%	-0.6%	-0.3%
	Other	1.0%	2.2%	0.1%	-0.3%	-0.4%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel ⁽⁶⁾	Total Vehicles	-4.0%	-2.5%	-7.3%	-4.2%	-2.9%
	Passenger	-4.1%	-2.5%	-7.2%	-4.1%	-2.8%
	Other	-2.9%	-2.5%	-9.2%	-5.6%	-4.3%
Verrazano-Narrows Bridge	Total Vehicles	-3.8%	-1.0%	-2.6%	-1.7%	-1.5%
	Passenger	-4.5%	-1.6%	-3.1%	-2.0%	-1.7%
	Other	6.6%	8.4%	4.0%	1.7%	0.9%
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%	12.4%	7.9%	6.3%	5.3%
	Passenger	6.4%	9.8%	4.8%	4.4%	3.8%
	Other	38.3%	58.8%	64.8%	44.2%	34.1%

(1) March 2013 vs. March 2012.

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

(3) October 2012 to March 2013 vs. October 2011 to March 2012.

(4) July 2012 to March 2013 vs. July 2011 to March 2012.

(5) April 2012 to March 2013 vs. April 2011 to March 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>
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	20,993,843	\$3.92	45	1.4	1.1	5
Dec-12	23,412,942	\$3.74	43	4.3	0.4	18
Jan-13	22,290,223	\$3.69	36	2.6	1.0	10
Feb-13	19,825,150	\$3.89	34	3.8	13.1	13
Mar-13	23,380,587	\$3.88	41	2.4	6.1	8

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						
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	(2,486,266)	\$0.32	(7)	(1.5)	1.1	(2)
December	(285,053)	\$0.30	(1)	0.4	0.4	9
2013 vs. 2012						
January	513,673	\$0.11	(2)	(0.8)	(1.5)	0
February	(1,454,992)	\$0.12	(8)	2.4	13.1	3
March	(547,058)	(\$0.05)	(10)	1.4	6.1	(1)

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

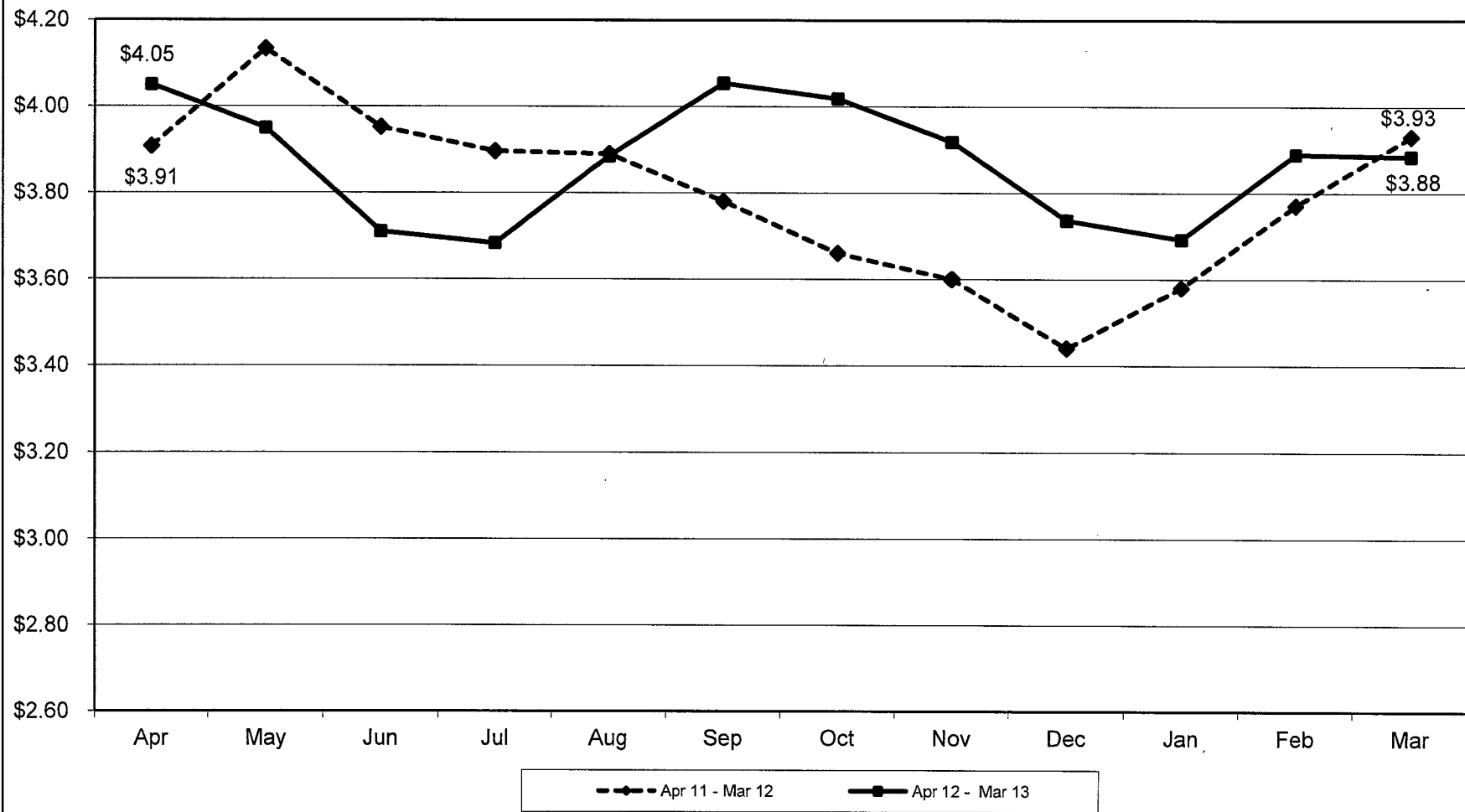
Average Daily Traffic: 12-Month Rolling Averages

<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Cash²</u>	<u>Passenger</u>	<u>Other</u>
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	773,328	625,205	148,123	720,082	53,247
Dec-12	772,550	625,406	147,144	719,241	53,309
Jan-13	773,953	627,602	146,351	720,244	53,709
Feb-13	772,087	627,254	144,833	718,270	53,818
Mar-13	770,588	627,298	143,290	716,857	53,731

1. Numbers may not add due to rounding.

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

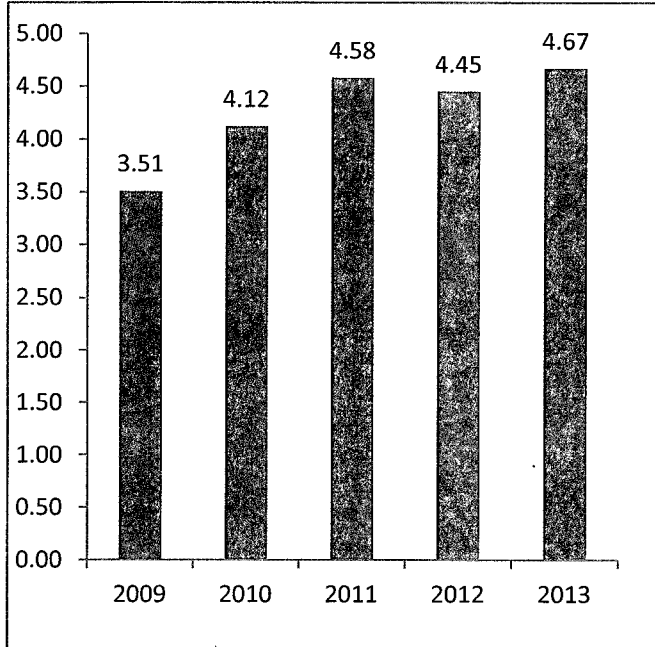
**Supplemental Graph
Gas Prices in the NY-NJ-CT-PA Area
April 2011 - March 2013**



SAFETY REPORT

MTA Bridges & Tunnels

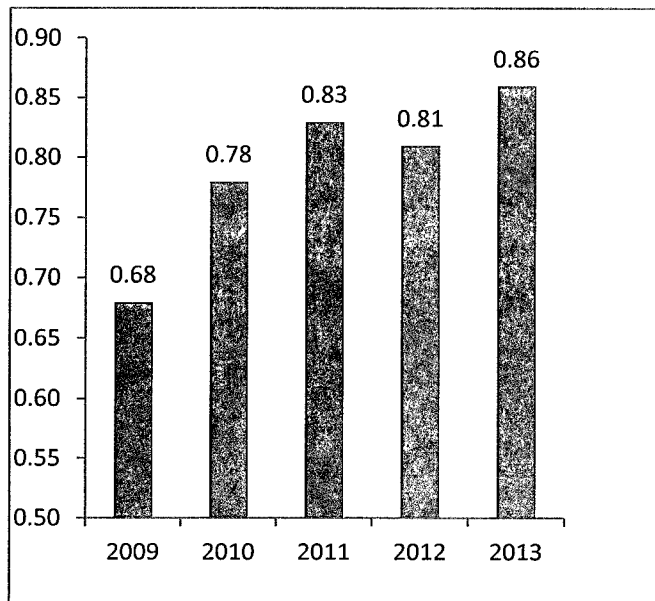
5 Yr Summary of Customer Collisions & Injuries thru March



Total Customer Collisions

Year	Total Collisions	Collision Rate/M Vehicles
2009	239	3.51
2010	275	4.12
2011	299	4.58
2012	302	4.45
2013	309	4.67

% change from last year: 4.9%
5 year Average 4.27



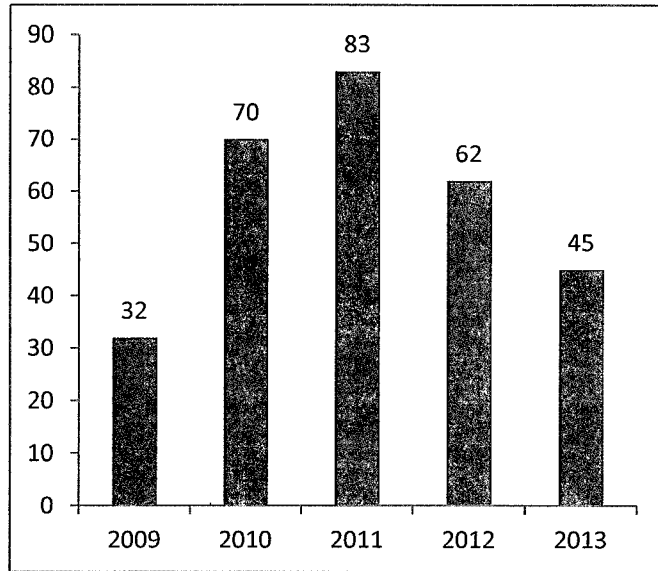
Total Injury Collisions

Year	Injury Collisions	Injury Rate/M Vehicles
2009	46	0.68
2010	52	0.78
2011	54	0.83
2012	55	0.81
2013	57	0.86

% change from last year: 6.2%
5 year Average 0.79

MTA Bridges & Tunnels

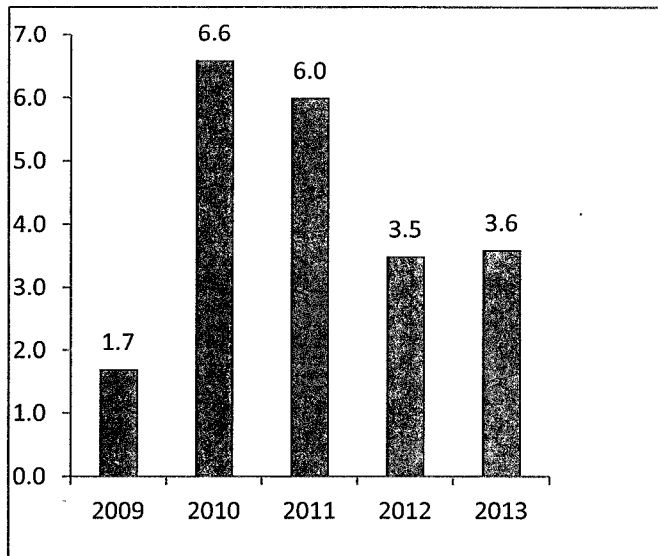
5 Yr Summary of Employee Accident Reports & Injuries thru March



Total Employee Accident Reports (C-2's)

Year	Total
2009	32
2010	70
2011	83
2012	62
2013	45

% change from last year: -27.4%
5 year Average 58



Employee Lost Time Injuries

Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2009	8	1.7
2010	29	6.6
2011	24	6.0
2012	14	3.5
2013	13	3.6

% change from last year: 2.9%
5 year Average 4.28



Bridges and Tunnels

Customer Environment Survey 1st Quarter 2013



**KEY CUSTOMER SERVICE AREAS**

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

SCOPE OF THE OPERATIONS DEPARTMENT

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

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

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

CRITICAL OBJECTIVES

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

EXECUTIVE SUMMARY

The following is a summary of first quarter 2013 results:

Customer Environment

B&T striped 1,800 linear feet of roadway at the Verrazano-Narrows Bridge in the first quarter 2013. B&T repaired 1,764 potholes in the first quarter 2013, 87.3% more than the first quarter of 2012, when favorable weather conditions caused fewer potholes.

Customer Safety

The overall collisions per million vehicles rate was 4.67 in the first quarter 2013, 4.8% higher than the first quarter 2012, though performance is better than the year-end goal of 5.21. The collision with injury rate per million vehicles in the first quarter 2013 was 0.86, up slightly from 0.81 in the same period of 2012.

Customer Service

B&T met its E-ZPass toll lane availability goal in the first quarter 2013.



PERFORMANCE REPORT

✓ Enhance the customer environment of bridge and tunnel facilities.

Maintenance Work Orders

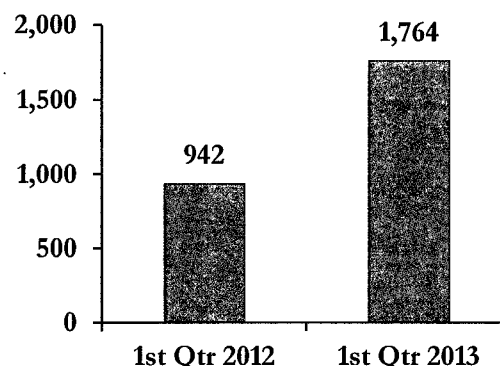
A completed maintenance work order indicates the completion of a maintenance task that is either scheduled or requested. An emergency work order relates to high priority conditions that directly impact customers. During the first quarter 2013, B&T completed 3,982 work orders, 7 of which were for emergencies. The average time to complete emergency work orders was 0.5 days during this period.

Tunnel Cleaning

In the first quarter 2013, B&T tunnel cleaning was suspended due to continued Superstorm Sandy recovery efforts.

Roadway Striping

Roadway striping enhances the ability of customers to safely and efficiently cross B&T facilities. B&T striped 1,800 linear feet of roadway at the Verrazano-Narrows Bridge in the first quarter of 2013. Due to adverse weather conditions in the first quarter, a majority of the striping work is scheduled to be completed during the second and third quarters.

Pothole Repairs**1st Quarter 2012 vs. 1st Quarter 2013****Potholes Repaired**

B&T repaired 1,764 potholes during the first quarter 2013, 87.3% more than the first quarter of 2012 when favorable weather conditions caused fewer potholes.

Roadway Sweeping

B&T swept 2,347 miles of roadway in the first quarter of 2013, down from last year due to the adverse weather causing fewer suitable work days to be available. Nonetheless, B&T is on pace to reach its year-end goal of 12,500 miles swept.

Performance Statistics	ACTUAL							GOAL
	Year End				1st Qtr	1st Qtr	% Chg	YE
	2009	2010	2011	2012	2012	2013	B/(W)	2013
Completed Maintenance Work Orders (All)	20,260	16,757	15,476	13,247	3,996	3,982	(0.4%)	N/A
Maintenance Work Orders (Emergency)	34	36	36	30	8	7	(12.5%)	N/A
Avg. days to completion for emergency work order	0.4	0.3	0.4	0.4	0.6	0.5	16.7%	1
Potholes repaired	8,353	6,361	8,323	3,254	942	1,764	87.3%	N/A
Roadway sweeping (miles)	29,166	12,480	11,795	15,104	3,370	2,347	(30.4%)	12,500
Roadway lights in service (%)	95.9%	95.2%	97.2%	89.7%	97.6%	80.3%	(17.8%)	95.0%
Tunnel cleaning - walls and ceilings (linear ft.)*	3,408,927	3,682,328	3,577,420	2,493,042	473,115	0	(100.0%)	1,015,256

Roadway Striping Performance	ACTUAL							GOAL
	Year End				1st Qtr	1st Qtr	% Chg	YE
	2009	2010	2011	2012	2012	2013	B/(W)	2013
Roadway striping replaced (linear ft.)	359,454	213,044	314,369	303,098	117,476	1,800	(98.5%)	N/A
Roadway striping replacement plan (linear ft.)	200,000	200,000	100,000	250,000	100,000	0	(100.0%)	106,000
% Completed versus plan	179.7%	106.5%	314.4%	121.2%	117.5%	N/A	N/A	N/A

*Due to Superstorm Sandy, routine tunnel cleaning was suspended during the 4th quarter 2012 and 1st quarter 2013.



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

Travel Time

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

Percentage of Vehicles Traveling Above 30 Miles per Hour During Weekday Peak Periods			
	1st Qtr 2012	1st Qtr 2013	YE 2012
<u>Bridges</u>			
Henry Hudson Bridge	95.5%	99.3%	95.0%
Throgs Neck Bridge	98.6%	97.2%	97.2%
Bronx-Whitestone Bridge	97.8%	97.4%	96.3%
Robert F. Kennedy Bridge	90.0%	79.7%	84.9%
Verrazano-Narrows Bridge	92.4%	90.2%	91.8%
Marine Parkway Bridge	98.9%	100.0%	99.2%
Cross Bay Bridge	100.0%	99.6%	99.9%
<i>All Bridges Combined</i>	<i>94.4%</i>	<i>91.4%</i>	<i>92.5%</i>
Percentage of Vehicles Traveling Above 25 Miles per Hour During Weekday Peak Periods			
	1st Qtr 2012	1st Qtr 2013	YE 2012
<u>Tunnels</u>			
Queens Midtown Tunnel	66.3%	67.1%	56.1%
Hugh L. Carey Tunnel	92.5%	97.5%	90.6%
<i>All Tunnels Combined</i>	<i>76.0%</i>	<i>78.5%</i>	<i>68.7%</i>

First Quarter 2013 Highlights

During the first quarter 2013, 91.4% of vehicle crossings at bridges during weekday peak periods traveled above 30 mph Authority-wide versus 94.4% in the first quarter 2012. Travel times were partially impacted at facilities, due to inclement weather conditions in the first quarter 2013 where there were 20.2 inches of snow and 8.8 inches of rain compared to 3.4 inches of snow and 5.3 inches of rain in the first quarter 2012. Travel time at the Robert F. Kennedy Bridge was further impacted by seven off-property delays on the southbound FDR Drive and the Grand Central Parkway and five temporary roadway closures to handle disabled vehicles and debris removal during the first quarter 2013. The travel time improvement at the Henry Hudson Bridge was attributable to the implementation of All Electronic Tolling (AET) at the facility in November 2012.



Bridges and Tunnels

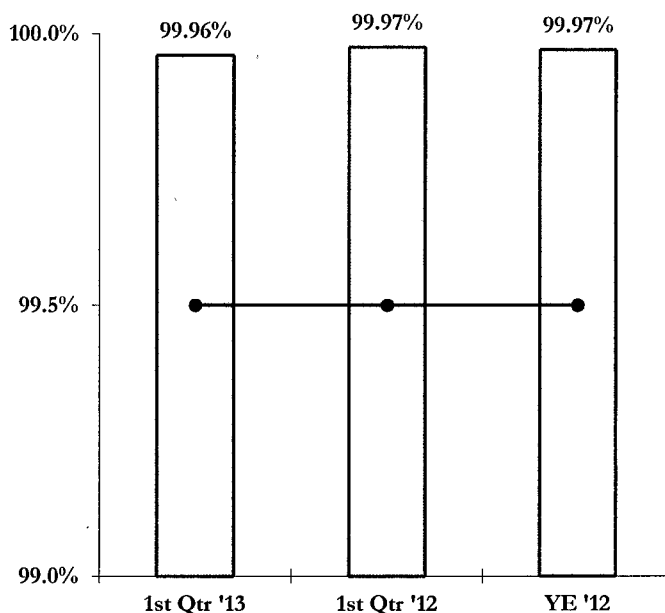
CUSTOMER ENVIRONMENT SURVEY

E-ZPass Toll Lane Availability

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

The following chart shows first quarter 2013 performance against first quarter 2012 and year-end 2012 performance. Performance in this area has been consistently strong and goals were met in each of the periods.

E-ZPass Toll Lane Availability Performance



Performance Statistics	ACTUAL							GOAL
	Year End				1st Qtr	1st Qtr	% Chg	YE
	2009	2010	2011	2012	2012	2013	B/(W)	2013
E-ZPass toll lane availability	99.90%	99.89%	99.94%	99.97%	99.97%	99.97%	0.00%	99.50%

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

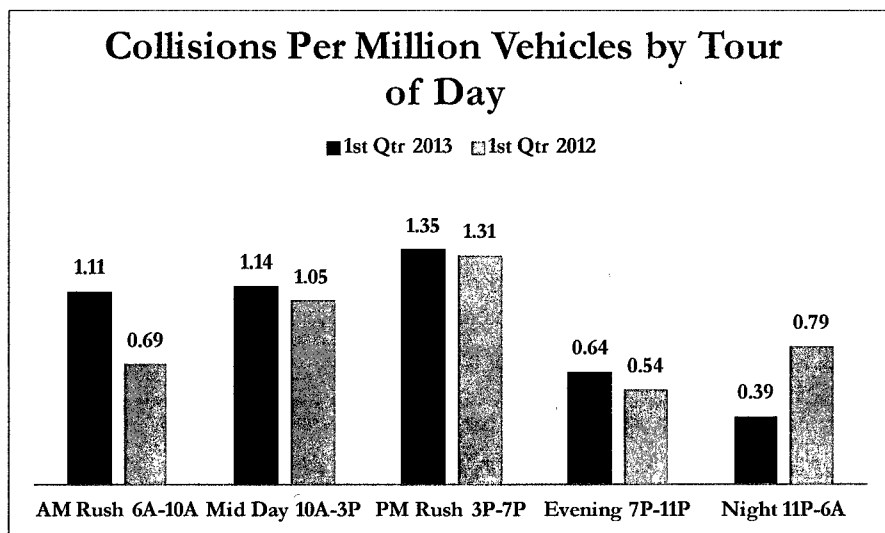
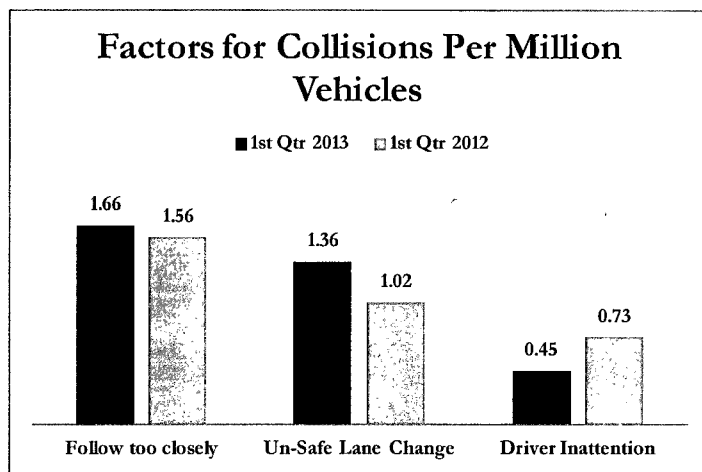
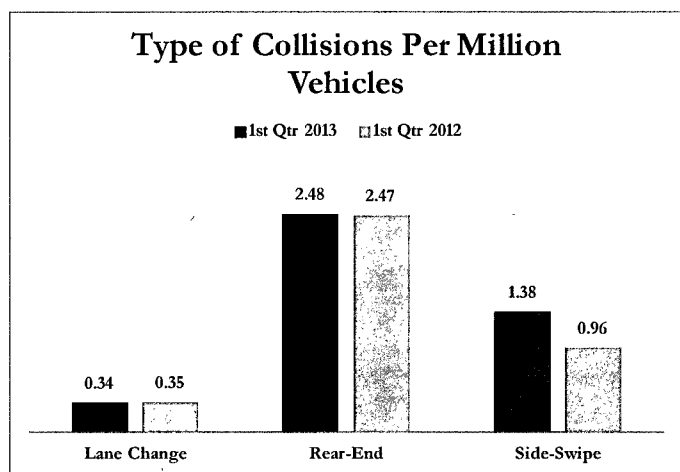


- ✓ Ensure the safety of customers traveling over bridges and tunnels.

Customer Safety

In the first quarter 2013, the collision rate per million vehicles was 4.67 and the collision with injury rate per million vehicles was 0.86. There were seven more collisions in the first quarter 2013 than the first quarter 2012. Over half of the collisions on B&T facilities during the first quarter 2013 were rear-end collisions, with following too closely being the lead cause.

The following charts below compare first quarter 2013 and 2012 by collision type, factor, and tour.




Customer Safety continued

Performance Statistics	ACTUALS							GOAL
	Year End				1st Qtr	1st Qtr	% Chg	YE
	2009	2010	2011	2012	2012	2013	B/(W)	2013
Collision rate per million vehicles	4.88	5.40	5.49	5.22	4.45	4.67	(4.9%)	5.21
Collision with injury rate per million vehicles	0.96	0.90	0.88	0.90	0.81	0.86	(6.2%)	0.84
Speeding summonses	5,471	5,194	5,811	5,933	1,798	939	(47.8%)	N/A
Truck summonses	4,012	2,601	2,213	2,575	660	761	15.3%	N/A
Emergency wrecker response time (min:sec)	6:53	6:45	7:02	6:34	6:32	6:38	(1.5%)	N/A

B&T promotes customer safety by improving lane delineation, line striping, and signage. In the first quarter 2013, B&T implemented the following safety improvement measures:

- Facility management at the Robert F. Kennedy Bridge worked with the Engineering & Construction Department to develop a new safety plan for the deck joint repair project.
- Maintainers at the Verrazano-Narrows Bridge degreased toll lanes and completed a steel fabrication survey for upper level deck replacement, both of which maintain safety for customers.
- Maintenance crews at the Hugh L. Carey Tunnel replaced over 200 lane delineators.

**INDICATOR DEFINITIONS**

CUSTOMER ENVIRONMENT

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



INDICATOR DEFINITIONS - (CONTINUED)

CUSTOMER SERVICE

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

**INDICATOR DEFINITIONS - (CONTINUED)**

CUSTOMER SAFETY

Indicator Name: Collision rate per million vehicles
Description: The rate of vehicular collisions for every one million vehicles
Source: Operations and Traffic Engineering database of accident reports
Traffic data is supplied by the Revenue Management Department. Rates are calculated by Operations personnel using source data

Indicator Name: Collision with injury rate per million vehicles
Description: The rate of vehicular collisions on B&T property where an injury occurred for every one million vehicles. Total injuries include injuries where customers indicate that they are injured at the scene.
Source: Operations and Traffic Engineering database of accident reports
Traffic data is supplied by the Revenue Management Department. Rates are derived by Operations personnel using source data

Indicator Name: Speeding summonses
Description: The number of speed enforcement and speeding in construction zone enforcement summonses written at facilities
Source: Facility database

Indicator Name: Truck summonses
Description: The number of truck enforcement summonses written at facilities including CFR and overweight violations
Source: Facility database

Indicator Name: Emergency wrecker response time
Description: The average time recorded from the time a call is reported to the time a wrecker arrives on the scene. This includes wrecker responses to collisions, disabled vehicles, and debris in roadway.
Source: Facility database

Indicator Name: Collisions by Type
Description: The percentage of collisions associated with each type of accident
Source: CARS database

Indicator Name: Collisions by Tour
Description: The percentage of collisions that occurred within each of the five tour periods of a day
Source: CARS database

Indicator Name: Collisions by Factor
Description: The percentage of collisions attributed to each of the causal factors
Source: CARS database



Bridges and Tunnels

E-ZPass Performance Report March 2013



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

E-ZPass Performance at All B&T Facilities¹			
	March 2013	Year to Date	March 2012
Total E-ZPass Traffic ²	19,446,100	54,387,736	19,429,976
E-ZPass Market Share: Total	83.2%	83.0%	81.2%
Cars	82.5%	82.4%	80.5%
Trucks	91.6%	91.6%	91.1%

Weekday E-ZPass Performance by Facility^{1,2}			
Facility	March Average E-ZPass Weekday Traffic and Market Share		
	2013 Average Traffic	2013 Market Share	2012 Market Share
Bronx-Whitestone Bridge	85,253	79.6%	76.5%
Cross Bay Veterans Memorial Bridge	18,424	84.1%	82.1%
Henry Hudson Bridge	55,028	93.9%	88.9%
Hugh L. Carey Tunnel ³	42,026	89.9%	87.9%
Marine Parkway-Gil Hodges Memorial Bridge	18,558	86.2%	86.6%
Queens Midtown Tunnel	72,288	89.2%	87.1%
Robert F. Kennedy Bridge - Bronx Plaza	56,269	76.2%	73.3%
Robert F. Kennedy Bridge - Manhattan Plaza	71,693	85.4%	83.3%
Throgs Neck Bridge	88,109	84.1%	82.5%
Verrazano-Narrows Bridge	<u>153,570</u>	<u>86.2%</u>	<u>85.1%</u>
All Facilities	661,218	85.0%	82.9%

Notes:

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

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

Weekday Peak Hour E-ZPass Performance by Facility⁴				
Facility	March E-ZPass Market Share			
	2013 AM Peak	2012 AM Peak	2013 PM Peak	2012 PM Peak
Bronx-Whitestone Bridge	84.9%	82.9%	80.7%	78.2%
Cross Bay Veterans Memorial Bridge	88.2%	86.9%	83.8%	83.6%
Henry Hudson Bridge	95.5%	91.5%	94.5%	89.8%
Hugh L. Carey Tunnel ³	92.6%	91.0%	90.3%	88.7%
Marine Parkway-Gil Hodges Memorial Bridge	88.3%	90.3%	85.2%	86.5%
Queens Midtown Tunnel	91.2%	89.1%	89.9%	87.9%
Robert F. Kennedy Bridge - Bronx Plaza	82.4%	79.8%	77.1%	75.2%
Robert F. Kennedy Bridge - Manhattan Plaza	88.3%	86.7%	86.3%	84.9%
Throgs Neck Bridge	89.0%	87.8%	84.5%	83.4%
Verrazano-Narrows Bridge ⁵	N/A	N/A	89.2%	88.4%
All Facilities	88.6%	86.8%	86.2%	84.5%

Weekend E-ZPass Performance by Facility¹			
Facility	March Average E-ZPass Weekend Traffic and Market Share		
	2013 Avg. Traffic	2013 Market Share	2012 Market Share
Bronx-Whitestone Bridge	77,109	72.9%	69.4%
Cross Bay Veterans Memorial Bridge	14,052	80.2%	77.6%
Henry Hudson Bridge	47,600	91.2%	85.1%
Hugh L. Carey Tunnel ³	30,015	85.7%	83.4%
Marine Parkway-Gil Hodges Memorial Bridge	14,022	83.8%	83.0%
Queens Midtown Tunnel	56,376	84.6%	82.1%
Robert F. Kennedy Bridge - Bronx Plaza	47,131	68.1%	63.8%
Robert F. Kennedy Bridge - Manhattan Plaza	58,437	79.9%	77.4%
Throgs Neck Bridge	78,435	77.9%	76.1%
Verrazano-Narrows Bridge	<u>136,133</u>	80.3%	78.2%
All Facilities	559,310	79.2%	76.4%

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
March 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	March 2013 Total B&T E-ZPass Transactions	March 2013 Percentage of B&T Total Transactions	March 2012 Percentage of B&T Total Transactions
New York State Thruway Authority ⁷	1,654,775	8.01%	7.61%
New Jersey Toll Agencies ^{8a}	1,148,235	5.56%	5.49%
Port Authority of NY and NJ	1,142,415	5.53%	5.55%
Massachusetts Turnpike Authority ⁹	116,259	0.56%	0.49%
Pennsylvania Turnpike Commission	71,850	0.35%	0.31%
Maryland Transportation Authority	31,332	0.15%	0.13%
Virginia Department of Transportation ¹⁰	18,288	0.09%	0.08%
Delaware River Joint Toll Bridge Commission	11,219	0.05%	0.05%
New Hampshire Department of Transportation	11,776	0.06%	0.06%
Delaware Department of Transportation	10,342	0.05%	0.05%
Other ¹¹	<u>37,226</u>	<u>0.18%</u>	<u>0.15%</u>
Total	4,253,717	20.59%	19.97%

Other Agency B&T E-ZPass Transactions			
Agency Used By B&T Customers	March 2013	YTD 2013	March 2012
New York State Thruway Authority ⁷	2,304,728	6,426,003	2,174,930
New Jersey Toll Agencies ^{8a, 8b}	4,706,449	12,697,007	2,282,625
Port Authority of NY and NJ	2,703,239	8,303,216	2,988,122
New York State Bridge Authority	212,001	597,278	207,015
Massachusetts Turnpike Authority ⁹	463,250	1,192,174	401,156
Pennsylvania Turnpike Commission	224,734	606,508	204,081
Maryland Transportation Authority	236,534	625,122	202,700
Virginia Department of Transportation ¹⁰	121,442	315,132	95,936
Delaware River Joint Toll Bridge Commission	195,171	535,961	174,661
New Hampshire Department of Transportation	74,613	211,330	66,307
Delaware Department of Transportation	209,406	541,646	168,151
Other ¹¹	<u>256,106</u>	<u>693,707</u>	<u>222,865</u>
Total	11,707,673	32,745,084	9,188,549

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.
- 8a. 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.
- 8b. In 2012, some March transactions weren't reported until April due to a switchover of back-office systems.
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
March 2013
Preliminary data subject to final audit

E-ZPass Customer Service Statistics

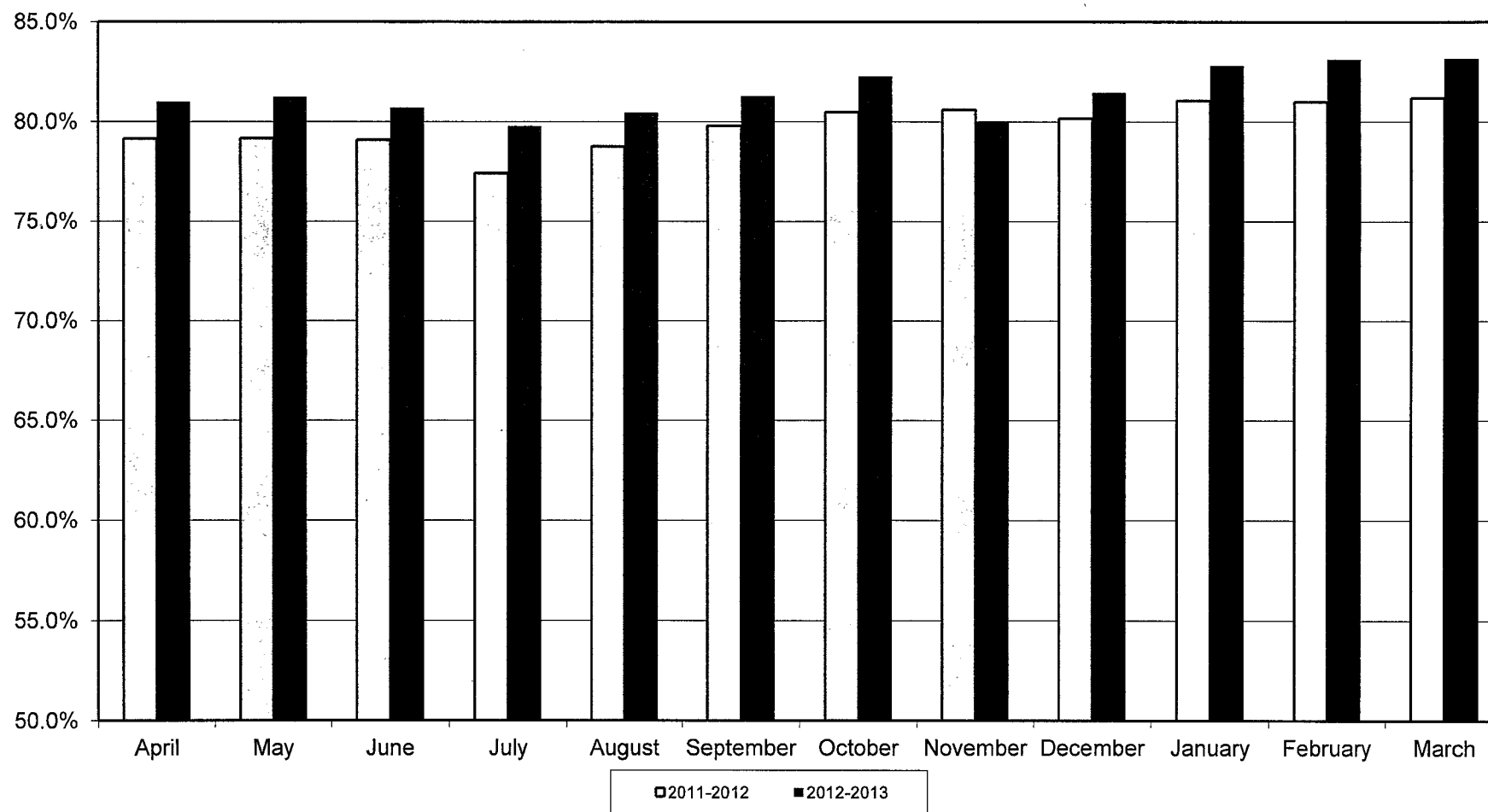
MTA Bridges and Tunnels Customers				
	March 2013	YTD 2013	YTD 2012	
Accounts Opened:				
Internet	7,330	16,126	15,405	
Walk-In	2,315	5,293	6,084	
Mail/Phone	1,004	2,716	3,939	
On-The-Go	<u>9,163</u>	<u>20,695</u>	<u>14,362</u>	
Total Accounts Opened	19,812	44,830	39,790	
Total Active Accounts		2,483,031	2,230,370	
Number of E-ZPass Tags Issued ¹²	46,758	109,937	91,733	
Total Active Tags ¹³		4,018,688	3,672,177	
Total Reload Cards Distributed ¹⁴	4,421	47,892	N/A	
Reload Card % of Cash Replenishments ¹⁴	11.7%	11.1%	N/A	

Customer Service Indicators				
	March 2013	YTD 2013	YTD 2012	
Phone Calls Answered by Customer Service Center:				
Customer Service Representatives	225,571	632,553	646,455	
Automated System	<u>341,709</u>	<u>945,963</u>	<u>950,673</u>	
Total Phone Calls Answered	567,280	1,578,516	1,597,128	
Average Phone Call Waiting Time (in min.):				
Customer Service Representatives	0.12	0.14	0.21	
Commercial Unit	0.26	0.30	0.27	
Avg. Monthly B&T E-ZPass Trips Per Account	6.19	6.42	6.43	
Average Number of Active Tags Per Account	1.62	1.63	1.66	

E-ZPass Tag Replacement Program				
	March 2013	YTD 2013	2011-2013	
Number of Replacement Tags Mailed	27,253	79,114	1,229,426	
Number of Tags Returned ¹⁵	21,460	65,274	1,186,842	
Number of Tags Pending Return	N/A	N/A	42,584	

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 March 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
April 2011 to March 2013**





Bridges and Tunnels

Financial Report March 2013

MTA BRIDGES & TUNNELS**BALANCE SHEET****As of MARCH 31, 2013**

(in thousands)

ASSETS**CURRENT ASSETS:**

Cash-Unrestricted	\$26,017
Investments:	
Unrestricted	60,652
Restricted	280,374
Accrued interest receivable	672
Accounts receivable	156,323
Tolls due from other agencies	27,771
Prepaid expenses	9,446
	<hr/>
Total current assets	561,255

NONCURRENT ASSETS:

Investments:	
Unrestricted	2,267
Restricted	332,130
Facilities, less acc. dep of \$1,143,812	3,932,956
Capital lease 2 Broadway net acc. dep.	44,781
Deferred financing costs	372,266
Derivative Hedge Assets	199,353
Security Deposits	4,740
	<hr/>
Total noncurrent assets	4,888,493

TOTAL ASSETS**\$5,449,748**

MTA BRIDGES & TUNNELS**BALANCE SHEET****As of MARCH 31, 2013**

(in thousands)

LIABILITIES**CURRENT LIABILITIES:**

Current portion-long term debt	\$160,205
Interest Payable	116,267
Accounts Payable	55,437
Payable to MTA-CAP	23,934
Due to MTA-Operating Expenses	2,030
Due to TA-Operating and Finance Expenses	30,386
Accrued salaries	30,672
Accrued Vac & Sick Benefits	16,131
Current portion of estimated liability arising from injury	9,474
Current portion of capital lease obligation	6,276
Pollution remediation projects	1,837
Due to New York City Transit Authority	23,571
Due to Metropolitan Transportation Authority	35,529
Unredeemed Tolls	132,522
Tolls due to other agencies	41,174
E-ZPass Airport Toll Liability	<u>6,872</u>
Total current liabilities	<u>692,317</u>

NONCURRENT LIABILITIES:

Long term debt	8,650,379
Post Employment Benefits Other than Pensions	394,918
Estimated liability arising from injury	18,357
Capital lease obligations	131,356
Derivative Hedge Liabilities	200,859
Security deposits-Contra	<u>4,740</u>
Total noncurrent liabilities	<u>9,400,609</u>

TOTAL LIABILITIES 10,092,926**FUND BALANCES** (4,643,178) ***TOTAL LIABILITIES & FUND BALANCES** \$5,449,748

*The negative Fund Balance of \$4,643,178 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
March 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	133.618	136.631	3.013	2.3	0.000	0.000	0.000	-	133.618	136.631	3.013	2.3
Other Operating Revenue	1.237	4.618	3.381	*	0.000	0.000	0.000	-	1.237	4.618	3.381	*
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.220	0.904	(0.316)	(25.9)	1.220	0.904	(0.316)	(25.9)
Investment Income	0.009	0.012	0.003	33.3	0.000	0.000	0.000	-	0.009	0.012	0.003	33.3
Total Revenue	\$134.864	\$141.261	\$6.397	4.7	\$1.220	\$0.904	(\$0.316)	(25.9)	\$136.084	\$142.165	\$6.081	4.5
Expenses												
Labor:												
Payroll	\$10.143	\$9.699	\$0.444	4.4	\$0.474	\$0.395	\$0.079	16.7	\$10.617	\$10.094	\$0.523	4.9
Overtime	1.801	1.863	(0.062)	(3.4)	0.033	0.000	0.033	100.0	1.834	1.863	(0.029)	(1.6)
Health and Welfare	2.303	2.158	0.145	6.3	0.100	0.081	0.019	19.0	2.403	2.239	0.164	6.8
OPEB Current Payment	1.362	1.253	0.109	8.0	0.000	0.000	0.000	-	1.362	1.253	0.109	8.0
Pensions	2.681	2.698	(0.017)	(0.6)	0.120	0.103	0.017	14.2	2.801	2.801	0.000	0.0
Other Fringe Benefits	1.967	1.793	0.174	8.8	0.059	0.052	0.007	11.9	2.026	1.845	0.181	8.9
Reimbursable Overhead	(0.434)	(0.273)	(0.161)	(37.1)	0.434	0.273	0.161	37.1	0.000	0.000	0.000	-
Total Labor Expenses	\$19.823	\$19.191	\$0.632	3.2	\$1.220	\$0.904	\$0.316	25.9	\$21.043	\$20.095	\$0.948	4.5
Non-Labor:												
Electric Power	\$0.458	\$0.919	(\$0.461)	*	\$0.000	\$0.000	\$0.000	-	\$0.458	\$0.919	(\$0.461)	*
Fuel	0.319	0.657	(0.338)	*	0.000	0.000	0.000	-	0.319	0.657	(0.338)	*
Insurance	0.520	0.501	0.019	3.7	0.000	0.000	0.000	-	0.520	0.501	0.019	3.7
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	9.919	12.162	(2.243)	(22.6)	0.000	0.000	0.000	-	9.919	12.162	(2.243)	(22.6)
Professional Service Contracts	2.253	2.032	0.221	9.8	0.000	0.000	0.000	-	2.253	2.032	0.221	9.8
Materials & Supplies	0.357	0.504	(0.147)	(41.2)	0.000	0.000	0.000	-	0.357	0.504	(0.147)	(41.2)
Other Business Expenses	2.245	1.752	0.493	22.0	0.000	0.000	0.000	-	2.245	1.752	0.493	22.0
Total Non-Labor Expenses	\$16.071	\$18.527	(\$2.456)	(15.3)	\$0.000	\$0.000	\$0.000	-	\$16.071	\$18.527	(\$2.456)	(15.3)
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.	\$35.894	\$37.718	(\$1.824)	(5.1)	\$1.220	\$0.904	\$0.316	25.9	\$37.114	\$38.622	(\$1.508)	(4.1)
Depreciation	\$7.869	\$7.792	\$0.077	1.0	\$0.000	\$0.000	\$0.000	-	\$7.869	\$7.792	\$0.077	1.0
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.	\$50.151	\$51.898	(\$1.747)	(3.5)	\$1.220	\$0.904	\$0.316	25.9	\$51.371	\$52.802	(\$1.431)	(2.8)
Less: Depreciation	\$7.869	\$7.792	\$0.077	1.0	\$0.000	\$0.000	\$0.000	-	\$7.869	\$7.792	\$0.077	1.0
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	\$35.894	\$37.718	(\$1.824)	(5.1)	\$1.220	\$0.904	\$0.316	25.9	\$37.114	\$38.622	(\$1.508)	(4.1)
Net Surplus/(Deficit)	\$98.970	\$103.543	\$4.573	4.6	\$0.000	\$0.000	\$0.000	-	\$98.970	\$103.543	\$4.573	4.6

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March 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)									\$98.970	\$103.543	\$4.573	4.6
Less: Capitalized Assets									1.884	0.049	1.835	97.4
Reserves									2.118	2.118	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$94.968	\$101.376	\$6.408	6.7
Less: Debt Service									50.896	48.852	2.044	4.0
Income Available for Distribution									\$44.072	\$52.524	\$8.452	19.2
Distributable To:												
MTA - Investment Income									0.009	0.012	0.003	33.3
MTA - Distributable Income									26.870	31.215	4.345	16.2
NYCTR - Distributable Income									17.193	21.297	4.104	23.9
Total Distributable Income									\$44.072	\$52.524	\$8.452	19.2
Support to Mass Transit:												
Total Revenues									136.084	142.165	6.081	4.5
Less: Total Operating Expenses									<u>37.114</u>	<u>38.622</u>	<u>(1.508)</u>	(4.1)
Net Operating Income/(Deficit)									\$98.970	\$103.543	\$4.573	4.6
Deductions from Net Operating Income:												
Capitalized Assets									1.884	0.049	1.835	97.4
Reserves									2.118	2.118	0.000	0.0
B&T Debt Service									19.258	16.586	2.672	13.9
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$23.260	\$18.753	\$4.507	19.4
Total Support to Mass Transit									\$75.710	\$84.790	\$9.080	12.0

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March 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	350.685	357.298	6.613	1.9	0.000	0.000	0.000	-	350.685	357.298	6.613	1.9
Other Operating Revenue	3.461	6.907	3.446	99.6	0.000	0.000	0.000	-	3.461	6.907	3.446	99.6
Capital & Other Reimbursements	0.000	0.002	0.002	-	3.567	3.286	(0.281)	(7.9)	3.567	3.288	(0.279)	(7.8)
Investment Income	0.027	0.030	0.003	11.1	0.000	0.000	0.000	-	0.027	0.030	0.003	11.1
Total Revenue	\$354.173	\$364.237	\$10.064	2.8	\$3.567	\$3.286	(\$0.281)	(7.9)	\$357.740	\$367.523	\$9.783	2.7
Expenses												
Labor:												
Payroll	\$29.624	\$27.633	\$1.991	6.7	\$1.372	\$1.474	(\$0.102)	(7.4)	\$30.996	\$29.107	\$1.889	6.1
Overtime	5.973	5.066	0.907	15.2	0.100	0.000	0.100	100.0	6.073	5.066	1.007	16.6
Health and Welfare	6.886	6.447	0.439	6.4	0.321	0.306	0.015	4.7	7.207	6.753	0.454	6.3
OPEB Current Payment	4.087	3.740	0.347	8.5	0.000	0.000	0.000	-	4.087	3.740	0.347	8.5
Pensions	8.063	8.024	0.039	0.5	0.341	0.380	(0.039)	(11.4)	8.404	8.404	0.000	0.0
Other Fringe Benefits	5.034	4.346	0.688	13.7	0.172	0.194	(0.022)	(12.8)	5.206	4.540	0.666	12.8
Reimbursable Overhead	(1.261)	(0.932)	(0.329)	(26.1)	1.261	0.932	0.329	26.1	0.000	0.000	0.000	-
Total Labor Expenses	\$58.406	\$54.324	\$4.082	7.0	\$3.567	\$3.286	\$0.281	7.9	\$61.973	\$57.610	\$4.363	7.0
Non-Labor:												
Electric Power	\$1.605	\$2.033	(\$0.428)	(26.7)	\$0.000	\$0.000	\$0.000	-	\$1.605	\$2.033	(\$0.428)	(26.7)
Fuel	0.947	0.914	0.033	3.5	0.000	0.000	0.000	-	0.947	0.914	0.033	3.5
Insurance	1.561	1.526	0.035	2.2	0.000	0.000	0.000	-	1.561	1.526	0.035	2.2
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	20.511	22.149	(1.638)	(8.0)	0.000	0.000	0.000	-	20.511	22.149	(1.638)	(8.0)
Professional Service Contracts	5.913	4.594	1.319	22.3	0.000	0.000	0.000	-	5.913	4.594	1.319	22.3
Materials & Supplies	1.037	1.065	(0.028)	(2.7)	0.000	0.000	0.000	-	1.037	1.065	(0.028)	(2.7)
Other Business Expenses	5.790	5.037	0.753	13.0	0.000	0.000	0.000	-	5.790	5.037	0.753	13.0
Total Non-Labor Expenses	\$37.364	\$37.318	\$0.046	0.1	\$0.000	\$0.000	\$0.000	-	\$37.364	\$37.318	\$0.046	0.1
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.	\$95.770	\$91.642	\$4.128	4.3	\$3.567	\$3.286	\$0.281	7.9	\$99.337	\$94.928	\$4.409	4.4
Depreciation	\$23.607	\$23.057	\$0.550	2.3	\$0.000	\$0.000	\$0.000	-	\$23.607	\$23.057	\$0.550	2.3
OPEB Obligation	19.163	19.163	0.000	0.0	0.000	0.000	0.000	-	19.163	19.163	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.	\$138.540	\$133.862	\$4.678	3.4	\$3.567	\$3.286	\$0.281	7.9	\$142.107	\$137.148	\$4.959	3.5
Less: Depreciation	\$23.607	\$23.057	\$0.550	2.3	\$0.000	\$0.000	\$0.000	-	\$23.607	\$23.057	\$0.550	2.3
Less: OPEB Obligation	19.163	19.163	0.000	0.0	0.000	0.000	0.000	-	19.163	19.163	0.000	0.0
Total Expenses	\$95.770	\$91.642	\$4.128	4.3	\$3.567	\$3.286	\$0.281	7.9	\$99.337	\$94.928	\$4.409	4.4
Net Surplus/(Deficit)	\$258.403	\$272.595	\$14.192	5.5	\$0.000	\$0.000	\$0.000	-	\$258.403	\$272.595	\$14.192	5.5

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March Year-To-Date
(\$ 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)									\$258.403	\$272.595	\$14.192	5.5
Less: Capitalized Assets									3.393	0.465	\$2.928	86.3
Reserves									6.354	6.354	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$248.656	\$265.776	\$17.120	6.9
Less: Debt Service									152.687	147.664	5.023	3.3
Income Available for Distribution									\$95.969	\$118.112	\$22.143	23.1
Distributable To:												
MTA - Investment Income									0.027	0.030	0.003	11.1
MTA - Distributable Income									62.487	74.058	11.571	18.5
NYCTR - Distributable Income									33.455	44.024	10.569	31.6
Total Distributable Income									\$95.969	\$118.112	\$22.143	23.1
Support to Mass Transit:												
Total Revenues									357.740	367.523	9.783	2.7
Less: Total Operating Expenses									<u>99.337</u>	<u>94.928</u>	<u>4.409</u>	4.4
Net Operating Income/(Deficit)									\$258.403	\$272.595	\$14.192	5.5
Deductions from Net Operating Income:												
Capitalized Assets									3.393	0.465	2.928	86.3
Reserves									6.354	6.354	0.000	0.0
B&T Debt Service									57.775	49.873	7.902	13.7
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$67.522	\$56.692	\$10.830	16.0
Total Support to Mass Transit									\$190.881	\$215.903	\$25.022	13.1

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		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Total						
Vehicle Toll Revenue	3.013	2.3%	Higher toll revenue primarily due to 2.1% higher traffic as compared to the monthly adopted budget allocation.	6.613	1.9%	Higher toll revenue primarily due to 1.6% higher traffic as compared to the YTD adopted budget allocation.
Other Operating Revenue	3.381	273.3%	Higher Other Operating Revenue primarily due to FEMA reimbursement (\$3.146M).	3.446	99.6%	Higher Other Operating Revenue primarily due to FEMA reimbursement (\$3.146M) in March.
Capital and Other Reimbursements	(0.316)	-25.9%	Lower capital reimbursable expenses against the monthly adopted budget allocation.	(0.279)	-7.8%	Lower capital reimbursable expenses against the YTD adopted budget allocation.
Investment Income	0.003	33.3%	Minor variance.	0.003	11.1%	Minor variance.
Payroll	0.523	4.9%	Lower payroll expenses against the YTD adopted budget allocation due to vacancies.	1.889	6.1%	Lower payroll expenses against the YTD adopted budget allocation due to vacancies.
Overtime	(0.029)	-1.6%	See overtime tables	1.007	16.6%	See overtime tables
Health and Welfare	0.164	6.8%	Lower Welfare Plan expenses primarily due to vacancies against the monthly adopted budget allocation.	0.454	6.3%	Lower Welfare Plan expenses primarily due to vacancies against the YTD adopted budget allocation.
OPEB Current Payment	0.109	8.0%	Lower OPEB expenses against the monthly adopted budget allocation.	0.347	8.5%	Lower OPEB expenses against the YTD adopted budget allocation.
Pensions	0.000	-	No variance.	0.000	-	No variance.
Other Fringe Benefits	0.181	8.9%	Lower expenses for NYSHIP retiree premium reimbursement (\$0.111M) against the monthly adopted budget allocation.	0.666	12.8%	Lower expenses for Social Security due to vacancies (\$0.190M) and lower NYSHIP retiree premium reimbursements (\$0.331M) against the YTD adopted budget allocation.
Electric Power	(0.461)	-100.7%	Higher electricity expenses against the monthly adopted budget allocation.	(0.428)	-26.7%	Higher electricity expenses against the YTD adopted budget allocation.
Fuel	(0.338)	-106.0%	Higher fuel expenses against the monthly adopted budget allocation.	0.033	3.5%	Minor variance.
Insurance	0.019	3.7%	Minor variance.	0.035	2.2%	Minor variance.
Maintenance and Other Operating Contracts	(2.243)	-22.6%	Higher expenses primarily for Major Maintenance and Painting (-\$1.607M) and E-ZPass Customer Service Center (-\$1.187M), offset by lower expenses for E-ZPass tag purchases (\$0.239M) and Security/Surveillance Equipment (\$0.194M) against the monthly adopted budget allocation.	(1.638)	-8.0%	Higher expenses primarily for E-ZPass tag purchases (-\$1.163M), E-ZPass Customer Service Center (-\$0.909M) and Major Maintenance and Painting (-\$0.550M), offset by lower expenses for Security/Surveillance Equipment (\$0.553M), Telephone Service (\$0.192M) and other expenses against the YTD adopted budget allocation.
Professional Service Contracts	0.221	9.8%	Lower expenses for MTA Charge-backs (\$0.303M), Engineering Services (\$0.160M) and other expenses against the monthly adopted budget allocation, offset by higher expenses primarily for IT maintenance contracts (-\$0.341M) and Planning Studies (-\$0.114M).	1.319	22.3%	Lower expenses for MTA Charge-backs (\$0.436M), Engineering Services (\$0.338M), IT Consulting Services (\$0.179M) and other expenses against the YTD adopted budget allocation, offset by higher expenses primarily for Planning Studies (-\$0.189M).
Materials & Supplies	(0.147)	-41.2%	Higher expenses primarily for Fence Railing and Fitch Barriers (-\$0.094M) against the monthly adopted budget allocation.	(0.028)	-2.7%	Minor variance.
Other Business Expense	0.493	22.0%	Lower expenses primarily for Credit/Debit Card Fees (\$0.465M) against the monthly adopted budget allocation.	0.753	13.0%	Lower expenses primarily for Credit/Debit Card Fees (\$0.457M) against the YTD adopted budget allocation.
Depreciation	0.077	1.0%	Minor variance.	0.550	2.3%	Minor variance.
Other Post Employment Benefits	0.000	-	No variance.	0.000	-	No variance.
Reimbursable						
Payroll	0.079	16.7%	Lower than planned reimbursable expenses against the monthly adopted budget allocation.	(0.102)	-7.4%	Higher than planned reimbursable expenses against the YTD adopted budget allocation.
Overtime	0.033	100.0%	See overtime tables	0.100	100.0%	See overtime tables
Health and Welfare	0.019	19.0%	Lower than planned reimbursable expenses against the monthly adopted budget allocation.	0.015	4.7%	Lower than planned reimbursable expenses against the YTD adopted budget allocation.
OPEB Current Payment	0.000	-	No variance.	0.000	-	No variance.
Pensions	0.017	14.2%	Lower than planned reimbursable expenses against the monthly adopted budget allocation.	(0.039)	-11.4%	Higher than planned reimbursable expenses against the YTD adopted budget allocation.
Other Fringe Benefits	0.007	11.9%	Lower than planned reimbursable expenses against the monthly adopted budget allocation.	(0.022)	-12.8%	Higher than planned reimbursable expenses against the YTD adopted budget allocation.
Reimbursable Overhead	0.161	37.1%	Lower than planned reimbursable expenses against the monthly adopted budget allocation.	0.329	26.1%	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)

	March						March 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	3,944	\$0.214	(400)	(\$0.021)	10,634	\$0.577	10,145	\$0.554	489	\$0.023
					-11.3%	-11.1%					4.6%	4.0%
<u>Unscheduled Service</u>	1,175	\$0.064	374	\$0.020	801	\$0.043	3,916	\$0.212	1,832	\$0.100	2,084	\$0.112
					68.2%	68.2%					53.2%	52.7%
<u>Programmatic/Routine Maintenance</u>	43	\$0.003	6	\$0.000	37	\$0.003	130	\$0.010	137	\$0.010	(7)	\$0.000
					86.2%	90.4%					-5.4%	3.9%
<u>Unscheduled Maintenance</u>	1,874	\$0.146	1,329	\$0.072	545	\$0.074	5,623	\$0.439	3,458	\$0.212	2,166	\$0.227
					29.1%	50.8%					38.5%	51.7%
<u>Vacancy/Absentee Coverage</u>	13,472	\$0.788	8,891	\$0.482	4,580	\$0.306	44,055	\$2.577	33,920	\$1.921	10,135	\$0.657
					34.0%	38.9%					23.0%	25.5%
<u>Weather Emergencies</u>	2,911	\$0.202	2,427	\$0.132	484	\$0.071	12,839	\$0.892	10,863	\$0.623	1,976	\$0.269
					16.6%	35.0%					15.4%	30.2%
<u>Safety/Security/Law Enforcement</u>	3,790	\$0.207	2,898	\$0.157	893	\$0.050	11,448	\$0.625	6,741	\$0.377	4,708	\$0.248
					23.6%	24.2%					41.1%	39.8%
<u>Other</u>	619	\$0.046	331	\$0.018	288	\$0.028	1,858	\$0.138	553	\$0.031	1,305	\$0.107
					46.5%	61.0%					70.3%	77.4%
<u>*All Other Departments and Accruals</u>		\$0.152		\$0.769		(\$0.616)		\$0.503		\$1.239		(\$0.736)
						**						**
Subtotal	27,429	\$1.801	20,200	\$1.863	7,230	(\$0.062)	90,503	\$5.973	67,647	\$5.066	22,856	\$0.907
					26.4%	-3.4%					25.3%	15.2%
REIMBURSABLE OVERTIME	600	\$0.033	0	\$0.000	600	\$0.033	1,799	\$0.099	0	\$0.000	1799	\$0.099
					100.0%	100.0%					100.0%	100.0%
TOTAL OVERTIME	28,029	\$1.834	20,200	\$1.863	7,829	(\$0.029)	92,302	\$6.072	67,647	\$5.066	24,655	\$1.006
					27.9%	-1.6%					26.7%	16.6%

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>	(400)	(\$0.021)	Higher than planned expenses	489	\$0.023	Lower than planned expenses
	-11.3%	-11.1%		4.6%	4.0%	
<u>Unscheduled Service</u>	801	\$0.043	Lower than planned expenses	2,084	\$0.112	Lower than planned expenses
	68.2%	68.2%		53.2%	52.7%	
<u>Programmatic/Routine Maintenance</u>	37	\$0.003	Lower than planned expenses	(7)	\$0.000	No variance.
	86.2%	90.4%		-5.4%	3.9%	
<u>Unscheduled Maintenance</u>	545	\$0.074	Lower than planned expenses	2,166	\$0.227	Lower than planned expenses
	29.1%	50.8%		38.5%	51.7%	
<u>Vacancy/Absentee Coverage</u>	4,580	\$0.306	Lower than planned expenses	10,135	\$0.657	Lower than planned expenses
	34.0%	38.9%		23.0%	25.5%	
<u>Weather Emergencies</u>	484	\$0.071	Lower than planned expenses	1,976	\$0.269	Lower than planned expenses due to favorable weather in January
	16.6%	35.0%		15.4%	30.2%	
<u>Safety/Security/Law Enforcement</u>	893	\$0.050	More efficient use of law enforcement related overtime	4,708	\$0.248	More efficient use of law enforcement related overtime
	23.6%	24.2%		41.1%	39.8%	
<u>Other</u>	288	\$0.028	Lower than planned expenses	1,305	\$0.107	Lower than planned expenses
	46.5%	61.0%		70.3%	77.4%	
*All Other Departments and Accruals		(\$0.616)	Primarily due to adjustments for the 28-day OT payroll lag		(\$0.736)	Primarily due to adjustments for the 28-day OT payroll lag
		**			**	
Subtotal	7,230	(\$0.062)		22,856	\$0.907	
	26.4%	-3.4%		25.3%	15.2%	
REIMBURSABLE OVERTIME	600	\$0.033	Lower than planned overtime needed on projects eligible for reimbursement from the capital program	1,799	\$0.099	Lower than planned overtime needed on projects eligible for reimbursement from the capital program
	100.0%	100.0%		100.0%	100.0%	
TOTAL OVERTIME	7,829	(\$0.029)		24,655	\$1.006	

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
TRAFFIC VOLUME AND REVENUE
(millions)

Month of March

Year to date ending March 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
3.3	\$19.9	3.3	\$22.5	1.7%	12.9%	Bronx-Whitestone	9.1	\$55.8	9.2	\$58.3	0.7%	4.6%
0.6	1.2	0.6	1.4	5.3%	19.4%	Cross Bay	1.7	3.2	1.8	3.8	9.7%	18.1%
1.9	4.9	1.8	5.0	-6.3%	0.6%	Henry Hudson	5.3	13.9	4.9	13.1	-6.1%	-5.5%
1.5	7.7	1.3	7.7	-9.4%	1.2%	Hugh L. Carey*	4.0	21.2	3.8	20.6	-5.9%	-3.0%
0.6	1.1	0.6	1.3	1.0%	15.7%	Marine Parkway	1.7	3.1	1.8	3.6	6.8%	18.2%
2.5	13.8	2.4	14.4	-5.7%	4.0%	Queens Midtown	6.9	38.2	6.5	36.9	-6.6%	-3.5%
2.3	14.6	2.2	15.9	-1.8%	9.2%	RFK - Bronx	6.4	40.8	6.3	41.6	-1.9%	2.1%
2.5	13.7	2.5	15.0	-1.1%	9.8%	RFK - Manhattan	6.9	37.8	6.9	39.1	-0.2%	3.4%
3.3	21.7	3.2	23.8	-1.7%	10.0%	Throgs Neck	9.2	60.5	8.9	61.6	-3.1%	1.8%
5.6	27.4	5.4	29.5	-2.1%	7.9%	Verrazano-Narrows	15.8	77.1	15.3	78.6	-2.6%	1.9%
23.9	\$126.0	23.4	\$136.6	-2.3%	8.5%	Total	67.0	\$351.6	65.5	\$357.3	-2.3%	1.6%
	\$5.264		\$5.844		11.0%	Revenue Per Vehicle		\$5.249		\$5.458		4.0%

*Formerly Brooklyn-Battery Tunnel

**Toll increase implemented March 3, 2013.

Note: Numbers may not add due to rounding.

Comparison Actual vs. Adopted Budget:

Mar Budget		Mar Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
22.9	133.6	23.4	136.6	2.1%	2.3%	Total All	64.5	\$350.7	65.5	\$357.3	1.6%	1.9%
	\$5.833		\$5.844		0.2%	Revenue Per Vehicle		\$5.441		\$5.458		0.3%

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
March 2013

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	2	2	-	
Law ⁽¹⁾	7	20	(13)	5 Managerial and 8 Professional overages
CFO ⁽²⁾	20	25	(5)	2 Managerial and 3 Professional overages
Labor Relations	5	4	1	1 Professional vacancy
Staff Services ⁽³⁾	17	19	(2)	3 Managerial overages and 1 Professional vacancies
EEO	1	1	-	
Total Administration	52	71	(19)	
Operations				
Revenue Management	39	35	4	1 Bridge and Tunnel Officer (BTO) vacancy and 3 Professional vacancies
Operations (Non-Security)	729	616	113	82 BTO vacancies and 35 Superior Officer vacancies; 3 Managerial overages and 1 Professional overage
Total Operations	768	651	117	
Maintenance				
Maintenance	183	182	1	1 Managerial vacancy
Operations - Maintainers	172	158	14	14 Maintainer vacancies
Technology	52	54	(2)	1 Managerial overage and 1 Professional overage
Internal Security - Tech Svcs	8	10	(2)	2 Maintainers overages
Total Maintenance	415	404	11	
Engineering/Capital				
Engineering & Construction	127	117	10	1 Managerial and 9 Professional vacancies
Health & Safety	8	8	-	
CFO-Planning & Budget Capital	12	12	-	
Total Engineering/Capital	147	137	10	
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	1,531	121	
Non-Reimbursable	1,608	1,487	121	
Reimbursable	44	44	-	
Total Full-Time	1,652	1,531	121	

(1) Includes Legal and Procurement staff.

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

(3) 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
March 2013

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	19	29	(10)	10 Managerial overages (2 in CFO, 3 in Staff Services and 5 in Law)
Professional, Technical, Clerical	33	42	(9)	11 Professional overages (3 in CFO, 8 in Law); 2 Professional vacancies (1 in Labor Relations, 1 in Staff Services)
Operational Hourlies	-	-	-	
Total Administration	52	71	(19)	
Operations				
Managers/Supervisors	54	57	(3)	3 Managerial overages in Operations
Professional, Technical, Clerical	35	33	2	3 Professional vacancies in Revenue Mgmt; 1 Professional overage in Operations
Operational Hourlies ⁽¹⁾	679	561	118	83 BTO vacancies (82 in Operations and 1 in Revenue Management), and 35 Superior Officer vacancies in Operations.
Total Operations	768	651	117	
Maintenance				
Managers/Supervisors	34	34	-	
Professional, Technical, Clerical	62	63	(1)	1 Professional overage in Technology
Operational Hourlies ⁽²⁾	319	307	12	14 Maintainer vacancies in Operations; 2 Maintainer overages in Internal Security
Total Maintenance	415	404	11	
Engineering/Capital				
Managers/Supervisors	31	29	2	2 Managerial vacancies (1 in Engineering, 1 in Planning and Budget)
Professional, Technical, Clerical	116	108	8	9 Professional vacancies in Engineering; 1 Prof. overage in Planning and Budget.
Operational Hourlies	-	-	-	
Total Engineering/Capital	147	137	10	
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	156	(11)	
Professional, Technical, Clerical	275	273	2	
Operational Hourlies	1,232	1,102	130	
Total Positions	1,652	1,531	121	

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

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

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



Bridges and Tunnels

Capital Program Project Status Report April 2013

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
STATUS REPORT
APRIL 30, 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 April there were 12 commitments made with a total value of \$16.1 million (See *Attachment 1, 2013 Commitment Chart; Attachment 7 – 2013 Commitment Plan*). Year-to-date, 48 commitments have been made with a total value of \$42.1 million against a plan calling for 36 commitments with a total value of \$37.7 million.

Noteworthy commitments made in April are:

- **VN80**, Replace Upper Level Suspended Span, VN80C Construction Administration for \$6.0 million.
- **AW36**, Installation of CCTV/Fiber Optic Cable, Construction (RFK) for \$4.8 million.
- **RK65**, Deck Replacement – Bronx/Manhattan Ramps/Toll Plaza, RK65R-Maintenance Facility Construction Administration for \$2.0 million.

Completions

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

Close-outs

There were 19 task level closeouts in March with a combined value of \$84.2 million. Year-to-date there has been 23 task level closeouts with a total value of \$84.4 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*).

- **BW15**, Necklace Lighting, Construction Administration, planned for a \$0.6 million commitment in April, is now forecast for commitment in May. The additional time is required to complete negotiations. Construction Support Services, planned for a \$0.1 million award in April, is now planned for commitment in June. This delay allows for better timing with the Construction award, also planned for award in June.

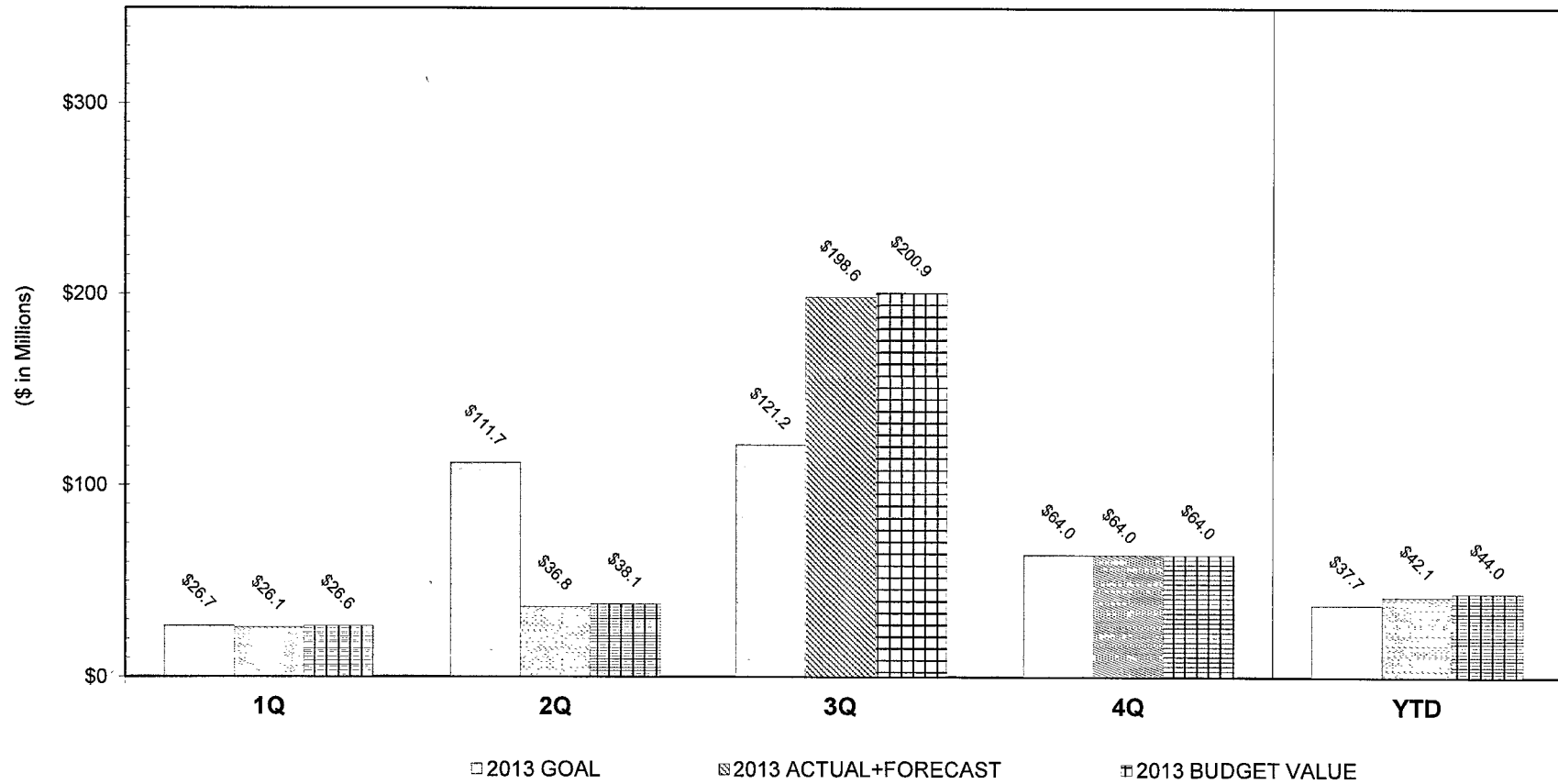
Completion Date Changes for Remaining Projects

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

MTA Bridges and Tunnels Commitments as of April 30, 2013

2013 Budget Goal:	\$323.6	
2013 Annual Forecast	\$325.4	
YTD Goal:	\$37.7	
YTD Actual:	\$42.1	(111.8% of YTD Goal)
YTD Budgeted Value:	\$44.0	(116.7% of YTD Goal)
Left to Commit:	\$7.9	

09



MTA Bridges and Tunnels: Status of Major Commitments as of April 30, 2013

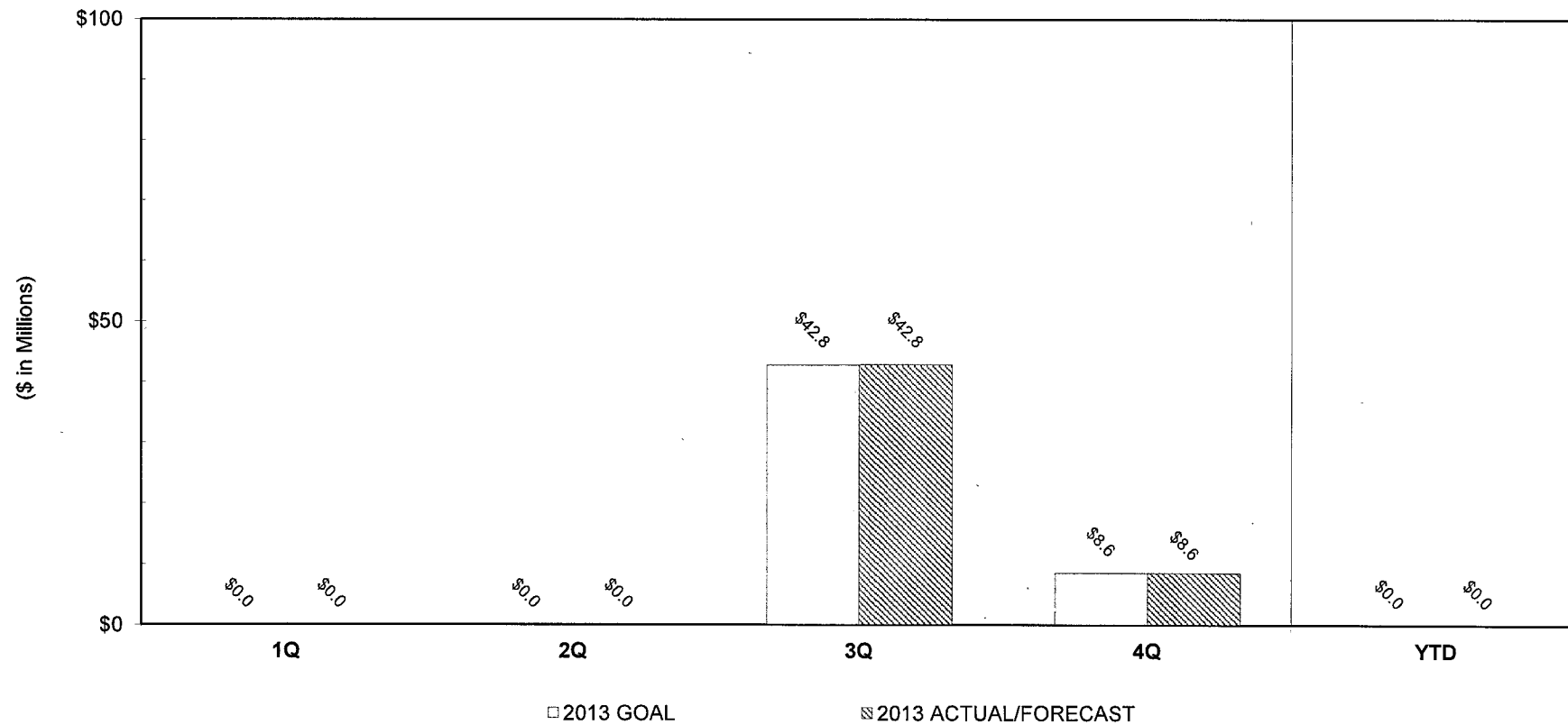
Project		Budget (\$ in Millions)			Award Date			Notes
		2013 Goal	Actual / Forecast*	Budgeted Value	2013 Goal	Advertisement Date	Actual / Forecast	
VN80C	Bus & HOV Ramp Improvement (Construction)	\$80.2	\$80.2	\$80.2	May-13	Feb-13	Jul-13	F 2
AW36	Installation of CCTV / Fiber Optic Cable (Construction) - 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	May-13	Sep-13	F
MP06	Substructure & Underwater Scour Protection (Construction)	\$17.0	\$17.0	\$17.0	Sep-13	May-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 April 30, 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 April 30, 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	79%	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 C
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	7-Jan-2013	\$6,060.19
D603AW36	Installation of CCTV / Fiber Optic Cable	D02887	BC Development F/A	D00001381A	7-Jan-2013	\$0.00
D603AW48	2nd Generation E-Zpass In-Lane	D02815	AET-Phl-Maint/Ops F/A(TBTA-D1265)	D00001265A	7-Jan-2013	\$131,582.65
D504AW80	Variable Message Signs	D02869	VMS Spec. Design (PSC-06-2809A)	D00001330A	8-Jan-2013	\$18,835.37
D501CB08	Deck and Structural Rehab	D01998	Construction CB-08X	D00001128C	3-Apr-2013	\$58,263,437.96
D502VN17	Rehabilitation of Approach	D02079	VN17LP-Construction	D00001072B	3-Apr-2013	\$15,400,272.57
D602RK74	Replace T-48 Wearing Surface	D02713	PM Const F/A(TBTA-D1277)	D00001277A	19-Apr-2013	\$557,302.40
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control	D02908	BC Development F/A(TBTA-D1458)	D00001458A	19-Apr-2013	\$8,701.39
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	D02890	BC Development F/A(TBTA-D1447)	D00001447A	19-Apr-2013	\$26,430.68
D504QM30	Electric Upgrade - Vent Bldgs	D02138	PM Design F/A(TBTA-D1124)	D00001124C	19-Apr-2013	\$1,096,037.37
D504AW82	Alternate Fuel Storage	D02333	PM Const F/A - VN(TBTA-D1182)	D00001182E	19-Apr-2013	\$426,845.56
D502HH80	Replace Lower Level Deck	D01835	PM Const F/A(TBTA-D990)	D00000990E	19-Apr-2013	\$1,659,981.59
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D02846	RK65R-PM Const F/A (TBTA-D1299)	D00001299A	19-Apr-2013	\$308,032.69
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D03001	RK65R-Maint.Fac.DsgnRFP F/A	D00001432A	19-Apr-2013	\$239,154.79
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D02847	RK65R-I/H -CM(TBTA-D1332)	D00001332A	19-Apr-2013	\$246,003.98
D503HH85	Upper Level Toll Plaza Deck	D01845	P.M. Design F/A(TBTA-D988)	D00000988C	19-Apr-2013	\$816,926.46
D601MP16	Miscellaneous Steel Repairs	D02904	BC Development F/A(TBTA-D1448)	D00001448A	19-Apr-2013	\$23,576.44
D604VN87	Substation #1 Rehabilitation	D02919	BC Development F/A(TBTA-D1422)	D00001422A	19-Apr-2013	\$11,160.66
D603AW52	Advanced Traffic Detection / Management System	D02885	BC Development F/A(TBTA-D1359)	D00001359A	19-Apr-2013	\$11,209.69
D502TB64	Replace Deck-RI Viaduct	D01837	PM Const F/A(TBTA-D991)	D00000991D	19-Apr-2013	\$4,654,624.30
D502TN82	Rehab of Orthotropic Deck	D02066	TN82B- PM Const F/A(TBTA-D1209)	D00001209B	19-Apr-2013	\$267,040.80
D503AW36	Installation of CCTV/Fiber Opt	D01911	PM Design F/A(TBTA-D1120)	D00001120A	23-Apr-2013	\$136,538.50
D405BB43	Rehab Battery Parking Garage	D02949	BB43 IVA-Elev PMDsgn F/A(TBTA-D1424)	D00001424A	23-Apr-2013	\$81,462.08
				Total	23	\$84,391,218.12

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	
				Start Date			Start Date		Start Date	Forecast Value
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	\$4,750,658		
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	\$505,955		
D604BW15	Necklace Lighting	D02588	Construction Adm.	Apr-13	\$558,600	\$558,600			May-13	\$558,600.00
D604BW15	Necklace Lighting	D02999	Dsgn during Cns.(PSC-05-2757)	Apr-13	\$100,000	\$100,000			Jun-13	\$100,000.00
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	\$2,030,642		

WATER BRIDGES & TOWNS
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	
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	\$5,977,864		
				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	Constr-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
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

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	
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
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

WITH 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	
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				
Unplanned Commitments										
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		
G5140109	08PSGP TN ElectSecurity	G03576	Equipment Purchase for BBT			\$394,229	Apr-13	\$394,229		
G5140109	08PSGP TN ElectSecurity	G03577	Equipment Purchase for CBB			\$358,499	Apr-13	\$358,499		
G5140109	08PSGP TN ElectSecurity	G03578	Equipment Purchase for HHB			\$294,343	Apr-13	\$294,343		
G5140109	08PSGP TN ElectSecurity	G03579	Equipment Purchase for MPB			\$366,503	Apr-13	\$366,503		
G5140109	08PSGP TN ElectSecurity	G03580	Equipment Purchase for QMT			\$219,423	Apr-13	\$219,423		
D606AW22	Miscellaneous	D03143	VE-RK65A-Bx Plz Rehab(PSC-06-2807D			\$89,347	Apr-13	\$89,347		
D604AW80	Advanced Traveler Information Systems	D03112	AW80A-Purchase of Signs			\$885,785	Apr-13	\$885,785		
D606AW22	Miscellaneous	D03160	TN-49-Peer Review(PSC-06-2807C)#46			\$190,796	Apr-13	\$190,796		
				Grand Total	\$323,560,864	\$329,539,107	YTD Total	\$42,131,801	Remaining	\$283,241,681
									Grand Total	\$325,373,482



Bridges and Tunnels

Procurements June 2013



Staff Summary

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

Date	May 13, 2013
Vendor Name	
Contract Number	
Contract Manager Name	
Table of Contents Ref #	

Board Action					
Order	To	Date	Approval	Info	Other
1	President	5/13/13			
2	MTA B&T Committee	6/3/13			
3	MTA Board	6/5/13			

Internal Approvals			
Order	Approval	Order	Approval
	President		VP Operations
	Executive Vice President		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:

		<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Majority Vote</u>			
Schedule G	Miscellaneous Service Contracts	2	\$0.644M
Schedule H	Modifications to Personal/Miscellaneous Service Contracts	1	\$0.260M
Schedule I	Modifications to Purchase & Public Works Contracts	4	\$3.071M
SUBTOTAL		7	\$3.975M

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

		<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Majority Vote</u>			
Schedule K	Ratification of Completed Procurement Actions (Involving Schedule E-J)	2	\$3.795M
SUBTOTAL		2	\$3.795M
TOTAL		9	\$7.770M

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
JUNE 2013

MTA BRIDGES & TUNNELS

Procurements Requiring Two-Thirds Vote:

G: Miscellaneous Service Contracts

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

1. **Atlantic Detroit Diesel-Allison, LLC** **\$518,260.00**
Contract No. 12-MNT-2895(B)

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

In August 2012 B&T issued a joint solicitation for a Contractor to provide preventive maintenance and repair of emergency generators at various B&T and MTA facilities. The services under this procurement are required to maintain peak performance of B&T's generators in the event that they are needed in an emergency, e.g. a power outage at a bridge or an office building. The solicitation notice was publicly advertised and sent to sixty-three (63) firms; eight (8) firms requested copies of the solicitation. B&T submitted its recommendation for the MTA facilities to the Board in January 2013 for award to a separate contractor. In that Staff Summary, the Board was advised that our evaluation of the apparent low bidder, Atlantic Detroit Diesel-Allison, LLC (ADDA), was ongoing and that our award recommendation for this service would be presented to the Board for approval at a later date. There were three bids submitted on October 12, 2012 for maintenance and repair of B&T's generators. They were as follows:

<u>Bidders</u>	<u>Bid Amount</u>
Atlantic Detroit Diesel-Allison, LLC	\$518,260
GenServe, Inc.	\$570,430
National Grid Energy Management, LLC	\$1,411,600

The scope of services under the prospective contract is the same as that compared with the prior contract. The term of the new contract has been revised from three to five years and the rates for preventive maintenance services at the sites are fixed for the five year period. A comparison of the preventive maintenance rates over the first three years of the prospective contract are on average 18.6% lower than those under the current contract. ADDA's overall bid of \$518,260 is 23.7% higher than the user's estimate of \$418,825. This disparity may primarily be attributed to understated projections for labor and operating expenses. After evaluation of the bids, it was determined that Atlantic Detroit Diesel-Allison, LLC is a responsive, responsible bidder. Based on competition, the prices are considered fair and reasonable. No M/WBE goals were established by the MTA Department of Diversity and Civil Rights. Funding is available in the Operating Budget under GL #711604.

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
JUNE 2013

2. **Mark-Rene, Inc. dba I. Calderon** **\$125,910.00**
 Contract No. 12-MNT-2901

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

In January 2013 B&T issued a solicitation for a Contractor to provide all labor, materials and equipment necessary to perform locksmith services on a “per call” basis at various B&T and MTA facilities. The service requirements were publicly advertised. The solicitation notice was sent to thirty (30) firms. Four (4) firms requested copies of the solicitation. On February 8, 2013, two bids were submitted as follows:

<u>Bidder – MTA</u>	<u>Bid Amount</u>
Mark-Rene, Inc. dba I. Calderon (I. Calderon)	\$125,910.00
Highway Locksmiths, Inc.	\$166,896.60

This request is for approval to award a contract to I. Calderon on behalf of the MTA. B&T has rejected the single bid it received under this procurement and has resolicited the service.

The scope of services under this contract is the same as that under the prior contract. The prices quoted for the MTA are on average 31.6% lower than the current prices. I. Calderon's bid of \$125,910 is 28.3% less than the user's estimate of \$175,656. After evaluation of the bids, it was determined that Mark-Rene, Inc. dba I. Calderon is a responsive, responsible bidder. Based on competition, the prices are considered fair and reasonable. No M/WBE goals were established by the MTA Department of Diversity and Civil Rights. Funding is available in the MTA's Operating Budget.

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

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

3. **Modjeski & Masters, Inc.** **\$260,153.50** **Staff Summary Attached**
 Contract No. PSC-11-2884

Additional funding for a preliminary study and design services for Project RK-23, Reconstruction and Rehabilitation of the Manhattan Approach Ramps to the Robert F. Kennedy Bridge.

I: Modifications to Purchase & Public Works Contracts

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

4. **E-J Electric Installation Co.** **\$1,957,240.28** **Staff Summary Attached**
 Contract No. RK-65D

Additional work and adjustments to estimated quantities under Contract RK-65D, Existing Utility Relocation at the RFK Bridge and Randall's Island.

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
JUNE 2013

- | | | | |
|----|---|---------------------|--------------------------------------|
| 5. | Canon Business Solutions, Inc.
Contract Nos. 3000001328 and
3000001329 | \$665,000.00 | <u>Staff Summary Attached</u> |
| | Additional funding for B&T under the MTA All-Agency Copier Equipment Contract. | | |
| 6. | Iron Bridge Group, Inc.
Contract No. HH-07 | \$448,350.00 | <u>Staff Summary Attached</u> |
| | Additional work under Contract HH-07, Structural Rehabilitation at the Henry Hudson Bridge. | | |

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

Item Number

Vendor Name (& Location) Modjeski & Masters, Inc., Poughkeepsie, NY	Contract Number PSC-11-2884	AWO/Modification #
Description Design and Construction Support Services for Project RK-23, Reconstruction and Rehabilitation of the Manhattan Approach Ramps to the Robert F. Kennedy Bridge		
Contract Term (including Options, if any) June 15, 2012 – June 14, 2018		
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		
Solicitation Type <input 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:		
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.		
	Original Amount:	\$8,227,266.53
	Prior Modifications:	\$239,970.66
	Prior Budgetary Increases:	\$0.00
	Current Amount:	\$8,467,237.19
	This Request:	\$260,153.50
	% of This Request to Current Amount:	3%
	% of Modifications (including This Request) to Original Amount:	6%

Discussion:

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to amend this contract with Modjeski and Masters, Inc. (M&M) for additional funding in the amount of \$260,153.50. Consistent with the Procurement Guidelines, this amendment together with the previous amendment constitutes a substantial change.

Pursuant to Board approval in June 2012, Contract PSC-11-2884 was awarded to Modjeski and Masters, Inc. in the amount of \$8,227,266.53 for a six-year duration to perform design and construction support services for Project RK-23, Reconstruction and Rehabilitation of the Manhattan Approach Ramps to the Robert F. Kennedy Bridge (RFKB). In its 20-year needs assessment, B&T had identified the need to construct a new ramp from the Harlem River Lift Span of the RFKB to the Northbound Harlem River Drive (HRD) to complete this missing critical direct connection and allow traffic that currently must take very busy local streets to directly access the HRD from the RFKB. B&T has accelerated its plan to construct this ramp due to: (i) the Governor's 2100 Report recommending improved system connections and resiliency of regional transportation routes; (ii) recently acquired knowledge that New York City Department of Transportation (NYCDOT) is in the design phase for the reconstruction, widening and improving this segment of the HRD in the area where a ramp from RFKB would merge onto the HRD; and (iii) the unique opportunity to implement long overdue, dramatic traffic improvements in this congested sector, thereby improving traffic movement on the RFKB, locally on the street network and on the HRD.

This proposed amendment is to perform: (i) preliminary study and conceptual design to determine the best means of connecting a ramp from the RFKB with the HRD and (ii) design modifications to the 125th Street off-bound ramp to minimize the cost, schedule and traffic impacts when the future ramp is constructed. On April 17, 2013, B&T authorized M&M to perform the preliminary study and conceptual design in an amount not to exceed \$190,000 to take advantage of significant cost savings by working with NYCDOT and its designer to coordinate the merge point now rather than potentially make costly changes to the HRD after it is designed and/or constructed. M&M proposed \$260,153.50 for these services; the Engineer's estimate is \$271,000. M&M's proposed cost is 4% below the estimate and is considered fair and reasonable. Funding for this amendment is available in the 2010-2014 Capital Program under Project RK-23.

Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: 4 (Final)

Vendor Name (& Location) E-J Electric Installation Co., Long Island City, NY		Contract Number RK-65D	AWO/Modification #
Description Existing Utility Relocation at the RFK Bridge and Randall's Island			
Contract Term (including Options, if any) June 1, 2011 - May 31, 2013		Original Amount: \$10,631,387.52	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Modifications: \$1,477,909.96	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Prior Budgetary Increases: N/A	
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		Current Amount: \$12,109,297.48	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		This Request: \$1,957,240.28	
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.		% of This Request to Current Amount: 16.2%	
		% of Modifications (including This Request) to Original Amount: 32.3%	

Discussion:

B&T is seeking the Board's approval under the All-Agency Procurement Guidelines to modify this Contract with E-J Electric Installation Co. (E-J) for the net amount of \$1,957,240.28. The items are summarized as follows:

- 1) Due to relocation of the substation, the Engineer determined that the concrete substation vault wall must be sawcut in lieu of the original contract requirement to core the concrete. E-J proposed \$99,304 for this work; the Engineer's estimate is \$92,572. When compared with the estimate, the negotiated amount of \$92,000 (0.6% under the estimate) is considered fair and reasonable. The credit for the unit items for coring in the amount of \$7,236 will be taken under a subsequent amendment. To avoid contract delays and associated impact costs, B&T authorized the contractor to proceed with this work in the amount of \$80,000.
- 2) After Superstorm Sandy, the Engineer determined that adjustments should be made to mitigate the effects of future storms, including: (i) elevating the substation two feet higher to protect B&T's power needs on Randall's Island and (ii) providing a 5KV generator cable assembly to ensure easy hookup for generators in case of an emergency. E-J submitted proposals totaling \$374,965 for these items; the Engineer's estimates total \$347,511. When compared with the Engineer's estimates the negotiated total of \$369,290 (6.3% above the estimate) is considered fair and reasonable. To avoid contract delays and associated impact costs, B&T authorized the contractor to proceed with elevating the substation in the amount of \$233,000.
- 3) The Engineer determined that the installation of certain upgrades will enhance the project and reduce costs under future projects. The upgrades are: (i) installing a Powell switchgear assembly to accommodate the future SCADA system; (ii) installing fire alarm inner-ducts to leave useable space in the conduits for future work; (iii) installing pull boxes for a future underground feeder lines for NYPD, which purchases its power via the B&T substation; (iv) installing larger stainless steel pull/splice boxes to accommodate planned upgrades of B&T's upcoming security and fiber optic projects; and (v) providing temporary back up generators for power switch over for B&T facilities. E-J submitted proposals totaling \$289,395; the Engineer's estimates total \$276,978. When compared with the estimates, the negotiated total of \$279,705 (1.0% above the estimates) is fair and reasonable.
- 4) This amendment includes increases to the estimated quantities totaling \$1,732,245.55 and decreases totaling \$516,000.27. These quantity changes are due to: (i) field conditions; (ii) updated B&T operational needs; (iii) avoiding disruption of B&T operations by running conduits around certain property rather than through it; and (iv) unanticipated underground obstructions. The net increase of \$1,216,245.28 is considered fair and reasonable.

The overall net increase to the contract equates to \$1,957,240.28. The impacts from all of these changes will result in a 70 calendar day time extension through August 9, 2013. Funding for this amendment is available in the 2010-14 Capital Budget under Project RK-65D.

Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: **5** (Final)

Vendor Name (& Location) Canon Business Solutions, Inc., New York, NY		Contract Number 3000001328 and 3000001329	AWO/Modification #
Description MTA All-Agency Copier Equipment Contract		Original Amount: \$198,941.00	
Contract Term (including Options, if any) June 15, 2012 through June 14, 2021		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: \$198,941.00	
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		This Request: \$665,000.00	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount: 334%	
Requesting Dept/Div & Dept/Div Head Name: Staff Services, Catherine Sweeney		% of Modifications (including This Request) to Original Amount: 334%	

Discussion:

B&T is seeking approval in accordance with the All-Agency Procurement Guidelines for additional funds in an amount of \$665,000 so that delivery orders may be issued under the MTA All-Agency Copier Equipment Contract RFQ2880 with Canon Business Solutions Inc. (Canon). Pursuant to a competitive bid process, NYC Transit on behalf of itself, Bridges and Tunnels, the MTA, Long Island Rail Road, Metro-North Railroad, Staten Island Rapid Transit and MTA Bus Company awarded a purchase contract, MTA All-Agency Contract RFQ2880, to Canon. The contract has been in effect since June 15, 2012 and extends for nine years in a combined amount of \$6,361,219 for all the agencies. B&T's budgeted amount was \$198,941; thus far we have committed approximately 50% of this amount. Under this contract Canon provides: copier equipment on a purchase or lease basis; preventive and remedial maintenance; accessories; and equipment relocation to other areas/sites when, or if, required by the agencies.

Based on a thorough reevaluation of our current equipment (67 copiers), 25 older copier machines are producing less than satisfactory quality and are becoming increasingly unreliable and require immediate replacement. In addition, based on useful lifecycles, we expect to replace another 32 copiers in the future. New equipment will offer enhanced performance and functionality and may be connected to a PC for utilization as scanners, printers and copiers.

Staff Services has identified additional funding in the amount of \$665,000 to cover immediate needs and future requirements through June 2021. Since the Contractor will be compensated in accordance with the rates under Contract RFQ2880, the additional funding is considered fair and reasonable. Such funding is available in the Operating Budgets under GL #s711502 and 711558.

Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: 6 (Final)

Vendor Name (& Location) Iron Bridge Group, Inc., North Brunswick, NJ	Contract Number HH-07	AWO/Modification #
Description Structural Rehabilitation at the Henry Hudson Bridge		
Contract Term (including Options, if any) December 29, 2011 - December 28, 2013		
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.		
	Original Amount:	\$5,615,400
	Prior Modifications:	\$585,397
	Prior Budgetary Increases:	N/A
	Current Amount:	\$6,200,797
	This Request:	\$448,350
	% of This Request to Current Amount:	7.2%
	% of Modifications (including This Request) to Original Amount:	18.4%

Discussion:

B&T is seeking the Board's approval under the All-Agency Procurement Guidelines to modify this Contract with Iron Bridge Group, Inc. (IBG) in the amount of \$448,350.

Based on field conditions, the Engineer determined that it is necessary to increase the quantity of six Contract items for steel removal and repair at the Henry Hudson Bridge totaling \$369,350. In accordance with Article 3.02, Variable Quantities Clause, the Engineer determined that using the existing unit price for each item is equitable to both parties. In order to maintain the integrity of the structure, this proposed amendment also adds miscellaneous painting as ordered by the Engineer to perform painting in areas where the temporary work platform is up but the existing coating has been compromised. IBG submitted a proposal for \$85,276 for this work; the Engineer's estimate is \$79,175. When compared with the estimate, the negotiated price of \$79,000 (based on an estimated 100 locations at a unit price of \$790/location) is 0.2% under the estimate and is considered fair and reasonable. Based on the above, the total amendment value of \$448,350 is considered fair and reasonable. Funding for this amendment is available in the 2010-14 Capital Budget under Project HH-07.

MTA BRIDGES & TUNNELS

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

Item Number: 1 (Final)

Vendor Name (& Location) John P. Picone, Inc., Lawrence, New York	Contract Number CB-09	AWO/Modification #
Description Substructure and Underwater Work at the Cross Bay Veterans Memorial Bridge		
Contract Term (including Options, if any) November 29, 2010 – November 30, 2013		
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Sandy		
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.		
	Original Amount:	\$13,182,300.00
	Prior Modifications:	\$3,088,620.73
	Prior Budgetary Increases:	N/A
	Current Amount:	\$16,270,920.73
	This Request:	
	Cross Bay Veterans Memorial Bridge	\$900,000.00
	Marine Parkway-Gil Hodges Memorial	\$2,250,000.00
	% of This Request to Current Amount:	19.3%
	% of Modifications (including This Request) to Original Amount:	47.3%

Discussion:

As a result of Superstorm Sandy, B&T is seeking the Board's ratification under the All-Agency Procurement Guidelines under the Declaration of Emergency issued by the President effective on October 29, 2012 for the recovery and restoration work performed by John P. Picone, Inc. (Picone) at the Cross Bay Veterans Memorial and Marine Parkway-Gil Hodges Memorial Bridges in an amount totaling \$3,150,000. Picone was mobilized at the site under Contract CB-09 and was the most qualified and cost effective means of performing the Work.

Cross Bay Veterans Memorial Bridge:

High winds and storm surges in the area of the north abutment caused the following damage: (i) extensive erosion and scour holes at the east side; (ii) cracking and shifting of a low concrete wall below the roadway; and (iii) extensive erosion and slope failure at embankments on the west side. These areas required immediate repair and restoration in order to prevent further structural damage and to protect the facility should another significant weather event occur. The scope of work required: clearing of debris along with excavation and disposal activities; placement of rip-rap (stone) in gabion baskets and mats and re-establishing the turf and plantings. Picone provided an immediate response and submitted a proposal in an amount totaling \$1,093,778. The Engineer's estimate totaled \$898,414. Negotiations resulted in the negotiated amount of \$900,000, which is 0.2% above the estimate and is fair and reasonable.

Marine Parkway-Gil Hodges Memorial Bridge:

High winds and storm surges in the area of the south abutment caused the following damage: (i) undermining of a concrete wing-wall at the east end of the rip-rap; (ii) undermined and destabilized areas of the walkway along the seawall, east and west of the south abutment; (iii) extensive erosion of approximately 1,100 linear feet of the shoreline embankment, thereby destabilizing the existing rip-rap on the east and west sides of the south abutment; (iv) damage to three 24" concrete outfall pipes along the east end; and (v) erosion in and around the arched underpass behind the south abutment. The scope of work required: clearing of debris along with excavation and disposal activities; replacement of a section of the concrete seawall below and above the water line; placement of rip-rap in gabion baskets and mats; replacement of the asphalt walkway; and re-establishing the turf and plantings. Picone provided an immediate response and submitted a proposal in an amount totaling \$2,555,675. The Engineer's estimate totaled \$2,304,219. Negotiations resulted in the negotiated amount of \$2,250,000, which is 2.4% below the estimate and is fair and reasonable.

Funds are available in the 2010 – 2014 Capital Program (Sandy Restoration Program).

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

Item Number: **2** (Final)

Vendor Name (& Location) TAP Electrical Contracting Service, Inc., Holbrook, NY
Description Replacement of Switchgear and Power Distribution System at the Brooklyn Battery Tunnel
Contract Term (including Options, if any) December 29, 2010 – May 28, 2014
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: Engineering and Construction, Joe Keane, P.E.

Contract Number BB-45	AWO/Modification #
Original Amount: \$43,650,000.00	
Prior Modifications: \$2,007,937.73	
Prior Budgetary Increases: \$0.00	
Current Amount: \$45,657,937.73	
This Request: \$644,574.96	
% of This Request to Current Amount: 1.4%	
% of Modifications (including This Request) to Original Amount: 6.1%	

Discussion:

As a result of Superstorm Sandy, B&T is seeking the Board's ratification under the All-Agency Procurement Guidelines of work awarded under the Declaration of Emergency issued by the President effective October 29, 2012. TAP Electrical Contracting Service, Inc. (TAP) was performing non-storm related electrical work under Contract BB-45 at the Hugh L. Carey Tunnel. After the storm TAP was directed to provide temporary repairs to the Queens Midtown Tunnel (QMT) lighting system. The total cost for the temporary repairs performed by TAP is \$644,574.96.

Due to the flooding from Superstorm Sandy at the QMT the electrical systems sustained significant damage. In order to re-open the tunnel in an expedited manner that would ensure an acceptable level of lighting for the safe operation and resumption of traffic flow, temporary repairs to the lighting system were required. The north and south tubes required 467 fixtures to be temporarily rehabilitated. The rehabilitation included installation of new ballasts and bulbs, dewatering of existing conduits and replacing 175,000 linear feet of wire. The scope of work to complete the permanent QMT lighting repairs is currently being designed.

Two amendments totaling \$644,574.96 were issued to TAP for the Work performed at the QMT. The Engineer has verified the hours worked, the material quantities and costs and the labor rates have been reviewed and negotiated. The negotiated amount of \$644,574.96 is considered fair and reasonable. Funding is available in the Operating Budget, Sandy-B&T Emergency Repairs to Critical Infrastructure Projects.



Bridges and Tunnels

Diversity Report First Quarter 2013

The Agency has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing the Agency's March 31, 2013 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

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

2013 FIRST QUARTER EEO REPORT

AGENCY NAME: Bridges and Tunnels

WORKFORCE UTILIZATION ANALYSIS

AS OF 3/31/2013

JOB CATEGORY	FEMALES*			BLACKS			HISPANICS			ASIANS			AI/AN**			NHOPI***			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	30.0%	24.6%	No	10.0%	22.4%	Yes	4.0%	6.6%	Yes	6.0%	8.7%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	1.0%	0.6%	No
Professionals	31.0%	33.5%	Yes	10.0%	19.3%	Yes	6.0%	15.0%	Yes	10.0%	22.8%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	1.0%	0.0%	No
Technicians	10.0%	20.3%	Yes	9.0%	19.5%	Yes	6.0%	17.9%	Yes	1.0%	4.1%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	1.0%	0.0%	No
Protective Services	18.0%	21.0%	Yes	16.0%	32.2%	Yes	21.0%	22.7%	Yes	2.0%	4.3%	Yes	0.0%	0.2%	Yes	0.0%	0.0%	Yes	1.0%	0.0%	No
Paraprofessionals	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes
Administrative Support	61.0%	57.1%	No	18.0%	58.6%	Yes	19.0%	25.7%	Yes	4.0%	1.4%	No	0.0%	0.0%	Yes	0.0%	0.0%	Yes	2.0%	0.0%	No
Skilled Craft	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes
Service Maintenance	2.0%	1.4%	No	14.0%	14.2%	Yes	18.0%	12.1%	No	2.0%	3.9%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	2.0%	0.0%	No

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

**American Indian/Alaskan Native

***Native Hawaiian Other Pacific Islander

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

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

Professionals

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

Technicians

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

Protective Services

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

Paraprofessionals

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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

2013 FIRST QUARTER EEO REPORT

AGENCY NAME: Bridges and Tunnels

NEW HIRES AS OF 3/31/2013

JOB CATEGORY	TOTAL ¹	FEMALES ²		Minorities		Non-Minorities		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	2		0.0%		0.0%	2	100.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Professionals			0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Technicians			0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Protective Services			0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Paraprofessionals			0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Administrative Support			0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Skilled Craft			0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Service Maintenance			0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Total	2	0	0.0%	0	0.0%	2	100.0%	0	0.0%	0	0.0%		0.0%	0	0.0%	0	0.0%	0	0.0%

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

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

2013 FIRST QUARTER EEO REPORT

AGENCY NAME: Bridges and Tunnels

EEO AND TITLE VI COMPLAINTS AS OF 3/31/2013

Category	Race	Disability	Gender	National Origin	Age	Sexual Harassment	Religion	Other ¹	Total Issues ²	Total Cases	Status (# Open)
EEO	2	4	4	0	1	0	0	4	15	9	5
External Complaints	2	3	3	0	1	0	0	4	13	7	5
Internal Complaints	0	1	1	0	0	0	0	0	2	2	NONE

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

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

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

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

EFFORTS TO IMPROVE THE REPRESENTATION OF UNDERUTILIZED PROTECTED GROUPS

EEO Program Management and Evaluation

As of 3/31/2013, B&T has an overall workforce of 1,538 bi-weekly employees of which 50.85% are minorities and 21.33% are females. There has been a steady minority retention of 99.6% and female retention of 99.1%.

Specifically, in the Officials and Administrators job category, the estimated availability of females is 30% and actual representation is 24.59%. In the Administrative Support job category, the estimated availability of females is 61% and actual representation is 57.14%. The estimated availability of Asians in that job category is 4% and actual representation is 1.43%. In the Service Maintenance job category, estimated availability of females is 2%, actual is 1.42%. The estimated availability of Hispanics in that job category is 18%, actual is 12.05%. B&T continues aggressive recruitment and outreach efforts as described below.

Targeted Recruitment and Outreach Efforts

The New York City Department of Citywide Administrative Services (DCAS) is processing the results of the civil service examination for Maintainer (Bridges and Tunnels), the entry-level position in the Service Maintenance job category, which was held on October 27, 2012. Once the administrative process is completed, including any appeals from their determinations, an eligibility list will be issued to B&T to use in hiring. That is expected to occur in June, 2013.

On March 6, 2013, Professional Women in Construction hosted a networking event, "Meet the Construction Chiefs," with the participation of our agency's Chief Engineer, Joe Keane. A crowd drawn from small, mid-sized and large architecture and engineering businesses, government agencies and related service industries as well as numerous professionals and vendors attended. As a part of his presentation, he spoke of our agency's two-tier small business mentoring program (SBMP) which includes minority and women-owned business enterprises and provides training and an opportunity to work on MTA construction projects of \$25,000 to \$1 million.

On March 19, 2013, an Engineering and Construction Job Fair was held, from which 424 candidates were screened, another 150-200 resumes were collected from those who waited but could not be seen, and over 500 resumes were received on-line in response to the job posting. The outreach to female and minority professional organizations and colleges and universities with a diverse population drew a robust response. The Transit Authority assisted our agency in this very successful endeavor.

On April 12, 2013, an outreach effort targeting minority and women-owned business enterprises resulted in a strong and enthusiastic turnout at our event focusing on opportunities related to our Superstorm Sandy restoration work. The program, jointly hosted by our Engineering and Construction Department and the MTA Department of Diversity and Civil Rights, was a great success and an excellent networking opportunity for the M/WBE regional community and to ensure that their participation in maximized under the Sandy recovery project.

On May 10, 2013, the Management Associates Program, our succession planning/diversity initiative, completed its first full year. The first six-month rotation was extended due to Superstorm Sandy disaster recovery work. The second rotation was extended due to Sandy restoration work. The third rotation will begin on August 5th with assignments in Engineering and Construction, Planning and Budget, Procurement, Technology and Operations departments. The program has been of mutual benefit to the professional development of the Management Associates as well as that of their supervisors and mentors.

Other Special Initiatives

On June 5, 2013, B&T will host a celebration of National Asian-American Heritage. On June 25, B&T, New York City Transit and MTA Headquarters will jointly sponsor a celebration of National Caribbean-American Heritage.

