



**Bridges and Tunnels**

# **Bridges and Tunnels Committee Meeting**

## **July 2013**

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### **Committee Members**

A. Cappelli, Chair  
F. Ferrer, MTA Vice 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

July 22, 2013 – 12:00 p.m.

347 Madison Avenue  
Fifth Floor Board Room  
New York, NY

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<u>AGENDA ITEMS</u>	<u>Page</u>
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Date of next meeting: Monday September 16, 2013 at 12:00 p.m.



# **Bridges and Tunnels**

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## **Minutes of Committee Meeting June 2013**

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

**June 3, 2013**

**12:00 p.m.**

In attendance were the Honorable:

Mitchell H. Pally, Acting Chairman  
Jonathan A. Ballan  
Robert C. Bickford  
Mark D. Lebow

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

James Ferrara, President  
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**

**June 3, 2013**

Minutes of TBTA Committee held June 3, 2013 at 12:00 p.m. A list of those in attendance is attached.<sup>1</sup>

**Public Speakers**

Mr. Murray Bodin, Concerned Grandparents, was the only public speaker. Mr. Bodin stated that traffic engineering information is incorrect and that traffic signs that refer to the Henry Hudson Bridge toll plaza are incorrect because the toll plaza no longer exists due to electronic toll collection.

**Minutes**

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on April 22, 2013 were approved.

**Committee Work Plan**

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

**Report on Operations/Safety**

With regard to the Report on Operations, Mr. Moretti stated that in March there were 23.3 million crossings, which was a decrease of 547,000 or 2.2% against the prior March. A combination of less favorable weather (six inches of snowfall and an increase of 1.4 inches of precipitation), school recess, Good Friday and the toll increase may have caused the decline in traffic as compared to the prior March. Gas prices were slightly lower by approximately 5 cents per gallon. In March, E-ZPass volumes were 19.5 million, up slightly from a year ago and cash crossings were down by 12.5%. Passenger car travel was down by 4% and truck traffic was up by 2.6% mostly due to Tropical Storm Sandy relief efforts.

Year-to-date through March, Mr. Moretti stated that there were 65.5 million crossings, which was 1.5 million or 2.2% lower than the same period a year ago. Finally, Mr. Moretti stated that an early estimate of April traffic is 23.6 million crossings, which is almost identical to the same period a year ago.

Commissioner Albert inquired whether the drop in TBTA crossings occurred mostly where there was a close parallel free alternative crossing and asked whether TBTA was able to obtain City Department of Transportation ("DOT") data in order to determine whether such free alternative crossings have affected the decrease in traffic at TBTA crossings. Mr. Moretti responded that traffic crossings are down at all TBTA facilities. Mr. Ferrara stated that the statistical information from City DOT is about a year old and it does not compare with how TBTA measures traffic at its facilities. He also stated that the decline in traffic was due, in large part, to the recent toll increase.

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<sup>1</sup> The TBTA Committee met and voted but did not have enough members present for a quorum.

With regard to the Report on Safety, Mr. Petrovich referred the Committee to the graphs and charts on pages 28 and 29 of the Committee Book that represent the Five Year Summary of Customer Collisions and Injuries and the Five Year Summary of Employee Accident Reports and Lost Time Injuries through March. Mr. Petrovich stated that the injury rate per million vehicles through March remained steady the last three years at low rates. For employee injuries through March, the lost time injury frequency rate remained low.

Acting Chairman Ferrer asked what the reason was for the steady decline in employee accident rates since 2011. Mr. Petrovich stated that the high numbers in 2011 were lowered through initiatives, consultations with supervisors, targeting and addressing problem areas and trends.

### **Customer Environment Survey First Quarter 2013**

Mr. Fortunato stated that TBTA repaired 1,764 potholes in the first quarter of 2013, which was 87.3% more than the first quarter of 2012. The increase was attributed to more severe weather conditions as compared to 2012. TBTA swept 2,347 miles of roadway in the first quarter of 2013, which was down from the first quarter of 2012 due to more severe weather and snow-related issues and less available days to sweep. TBTA striped 1,800 linear feet of roadway at the Verrazano-Narrows Bridge in the first quarter of 2013. Tunnel cleaning was suspended due to continued Tropical Storm Sandy recovery efforts.

### **E-ZPass**

Mr. Spero stated that the March E-ZPass market share was 83.2%, which was 2% higher than a year ago. Approximately 45,000 E-ZPass accounts were opened over the first three months (20,000 were opened in March), which was almost 5,000 more than the first three months of last year, and more than 109,000 tags were issued, which was approximately 12,000 more than last year during the same period. Approximately 9,100 E-ZPass On-The-Go accounts were opened in March, which was more than 46% of all accounts opened for the month. Since the On-The-Go program began, approximately 178,000 tags have been sold in the lanes.

### **Finance**

Mr. Spero stated that through March, toll revenue was approximately \$6.6 million or 1.9% better than plan. Traffic was up 1.6% against the budget year-to-date but down versus the same period last year. Preliminary April revenue is up about \$5.7 million or 4.3% better than budget.

Total expenses through March were about \$4.4 million or 4.4% better than plan. Non-labor spending was 0.1% better than plan. Labor expenses were \$4.3 million or 7% lower than budget due, in part, to lower payroll expenses, which were about \$1.9 million or 6.1% because of vacancies. Overtime was about \$1 million or 16.6% below budget through March.

Total support to mass transit through March was more than \$215 million, which was \$25 million or 13% better than plan.

### **Capital Program**

With regard to the Capital Program Status Report through April 30, 2013, Mr. Keane stated that the Capital Program commitments continue to track closely with planned commitments. Through April, TBTA committed 48 tasks with a value of \$42.1 million against a

planned 36 tasks with a value of \$37.7 million. In April there were 12 commitments made with a value of \$16.1 million.

The most notable commitments made were Construction Management Services for the Verrazano Narrows Bridge new Bus High Occupancy Vehicle Ramp Project, Fiber Optic Cable Installation at the Robert F. Kennedy Bridge and Construction Administration Project for the Robert F. Kennedy Maintenance Facility at Randall's Island. TBTA continues to remain on target overall with our annual goal of 102 task awards and \$329 million in award amounts. There were no completions planned or made in April but overall TBTA remains on track to complete two projects with a combined value of \$51.4 million in 2013. There were 19 closeouts in April with a value of \$84.2 million.

### **Procurements**

Mr. Masterson stated that there were no non-competitive procurements. There were nine (9) procurements this month totaling about \$7.7 million. There were seven (7) competitive procurements, two (2) of which were new awards for maintenance and repair of emergency generators and for locksmith services that were procured on behalf of the MTA, since TBTA was the lead agency for that procurement. TBTA received only a single bid for locksmith services, which was rejected and TBTA is resoliciting to seek competitive bids. The two new awards total \$644,170. The remaining five (5) procurements were amendments to existing contracts: one (1) was associated with scope study and design services at the Robert F. Kennedy Bridge (RFK Bridge); two (2) were public works contracts for additional work and for quantity adjustments at the RFK Bridge and the Henry Hudson Bridge; and there were two (2) separate purchase orders for increased usage of Canon copier equipment under an All-Agency contract. The modifications totaled approximately \$3.3 million.

### **Competitive Procurements**

#### **Miscellaneous Service Contracts**

Atlantic Detroit Diesel-Allison, LLC	Contract No. 12-MNT-2895(B) 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. In January 2013, B&T submitted its recommendation for the MTA facilities to the Board for award to a separate contractor. In that Staff	\$518,260.00
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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. On October 12, 2012, there were three bids submitted 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. Atlantic Detroit Diesel – Allison, LLC's ("ADDA") 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 ADDA 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.

Mark-Rene, Inc. dba. I. Calderon

Contract No. 12-MNT-2901  
In January 2013, B&T issued a

\$125,910.00

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	\$125,910.00
Highway Locksmiths, Inc.	\$166,896.60

This request is for approval to award a contract to Mark-Rene, Inc. dba I. Calderon ("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 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.

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

Modjeski & Masters, Inc.	Contract No. PSC-11-2884	\$260,153.50
	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.

**Modifications to Purchase & Public Works Contracts**

E-J Electric Installation Co.	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.	\$1,957,240.28
Canon Business Solutions, Inc.	Contract Nos. 3000001328 and 3000001329 Additional funding for B&T under the MTA All-Agency Copier Equipment Contract.	\$665,000.00
Iron Bridge Group, Inc.	Contract No. HH-07 Additional work under Contract HH- 07, Structural Rehabilitation at the Henry Hudson Bridge.	\$448,350.00

**Ratifications**

Mr. Masterson stated that there were two (2) Tropical Storm Sandy-related ratifications totaling \$3.7 million for the emergency recovery and restoration work at both the Marine Parkway-Gil Hodges Memorial Bridge and the Cross Bay Veterans Memorial Bridge and the other was for emergency temporary repairs to the lighting system at the Queens Midtown Tunnel.

**Ratification of Completed Procurement Actions**

John P. Picone, Inc.	Contract No. CB-09 Amendment for recovery and restoration work at two facilities as a result of Tropical Storm Sandy under Contract CB-09, Substructure and Underwater Work at the Cross Bay Veterans Memorial Bridge.	\$3,150,000.00
TAP Electrical Contracting Service, Inc.	Contract No. BB-45 Amendment for temporary repairs to the lighting system at the Queens Midtown Tunnel as a result of Tropical Storm Sandy under Contract BB-45, Replacement of Switchgear and Power	\$644,574.96

Distribution System at the Brooklyn  
Battery Tunnel.

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

**Diversity Report First Quarter 2013**

Mr. Ferrara referred the Committee to the Diversity Report First Quarter 2013 contained in the Committee Report. There were no questions from the Committee Members.

**Adjournment**

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

Respectfully submitted,

A handwritten signature in cursive script, reading "Julia R. Christ".

Julia R. Christ  
Acting Assistant Secretary



# **Bridges and Tunnels**

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## **Committee Work Plan**

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# BRIDGES & TUNNELS COMMITTEE WORK PLAN

## I. RECURRING AGENDA ITEMS

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

## II. SPECIFIC AGENDA ITEMS

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

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

## Responsibility

### March 2014

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

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

### 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 – 1<sup>st</sup> Quarter 2014

Operations  
EEO

### July 2014

No items scheduled.

### August 2014

No meeting scheduled.

## BRIDGES & TUNNELS COMMITTEE WORK PLAN

### Detailed Summary

#### I. RECURRING

##### Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

##### Report on Operations/Safety

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

Committee Meeting Month	Report Schedule				
	Operations	Safety	E-ZPass	Financial	Capital
January	Nov	Nov	Nov	Nov	Dec
March	Dec	Dec	Dec	Dec	Jan
April	Jan/Feb	Jan/Feb	Jan/Feb	Jan/Feb	Feb/Mar
June	Mar	Mar	Mar	Mar	Apr
July	Apr/May	Apr/May	Apr/May	Apr/May	May/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**

### **SEPTEMBER 2013**

#### Customer Environment Survey – 2nd Quarter 2013

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

#### 2014 Preliminary Budget

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

#### Diversity Report – 2<sup>nd</sup> Quarter 2013

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

### **OCTOBER 2013**

No meeting scheduled.

### **NOVEMBER 2013**

#### Customer Environment Survey – 3rd Quarter 2013

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

#### 2014 Preliminary Budget

Public comment will be accepted on the 2014 Preliminary Budget.

#### B&T Committee Charter - Review

Review and assess the adequacy of the Charter annually.

## **DECEMBER 2013**

### 2014 Proposed Committee Work Plan

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

### 2014 Proposed Final Budget

The Committee will recommend action to the Board.

### Diversity Report – 3<sup>rd</sup> Quarter 2013

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

## **JANUARY 2014**

### Approval of Work Plan for 2014

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

## **FEBRUARY 2014**

No meeting scheduled.

## **MARCH 2014**

### Customer Environment Survey – 4th Quarter 2013

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

### Preliminary Review of 2013 Operating Budget Results

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

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

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

### 2013 B&T Operating Surplus

The Committee will recommend action to the Board.

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

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

### Annual Procurement Contracts Report

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

**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 – 1<sup>st</sup> Quarter 2014

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

**JULY 2014**

No items scheduled.

**AUGUST 2014**

No meeting scheduled.



# **Bridges and Tunnels**

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## **Report on Operations April 2013**

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## **MTA Bridges and Tunnels April 2013 Traffic Trends**

### **Summary**

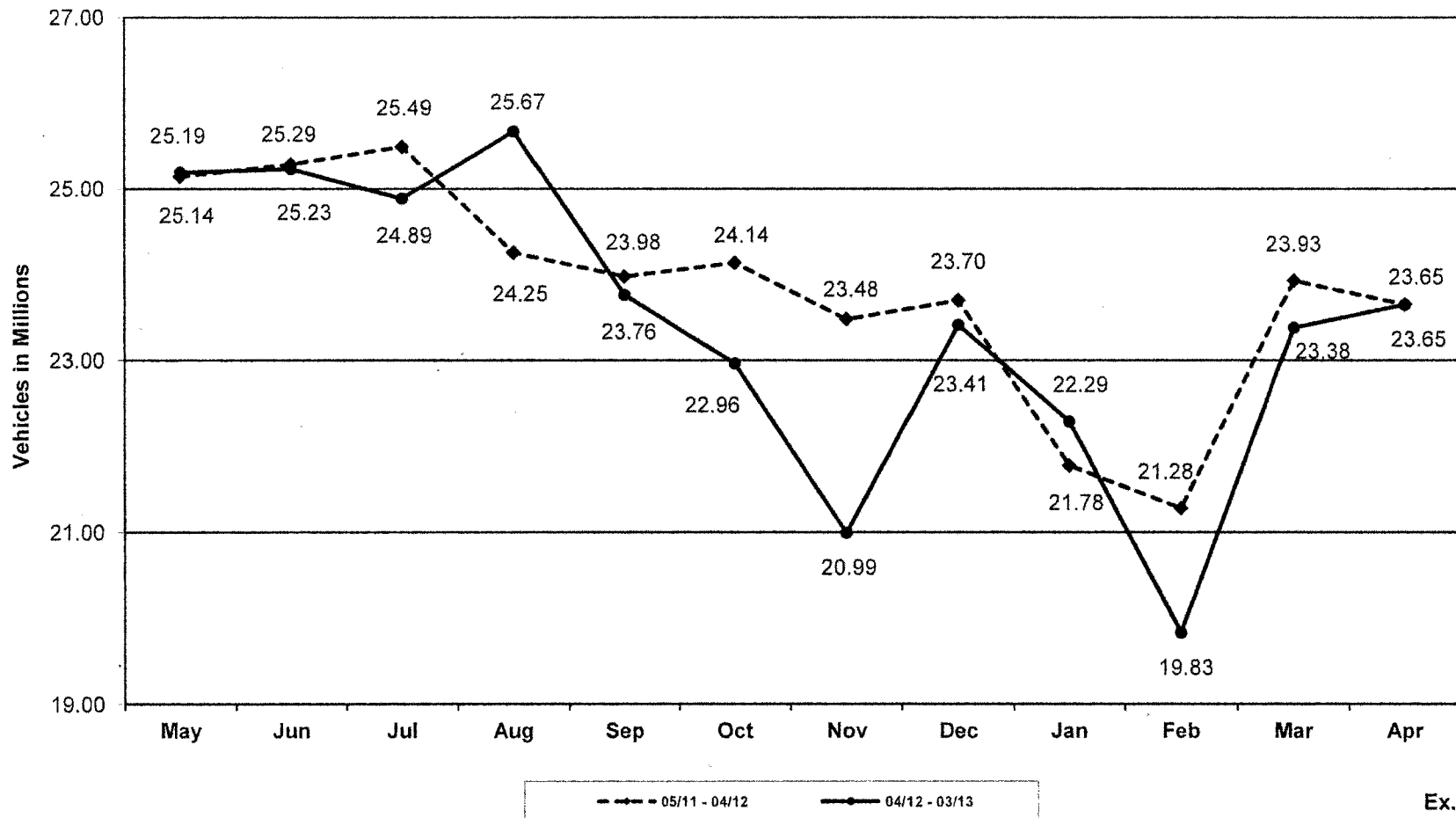
There were 23.65 million traffic crossings this month, which was the same level as April 2012 (Exhibit 1).

Precipitation in April was 1.2 inches over 10 days compared to 3.2 inches over 9 days in 2012. Gas prices averaged \$3.73 per gallon, which was \$0.32 lower than last year at this time.

E-ZPass volume increased by 3.3% in April compared to April 2012 while crossings using cash and other payment methods declined 14.3% for the month (Exhibit 7). Passenger car travel was down 0.7% and other vehicle travel was up 9.1% from last April (Exhibit 8).

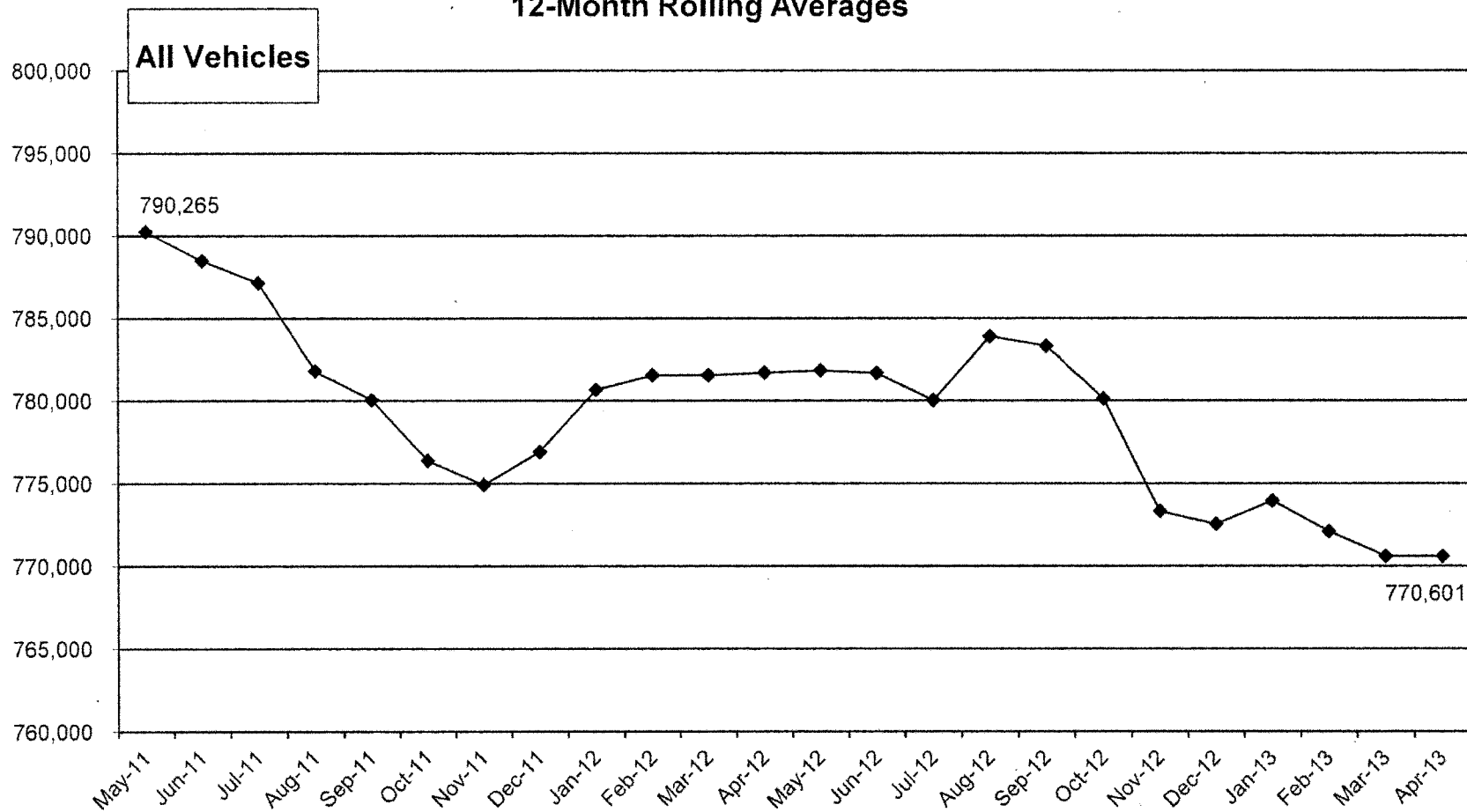


# MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending April 2013



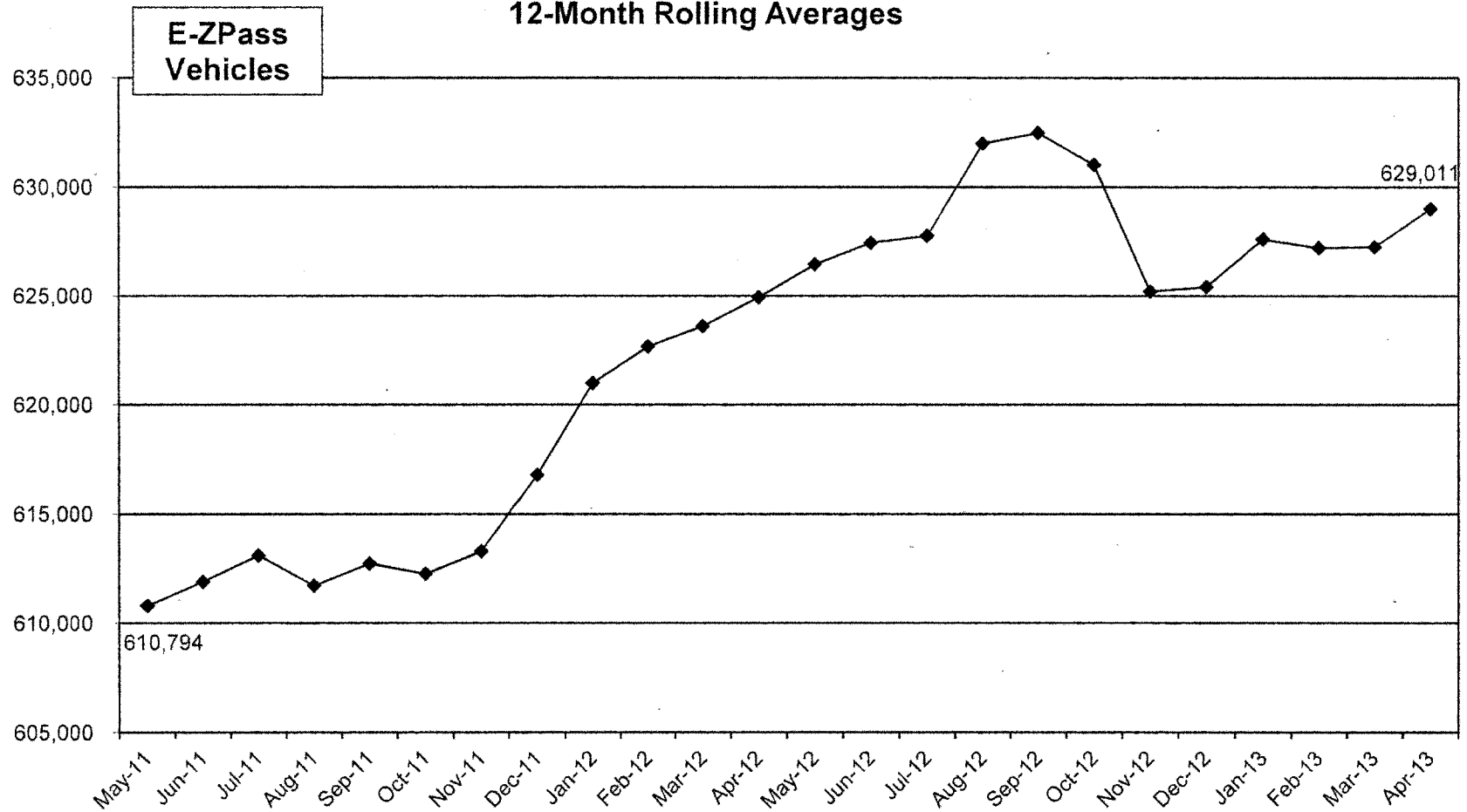
Ex. 1

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



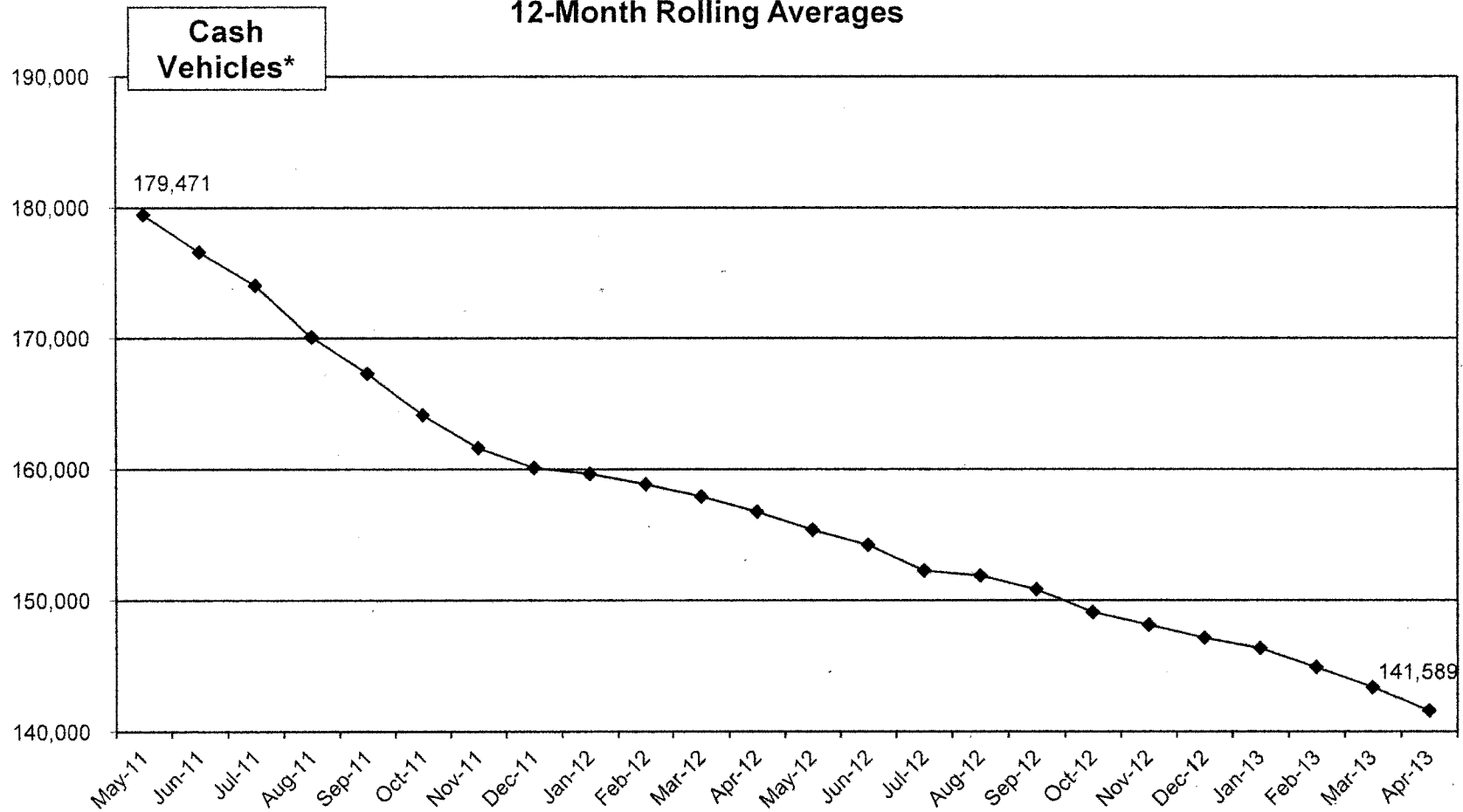
Ex. 2

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



Ex. 3

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

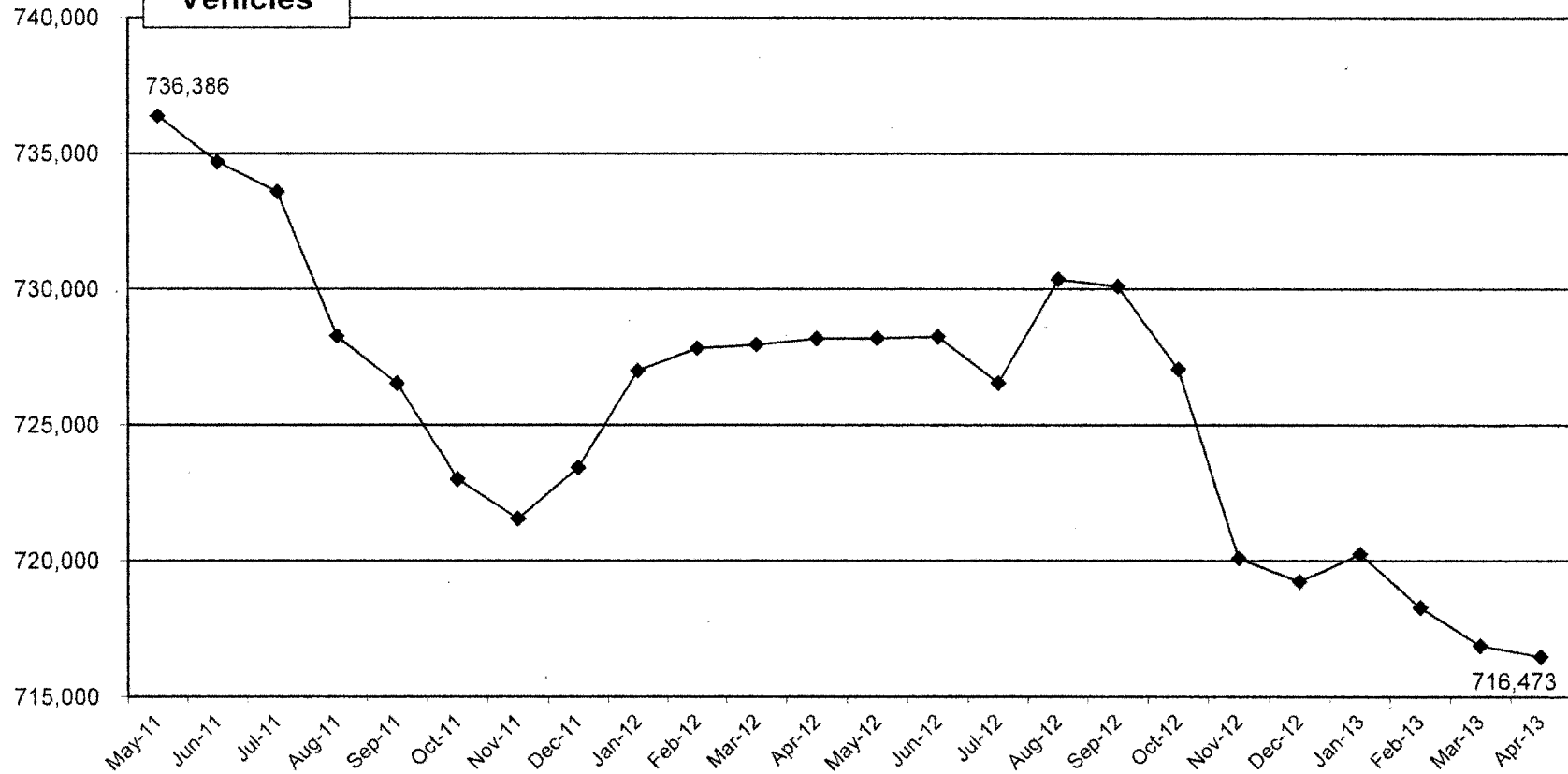


\*Includes token, ticket and Tolls By Mail transactions.

Ex. 4

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

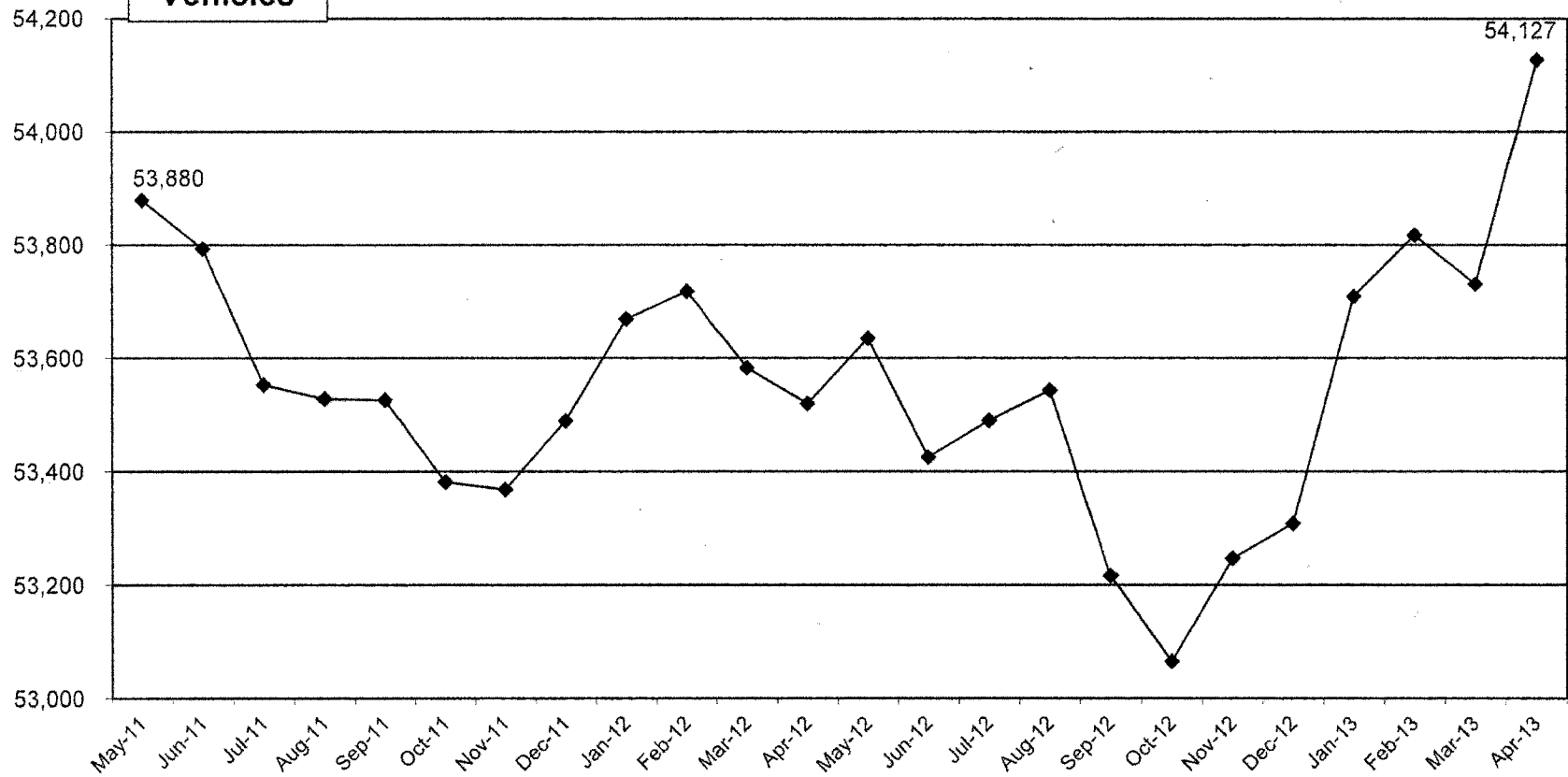
Passenger  
Vehicles



Ex. 5

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

Other  
Vehicles



Ex. 6

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

Corridor	Toll Media	Apr <sup>(1)</sup>	3 Months <sup>(2)</sup> (Feb-Apr)	6 Months <sup>(3)</sup> (Nov-Apr)	9 Months <sup>(4)</sup> (Aug-Apr)	12 Months <sup>(5)</sup> (May-Apr)
All Facilities	Total Vehicles	-0.01%	-1.8%	-2.6%	-1.7%	-1.4%
	E-ZPass	3.3%	0.9%	-0.7%	0.3%	0.7%
	Cash <sup>(6)</sup>	-14.3%	-13.5%	-10.4%	-9.5%	-9.7%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	0.9%	-0.9%	-0.5%	-0.2%	-0.3%
	E-ZPass	4.7%	2.4%	2.3%	2.5%	2.4%
	Cash <sup>(6)</sup>	-11.1%	-11.2%	-9.2%	-8.4%	-8.6%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel <sup>(7)</sup>	Total Vehicles	-1.8%	-3.5%	-7.5%	-4.9%	-3.6%
	E-ZPass	0.9%	-1.2%	-5.5%	-2.9%	-1.5%
	Cash <sup>(6)</sup>	-16.3%	-15.9%	-17.9%	-14.9%	-14.0%
Verrazano-Narrows Bridge	Total Vehicles	-1.0%	-2.2%	-1.8%	-1.5%	-1.7%
	E-ZPass	1.8%	-0.4%	-0.4%	-0.1%	-0.1%
	Cash <sup>(6)</sup>	-14.0%	-11.1%	-8.4%	-8.2%	-8.6%
Henry Hudson Bridge	Total Vehicles	-2.5%	-5.2%	-6.4%	-4.3%	-3.5%
	E-ZPass	3.9%	0.5%	-1.2%	-0.4%	-0.1%
	Cash <sup>(6)(8)</sup>	-48.2%	-47.2%	-43.5%	-31.0%	-25.8%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	11.8%	7.6%	11.1%	8.1%	6.2%
	E-ZPass	14.3%	9.0%	4.7%	5.0%	4.8%
	Cash <sup>(6)</sup>	-0.3%	1.0%	42.6%	22.9%	12.2%

(1) April 2013 vs. April 2012.

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

(3) November 2012 to April 2013 vs. November 2011 to April 2012.

(4) August 2012 to April 2013 vs. August 2011 to April 2012.

(5) September 2012 to April 2013 vs. September 2011 to April 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	Apr <sup>(1)</sup>	3 Months <sup>(2)</sup> (Feb-Apr)	6 Months <sup>(3)</sup> (Nov-Apr)	9 Months <sup>(4)</sup> (Aug-Apr)	12 Months <sup>(5)</sup> (May-Apr)
All Facilities	Total Vehicles	-0.01%	-1.8%	-2.6%	-1.7%	-1.4%
	Passenger	-0.7%	-2.2%	-3.0%	-1.9%	-1.6%
	Other	9.1%	3.2%	4.1%	1.6%	1.1%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	0.9%	-0.9%	-0.5%	-0.2%	-0.3%
	Passenger	0.2%	-1.1%	-0.8%	-0.2%	-0.4%
	Other	7.7%	1.7%	2.6%	0.7%	0.3%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel <sup>(6)</sup>	Total Vehicles	-1.8%	-3.5%	-7.5%	-4.9%	-3.6%
	Passenger	-2.2%	-3.6%	-7.5%	-4.8%	-3.6%
	Other	4.0%	-1.4%	-7.4%	-5.8%	-4.0%
Verrazano-Narrows Bridge	Total Vehicles	-1.0%	-2.2%	-1.8%	-1.5%	-1.7%
	Passenger	-1.7%	-2.7%	-2.4%	-1.9%	-1.9%
	Other	11.3%	6.2%	8.1%	3.8%	2.3%
Henry Hudson Bridge	Total Vehicles	-2.5%	-5.2%	-6.4%	-4.3%	-3.5%
	Passenger	-2.7%	-5.3%	-6.5%	-4.4%	-3.5%
	Other	28.4%	10.8%	8.6%	6.7%	6.3%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	11.8%	7.6%	11.1%	8.1%	6.2%
	Passenger	9.9%	6.0%	7.4%	5.8%	4.4%
	Other	47.0%	37.0%	77.1%	51.6%	39.6%

(1) April 2013 vs. April 2012.

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

(3) November 2012 to April 2013 vs. November 2011 to April 2012.

(4) August 2012 to April 2013 vs. August 2011 to April 2012.

(5) September 2012 to April 2013 vs. September 2011 to April 2012.

(6) Formerly Brooklyn-Battery Tunnel

Ex. 8



## Supplemental Data Page for the Report on Operations

Traffic & Average Gas Price <sup>1</sup>			Weather <sup>2</sup>			
Month	Traffic	Gas	Average Temperature	Rain Inches	Snow Inches	Precipitation Days
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 <sup>3</sup>	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 <sup>4</sup>	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 <sup>5</sup>	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	19,831,970	\$3.89	34	3.8	13.1	13
Mar-13 <sup>6</sup>	<b>23,380,587</b>	<b>\$3.88</b>	<b>41</b>	<b>2.4</b>	<b>6.1</b>	<b>9</b>
Apr-13	<b>23,649,098</b>	<b>\$3.73</b>	<b>53</b>	<b>1.2</b>	-	<b>10</b>

Note: Bold numbers are preliminary.

**TABLE 2 - Year-over-Year Differences<sup>7</sup>**

Traffic & Gas Monthly Inc/(Dec)			Weather Monthly Inc/(Dec)			
Month	Traffic	Gas	Average Temperature	Rain Inches	Snow Inches	Precipitation Days
<b>2012 vs. 2011</b>						
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
<b>2013 vs. 2012</b>						
January	513,673	\$0.11	(2)	(0.8)	(1.5)	0
February	(1,448,172)	\$0.12	(8)	2.4	13.1	3
March	(547,058)	(\$0.05)	(10)	1.4	6.1	0
April	(2,327)	(\$0.32)	(3)	(2.0)	-	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. Tropical Storm Irene, August 20th, 2011

4. Leap Day, February 29, 2012

5. Tropical Storm Sandy, October 29, 2012

6. Toll Increase, March 3, 2013

7. Numbers may not add due to rounding.

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

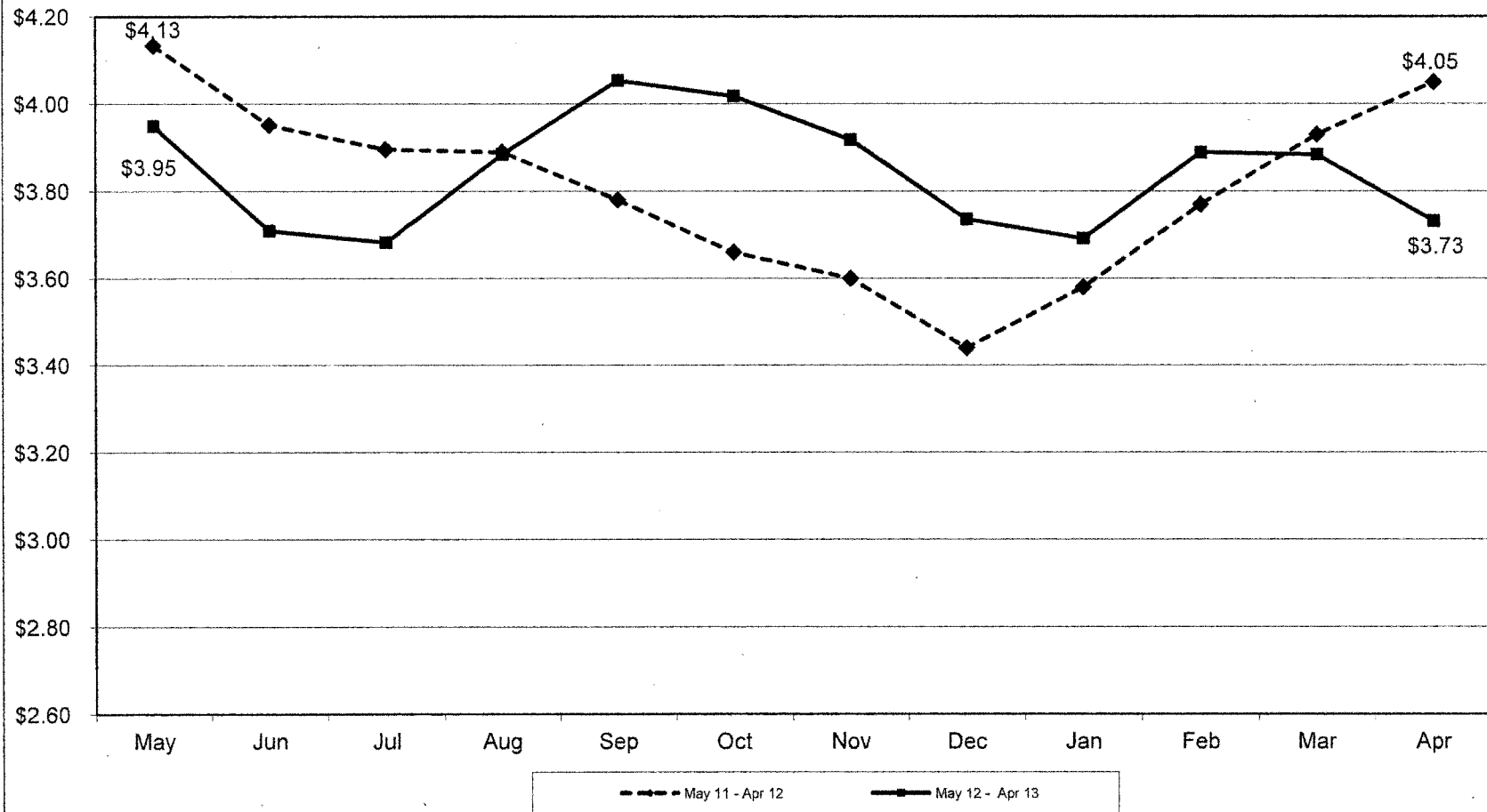
### **Average Daily Traffic: 12-Month Rolling Averages**

<u>Month</u>	<u>All Vehicles<sup>1</sup></u>	<u>E-ZPass</u>	<u>Cash<sup>2</sup></u>	<u>Passenger</u>	<u>Other</u>
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	772,106	627,210	144,896	718,288	53,817
Mar-13	770,607	627,254	143,353	716,876	53,731
Apr-13	770,601	629,011	141,589	716,473	54,127

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**  
**May 2011 - April 2013**





# **Bridges and Tunnels**

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## **Report on Operations May 2013**

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## **MTA Bridges and Tunnels May 2013 Traffic Trends**

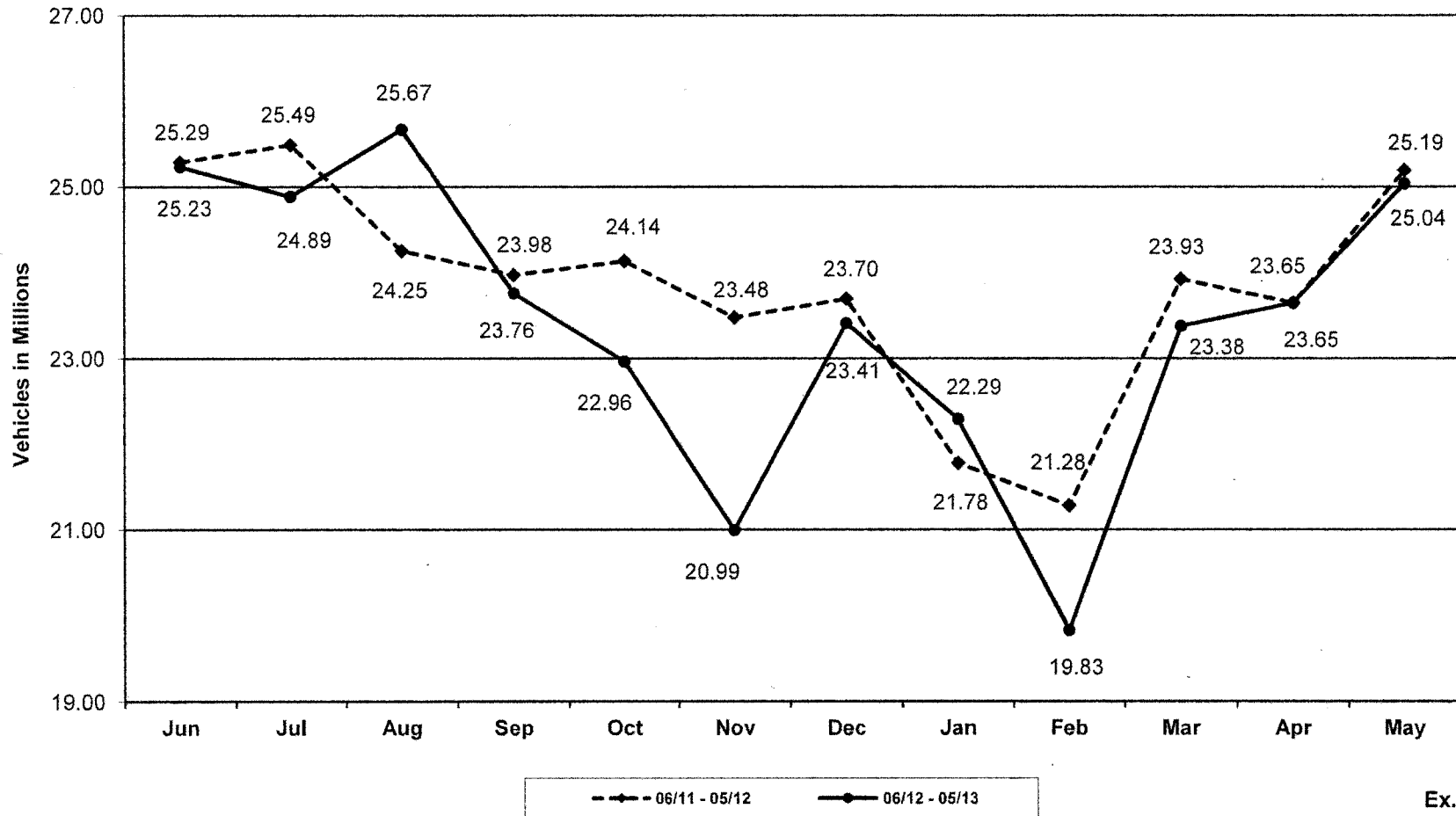
### **Summary**

There were 25.0 million traffic crossings this month, which was 0.2 million vehicles less than May 2012 (Exhibit 1).

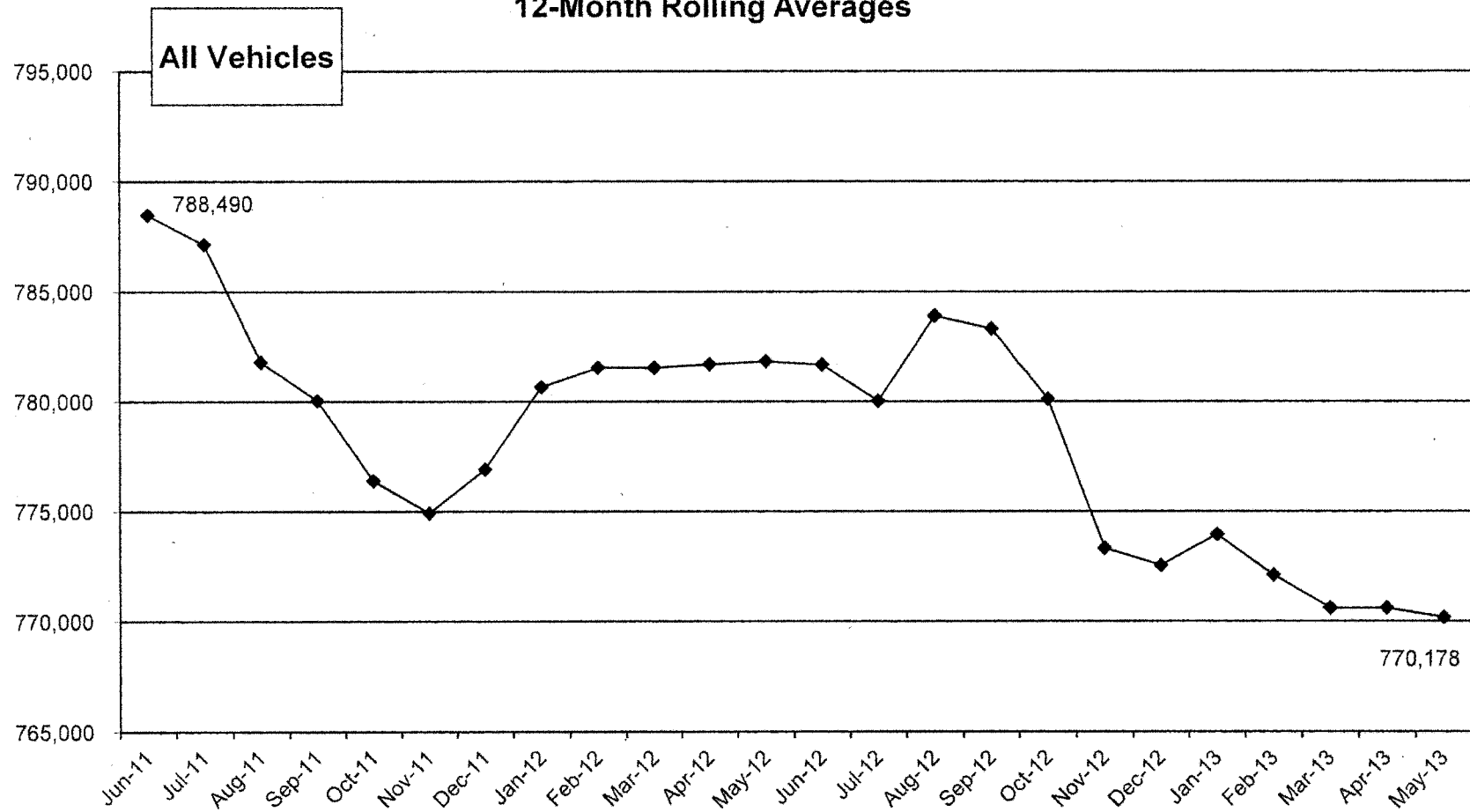
Rainfall in May was 5.0 inches over 10 days compared to 4.7 inches over 17 days in 2012. Gas prices averaged \$3.70 per gallon, which was \$0.25 less than last year at this time. B&T tolls were higher this year due to a March toll increase.

E-ZPass volume increased by 2.2% compared to May 2012 while crossings using cash and other payment methods declined 12.7% for the month (Exhibit 7). Passenger car travel was down 1.0% while other vehicle travel was up 4.4% from last May (Exhibit 8).

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



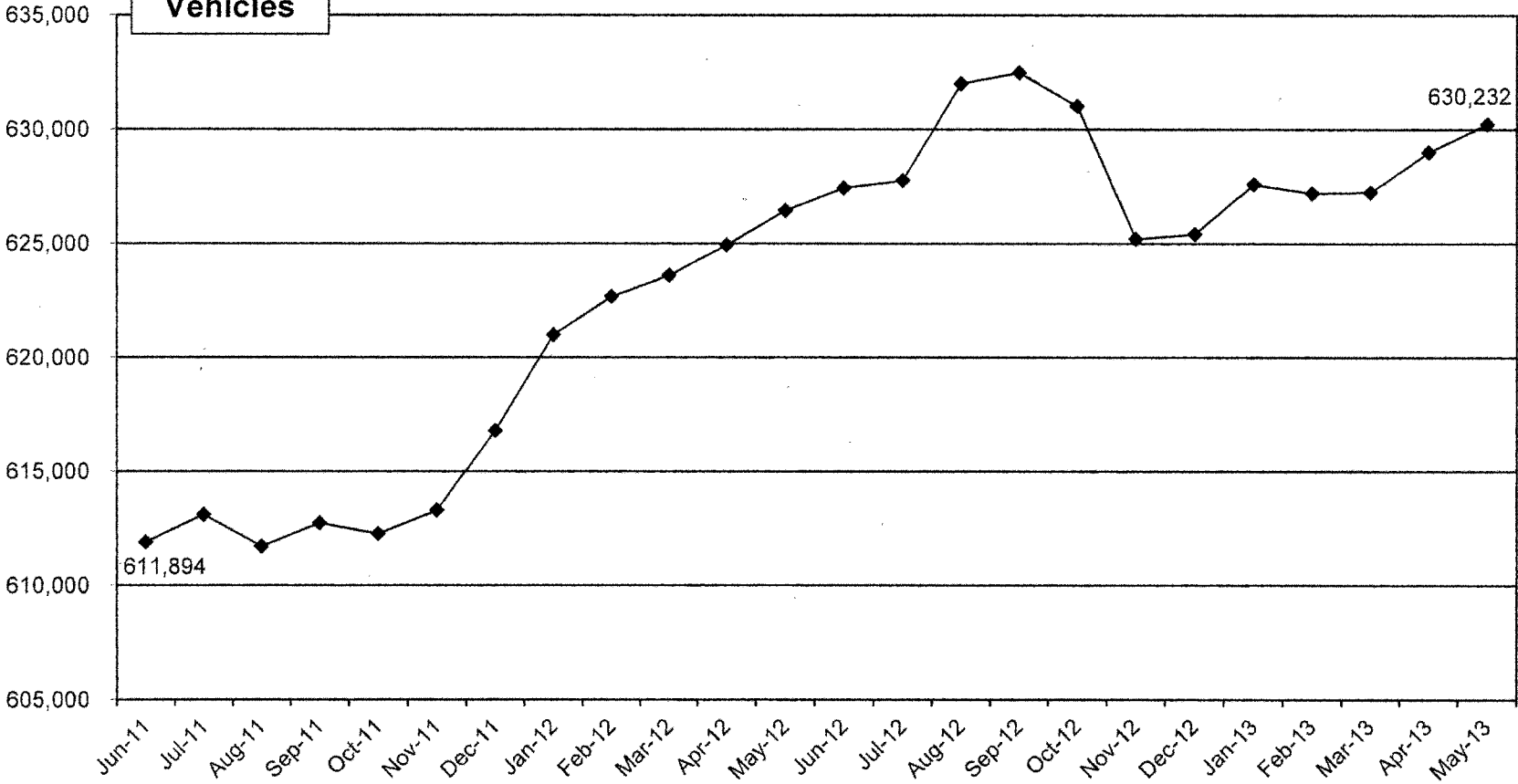
**MTA Bridges and Tunnels**  
**Average Daily Traffic: June 2011 - May 2013**  
**12-Month Rolling Averages**



Ex. 2

MTA Bridges and Tunnels  
Average Daily Traffic: June 2011 - May 2013  
12-Month Rolling Averages

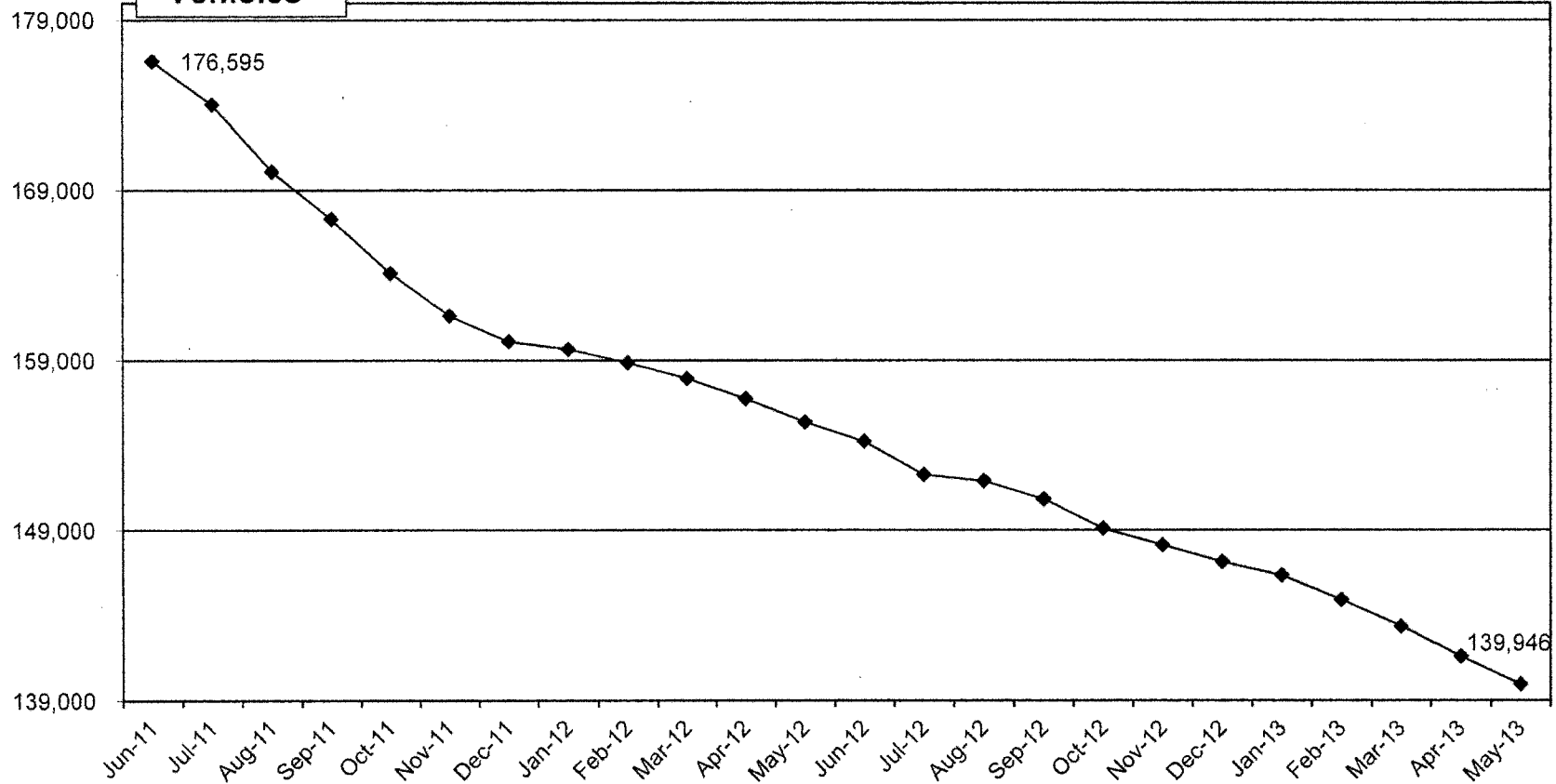
E-ZPass  
Vehicles





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

**Cash  
Vehicles\***

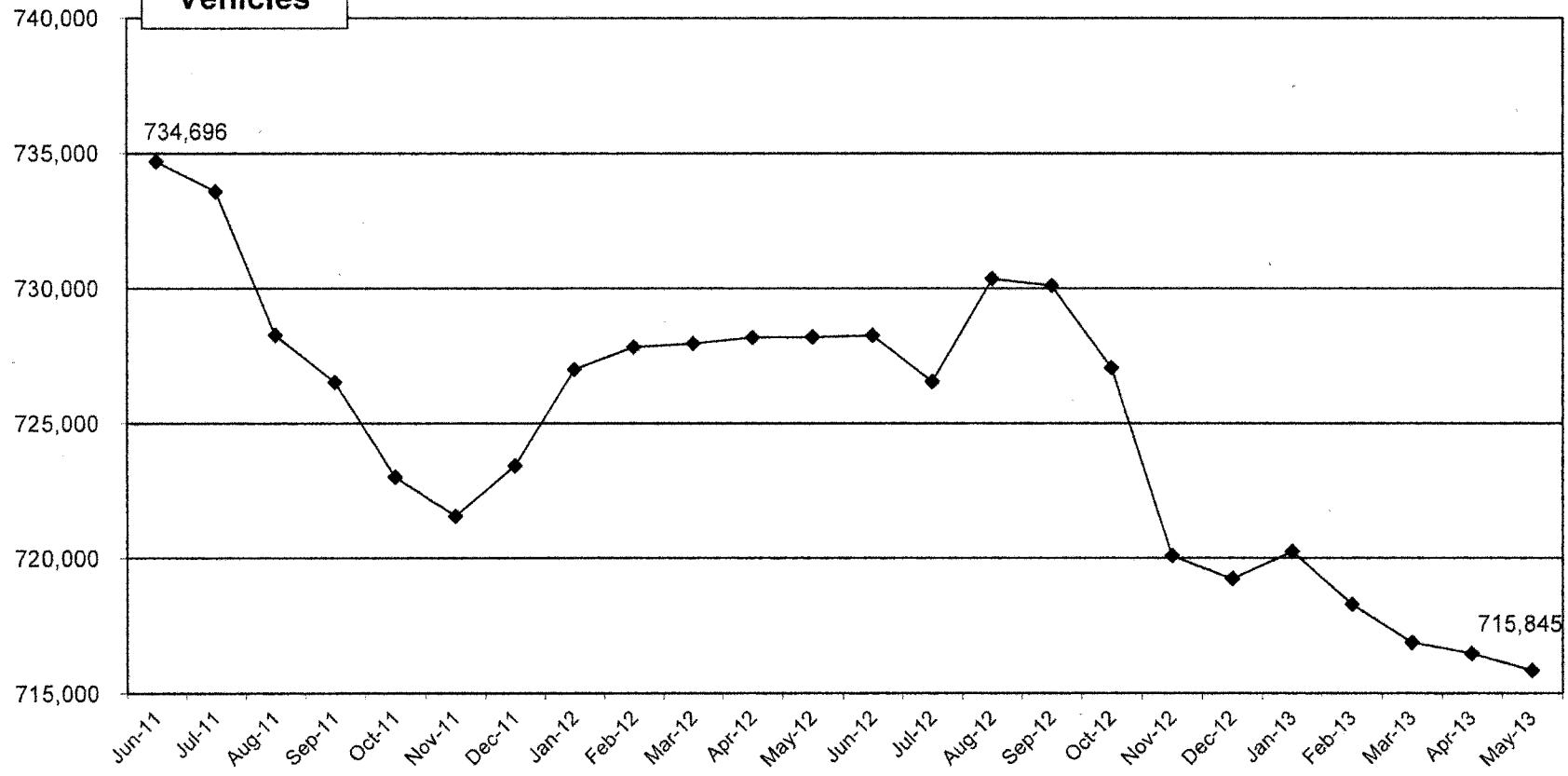


\*Includes token, ticket and Tolls By Mail transactions.

**Ex. 4**

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

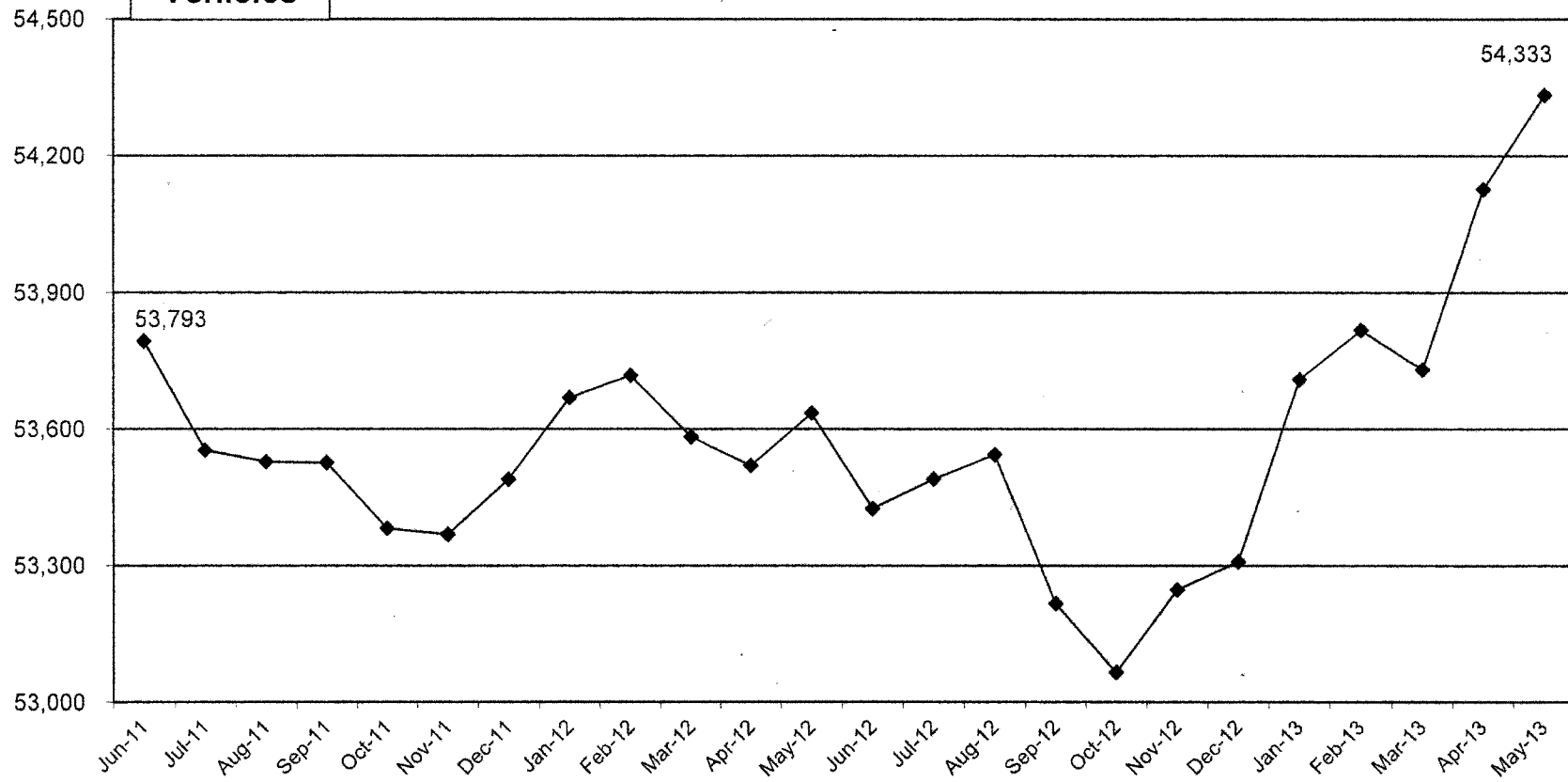
**Passenger  
Vehicles**



**Ex. 5**

MTA Bridges and Tunnels  
Average Daily Traffic: June 2011 - May 2013  
12-Month Rolling Averages

Other  
Vehicles



Ex. 6

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

Corridor	Toll Media	May <sup>(1)</sup>	3 Months <sup>(2)</sup> (Mar-May)	6 Months <sup>(3)</sup> (Dec-May)	9 Months <sup>(4)</sup> (Sept-May)	12 Months <sup>(5)</sup> (June-May)
All Facilities	Total Vehicles	-0.6%	-1.0%	-0.8%	-2.4%	-1.5%
	E-ZPass	2.2%	1.9%	1.6%	-0.4%	0.6%
	Cash <sup>(6)</sup>	-12.7%	-13.2%	-11.3%	-10.8%	-9.9%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	1.0%	0.5%	0.2%	-0.8%	-0.3%
	E-ZPass	4.3%	3.8%	3.2%	2.0%	2.5%
	Cash <sup>(6)</sup>	-9.4%	-10.2%	-9.2%	-9.3%	-8.7%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel <sup>(7)</sup>	Total Vehicles	-3.0%	-3.2%	-2.8%	-5.9%	-3.9%
	E-ZPass	-0.6%	-0.8%	-0.7%	-3.9%	-1.9%
	Cash <sup>(6)</sup>	-15.8%	-16.2%	-14.5%	-16.4%	-14.5%
Verrazano-Narrows Bridge	Total Vehicles	-0.7%	-1.3%	-1.1%	-2.2%	-1.6%
	E-ZPass	1.3%	0.7%	0.4%	-0.7%	-0.1%
	Cash <sup>(6)</sup>	-10.0%	-10.8%	-8.7%	-9.0%	-8.7%
Henry Hudson Bridge	Total Vehicles	-3.3%	-4.0%	-4.5%	-5.1%	-3.8%
	E-ZPass	2.5%	1.9%	1.2%	-0.6%	-0.1%
	Cash <sup>(8)</sup>	-44.9%	-46.4%	-45.1%	-36.2%	-28.4%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	4.4%	6.3%	9.2%	7.4%	6.3%
	E-ZPass	6.8%	8.3%	9.3%	4.2%	5.0%
	Cash <sup>(6)</sup>	-7.2%	-3.4%	8.6%	22.3%	12.3%

(1) May 2013 vs. May 2012.

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

(3) December 2012 to May 2013 vs. December 2011 to May 2012.

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

(5) October 2012 to May 2013 vs. October 2011 to May 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	May <sup>(1)</sup>	3 Months <sup>(2)</sup> (Mar-May)	6 Months <sup>(3)</sup> (Dec-May)	9 Months <sup>(4)</sup> (Sept-May)	12 Months <sup>(5)</sup> (June-May)
All Facilities	Total Vehicles	-0.6%	-1.0%	-0.8%	-2.4%	-1.5%
	Passenger	-1.0%	-1.3%	-1.2%	-2.7%	-1.7%
	Other	4.4%	3.8%	4.2%	2.0%	1.3%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	1.0%	0.5%	0.2%	-0.8%	-0.3%
	Passenger	0.7%	0.3%	0.0%	-0.9%	-0.3%
	Other	3.5%	2.4%	2.3%	0.9%	0.4%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel <sup>(6)</sup>	Total Vehicles	-3.0%	-3.2%	-2.8%	-5.9%	-3.9%
	Passenger	-3.1%	-3.4%	-2.9%	-5.9%	-3.9%
	Other	-0.5%	-0.6%	-1.5%	-6.2%	-4.4%
Verrazano-Narrows Bridge	Total Vehicles	-0.7%	-1.3%	-1.1%	-2.2%	-1.6%
	Passenger	-1.1%	-1.7%	-1.7%	-2.6%	-1.9%
	Other	6.2%	6.0%	7.2%	4.7%	2.7%
Henry Hudson Bridge	Total Vehicles	-3.3%	-4.0%	-4.5%	-5.1%	-3.8%
	Passenger	-3.4%	-4.1%	-4.6%	-5.1%	-3.8%
	Other	15.5%	14.8%	11.7%	8.2%	7.6%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	4.4%	6.3%	9.2%	7.4%	6.3%
	Passenger	2.8%	4.7%	7.1%	4.8%	4.5%
	Other	34.5%	35.7%	46.7%	54.5%	42.0%

(1) May 2013 vs. May 2012.

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

(3) December 2012 to May 2013 vs. December 2011 to May 2012.

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

(5) October 2012 to May 2013 vs. October 2011 to May 2012.

(6) Formerly Brooklyn-Battery Tunnel

Ex. 8

## Supplemental Data Page for the Report on Operations

Traffic & Average Gas Price <sup>1</sup>			Weather <sup>2</sup>			
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
Jun-11	25,289,003	\$3.95	73	3.9	-	10
Jul-11	25,490,788	\$3.90	81	2.9	-	6
Aug-11 <sup>3</sup>	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 <sup>4</sup>	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
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Aug-12	25,669,824	\$3.89	79	3.0	-	9
Sep-12	23,763,047	\$4.05	72	3.6	-	6
Oct-12 <sup>5</sup>	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	19,831,970	\$3.89	34	3.8	13.1	13
Mar-13 <sup>6</sup>	<b>23,380,587</b>	<b>\$3.88</b>	<b>41</b>	<b>2.4</b>	<b>6.1</b>	<b>9</b>
Apr-13	<b>23,649,098</b>	<b>\$3.73</b>	<b>53</b>	<b>1.2</b>	-	<b>10</b>
May-13	<b>25,038,486</b>	<b>\$3.70</b>	<b>64</b>	<b>5.0</b>	-	<b>10</b>

Note: Bold numbers are preliminary.

**TABLE 2 - Year-over-Year Differences<sup>7</sup>**

Traffic & Gas Monthly Inc/(Dec)			Weather Monthly Inc/(Dec)			
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
<b>2012 vs. 2011</b>						
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
<b>2013 vs. 2012</b>						
January	513,673	\$0.11	(2)	(0.8)	(1.5)	0
February	(1,448,172)	\$0.12	(8)	2.4	13.1	3
March	(547,058)	(\$0.05)	(10)	1.4	6.1	0
April	(2,327)	(\$0.32)	(3)	(2.0)	-	1
May	(154,278)	(\$0.25)	(2)	0.3	-	(7)

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. Tropical Storm Irene, August 20th, 2011
4. Leap Day, February 29, 2012
5. Tropical Storm Sandy, October 29, 2012
6. Toll Increase, March 3, 2013
7. Numbers may not add due to rounding.

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

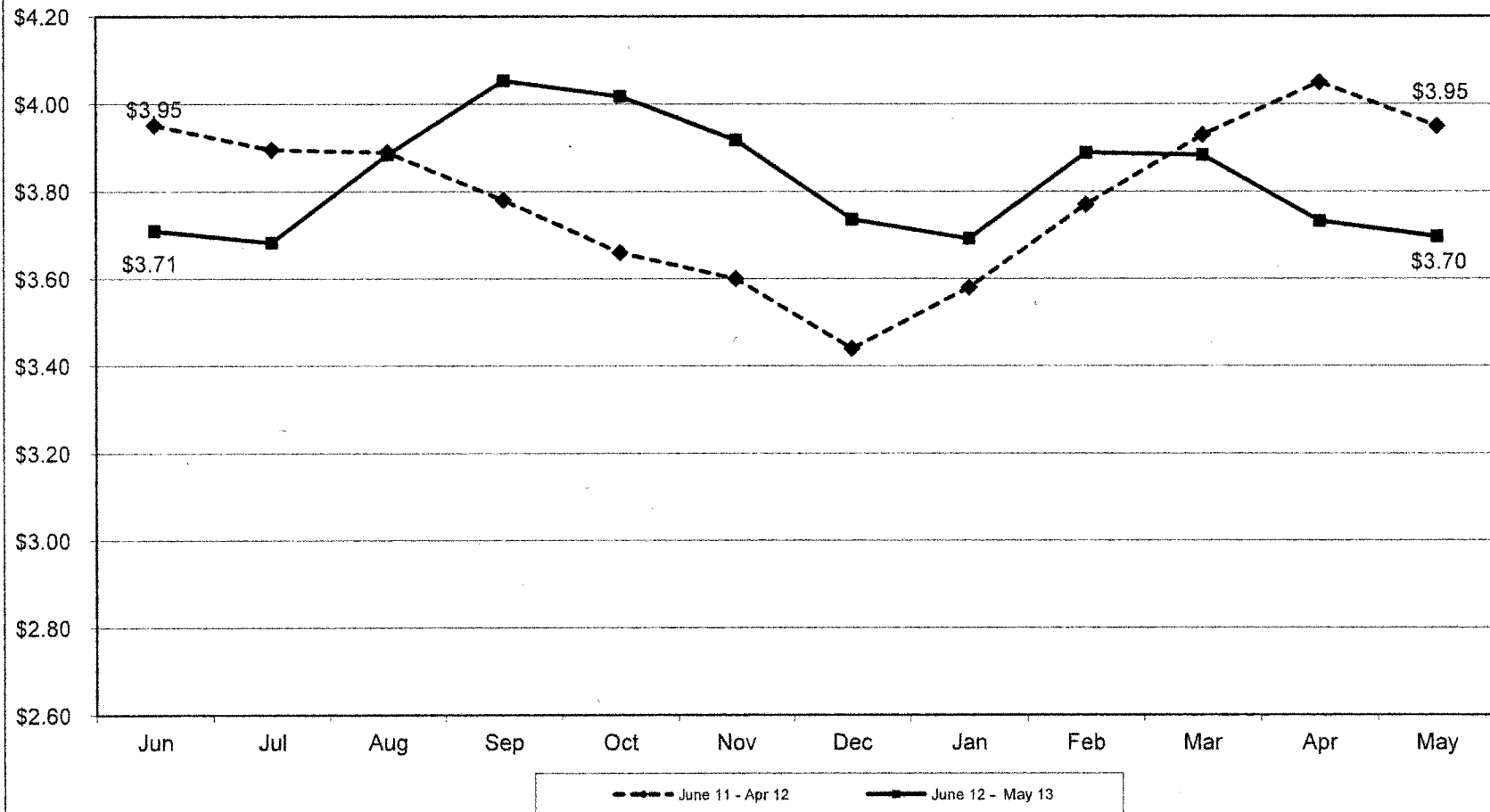
### ***Average Daily Traffic: 12-Month Rolling Averages***

<u>Month</u>	<u>All Vehicles<sup>1</sup></u>	<u>E-ZPass</u>	<u>Cash<sup>2</sup></u>	<u>Passenger</u>	<u>Other</u>
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
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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	772,106	627,210	144,896	718,288	53,817
Mar-13	770,607	627,254	143,353	716,876	53,731
Apr-13	770,601	629,011	141,589	716,473	54,127
May-13	770,178	630,232	139,946	715,845	54,333

1. Numbers may not add due to rounding.

2. Cash transactions include: tokens, tickets and beginning November 11, 2012, Tolls by Mail at the Henry Hudson Bridge

**Supplemental Graph  
Gas Prices in the NY-NJ-CT-PA Area  
June 2011 - May 2013**







# **Bridges and Tunnels**

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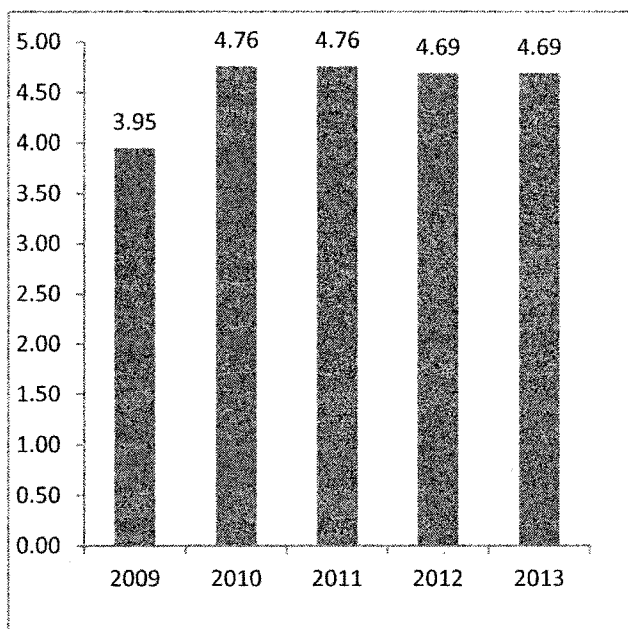
## **Safety Report April 2013**

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## Bridges and Tunnels

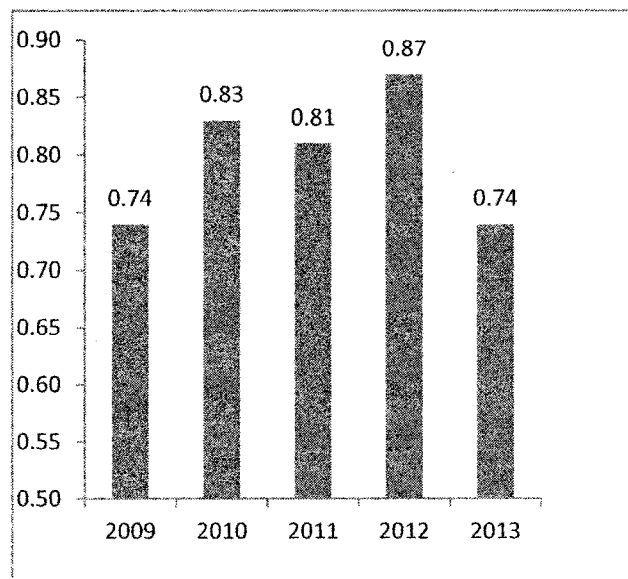
### 5 Yr Summary of Customer Collisions & Injuries thru April



#### Total Customer Collisions

Year	Total Collisions	Collision Rate/M Vehicles
2009	367	3.95
2010	436	4.76
2011	424	4.76
2012	430	4.69
2013	423	4.69

% change from last year: 0.0%  
5 year Average 4.57



#### Total Injury Collisions

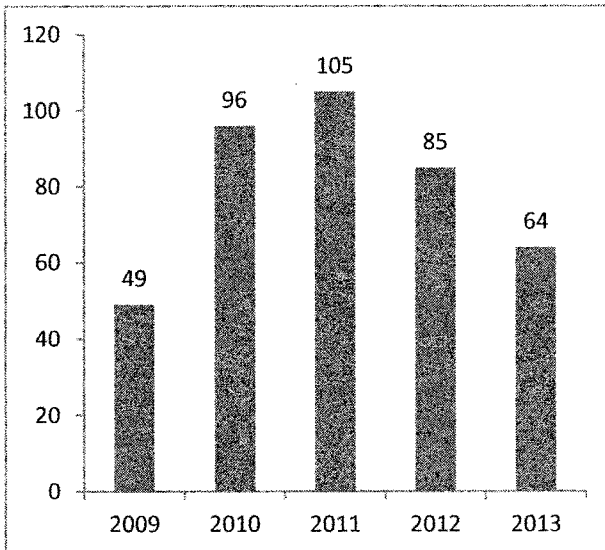
Year	Injury Collisions	Injury Rate/M Vehicles
2009	69	0.74
2010	76	0.83
2011	72	0.81
2012	80	0.87
2013	67	0.74

% change from last year: -14.9%  
5 year Average 0.80



## Bridges and Tunnels

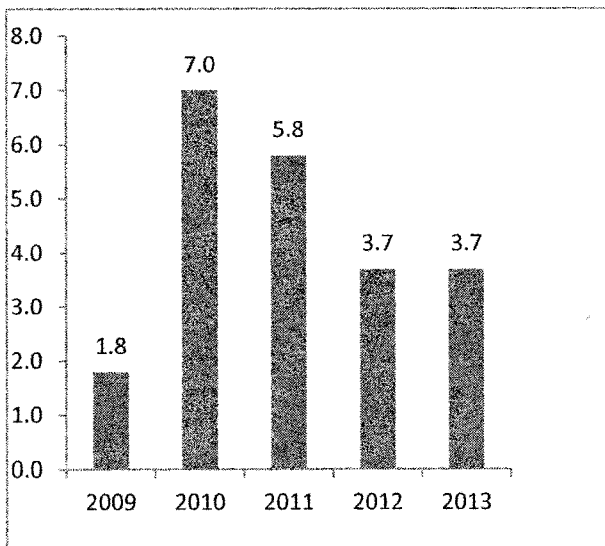
### 5 Yr Summary of Employee Accident Reports & Injuries thru April



Total Employee Accident Reports (C-2's)

Year	Total
2009	49
2010	96
2011	105
2012	85
2013	64

% change from last year: -24.7%  
5 year Average 80



Employee Lost Time Injuries

Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2009	11	1.8
2010	41	7.0
2011	31	5.8
2012	20	3.7
2013	18	3.7

% change from last year: 0.0%  
5 year Average 4.4



# **Bridges and Tunnels**

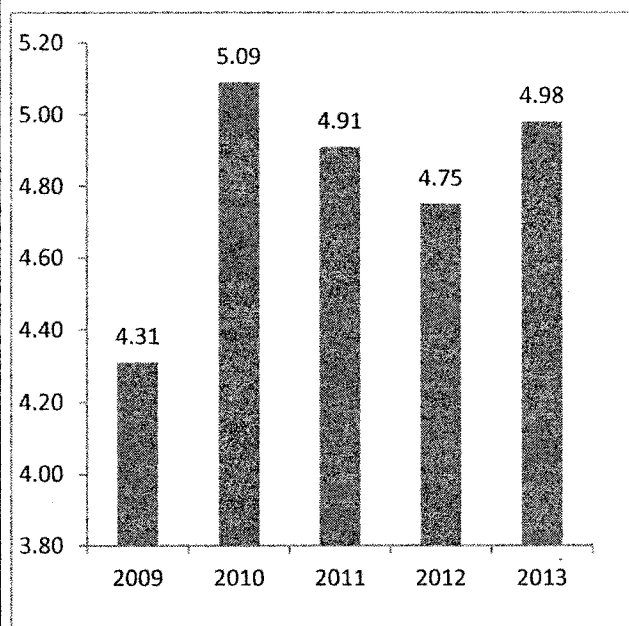
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## **Safety Report May 2013**

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# **Bridges and Tunnels**

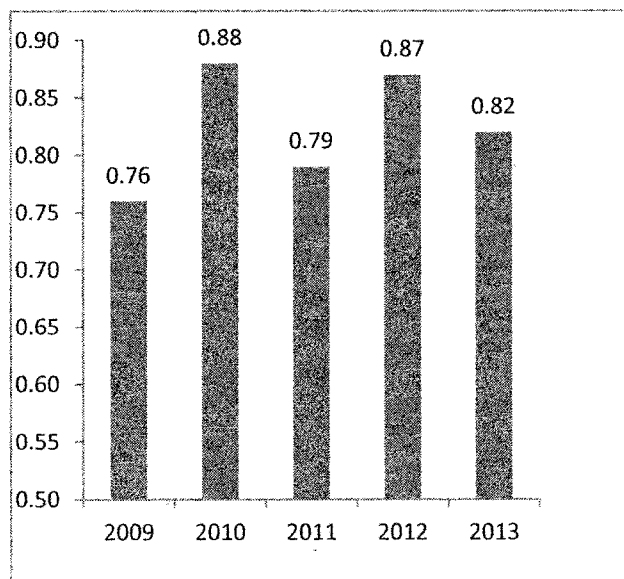
## 5 Yr Summary of Customer Collisions & Injuries thru May



Total Customer Collisions

Year	Total Collisions	Collision Rate/M Vehicles
2009	513	4.31
2010	600	5.09
2011	563	4.91
2012	557	4.75
2013	575	4.98

% change from last year: 4.8%  
 5 year Average 4.81



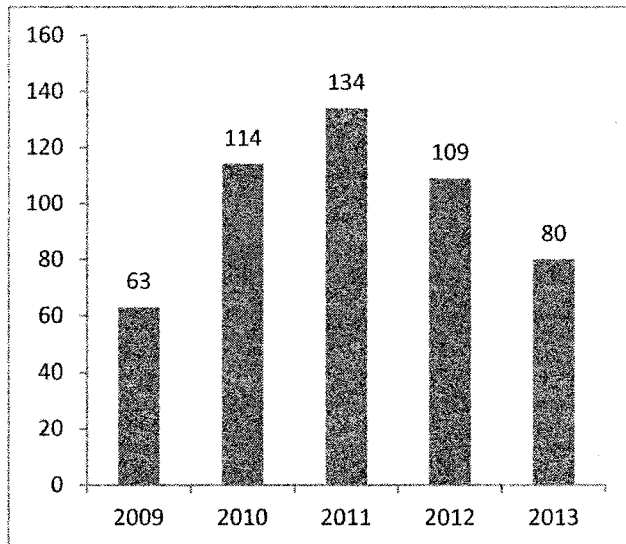
Total Injury Collisions

Year	Injury Collisions	Injury Rate/M Vehicles
2009	90	0.76
2010	104	0.88
2011	90	0.79
2012	102	0.87
2013	95	0.82

% change from last year: -5.7%  
 5 year Average 0.82

# **Bridges and Tunnels**

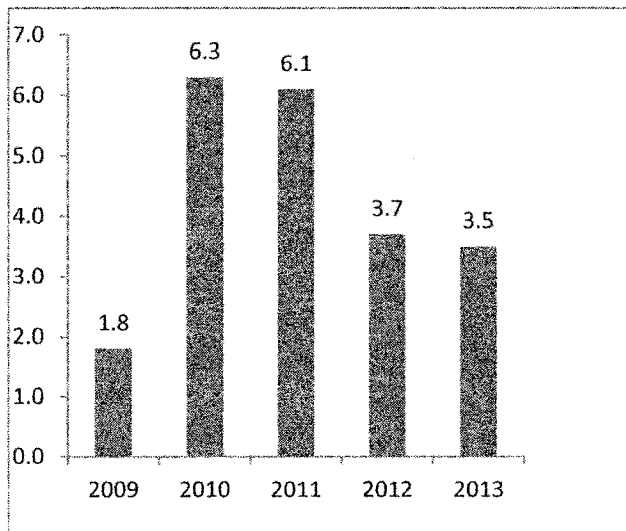
## 5 Yr Summary of Employee Accident Reports & Injuries thru May



Total Employee Accident Reports (C-2's)

Year	Total
2009	63
2010	114
2011	134
2012	109
2013	80

% change from last year: -26.6%  
5 year Average 100



Employee Lost Time Injuries

Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2009	14	1.8
2010	46	6.3
2011	41	6.1
2012	25	3.7
2013	22	3.5

% change from last year: -5.4%  
5 year Average 4.28



# **Bridges and Tunnels**

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## **E-ZPass Performance Report April 2013**

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

<b>E-ZPass Performance at All B&amp;T Facilities<sup>1</sup></b>			
	April 2013	Year to Date	April 2012
Total E-ZPass Traffic <sup>2</sup>	19,800,535	74,172,112	19,159,030
E-ZPass Market Share: Total	83.7%	83.2%	81.0%
Cars	83.1%	82.5%	80.3%
Trucks	91.7%	91.7%	90.9%

<b>Weekday E-ZPass Performance by Facility<sup>1,2</sup></b>			
Facility	April Average E-ZPass Weekday Traffic and Market Share		
	2013 Average Traffic	2013 Market Share	2012 Market Share
Bronx-Whitestone Bridge	88,733	79.8%	76.5%
Cross Bay Veterans Memorial Bridge	19,299	84.5%	82.3%
Henry Hudson Bridge	59,525	94.1%	88.8%
Hugh L. Carey Tunnel <sup>3</sup>	43,212	90.1%	88.2%
Marine Parkway-Gil Hodges Memorial Bridge	19,413	86.4%	86.3%
Queens Midtown Tunnel	72,641	89.4%	87.2%
Robert F. Kennedy Bridge - Bronx Plaza	58,463	76.8%	73.9%
Robert F. Kennedy Bridge - Manhattan Plaza	75,292	85.7%	83.6%
Throgs Neck Bridge	90,974	84.0%	82.6%
Verrazano-Narrows Bridge	<u>156,523</u>	<u>86.4%</u>	<u>84.6%</u>
All Facilities	684,075	85.3%	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**  
**April 2013**  
Preliminary data subject to final audit

<b>Weekday Peak Hour E-ZPass Performance by Facility<sup>4</sup></b>				
Facility	April E-ZPass Market Share			
	2013 AM Peak	2012 AM Peak	2013 PM Peak	2012 PM Peak
Bronx-Whitestone Bridge	85.6%	82.6%	81.2%	78.5%
Cross Bay Veterans Memorial Bridge	88.3%	86.7%	84.4%	83.3%
Henry Hudson Bridge	95.3%	91.6%	94.2%	89.5%
Hugh L. Carey Tunnel <sup>3</sup>	92.8%	91.5%	90.4%	88.5%
Marine Parkway-Gil Hodges Memorial Bridge	88.8%	90.0%	85.4%	87.1%
Queens Midtown Tunnel	91.4%	89.0%	89.9%	88.1%
Robert F. Kennedy Bridge - Bronx Plaza	82.7%	80.1%	77.9%	75.4%
Robert F. Kennedy Bridge - Manhattan Plaza	88.4%	87.2%	86.8%	84.6%
Throgs Neck Bridge	89.4%	87.7%	84.0%	82.5%
Verrazano-Narrows Bridge <sup>5</sup>	N/A	N/A	89.7%	87.9%
All Facilities	88.9%	86.8%	86.4%	84.3%

<b>Weekend E-ZPass Performance by Facility<sup>1</sup></b>			
Facility	April Average E-ZPass Weekend Traffic and Market Share		
	2013 Avg. Traffic	2013 Market Share	2012 Market Share
Bronx-Whitestone Bridge	83,323	73.2%	69.8%
Cross Bay Veterans Memorial Bridge	14,695	80.9%	77.0%
Henry Hudson Bridge	53,037	91.5%	85.0%
Hugh L. Carey Tunnel <sup>3</sup>	35,920	85.0%	82.9%
Marine Parkway-Gil Hodges Memorial Bridge	15,124	84.3%	82.4%
Queens Midtown Tunnel	41,355	81.4%	82.2%
Robert F. Kennedy Bridge - Bronx Plaza	51,228	68.6%	64.6%
Robert F. Kennedy Bridge - Manhattan Plaza	71,723	81.8%	78.2%
Throgs Neck Bridge	84,990	78.2%	76.2%
Verrazano-Narrows Bridge	<u>142,465</u>	80.2%	77.9%
All Facilities	593,860	79.2%	76.6%

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**  
**April 2013**  
Preliminary data subject to final audit

**E-ZPass Interoperability Statistics**

<b>B&amp;T E-ZPass Transactions From Other Agencies <sup>6</sup></b>			
Customer's E-ZPass Agency	April 2013 Total B&T E-ZPass Transactions	April 2013 Percentage of B&T Total Transactions	April 2012 Percentage of B&T Total Transactions
New York State Thruway Authority <sup>7</sup>	1,660,542	7.93%	7.66%
New Jersey Toll Agencies <sup>8a</sup>	1,169,660	5.58%	4.91%
Port Authority of NY and NJ	1,149,105	5.49%	5.47%
Massachusetts Turnpike Authority <sup>9</sup>	122,310	0.58%	0.57%
Pennsylvania Turnpike Commission	72,704	0.35%	0.29%
Maryland Transportation Authority	33,109	0.16%	0.14%
Virginia Department of Transportation <sup>10</sup>	19,855	0.09%	0.08%
Delaware River Joint Toll Bridge Commission	12,192	0.05%	0.05%
New Hampshire Department of Transportation	13,978	0.07%	0.06%
Delaware Department of Transportation	11,083	0.06%	0.05%
Other <sup>11</sup>	<u>39,018</u>	<u>0.19%</u>	<u>0.15%</u>
Total	4,303,556	20.55%	19.43%

<b>Other Agency B&amp;T E-ZPass Transactions</b>			
Agency Used By B&T Customers	April 2013	YTD 2013	April 2012
New York State Thruway Authority <sup>7</sup>	2,336,562	8,762,565	2,250,320
New Jersey Toll Agencies <sup>8a, 8b</sup>	4,658,529	17,355,536	6,670,112
Port Authority of NY and NJ	3,576,423	11,879,639	3,090,452
New York State Bridge Authority	226,050	823,328	212,176
Massachusetts Turnpike Authority <sup>9</sup>	468,198	1,660,372	451,534
Pennsylvania Turnpike Commission	229,690	836,198	220,983
Maryland Transportation Authority	302,706	927,828	300,248
Virginia Department of Transportation <sup>10</sup>	122,111	437,243	102,731
Delaware River Joint Toll Bridge Commission	188,553	724,514	196,157
New Hampshire Department of Transportation	77,686	289,016	69,172
Delaware Department of Transportation	232,182	773,828	251,499
Other <sup>11</sup>	<u>254,921</u>	<u>948,628</u>	<u>246,348</u>
Total	12,673,611	45,418,695	14,061,732

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. April 2012 transactions include transactions from previous months due to a switch over 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

April 2013

Preliminary data subject to final audit

### E-ZPass Customer Service Statistics

MTA Bridges and Tunnels Customers			
	April 2013	YTD 2013	YTD 2012
Accounts Opened:			
Internet	6,838	22,964	22,062
Walk-In	2,063	7,356	8,006
Mail/Phone	971	3,687	4,970
On-The-Go	<u>8,266</u>	<u>28,961</u>	<u>28,017</u>
Total Accounts Opened	18,138	62,968	63,055
Total Active Accounts		2,495,661	2,260,653
Number of E-ZPass Tags Issued <sup>12</sup>	41,932	151,869	152,347
Total Active Tags <sup>13</sup>		4,024,786	3,773,309
Total Reload Cards Distributed <sup>14</sup>	4,083	51,591	N/A
Reload Card % of Cash Replenishments <sup>14</sup>	12.1%	11.4%	N/A

Customer Service Indicators			
	April 2013	YTD 2013	YTD 2012
Phone Calls Answered by Customer Service Center:			
Customer Service Representatives	244,496	877,049	873,171
Automated System	<u>359,695</u>	<u>1,305,658</u>	<u>1,279,660</u>
Total Phone Calls Answered	604,191	2,182,707	2,152,831
Average Phone Call Waiting Time (in min.):			
Customer Service Representatives	0.11	0.13	0.20
Commercial Unit	0.28	0.29	0.29
Avg. Monthly B&T E-ZPass Trips Per Account	6.23	6.41	6.51
Average Number of Active Tags Per Account	1.61	1.62	1.66

E-ZPass Tag Replacement Program			
	April 2013	YTD 2013	2011-2013
Number of Replacement Tags Mailed	24,698	103,780	1,254,092
Number of Tags Returned <sup>15</sup>	15,723	101,793	1,223,361
Number of Tags Pending Return	N/A	N/A	30,731

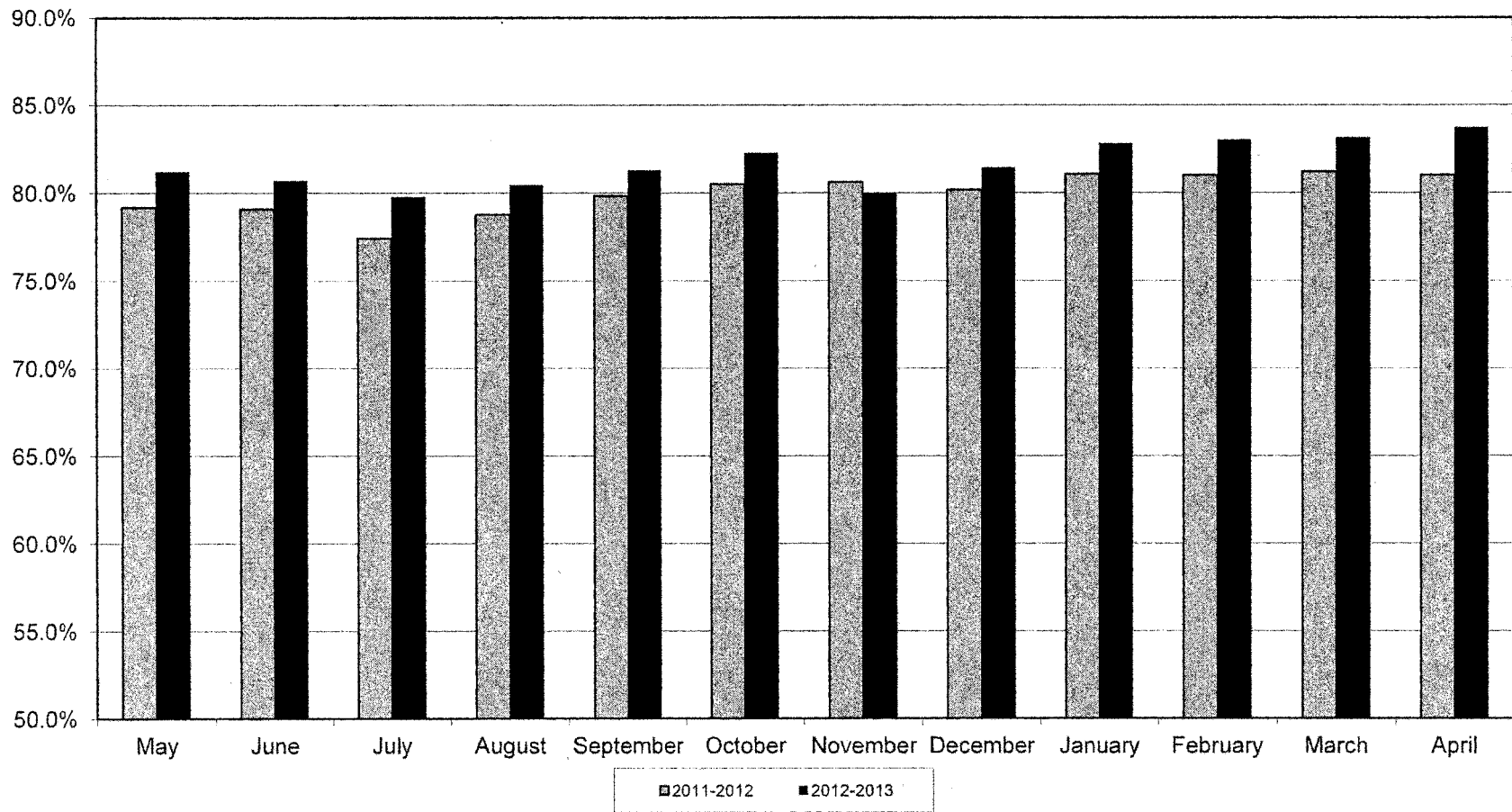
12. Includes tags for new accounts, additional tags for existing accounts, and replacement of lost or stolen tags for existing accounts. Excludes tags processed and reported within the E-ZPass Tag Replacement Program, which replaces tags that are approaching the end of their useful service lives with 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 April 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  
May 2011 through April 2013**







# **Bridges and Tunnels**

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## **E-ZPass Performance Report May 2013**

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

<b>E-ZPass Performance at All B&amp;T Facilities<sup>1</sup></b>			
	May 2013	Year to Date	May 2012
Total E-ZPass Traffic <sup>2</sup>	20,911,392	95,083,504	20,465,818
E-ZPass Market Share: Total	83.5%	83.3%	81.2%
Cars	82.9%	82.6%	80.5%
Trucks	91.2%	91.6%	90.6%

<b>Weekday E-ZPass Performance by Facility<sup>1,2</sup></b>			
Facility	May Average E-ZPass Weekday Traffic and Market Share		
	2013 Average Traffic	2013 Market Share	2012 Market Share
Bronx-Whitestone Bridge	91,692	79.8%	77.0%
Cross Bay Veterans Memorial Bridge	20,111	83.8%	82.6%
Henry Hudson Bridge	61,866	93.7%	89.0%
Hugh L. Carey Tunnel <sup>3</sup>	44,348	89.7%	88.0%
Marine Parkway-Gil Hodges Memorial Bridge	20,949	86.6%	87.0%
Queens Midtown Tunnel	75,378	88.9%	87.2%
Robert F. Kennedy Bridge - Bronx Plaza	60,188	76.6%	74.2%
Robert F. Kennedy Bridge - Manhattan Plaza	79,513	85.7%	83.9%
Throgs Neck Bridge	95,043	84.0%	82.7%
Verrazano-Narrows Bridge	<u>161,279</u>	<u>86.2%</u>	<u>85.0%</u>
All Facilities	710,367	85.1%	83.2%

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**  
**May 2013**  
Preliminary data subject to final audit

<b>Weekday Peak Hour E-ZPass Performance by Facility<sup>4</sup></b>				
Facility	May E-ZPass Market Share			
	2013 AM Peak	2012 AM Peak	2013 PM Peak	2012 PM Peak
Bronx-Whitestone Bridge	85.3%	83.1%	81.1%	78.9%
Cross Bay Veterans Memorial Bridge	88.4%	88.0%	83.4%	83.8%
Henry Hudson Bridge	95.5%	91.8%	94.1%	89.7%
Hugh L. Carey Tunnel <sup>3</sup>	92.7%	91.4%	89.1%	88.5%
Marine Parkway-Gil Hodges Memorial Bridge	89.3%	90.7%	85.7%	88.1%
Queens Midtown Tunnel	91.1%	89.5%	89.3%	88.1%
Robert F. Kennedy Bridge - Bronx Plaza	82.4%	80.6%	78.4%	76.1%
Robert F. Kennedy Bridge - Manhattan Plaza	88.4%	87.1%	86.6%	85.1%
Throgs Neck Bridge	89.2%	88.1%	84.5%	83.2%
Verrazano-Narrows Bridge <sup>5</sup>	N/A	N/A	89.3%	88.3%
All Facilities	88.8%	87.2%	86.2%	84.8%

<b>Weekend E-ZPass Performance by Facility<sup>1</sup></b>			
Facility	May Average E-ZPass Weekend Traffic and Market Share		
	2013 Avg. Traffic	2013 Market Share	2012 Market Share
Bronx-Whitestone Bridge	82,248	72.9%	69.1%
Cross Bay Veterans Memorial Bridge	14,652	80.6%	74.7%
Henry Hudson Bridge	49,770	91.0%	84.5%
Hugh L. Carey Tunnel <sup>3</sup>	30,335	84.8%	81.5%
Marine Parkway-Gil Hodges Memorial Bridge	15,329	84.6%	81.4%
Queens Midtown Tunnel	54,954	84.1%	81.6%
Robert F. Kennedy Bridge - Bronx Plaza	50,403	68.4%	64.7%
Robert F. Kennedy Bridge - Manhattan Plaza	60,958	80.4%	76.8%
Throgs Neck Bridge	87,995	78.5%	76.5%
Verrazano-Narrows Bridge	<u>139,256</u>	79.9%	77.4%
All Facilities	585,900	79.1%	75.9%

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  
May 2013**

Preliminary data subject to final audit

**E-ZPass Interoperability Statistics**

<b>B&amp;T E-ZPass Transactions From Other Agencies <sup>6</sup></b>			
Customer's E-ZPass Agency	May 2013 Total B&T E-ZPass Transactions	May 2013 Percentage of B&T Total Transactions	May 2012 Percentage of B&T Total Transactions
New York State Thruway Authority <sup>7</sup>	1,739,579	7.83%	7.55%
New Jersey Toll Agencies <sup>8</sup>	1,216,777	5.48%	6.10%
Port Authority of NY and NJ	1,200,698	5.41%	5.48%
Massachusetts Turnpike Authority <sup>9</sup>	125,637	0.57%	0.52%
Pennsylvania Turnpike Commission	78,312	0.35%	0.36%
Maryland Transportation Authority	35,553	0.16%	0.17%
Virginia Department of Transportation <sup>10</sup>	21,960	0.10%	0.10%
Delaware River Joint Toll Bridge Commission	11,372	0.05%	0.06%
New Hampshire Department of Transportation	13,704	0.06%	0.07%
Delaware Department of Transportation	11,945	0.05%	0.06%
Other <sup>11</sup>	<u>41,658</u>	<u>0.19%</u>	<u>0.16%</u>
Total	4,497,195	20.25%	20.63%

<b>Other Agency B&amp;T E-ZPass Transactions</b>			
Agency Used By B&T Customers	May 2013	YTD 2013	May 2012
New York State Thruway Authority <sup>7</sup>	2,644,686	11,990,438	2,499,292
New Jersey Toll Agencies <sup>8</sup>	5,050,283	23,596,498	5,054,922
Port Authority of NY and NJ	3,334,048	15,976,341	3,331,720
New York State Bridge Authority	252,074	1,131,345	241,634
Massachusetts Turnpike Authority <sup>9</sup>	537,783	2,314,167	493,925
Pennsylvania Turnpike Commission	257,446	1,147,640	237,154
Maryland Transportation Authority	298,004	1,282,473	276,490
Virginia Department of Transportation <sup>10</sup>	134,356	599,220	104,004
Delaware River Joint Toll Bridge Commission	215,588	995,164	214,072
New Hampshire Department of Transportation	91,848	403,149	83,837
Delaware Department of Transportation	257,926	1,085,130	245,659
Other <sup>11</sup>	<u>317,228</u>	<u>1,338,884</u>	<u>303,850</u>
Total	13,391,270	61,860,449	13,086,559

**Notes:**

6. "B&T E-ZPass Transactions From Other Agencies" excludes an estimate of VNB travel in the untolled eastbound direction in order to maintain comparability with the figures reported in "Others Agency B&T E-ZPass Transactions."
7. Includes Buffalo and Fort Erie Public Bridge Authority beginning in July 2012.
8. Includes South Jersey Transportation Authority, New Jersey Turnpike Authority, Garden State Parkway, Delaware River Port Authority, Delaware River and Bay Authority and the Burlington County Bridge Commission.
9. Includes Massachusetts Port Authority.
10. Includes Dulles Greenway, Dulles Toll Road, Powhite Parkway Extension, RMA Expressway System, George P. Coleman Bridge, Chesapeake Bay Bridge and Tunnel Commission, and Chesapeake Expressway.
11. Other agencies include Illinois State Toll Highway Authority, Maine Turnpike Authority, West Virginia Parkway Authority, Indiana Toll Road Concession Company, and Rhode Island Bridge and Tunnel Authority, Ohio Turnpike Commission, and beginning January 2013, North Carolina Turnpike Authority.

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

**E-ZPass Customer Service Statistics**

<b>MTA Bridges and Tunnels Customers</b>			
	May 2013	YTD 2013	YTD 2012
Accounts Opened:			
Internet	7,081	30,045	29,307
Walk-In	1,842	9,198	9,794
Mail/Phone	985	4,672	5,903
On-The-Go	<u>9,097</u>	<u>38,058</u>	<u>40,765</u>
Total Accounts Opened	19,005	81,973	85,769
Total Active Accounts		2,495,661	2,289,011
Number of E-ZPass Tags Issued <sup>12</sup>	47,174	199,043	221,364
Total Active Tags <sup>13</sup>		4,024,786	3,801,036
Total Reload Cards Distributed <sup>14</sup>	3,952	55,953	N/A
Reload Card % of Cash Replenishments <sup>14</sup>	12.16%	11.53%	N/A

<b>Customer Service Indicators</b>			
	May 2013	YTD 2013	YTD 2012
Phone Calls Answered by Customer Service Center:			
Customer Service Representatives	251,086	1,128,135	1,110,455
Automated System	<u>381,085</u>	<u>1,686,743</u>	<u>1,624,114</u>
Total Phone Calls Answered	632,171	2,814,878	2,734,569
Average Phone Call Waiting Time (in min.):			
Customer Service Representatives	0.15	0.13	0.24
Commercial Unit	0.36	0.31	0.31
Avg. Monthly B&T E-ZPass Trips Per Account	6.56	6.41	6.60
Average Number of Active Tags Per Account	1.61	1.62	1.66

<b>E-ZPass Tag Replacement Program</b>			
	May 2013	YTD 2013	2011-2013
Number of Replacement Tags Mailed	24,943	103,780	1,254,092
Number of Tags Returned <sup>15</sup>	15,075	101,793	1,223,361
Number of Tags Pending Return	N/A	N/A	30,731

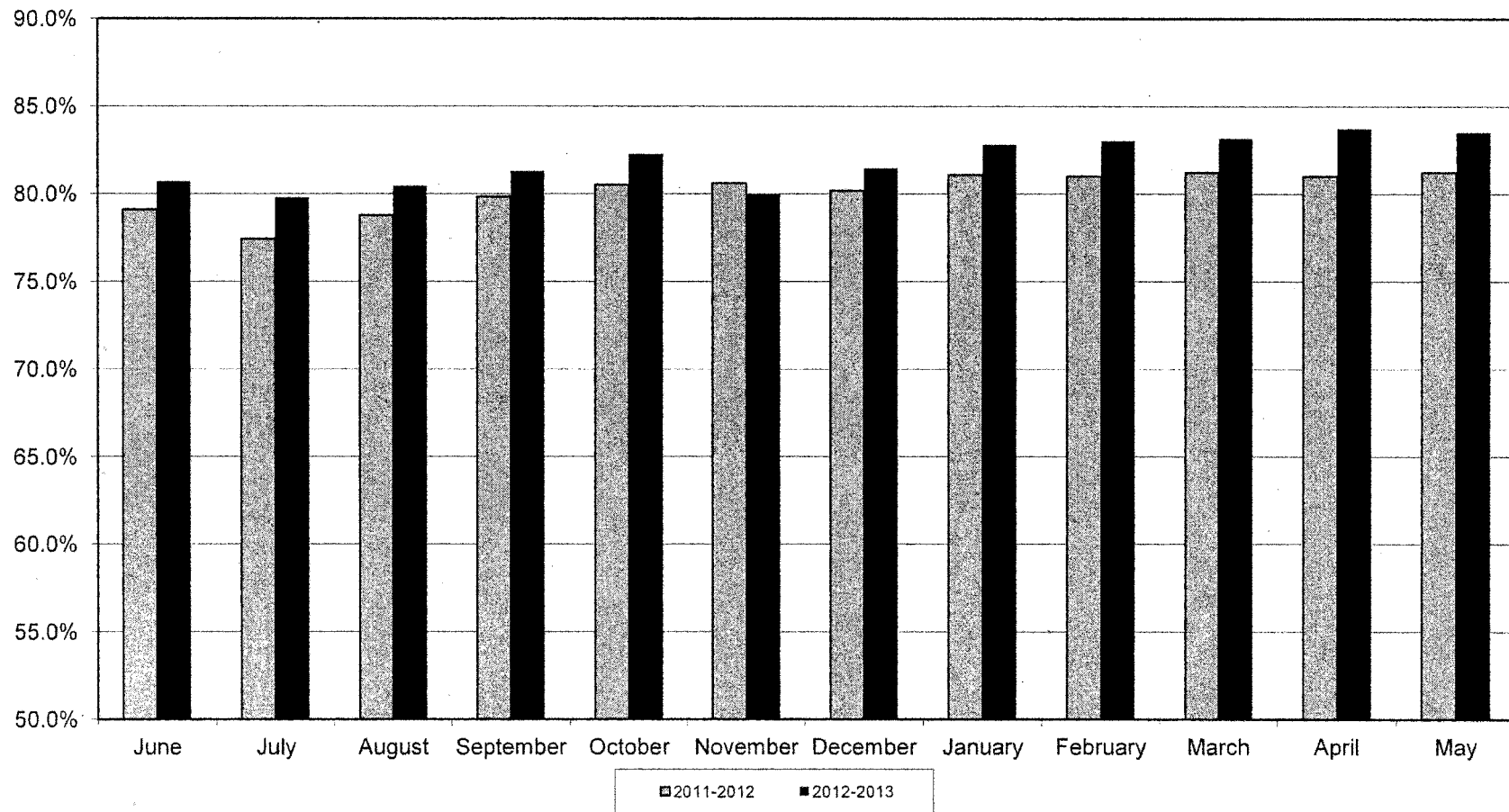
12. Includes tags for new accounts, additional tags for existing accounts, and replacement of lost or stolen tags for existing accounts. Excludes tags processed and reported within the E-ZPass Tag Replacement Program, which replaces tags that are approaching the end of their useful service lives with 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 April 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  
June 2011 through May 2013**







# **Bridges and Tunnels**

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## **Financial Report April 2013**

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**MTA BRIDGES & TUNNELS****BALANCE SHEET**

As of April 30, 2013

(in thousands)

**ASSETS AND DEFERRED OUTFLOWS OF RESOURCES****CURRENT ASSETS:**

Cash-Unrestricted	\$27,959
Investments:	
Unrestricted	65,219
Restricted	492,484
Accrued interest receivable	686
Accounts receivable	150,353
Tolls due from other agencies	28,613
Prepaid expenses	<u>6,126</u>
 Total current assets	 <u>771,440</u>

**NONCURRENT ASSETS:**

Investments:	
Unrestricted	2,588
Restricted	383,384
Facilities, less acc. dep of \$1,151,372	3,941,497
Capital lease 2 Broadway net acc. dep.	44,655
Derivative Hedge Assets	3,629
Security Deposits	<u>4,740</u>
 Total noncurrent assets	 <u>4,380,493</u>

**TOTAL ASSETS:** 5,151,933**DEFERRED OUTFLOWS OF RESOURCES:**

Accumulated decreases in fair value of derivative instruments	173,091
Defeasance costs	<u>251,453</u>

**TOTAL DEFERRED OUTFLOWS OF RESOURCES:** 424,544**TOTAL ASSETS AND DEFERRED OUTFLOWS  
OF RESOURCES** \$5,576,477

**MTA BRIDGES & TUNNELS**  
**BALANCE SHEET**  
**As of April 30, 2013**  
(in thousands)

**LIABILITIES**

**CURRENT LIABILITIES:**

Current portion-long term debt	\$160,205
Interest Payable	144,873
Accounts Payable	41,588
Payable to MTA-CAP	28,330
Due to MTA-Operating Expenses	891
Due to TA-Operating and Finance Expenses	30,561
Accrued salaries	31,926
Accrued Vac & Sick Benefits	16,131
Current portion of estimated liability arising from injury	8,953
Current portion of capital lease obligation	6,276
Pollution remediation projects	1,837
Due to New York City Transit Authority	27,157
Due to Metropolitan Transportation Authority	40,041
Unredeemed Tolls	127,707
Tolls due to other agencies	46,055
E-ZPass Airport Toll Liability	4,832
	<hr/>
Total current liabilities	717,363

**NONCURRENT LIABILITIES:**

Long term debt	8,878,607
Post Employment Benefits Other than Pensions	401,305
Estimated liability arising from injury	18,078
Capital lease obligations	131,757
Derivative Hedge Liabilities	178,111
Security deposits-Contra	4,740
	<hr/>
Total noncurrent liabilities	9,612,598

**TOTAL LIABILITIES** 10,329,961

**FUND BALANCES** (4,753,484) \*

**TOTAL LIABILITIES & FUND BALANCES** \$5,576,477

\*The negative Fund Balance of \$4,753,484 consists of various fund balances such as surplus monies and purchase of assets on behalf of MTA and NYCTA. 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**  
**ACCURAL STATEMENT of OPERATIONS by CATEGORY**  
**April 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
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	133.251	139.021	5.770	4.3	0.000	0.000	0.000	-	133.251	139.021	5.770	4.3
Other Operating Revenue	1.176	1.789	0.613	52.1	0.000	0.000	0.000	-	1.176	1.789	0.613	52.1
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.187	1.018	(0.169)	(14.2)	1.187	1.018	(0.169)	(14.2)
Investment Income	0.009	0.010	0.001	11.1	0.000	0.000	0.000	-	0.009	0.010	0.001	11.1
<b>Total Revenue</b>	<b>\$134.436</b>	<b>\$140.820</b>	<b>\$6.384</b>	<b>4.7</b>	<b>\$1.187</b>	<b>\$1.018</b>	<b>(\$0.169)</b>	<b>(14.2)</b>	<b>\$135.623</b>	<b>\$141.838</b>	<b>\$6.215</b>	<b>4.6</b>
<b>Expenses</b>												
<b>Labor</b>												
Payroll	\$9.824	\$9.583	\$0.241	2.5	\$0.457	\$0.436	\$0.021	4.6	\$10.281	\$10.019	\$0.262	2.5
Overtime	1.634	1.273	0.361	22.1	0.033	0.000	0.033	100.0	1.667	1.273	0.394	23.6
Health and Welfare	2.302	2.237	0.065	2.8	0.100	0.090	0.010	10.0	2.402	2.327	0.075	3.1
OPEB Current Payment	1.362	1.323	0.039	2.9	0.000	0.000	0.000	-	1.362	1.323	0.039	2.9
Pensions	2.681	2.687	(0.006)	(0.2)	0.120	0.114	0.006	5.0	2.801	2.801	0.000	0.0
Other Fringe Benefits	0.941	0.782	0.159	16.9	0.057	0.058	(0.001)	(1.8)	0.998	0.840	0.158	15.8
Reimbursable Overhead	(0.420)	(0.320)	(0.100)	(23.8)	0.420	0.320	0.100	23.8	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$18.324</b>	<b>\$17.565</b>	<b>\$0.759</b>	<b>4.1</b>	<b>\$1.187</b>	<b>\$1.018</b>	<b>\$0.169</b>	<b>14.2</b>	<b>\$19.511</b>	<b>\$18.583</b>	<b>\$0.928</b>	<b>4.8</b>
<b>Non-Labor</b>												
Electric Power	\$0.585	\$0.431	\$0.154	26.3	\$0.000	\$0.000	\$0.000	-	\$0.585	\$0.555	\$0.030	5.1
Fuel	0.240	0.462	(0.222)	(92.5)	0.000	0.000	0.000	-	0.240	0.462	(0.222)	(92.5)
Insurance	0.520	0.519	0.001	0.2	0.000	0.000	0.000	-	0.520	0.519	0.001	0.2
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	5.024	6.657	(1.633)	(32.5)	0.000	0.000	0.000	-	5.024	6.657	(1.633)	(32.5)
Professional Service Contracts	1.923	5.354	(3.431)	-	0.000	0.000	0.000	-	1.923	5.354	(3.431)	-
Materials & Supplies	0.346	0.032	0.314	90.8	0.000	0.000	0.000	-	0.346	0.032	0.314	90.8
Other Business Expenses	2.225	2.551	(0.326)	(14.7)	0.000	0.000	0.000	-	2.225	2.551	(0.326)	(14.7)
<b>Total Non-Labor Expenses</b>	<b>\$10.863</b>	<b>\$16.006</b>	<b>(\$5.143)</b>	<b>(47.3)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$10.863</b>	<b>\$16.130</b>	<b>(\$5.267)</b>	<b>(48.5)</b>
<b>Other Expense Adjustments:</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$29.187</b>	<b>\$33.571</b>	<b>(\$4.384)</b>	<b>(15.0)</b>	<b>\$1.187</b>	<b>\$1.018</b>	<b>\$0.169</b>	<b>14.2</b>	<b>\$30.374</b>	<b>\$34.713</b>	<b>(\$4.339)</b>	<b>(14.3)</b>
Depreciation	\$7.869	\$7.685	\$0.184	2.3	\$0.000	\$0.000	\$0.000	-	\$7.869	\$7.685	\$0.184	2.3
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	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$43.444</b>	<b>\$47.644</b>	<b>(\$4.200)</b>	<b>(9.7)</b>	<b>\$1.187</b>	<b>\$1.018</b>	<b>\$0.169</b>	<b>14.2</b>	<b>\$44.631</b>	<b>\$48.786</b>	<b>(\$4.155)</b>	<b>(9.3)</b>
Less: Depreciation	\$7.869	\$7.685	\$0.184	2.3	\$0.000	\$0.000	\$0.000	-	\$7.869	\$7.685	\$0.184	2.3
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
<b>Total Expenses</b>	<b>\$29.187</b>	<b>\$33.571</b>	<b>(\$4.384)</b>	<b>(15.0)</b>	<b>\$1.187</b>	<b>\$1.018</b>	<b>\$0.169</b>	<b>14.2</b>	<b>\$30.374</b>	<b>\$34.713</b>	<b>(\$4.339)</b>	<b>(14.3)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$105.249</b>	<b>\$107.249</b>	<b>\$2.000</b>	<b>1.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$105.249</b>	<b>\$107.125</b>	<b>\$1.876</b>	<b>1.8</b>

Differences are due to rounding.

\*Variance exceeds 100%



**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**

April 2013  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Actual	Favorable (Unfavorable)	
		Actual	Variance	Percent		Actual	Variance	Percent			Variance	Percent
Net Income/(Deficit)									\$105.249	\$107.125	\$1.876	1.8
Less: Capitalized Assets									1.259	0.755	0.504	40.0
Reserves									2.118	2.118	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$101.872	\$104.252	\$2.380	2.3
Less: Debt Service									50.896	48.891	2.005	3.9
Income Available for Distribution									\$50.976	\$55.361	\$4.385	8.6
Distributable To:												
MTA - Investment Income									0.009	0.010	0.001	11.1
MTA - Distributable Income									30.322	32.595	2.273	7.5
NYCTR - Distributable Income									20.645	22.756	2.111	10.2
Total Distributable Income									\$50.976	\$55.361	\$4.385	8.6
<u>Support to Mass Transit:</u>												
Total Revenues									135.623	141.838	6.215	4.6
Less: Total Operating Expenses									<u>30.374</u>	<u>34.713</u>	<u>(4.339)</u>	(14.3)
Net Operating Income/(Deficit)									\$105.249	\$107.125	\$1.876	1.8
Deductions from Net Operating Income:												
Capitalized Assets									1.259	0.755	0.504	40.0
Reserves									2.118	2.118	0.000	0.0
B&T Debt Service									19.258	16.876	2.382	12.4
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$22.635	\$19.749	\$2.886	12.8
Total Support to Mass Transit									\$82.614	\$87.376	\$4.762	5.8

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**April 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
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	483.936	496.318	12.382	2.6	0.000	0.000	0.000	-	483.936	496.318	12.382	2.6
Other Operating Revenue	4.637	8.696	4.059	87.5	0.000	0.000	0.000	-	4.637	8.696	4.059	87.5
Capital & Other Reimbursements	0.000	0.000	0.000	-	4.756	4.304	(0.452)	(9.5)	4.756	4.304	(0.452)	(9.5)
Investment Income	0.036	0.040	0.004	11.1	0.000	0.000	0.000	-	0.036	0.040	0.004	11.1
<b>Total Revenue</b>	<b>\$488.609</b>	<b>\$505.054</b>	<b>\$16.445</b>	<b>3.4</b>	<b>\$4.756</b>	<b>\$4.304</b>	<b>(\$0.452)</b>	<b>(9.5)</b>	<b>\$493.365</b>	<b>\$509.358</b>	<b>\$15.993</b>	<b>3.2</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$39.447	\$37.217	\$2.230	5.7	\$1.830	\$1.910	(\$0.080)	(4.4)	\$41.277	\$39.127	\$2.150	5.2
Overtime	7.607	6.339	1.268	16.7	0.133	0.000	0.133	100.0	7.740	6.339	1.401	18.1
Health and Welfare	9.208	8.683	0.525	5.7	0.401	0.396	0.005	1.2	9.609	9.079	0.530	5.5
OPEB Current Payment	5.450	5.062	0.388	7.1	0.000	0.000	0.000	-	5.450	5.062	0.388	7.1
Pensions	10.723	10.711	0.012	0.1	0.482	0.494	(0.012)	(2.5)	11.205	11.205	0.000	0.0
Other Fringe Benefits	5.975	5.128	0.847	14.2	0.229	0.252	(0.023)	(10.0)	6.204	5.380	0.824	13.3
Reimbursable Overhead	(1.681)	(1.252)	(0.429)	(25.5)	1.681	1.252	0.429	25.5	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$76.729</b>	<b>\$71.888</b>	<b>\$4.841</b>	<b>6.3</b>	<b>\$4.756</b>	<b>\$4.304</b>	<b>\$0.452</b>	<b>9.5</b>	<b>\$81.485</b>	<b>\$76.192</b>	<b>\$5.293</b>	<b>6.5</b>
<b>Non-Labor:</b>												
Electric Power	\$2.190	\$2.588	(\$0.398)	(18.2)	\$0.000	\$0.000	\$0.000	-	\$2.190	\$2.588	(\$0.398)	(18.2)
Fuel	1.187	1.376	(0.189)	(15.9)	0.000	0.000	0.000	-	1.187	1.376	(0.189)	(15.9)
Insurance	2.081	2.045	0.036	1.7	0.000	0.000	0.000	-	2.081	2.045	0.036	1.7
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	25.535	28.807	(3.272)	(12.8)	0.000	0.000	0.000	-	25.535	28.807	(3.272)	(12.8)
Professional Service Contracts	7.836	9.947	(2.111)	(26.9)	0.000	0.000	0.000	-	7.836	9.947	(2.111)	(26.9)
Materials & Supplies	1.382	1.097	0.285	20.6	0.000	0.000	0.000	-	1.382	1.097	0.285	20.6
Other Business Expenses	8.015	7.588	0.427	5.3	0.000	0.000	0.000	-	8.015	7.588	0.427	5.3
<b>Total Non-Labor Expenses</b>	<b>\$48.226</b>	<b>\$53.448</b>	<b>(\$5.222)</b>	<b>(10.8)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$48.226</b>	<b>\$53.448</b>	<b>(\$5.222)</b>	<b>(10.8)</b>
<b>Other Expense Adjustments</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$124.955</b>	<b>\$125.336</b>	<b>(\$0.381)</b>	<b>(0.3)</b>	<b>\$4.756</b>	<b>\$4.304</b>	<b>\$0.452</b>	<b>9.5</b>	<b>\$129.711</b>	<b>\$129.640</b>	<b>\$0.071</b>	<b>0.1</b>
Depreciation	\$31.476	\$30.743	\$0.733	2.3	\$0.000	\$0.000	\$0.000	-	\$31.476	\$30.743	\$0.733	2.3
OPEB Obligation	25.550	25.550	0.000	0.0	0.000	0.000	0.000	-	25.550	25.550	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$181.981</b>	<b>\$181.629</b>	<b>\$0.352</b>	<b>0.2</b>	<b>\$4.756</b>	<b>\$4.304</b>	<b>\$0.452</b>	<b>9.5</b>	<b>\$186.737</b>	<b>\$185.933</b>	<b>\$0.804</b>	<b>0.4</b>
Less: Depreciation	\$31.476	\$30.743	\$0.733	2.3	\$0.000	\$0.000	\$0.000	-	\$31.476	\$30.743	\$0.733	2.3
Less: OPEB Obligation	25.550	25.550	0.000	0.0	0.000	0.000	0.000	-	25.550	25.550	0.000	0.0
<b>Total Expenses</b>	<b>\$124.955</b>	<b>\$125.336</b>	<b>(\$0.381)</b>	<b>(0.3)</b>	<b>\$4.756</b>	<b>\$4.304</b>	<b>\$0.452</b>	<b>9.5</b>	<b>\$129.711</b>	<b>\$129.640</b>	<b>\$0.071</b>	<b>0.1</b>
<b>Net Surplus/(Deficit)</b>	<b>\$363.654</b>	<b>\$379.718</b>	<b>\$16.064</b>	<b>4.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$363.654</b>	<b>\$379.718</b>	<b>\$16.064</b>	<b>4.4</b>

Differences are due to rounding.

\*Variance exceeds 100%

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

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Net Income/(Deficit)									\$363.654	\$379.718	\$16.064	4.4
Less: Capitalized Assets									4.652	1.220	\$3.432	73.8
Reserves									8.472	8.472	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$350.530	\$370.026	\$19.496	5.6
Less: Debt Service									203.582	196.555	7.027	3.5
Income Available for Distribution									\$146.948	\$173.471	\$26.523	18.0
Distributable To:												
MTA - Investment Income									0.036	0.040	0.004	11.1
MTA - Distributable Income									92.811	106.653	13.842	14.9
NYCTR - Distributable Income									54.101	66.778	12.677	23.4
Total Distributable Income									\$146.948	\$173.471	\$26.523	18.0
<u>Support to Mass Transit:</u>												
Total Revenues									493.365	509.358	15.993	3.2
Less: Total Operating Expenses									<u>129.711</u>	<u>129.640</u>	<u>0.071</u>	0.1
Net Operating Income/(Deficit)									\$363.654	\$379.718	\$16.064	4.4
Deductions from Net Operating Income:												
Capitalized Assets									4.652	1.220	3.432	73.8
Reserves									8.472	8.472	0.000	0.0
B&T Debt Service									77.034	66.749	10.285	13.4
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$90.158	\$76.441	\$13.717	15.2
Total Support to Mass Transit									\$273.496	\$303.277	\$29.781	10.9

**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		April 2013		Favorable/ (Unfavorable) Variance		Year-to-Date	
	\$	%	Reason for Variance		\$	%	Reason for Variance	
<b>Total</b>								
Vehicle Toll Revenue	5.770	4.3%	Higher toll revenue primarily due to 3.7% higher traffic as compared to the monthly adopted budget allocation.		12.362	2.6%	Higher toll revenue primarily due to 2.2% higher traffic as compared to the YTD adopted budget allocation.	
Other Operating Revenue	0.613	62.1%	Higher Other Operating Revenue primarily due to higher revenues from the Battery Parking Garage (\$0.307M) and higher E-ZPass administrative fees (\$0.251M).		4.059	87.5%	Higher Other Operating Revenue primarily due to the timing of FEMA reimbursement (\$3.150M) and higher revenues from the Battery Parking Garage (\$0.538M).	
Capital and Other Reimbursements	(0.169)	-14.2%	Lower capital reimbursable expenses against the monthly adopted budget allocation.		(0.452)	-9.5%	Lower capital reimbursable expenses against the YTD adopted budget allocation.	
Investment Income	0.001	11.1%	Minor variance.		0.004	11.1%	Minor variance.	
Payroll	0.262	2.5%	Lower payroll expenses against the monthly adopted budget allocation due to vacancies.		2.150	5.2%	Lower payroll expenses against the YTD adopted budget allocation due to vacancies.	
Overtime	0.394	23.6%	See overtime tables		1.401	18.1%	See overtime tables	
Health and Welfare	0.075	3.1%	Minor variance.		0.530	5.5%	Lower Welfare Plan expenses primarily due to vacancies against the YTD adopted budget allocation.	
OPEB Current Payment	0.039	2.9%	Minor variance.		0.388	7.1%	Lower OPEB expenses against the YTD adopted budget allocation.	
Pensions	0.000	-	No variance.		0.000	-	No variance.	
Other Fringe Benefits	0.158	15.8%	Lower expenses primarily associated with vacancies..		0.824	13.3%	Lower expenses primarily associated with vacancies..	
Electric Power	0.030	5.1%	Minor variance.		(0.398)	-18.2%	Higher electricity expenses against the YTD adopted budget allocation.	
Fuel	(0.222)	-92.5%	Higher fuel expenses due to the timing of invoiced deliveries.		(0.189)	-15.9%	Higher fuel expenses due to the timing of invoiced deliveries.	
Insurance	0.001	0.2%	Minor variance.		0.036	1.7%	Minor variance.	
Maintenance and Other Operating Contracts	(1.633)	-32.5%	Higher expenses primarily due to the timing of expenses for Major Maintenance and Painting (-\$0.672M) and E-ZPass tag purchases (-\$0.477M) and higher E-ZPass Customer Service Center costs (-\$0.185M), offset by lower expenses for Security/Surveillance Equipment (\$0.188M) against the monthly adopted budget allocation.		(3.272)	-12.8%	Higher expenses primarily due to the timing of E-ZPass tag purchases (-\$1.639M) and Major Maintenance and Painting expenses (-\$1.222M), and higher E-ZPass Customer Service Center costs (-\$1.094M), offset by lower expenses for Security/Surveillance Equipment (\$0.741M) against the YTD adopted budget allocation.	
Professional Service Contracts	(3.431)	-178.4%	Higher expenses primarily for Bond Issuance Costs (-\$3.138M), due to GASB 65 required accounting adjustments, and MTA Charge-backs (-\$0.203M) against the monthly adopted budget allocation.		(2.111)	-26.9%	Higher expenses primarily for Bond Issuance Costs (-\$3.160M), due to GASB 65 required accounting adjustments, and Planning Studies (-\$0.225M) against the YTD adopted budget allocation, offset by lower expenses primarily for Engineering Services (\$0.282M), MTA Charge-backs (\$0.233M) and IT Consulting Services (\$0.190M).	
Materials & Supplies	0.314	90.8%	Lower expenses across a variety of small equipment and supply categories against the monthly adopted budget allocation.		0.285	20.6%	Lower expenses across a variety of small equipment and supply categories against the YTD adopted budget allocation.	
Other Business Expense	(0.326)	-14.7%	Higher expenses primarily due to the timing of Credit/Debit Card Fees (-\$0.362M) against the monthly adopted budget allocation.		0.427	5.3%	Lower expenses primarily for Credit/Debit Card Fees (\$0.095M) and small under-runs across a variety of areas against the YTD adopted budget allocation.	
Depreciation	0.184	2.3%	Minor variance.		0.733	2.3%	Minor variance.	
Other Post Employment Benefits	0.000	-	No variance.		0.000	-	No variance.	
<b>Reimbursable</b>								
Payroll	0.021	4.6%	Lower than planned reimbursable expenses against the monthly adopted budget allocation.		(0.080)	-4.4%	Higher than planned reimbursable expenses against the YTD adopted budget allocation.	
Overtime	0.033	100.0%	See overtime tables		0.133	100.0%	See overtime tables	
Health and Welfare	0.010	10.0%	Lower than planned reimbursable expenses against the monthly adopted budget allocation.		0.005	1.2%	Lower than planned reimbursable expenses against the YTD adopted budget allocation.	
OPEB Current Payment	0.000	-	No variance.		0.000	-	No variance.	
Pensions	0.006	5.0%	Lower than planned reimbursable expenses against the monthly adopted budget allocation.		(0.012)	-2.5%	Higher than planned reimbursable expenses against the YTD adopted budget allocation.	
Other Fringe Benefits	(0.001)	-1.8%	Higher than planned reimbursable expenses against the monthly adopted budget allocation.		(0.023)	-10.0%	Higher than planned reimbursable expenses against the YTD adopted budget allocation.	
Reimbursable Overhead	0.100	23.8%	Lower than planned reimbursable expenses against the monthly adopted budget allocation.		0.429	25.5%	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)

NON-REIMBURSABLE OVERTIME	April						April Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>OPERATIONS &amp; MAINTENANCE</b>												
<u>Scheduled Service</u>	3,596	\$0.196	3,117	\$0.185	480	\$0.011	14,231	\$0.773	14,224	\$0.792	7	(\$0.019)
					13.3%	5.4%					0.0%	-2.4%
<u>Unscheduled Service</u>	1,396	\$0.075	261	\$0.016	1,136	\$0.059	5,312	\$0.288	5,311	\$0.124	1	\$0.163
					81.3%	78.2%					0.0%	56.7%
<u>Programmatic/Routine Maintenance</u>	43	\$0.003	224	\$0.017	(181)	(\$0.014)	173	\$0.014	172	\$0.029	1	(\$0.015)
					-416.9%	-412.5%					0.8%	-110.9%
<u>Unscheduled Maintenance</u>	1,874	\$0.146	2,042	\$0.158	(167)	(\$0.012)	7,498	\$0.585	7,504	\$0.438	(6)	\$0.147
					-8.9%	-8.0%					-0.1%	25.1%
<u>Vacancy/Absentee Coverage</u>	13,771	\$0.790	8,688	\$0.545	5,083	\$0.245	57,826	\$3.367	57,791	\$2.658	35	\$0.709
					36.9%	31.0%					0.1%	21.1%
<u>Weather Emergencies</u>	434	\$0.030	174	\$0.013	260	\$0.017	13,274	\$0.922	13,270	\$0.825	4	\$0.097
					60.0%	55.4%					0.0%	10.5%
<u>Safety/Security/Law Enforcement</u>	3,820	\$0.208	1,840	\$0.116	1,980	\$0.093	15,268	\$0.833	15,245	\$0.543	23	\$0.291
					51.8%	44.5%					0.2%	34.9%
<u>Other</u>	619	\$0.046	676	\$0.052	(57)	(\$0.006)	2,477	\$0.184	540	\$0.095	1,937	\$0.089
					-9.2%	-13.0%					78.2%	48.1%
*All Other Departments and Accruals		\$0.139		\$0.170		(\$0.032)		\$0.641		\$0.835		(\$0.194)
						**						**
Subtotal	25,554	\$1.634	17,021	\$1.273	8,534	\$0.361	116,058	\$7.607	114,057	\$6.339	2,001	\$1.268
					33.4%	22.1%					1.7%	16.7%
<b>REIMBURSABLE OVERTIME</b>	600	\$0.033	0	\$0.000	600	\$0.033	2,398	\$0.133	0	\$0.000	2398	\$0.133
					100.0%	100.0%					100.0%	100.0%
<b>TOTAL OVERTIME</b>	<b>26,154</b>	<b>\$1.667</b>	<b>17,021</b>	<b>\$1.273</b>	<b>9,133</b>	<b>\$0.394</b>	<b>118,456</b>	<b>\$7.739</b>	<b>114,057</b>	<b>\$6.339</b>	<b>4,399</b>	<b>\$1.400</b>
					34.9%	23.6%					3.7%	18.1%

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	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<b>OPERATIONS &amp; MAINTENANCE</b>						
<u>Scheduled Service</u>	480 13.3%	\$0.011 5.4%	Lower than planned expenses	7 0.0%	(\$0.019) -2.4%	Higher than planned expenses
<u>Unscheduled Service</u>	1,136 81.3%	\$0.059 78.2%	Lower than planned expenses	1 0.0%	\$0.163 56.7%	Lower than planned expenses
<u>Programmatic/Routine Maintenance</u>	(181) -416.9%	(\$0.014) -412.5%	Higher than planned expenses	1 0.8%	(\$0.015) -110.9%	Higher than planned expenses
<u>Unscheduled Maintenance</u>	(167) -8.9%	(\$0.012) -8.0%	Higher than planned expenses	(6) -0.1%	\$0.147 25.1%	Lower than planned expenses
<u>Vacancy/Absentee Coverage</u>	5,083 36.9%	\$0.245 31.0%	Lower than planned expenses	35 0.1%	\$0.709 21.1%	Lower than planned expenses
<u>Weather Emergencies</u>	260 60.0%	\$0.017 55.4%	Lower than planned expenses	4 0.0%	\$0.097 10.5%	Lower than planned expenses
<u>Safety/Security/Law Enforcement</u>	1,980 51.8%	\$0.093 44.5%	More efficient use of law enforcement related overtime	23 0.2%	\$0.291 34.9%	More efficient use of law enforcement related overtime
<u>Other</u>	(57) -9.2%	(\$0.006) -13.0%	Higher than planned expenses	1,937 78.2%	\$0.089 48.1%	Lower than planned expenses
<u>*All Other Departments and Accruals</u>		(\$0.032) **	Primarily due to adjustments for the 28-day OT payroll lag		(\$0.194) **	Primarily due to adjustments for the 28-day OT payroll lag
Subtotal	8,534 33.4%	\$0.361 22.1%		2,001 1.7%	\$1.268 16.7%	
<b>REIMBURSABLE OVERTIME</b>	600 100.0%	\$0.033 100.0%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program	2,398 100.0%	\$0.133 100.0%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program
<b>TOTAL OVERTIME</b>	9,133	\$0.394		4,399	\$1.400	

Figures are preliminary.

Totals may not add due to rounding

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

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

\*\* Exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2013 Overtime Reporting**  
**Overtime Legend**

**OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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

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

Month of April

Year to date ending April 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
3.2	\$19.7	3.4	\$22.8	3.3%	15.6%	Bronx-Whitestone	12.4	\$75.5	12.6	\$81.2	1.5%	7.5%
0.6	1.1	0.6	1.5	12.6%	30.7%	Cross Bay	2.2	4.4	2.5	5.3	10.4%	21.4%
1.9	5.0	1.9	5.4	-2.5%	7.3%	Henry Hudson	7.2	18.9	6.8	18.5	-5.2%	-2.1%
1.4	7.4	1.4	8.2	-0.4%	10.6%	Hugh L. Carey*	5.4	28.6	5.2	28.8	-4.5%	0.5%
0.6	1.1	0.6	1.4	11.0%	29.8%	Marine Parkway	2.3	4.1	2.4	5.0	8.0%	21.2%
2.4	13.4	2.2	13.7	-9.2%	2.1%	Queens Midtown	9.3	51.6	8.6	50.5	-7.3%	-2.0%
2.3	14.3	2.3	16.2	0.4%	13.0%	RFK - Bronx	8.7	55.1	8.5	57.8	-1.3%	5.0%
2.5	13.7	2.6	15.9	4.5%	16.2%	RFK - Manhattan	9.5	51.5	9.6	55.0	1.1%	6.8%
3.3	21.7	3.3	24.5	-1.2%	12.9%	Throgs Neck	12.5	82.2	12.2	86.1	-2.5%	4.8%
5.5	26.9	5.4	29.6	-1.0%	9.9%	Verrazano-Narrows	21.2	104.0	20.8	108.1	-2.2%	4.0%
<b>23.7</b>	<b>\$124.3</b>	<b>23.6</b>	<b>\$139.0</b>	<b>0.0%</b>	<b>11.8%</b>	<b>Total</b>	<b>90.6</b>	<b>\$475.9</b>	<b>89.2</b>	<b>\$496.3</b>	<b>-1.6%</b>	<b>4.3%</b>
<u>\$5.256</u>		<u>\$5.879</u>		<u>11.9%</u>		<b>Revenue Per Vehicle</b>	<u>\$5.251</u>		<u>\$5.567</u>		<u>6.0%</u>	

\*Formerly Brooklyn-Battery Tunnel

\*\*Toll increase implemented March 3, 2013.

Note: Numbers may not add due to rounding.

**Comparison Actual vs. Adopted Budget:**

Apr Budget		Apr Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
22.8	133.3	23.6	139.0	3.7%	4.3%	<b>Total All</b>	87.3	\$483.9	89.2	\$496.3	2.2%	2.6%



**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**  
**April 2013**

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	2	2	-	
Law <sup>(1)</sup>	7	26	(19)	8 Managerial and 11 Professional overages
CFO <sup>(2)</sup>	20	25	(5)	2 Managerial and 3 Professional overages
Labor Relations	5	4	1	1 Professional vacancy
Staff Services <sup>(3)</sup>	17	18	(1)	3 Managerial overages and 2 Professional vacancies
EEO	1	1	-	
<b>Total Administration</b>	<b>52</b>	<b>76</b>	<b>(24)</b>	
<b>Operations</b>				
Revenue Management	39	35	4	1 Bridge and Tunnel Officer (BTO) vacancy and 3 Professional vacancies
Operations (Non-Security)	729	620	109	83 BTO vacancies and 33 Superior Officer vacancies; 3 Managerial overages and 4 Professional overages
<b>Total Operations</b>	<b>768</b>	<b>655</b>	<b>113</b>	
<b>Maintenance</b>				
Maintenance	183	182	1	2 Professional vacancies and 1 Maintainer overage
Operations - Maintainers	172	159	13	13 Maintainer vacancies
Technology	52	54	(2)	1 Managerial overage and 1 Professional overage
Internal Security - Tech Svcs	8	10	(2)	2 Maintainers overages
<b>Total Maintenance</b>	<b>415</b>	<b>405</b>	<b>10</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	127	116	11	1 Managerial and 10 Professional vacancies
Health & Safety	8	8	-	
CFO-Planning & Budget Capital	12	12	-	
<b>Total Engineering/Capital</b>	<b>147</b>	<b>136</b>	<b>11</b>	
<b>Public Safety</b>				
Operations (Security)	232	232	-	
Internal Security - Operations	38	36	2	2 Professional vacancies
<b>Total Public Safety</b>	<b>270</b>	<b>268</b>	<b>2</b>	
<b>Total Positions</b>	<b>1,652</b>	<b>1,540</b>	<b>112</b>	
Non-Reimbursable	1,608	1,496	112	
Reimbursable	44	44	-	
<b>Total Full-Time</b>	<b>1,652</b>	<b>1,540</b>	<b>112</b>	

(1) Includes Legal and Procurement staff.

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

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**TOTAL POSITIONS BY FUNCTION AND OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**April 2013**

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	19	32	(13)	13 Managerial overages (2 in CFO, 3 in Staff Services and 8 in Law)
Professional, Technical, Clerical	33	44	(11)	14 Professional overages (3 in CFO, 11 in Law); 3 Professional vacancies (1 in Labor Relations, 2 in Staff Services)
Operational Hourlies	-	-	-	
<b>Total Administration</b>	<b>52</b>	<b>76</b>	<b>(24)</b>	
<b>Operations</b>				
Managers/Supervisors	54	57	(3)	3 Managerial overages in Operations
Professional, Technical, Clerical	35	36	(1)	3 Professional vacancies in Revenue Mgmt; 4 Professional overages in Operations
Operational Hourlies <sup>(1)</sup>	679	562	117	84 BTO vacancies (83 in Operations and 1 in Revenue Management), and 33 Superior Officer vacancies in Operations.
<b>Total Operations</b>	<b>768</b>	<b>655</b>	<b>113</b>	
<b>Maintenance</b>				
Managers/Supervisors	34	35	(1)	1 Managerial overage in Technology
Professional, Technical, Clerical	62	61	1	2 Professional vacancies in Maintenance and 1 Professional overage in Technology
Operational Hourlies <sup>(2)</sup>	319	309	10	13 Maintainer vacancies in Operations; 3 Maintainer overages (2 in Internal Security, 1 in Maintenance)
<b>Total Maintenance</b>	<b>415</b>	<b>405</b>	<b>10</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	31	29	2	2 Managerial vacancies (1 in Engineering, 1 in Planning and Budget)
Professional, Technical, Clerical	116	107	9	10 Professional vacancies in Engineering; 1 Professional overage in Planning and Budget.
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>147</b>	<b>136</b>	<b>11</b>	
<b>Public Safety</b>				
Managers/Supervisors	7	7	-	
Professional, Technical, Clerical	29	27	2	2 Professional vacancies in Internal Security.
Operational Hourlies <sup>(3)</sup>	234	234	-	
<b>Total Public Safety</b>	<b>270</b>	<b>268</b>	<b>2</b>	
<b>Total Positions</b>				
Managers/Supervisors	145	160	(15)	
Professional, Technical, Clerical	275	275	-	
Operational Hourlies	1,232	1,105	127	
<b>Total Positions</b>	<b>1,652</b>	<b>1,540</b>	<b>112</b>	

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

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

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





# **Bridges and Tunnels**

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## **Financial Report May 2013**

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**MTA BRIDGES & TUNNELS**  
**STATEMENT OF NET POSITION**

As of May 31, 2013  
(in thousands)

**ASSETS AND DEFERRED OUTFLOWS OF RESOURCES**

**CURRENT ASSETS:**

Cash-Unrestricted	\$20,342
Investments:	
Unrestricted	93,528
Restricted	341,310
Accrued interest receivable	649
Accounts receivable	146,455
Tolls due from other agencies	27,219
Prepaid expenses	<u>3,654</u>
 Total current assets	 <u>633,157</u>

**NONCURRENT ASSETS:**

Investments:	
Unrestricted	5,961
Restricted	390,333
Facilities, less acc.dep of \$1,109,888	3,948,557
Capital lease 2 Broadway net acc. dep.	44,529
Derivative Hedge Assets	3,629
Security Deposits	<u>4,740</u>
 Total noncurrent assets	 <u>4,397,749</u>

<b>TOTAL ASSETS:</b>	<u>5,030,906</u>
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**DEFERRED OUTFLOWS OF RESOURCES:**

Accumulated decreases in fair value of derivative instruments	173,091
Defeasance costs	<u>251,453</u>

<b>TOTAL DEFERRED OUTFLOWS OF RESOURCES:</b>	<u>424,544</u>
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<b>TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES</b>	<u><u>\$5,455,450</u></u>
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**MTA BRIDGES & TUNNELS**  
**STATEMENT OF NET POSITION**

**As of May 31, 2013**

(in thousands)

**LIABILITIES**

**CURRENT LIABILITIES:**

Current portion-long term debt	\$160,205
Interest Payable	38,905
Accounts Payable	34,293
Payable to MTA-CAP	25,984
Due to MTA-Operating Expenses	1,714
Due to TA-Operating and Finance Expenses	876
Accrued salaries	28,803
Accrued Vac & Sick Benefits	16,131
Current portion of estimated liability arising from injury	8,396
Current portion of capital lease obligation	6,276
Pollution remediation projects	1,837
Due to New York City Transit Authority	36,173
Due to Metropolitan Transportation Authority	50,152
Unredeemed Tolls	127,838
Tolls due to other agencies	40,839
E-ZPass Airport Toll Liability	4,657
	<hr/>
Total current liabilities	583,079

**NONCURRENT LIABILITIES:**

Long term debt	8,878,607
Post Employment Benefits Other than Pensions	407,693
Estimated liability arising from injury	17,985
Capital lease obligations	131,757
Derivative Hedge Liabilities	178,111
Security deposits-Contra	4,740
	<hr/>
Total noncurrent liabilities	9,618,893

**TOTAL LIABILITIES** 10,201,972

**NET POSITION** (4,746,522) \*

**TOTAL LIABILITIES & NET POSITION** \$5,455,450

\*The negative Net Position of \$4,746,522 consists of various fund balances such as surplus monies and purchase of assets on behalf of MTA and NYCTA. The negative balance occurs because the assets are transferred to MTA and TA during the year, and taken off the B&T Statement of Net Position; while the debt to purchase these assets remains as a liability on the Statement of Net Position of B&T.

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**ACCURAL STATEMENT OF OPERATIONS by CATEGORY**  
**May 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
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	142.753	146.911	4.158	2.9	0.000	0.000	0.000	-	142.753	146.911	4.158	2.9
Other Operating Revenue	1.413	1.578	0.165	11.7	0.000	0.000	0.000	-	1.413	1.578	0.165	11.7
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.220	2.117	0.897	73.5	1.220	2.117	0.897	73.5
Investment Income	0.009	0.007	(0.002)	(22.2)	0.000	0.000	0.000	-	0.009	0.007	(0.002)	(22.2)
<b>Total Revenue</b>	<b>\$144.175</b>	<b>\$148.496</b>	<b>\$4.321</b>	<b>3.0</b>	<b>\$1.220</b>	<b>\$2.117</b>	<b>\$0.897</b>	<b>73.5</b>	<b>\$145.395</b>	<b>\$150.613</b>	<b>\$5.218</b>	<b>3.6</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$10.243	\$9.230	\$1.013	9.9	\$0.474	\$0.828	(\$0.354)	(74.7)	\$10.717	\$10.058	\$0.659	6.1
Overtime	1.763	1.271	0.492	27.9	0.033	0.000	0.033	100.0	1.796	1.271	0.525	29.2
Health and Welfare	2.302	2.007	0.295	12.8	0.100	0.178	(0.078)	(78.0)	2.402	2.185	0.217	9.0
OPEB Current Payment	1.362	1.268	0.094	6.9	0.000	0.000	0.000	-	1.362	1.268	0.094	6.9
Pensions	2.681	2.284	0.397	14.8	0.120	0.202	(0.082)	(68.3)	2.801	2.486	0.315	11.2
Other Fringe Benefits	0.972	0.737	0.235	24.2	0.059	0.106	(0.047)	(79.7)	1.031	0.843	0.188	18.2
Reimbursable Overhead	(0.434)	(0.803)	0.369	85.0	0.434	0.803	(0.369)	(85.0)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$18.889</b>	<b>\$15.994</b>	<b>\$2.895</b>	<b>15.3</b>	<b>\$1.220</b>	<b>\$2.117</b>	<b>(\$0.897)</b>	<b>(73.5)</b>	<b>\$20.109</b>	<b>\$18.111</b>	<b>\$1.998</b>	<b>9.9</b>
<b>Non-Labor:</b>												
Electric Power	\$0.566	\$0.431	\$0.135	23.9	\$0.000	\$0.000	\$0.000	-	\$0.566	\$0.482	\$0.084	14.8
Fuel	0.243	0.273	(0.030)	(12.3)	0.000	0.000	0.000	-	0.243	0.273	(0.030)	(12.3)
Insurance	0.557	0.534	0.023	4.1	0.000	0.000	0.000	-	0.557	0.534	0.023	4.1
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.981	5.516	1.465	21.0	0.000	0.000	0.000	-	6.981	5.516	1.465	21.0
Professional Service Contracts	1.983	1.758	0.225	11.3	0.000	0.000	0.000	-	1.983	1.758	0.225	11.3
Materials & Supplies	0.357	0.155	0.202	56.6	0.000	0.000	0.000	-	0.357	0.155	0.202	56.6
Other Business Expenses	1.970	1.961	0.009	0.5	0.000	0.000	0.000	-	1.970	1.961	0.009	0.5
<b>Total Non-Labor Expenses</b>	<b>\$12.657</b>	<b>\$10.628</b>	<b>\$2.029</b>	<b>16.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$12.657</b>	<b>\$10.679</b>	<b>\$1.978</b>	<b>15.6</b>
<b>Other Expense Adjustments:</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$31.546</b>	<b>\$26.622</b>	<b>\$4.924</b>	<b>15.6</b>	<b>\$1.220</b>	<b>\$2.117</b>	<b>(\$0.897)</b>	<b>(73.5)</b>	<b>\$32.766</b>	<b>\$28.790</b>	<b>\$3.976</b>	<b>12.1</b>
Depreciation	\$7.869	\$8.220	(\$0.351)	(4.5)	\$0.000	\$0.000	\$0.000	-	\$7.869	\$8.220	(\$0.351)	(4.5)
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	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$45.803</b>	<b>\$41.230</b>	<b>\$4.573</b>	<b>10.0</b>	<b>\$1.220</b>	<b>\$2.117</b>	<b>(\$0.897)</b>	<b>(73.5)</b>	<b>\$47.023</b>	<b>\$43.398</b>	<b>\$3.625</b>	<b>7.7</b>
Less: Depreciation	\$7.869	\$8.220	(\$0.351)	(4.5)	\$0.000	\$0.000	\$0.000	-	\$7.869	\$8.220	(\$0.351)	(4.5)
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
<b>Total Expenses</b>	<b>\$31.546</b>	<b>\$26.622</b>	<b>\$4.924</b>	<b>15.6</b>	<b>\$1.220</b>	<b>\$2.117</b>	<b>(\$0.897)</b>	<b>(73.5)</b>	<b>\$32.766</b>	<b>\$28.790</b>	<b>\$3.976</b>	<b>12.1</b>
<b>Net Surplus/(Deficit)</b>	<b>\$112.629</b>	<b>\$121.874</b>	<b>\$9.245</b>	<b>8.2</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$112.629</b>	<b>\$121.823</b>	<b>\$9.194</b>	<b>8.2</b>

Differences are due to rounding.

\*Variance exceeds 100%

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**May 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)									\$112.629	\$121.823	\$9.194	8.2
Less: Capitalized Assets									0.967	0.612	0.355	36.7
Reserves									2.118	2.118	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$109.544	\$119.093	\$9.549	8.7
Less: Debt Service									50.896	50.152	0.744	1.5
Income Available for Distribution									\$58.648	\$68.941	\$10.293	17.6
Distributable To:												
MTA - Investment Income									0.009	0.007	(0.002)	(22.2)
MTA - Distributable Income									34.158	39.439	5.281	15.5
NYCTRR - Distributable Income									24.481	29.495	5.014	20.5
Total Distributable Income									\$58.648	\$68.941	\$10.293	17.6
<b>Support to Mass Transit:</b>												
Total Revenues									145.395	150.613	5.218	3.6
Less: Total Operating Expenses									<u>32.766</u>	<u>28.790</u>	<u>3.976</u>	12.1
Net Operating Income/(Deficit)									\$112.629	\$121.823	\$9.194	8.2
Deductions from Net Operating Income:												
Capitalized Assets									0.967	0.612	0.355	36.7
Reserves									2.118	2.118	0.000	0.0
B&T Debt Service									19.258	17.808	1.450	7.5
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$22.343	\$20.538	\$1.805	8.1
Total Support to Mass Transit									\$90.286	\$101.285	\$10.999	12.2



**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**May 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
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	626.689	643.230	16.541	2.6	0.000	0.000	0.000	-	626.689	643.230	16.541	2.6
Other Operating Revenue	6.050	10.274	4.224	69.8	0.000	0.000	0.000	-	6.050	10.274	4.224	69.8
Capital & Other Reimbursements	0.000	0.000	0.000	-	5.976	6.421	0.445	7.4	5.976	6.421	0.445	7.4
Investment Income	0.046	0.047	0.001	2.2	0.000	0.000	0.000	-	0.046	0.047	0.001	2.2
<b>Total Revenue</b>	<b>\$632.785</b>	<b>\$653.551</b>	<b>\$20.766</b>	<b>3.3</b>	<b>\$5.976</b>	<b>\$6.421</b>	<b>\$0.445</b>	<b>7.4</b>	<b>\$638.761</b>	<b>\$659.972</b>	<b>\$21.211</b>	<b>3.3</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$49.692	\$46.653	\$3.039	6.1	\$2.302	\$2.532	(\$0.230)	(10.0)	\$51.994	\$49.185	\$2.809	5.4
Overtime	9.369	7.610	1.759	18.8	0.167	0.000	0.167	100.0	9.536	7.610	1.926	20.2
Health and Welfare	11.510	10.733	0.777	6.8	0.501	0.532	(0.031)	(6.2)	12.011	11.265	0.746	6.2
OPEB Current Payment	6.812	6.330	0.482	7.1	0.000	0.000	0.000	-	6.812	6.330	0.482	7.1
Pensions	13.404	13.049	0.355	2.6	0.602	0.642	(0.040)	(6.6)	14.006	13.691	0.315	2.2
Other Fringe Benefits	6.946	5.891	1.055	15.2	0.288	0.331	(0.043)	(14.9)	7.234	6.222	1.012	14.0
Reimbursable Overhead	(2.116)	(2.384)	0.268	12.7	2.116	2.384	(0.268)	(12.7)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$95.617</b>	<b>\$87.882</b>	<b>\$7.735</b>	<b>8.1</b>	<b>\$5.976</b>	<b>\$6.421</b>	<b>(\$0.445)</b>	<b>(7.4)</b>	<b>\$101.593</b>	<b>\$94.303</b>	<b>\$7.290</b>	<b>7.2</b>
<b>Non-Labor:</b>												
Electric Power	\$2.756	\$3.070	(\$0.314)	(11.4)	\$0.000	\$0.000	\$0.000	-	\$2.756	\$3.070	(\$0.314)	(11.4)
Fuel	1.430	1.649	(0.219)	(15.3)	0.000	0.000	0.000	-	1.430	1.649	(0.219)	(15.3)
Insurance	2.639	2.579	0.060	2.3	0.000	0.000	0.000	-	2.639	2.579	0.060	2.3
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	32.515	34.323	(1.808)	(5.6)	0.000	0.000	0.000	-	32.515	34.323	(1.808)	(5.6)
Professional Service Contracts	9.819	11.705	(1.886)	(19.2)	0.000	0.000	0.000	-	9.819	11.705	(1.886)	(19.2)
Materials & Supplies	1.740	1.252	0.488	28.0	0.000	0.000	0.000	-	1.740	1.252	0.488	28.0
Other Business Expenses	9.985	9.550	0.435	4.4	0.000	0.000	0.000	-	9.985	9.550	0.435	4.4
<b>Total Non-Labor Expenses</b>	<b>\$60.884</b>	<b>\$64.128</b>	<b>(\$3.244)</b>	<b>(5.3)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$60.884</b>	<b>\$64.128</b>	<b>(\$3.244)</b>	<b>(5.3)</b>
<b>Other Expense Adjustments</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$156.501</b>	<b>\$152.010</b>	<b>\$4.491</b>	<b>2.9</b>	<b>\$5.976</b>	<b>\$6.421</b>	<b>(\$0.445)</b>	<b>(7.4)</b>	<b>\$162.477</b>	<b>\$158.431</b>	<b>\$4.046</b>	<b>2.5</b>
Depreciation	\$39.345	\$38.962	\$0.383	1.0	\$0.000	\$0.000	\$0.000	-	\$39.345	\$38.962	\$0.383	1.0
OPEB Obligation	31.938	31.938	0.000	0.0	0.000	0.000	0.000	-	31.938	31.938	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$227.784</b>	<b>\$222.910</b>	<b>\$4.874</b>	<b>2.1</b>	<b>\$5.976</b>	<b>\$6.421</b>	<b>(\$0.445)</b>	<b>(7.4)</b>	<b>\$233.760</b>	<b>\$229.331</b>	<b>\$4.429</b>	<b>1.9</b>
Less: Depreciation	\$39.345	\$38.962	\$0.383	1.0	\$0.000	\$0.000	\$0.000	-	\$39.345	\$38.962	\$0.383	1.0
Less: OPEB Obligation	31.938	31.938	0.000	0.0	0.000	0.000	0.000	-	31.938	31.938	0.000	0.0
<b>Total Expenses</b>	<b>\$156.501</b>	<b>\$152.010</b>	<b>\$4.491</b>	<b>2.9</b>	<b>\$5.976</b>	<b>\$6.421</b>	<b>(\$0.445)</b>	<b>(7.4)</b>	<b>\$162.477</b>	<b>\$158.431</b>	<b>\$4.046</b>	<b>2.5</b>
<b>Net Surplus/(Deficit)</b>	<b>\$476.284</b>	<b>\$501.541</b>	<b>\$25.257</b>	<b>5.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$476.284</b>	<b>\$501.541</b>	<b>\$25.257</b>	<b>5.3</b>

Differences are due to rounding.

\*Variance exceeds 100%

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

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Net Income/(Deficit)									\$476.284	\$501.541	\$25.257	5.3
Less: Capitalized Assets									5.619	1.831	\$3.788	67.4
Reserves									10.590	10.590	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$460.075	\$489.120	\$29.045	6.3
Less: Debt Service									254.478	246.707	7.771	3.1
Income Available for Distribution									\$205.597	\$242.413	\$36.816	17.9
Distributable To:												
MTA - Investment Income									0.046	0.047	0.001	2.2
MTA - Distributable Income									126.969	146.092	19.123	15.1
NYCTR - Distributable Income									78.582	96.274	17.692	22.5
Total Distributable Income									\$205.597	\$242.413	\$36.816	17.9
<u>Support to Mass Transit:</u>												
Total Revenues									638.761	659.972	21.211	3.3
Less: Total Operating Expenses									<u>162.477</u>	<u>158.431</u>	<u>4.046</u>	2.5
Net Operating Income/(Deficit)									\$476.284	\$501.541	\$25.257	5.3
Deductions from Net Operating Income:												
Capitalized Assets									5.619	1.831	3.788	67.4
Reserves									10.590	10.590	0.000	0.0
B&T Debt Service									96.292	84.557	11.735	12.2
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$112.501	\$96.978	\$15.523	13.8
Total Support to Mass Transit									\$363.783	\$404.563	\$40.780	11.2

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

			May 2013	Year-to-Date		
Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Nonreimbursable						
Vehicle Toll Revenue	4.158	2.9%	Higher toll revenue primarily due to 2.5% higher traffic as compared to the monthly adopted budget allocation.	16,541	2.6%	Higher toll revenue primarily due to 2.2% higher traffic as compared to the YTD adopted budget allocation.
Other Operating Revenue	0.165	11.7%	Higher Other Operating Revenue primarily due to higher revenues from the Battery Parking Garage (\$0.128M).	4,224	69.8%	Higher Other Operating Revenue primarily due to the timing of FEMA reimbursement (\$3.150M) and higher revenues from the Battery Parking Garage (\$0.666M).
Investment Income	(0.002)	-22.2%	Minor variance.	0.001	2.2%	Minor variance.
Payroll	1,013	9.9%	Lower payroll expenses against the monthly adopted budget allocation due to vacancies.	3,039	6.1%	Lower payroll expenses against the YTD adopted budget allocation due to vacancies.
Overtime	0.492	27.9%	See overtime tables	1,759	18.8%	See overtime tables
Health and Welfare	0.295	12.8%	Lower Welfare Plan expenses primarily due to vacancies against the monthly adopted budget allocation.	0,777	6.8%	Lower Welfare Plan expenses primarily due to vacancies against the YTD adopted budget allocation.
OPEB Current Payment	0.094	6.9%	Lower OPEB expenses against the monthly adopted budget allocation.	0.482	7.1%	Lower OPEB expenses against the YTD adopted budget allocation.
Pensions	0.397	14.8%	Lower pension costs due to a favorable NYCERS actuarial adjustment (\$0.315M).	0.355	2.6%	Lower pension costs due to a favorable NYCERS actuarial adjustment (\$0.315M).
Other Fringe Benefits	0.235	24.2%	Lower expenses primarily associated with vacancies.	1,055	15.2%	Lower expenses primarily associated with vacancies.
Electric Power	0.135	23.9%	Lower electricity expenses against the monthly adopted budget allocation.	(0.314)	-11.4%	Higher electricity expenses against the YTD adopted budget allocation.
Fuel	(0.030)	-12.3%	Minor variance.	(0.219)	-15.3%	Higher fuel expenses due to the timing of invoiced deliveries.
Insurance	0.023	4.1%	Minor variance.	0.060	2.3%	Minor variance.
Maintenance and Other Operating Contracts	1,465	21.0%	Lower expenses primarily due to the timing of expenses for Major Maintenance and Painting (\$1.163M) and E-ZPass tag purchases (\$0.194M), and lower expenses for Security/Surveillance Equipment (\$0.174M), offset by higher E-ZPass Customer Service Center costs (-\$0.248M) against the monthly adopted budget allocation.	(1,608)	-5.6%	Higher expenses primarily due to the timing of E-ZPass tag purchases (-\$1.445M) and higher E-ZPass Customer Service Center costs (-\$1.342M), offset by lower expenses for Security/Surveillance Equipment (\$0.915M) against the YTD adopted budget allocation.
Professional Service Contracts	0.225	11.3%	Lower expenses primarily for Office Equipment Maintenance and Repair Services (\$0.117M) and other expenses against the monthly adopted budget allocation, offset by higher expenses primarily for Bond Issuance Costs (-\$0.138M), due to GASB 65 required accounting adjustments, and Procurement Credit Card Purchases (-\$0.104M).	(1,886)	-19.2%	Higher expenses primarily for Bond Issuance Costs (-\$3,298M), due to GASB 65 required accounting adjustments, and Planning Studies (-\$0.251M) against the YTD adopted budget allocation, offset by lower expenses primarily for MTA Charge-backs (\$0.302M), Engineering Services (\$0.301M), IT Consulting Services (\$0.257M), Medical Services (\$0.222M), and Outside Training (\$0.192M).
Materials & Supplies	0.202	56.6%	Lower expenses across a variety of small equipment and supply categories against the monthly adopted budget allocation.	0.488	28.0%	Lower expenses across a variety of small equipment and supply categories, and lower expenses for Roadway Equipment (\$0.153M) against the YTD adopted budget allocation, offset by higher expenses for Fence, Rail and Fitch Barrier (-\$0.143M).
Other Business Expense	0.009	0.5%	Minor variance.	0,435	4.4%	Minor variance.
Depreciation	(0.351)	-4.5%	Minor variance.	0,383	1.0%	Minor variance.
Other Post Employment Benefits	0.000	-	No variance.	0,000	-	No variance.
Reimbursable						
Capital and Other Reimbursements	0.897	73.5%	Higher capital reimbursements against the monthly adopted budget allocation.	0,445	7.4%	Higher capital reimbursements against the YTD adopted budget allocation.
Payroll	(0.354)	-74.7%	Higher than planned reimbursable expenses against the monthly adopted budget allocation.	(0,230)	-10.0%	Higher than planned reimbursable expenses against the YTD adopted budget allocation.
Overtime	0.033	100.0%	See overtime tables	0,167	100.0%	See overtime tables
Health and Welfare	(0.078)	-78.0%	Higher than planned reimbursable expenses against the monthly adopted budget allocation.	(0,031)	-6.2%	Higher than planned reimbursable expenses against the YTD adopted budget allocation.
OPEB Current Payment	0.000	-	No variance.	0,000	-	No variance.
Pensions	(0.082)	-68.3%	Higher than planned reimbursable expenses against the monthly adopted budget allocation.	(0,040)	-6.6%	Higher than planned reimbursable expenses against the YTD adopted budget allocation.
Other Fringe Benefits	(0.047)	-79.7%	Higher than planned reimbursable expenses against the monthly adopted budget allocation.	(0,043)	-14.9%	Higher than planned reimbursable expenses against the YTD adopted budget allocation.
Reimbursable Overhead	(0.369)	-85.0%	Higher than planned reimbursable expenses against the monthly adopted budget allocation.	(0,268)	-12.7%	Higher 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)

NON-REIMBURSABLE OVERTIME	May						May Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>OPERATIONS &amp; MAINTENANCE</b>												
<u>Scheduled Service</u>	4,199	\$0.239	3,698	\$0.196	501	\$0.043	18,430	\$1.012	16,839	\$1.009	1,591	\$0.002
					11.9%	18.0%					8.6%	0.2%
<u>Unscheduled Service</u>	1,844	\$0.099	957	\$0.050	887	\$0.049	7,156	\$0.386	3,026	\$0.178	4,130	\$0.209
					48.1%	49.8%					57.7%	54.0%
<u>Programmatic/Routine Maintenance</u>	43	\$0.003	9	\$0.001	34	\$0.003	217	\$0.017	370	\$0.030	(153)	(\$0.013)
					79.2%	82.4%					-70.8%	-77.1%
<u>Unscheduled Maintenance</u>	1,874	\$0.146	2,139	\$0.142	(264)	\$0.005	9,372	\$0.731	7,351	\$0.566	2,021	\$0.165
					-14.1%	3.1%					21.6%	22.6%
<u>Vacancy/Absentee Coverage</u>	14,860	\$0.860	9,924	\$0.532	4,936	\$0.328	72,685	\$4.227	50,876	\$3.165	21,809	\$1.062
					33.2%	38.2%					30.0%	25.1%
<u>Weather Emergencies</u>	0	\$0.000	45	\$0.003	(45)	(\$0.003)	13,274	\$0.922	10,240	\$0.780	3,034	\$0.142
											22.9%	15.4%
<u>Safety/Security/Law Enforcement</u>	4,041	\$0.220	2,253	\$0.121	1,788	\$0.098	19,309	\$1.053	10,692	\$0.672	8,617	\$0.382
					44.2%	44.8%					44.6%	36.2%
<u>Other</u>	619	\$0.046	573	\$0.037	46	\$0.009	3,096	\$0.230	2,511	\$0.185	586	\$0.045
					7.5%	20.6%					18.9%	19.6%
*All Other Departments and Accruals		\$0.149		\$0.191		(\$0.041)		\$0.790		\$1.025		(\$0.235)
						-27.8%						-29.7%
Subtotal	27,480	\$1.763	19,597	\$1.271	7,884	\$0.492	143,538	\$9.369	101,904	\$7.610	41,634	\$1.759
					28.7%	27.9%					29.0%	18.8%
<b>REIMBURSABLE OVERTIME</b>	600	\$0.033	0	\$0.000	600	\$0.033	2,998	\$0.167	0	\$0.000	2,998	\$0.167
					100.0%	100.0%					100.0%	100.0%
<b>TOTAL OVERTIME</b>	<b>28,080</b>	<b>\$1.796</b>	<b>19,597</b>	<b>\$1.271</b>	<b>8,483</b>	<b>\$0.525</b>	<b>146,535</b>	<b>\$9.536</b>	<b>101,904</b>	<b>\$7.610</b>	<b>44,632</b>	<b>\$1.926</b>
					30.2%	29.2%					30.5%	20.2%

Figures are preliminary.

Totals may not add due to rounding

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

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

\*\* Exceeds 100%

MTA Bridges and Tunnels  
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	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<b>OPERATIONS &amp; MAINTENANCE</b>						
<u>Scheduled Service</u>	501 11.9%	\$0.043 18.0%	Lower than planned expenses	1,591 8.6%	\$0.002 0.2%	Lower than planned expenses
<u>Unscheduled Service</u>	887 48.1%	\$0.049 49.8%	Lower than planned expenses	4,130 57.7%	\$0.209 54.0%	Lower than planned expenses
<u>Programmatic/Routine Maintenance</u>	34 79.2%	\$0.003 82.4%	Lower than planned expenses	(153) -70.8%	(\$0.013) -77.1%	Higher than planned expenses
<u>Unscheduled Maintenance</u>	(264) -14.1%	\$0.005 3.1%	Higher than planned expenses	2,021 21.6%	\$0.165 22.6%	Lower than planned expenses
<u>Vacancy/Absentee Coverage</u>	4,936 33.2%	\$0.328 38.2%	Lower than planned expenses	21,809 30.0%	\$1.062 25.1%	Lower than planned expenses
<u>Weather Emergencies</u>	(45) 0.0%	(\$0.003) 0.0%	Higher than planned expenses	3,034 22.9%	\$0.142 15.4%	Lower than planned expenses
<u>Safety/Security/Law Enforcement</u>	1,788 44.2%	\$0.098 44.8%	More efficient use of law enforcement related overtime	8,617 44.6%	\$0.382 36.2%	More efficient use of law enforcement related overtime
<u>Other</u>	46 7.5%	\$0.009 20.6%	Lower than planned expenses	586 18.9%	\$0.045 19.6%	Lower than planned expenses
<u>*All Other Departments and Accruals</u>		(\$0.041) -27.8%	Primarily due to adjustments for the 28-day OT payroll lag		(\$0.235) -29.7%	Primarily due to adjustments for the 28-day OT payroll lag
Subtotal	7,884 28.7%	\$0.492 27.9%		41,634 29.0%	\$1.759 18.8%	
<b>REIMBURSABLE OVERTIME</b>	600 100.0%	\$0.033 100.0%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program	2,998 100.0%	\$0.167 100.0%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program
<b>TOTAL OVERTIME</b>	<b>8,483</b>	<b>\$0.525</b>		<b>44,632</b>	<b>\$1.926</b>	

Figures are preliminary.

Totals may not add due to rounding

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

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

\*\* Exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2013 Overtime Reporting**  
**Overtime Legend**

**OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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

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

Month of May

**Comparison Current Year vs. Prior Year:**

Year to date ending May 2013.

Prior Year		Current Year**		Percentage Change			Prior Year		Current Year**		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
3.4	\$20.8	3.5	\$24.0	3.2%	15.2%	Bronx-Whitestone	15.8	\$96.3	16.1	\$105.2	1.9%	9.2%
0.7	1.3	0.7	1.6	5.3%	20.2%	Cross Bay	2.9	5.7	3.2	6.8	9.3%	21.1%
2.0	5.3	1.9	5.7	-3.3%	7.5%	Henry Hudson	9.2	24.2	8.7	24.2	-4.8%	0.0%
1.5	8.0	1.4	8.3	-6.4%	3.7%	Hugh L. Carey*	6.9	36.6	6.6	37.1	-4.9%	1.2%
0.7	1.3	0.7	1.5	3.5%	19.6%	Marine Parkway	2.9	5.4	3.1	6.5	6.9%	20.8%
2.5	14.1	2.5	15.0	-3.8%	6.5%	Queens Midtown	11.9	65.7	11.1	65.5	-6.6%	-0.2%
2.4	15.1	2.4	17.0	0.2%	12.4%	RFK - Bronx	11.0	70.2	10.9	74.8	-1.0%	6.6%
2.7	14.8	2.7	16.7	-0.3%	12.4%	RFK - Manhattan	12.2	66.3	12.3	71.7	0.8%	8.1%
3.5	23.4	3.5	26.1	-0.6%	11.7%	Throgs Neck	16.0	105.6	15.7	112.3	-2.1%	6.3%
5.7	28.1	5.7	31.1	-0.7%	10.6%	Verrazano-Narrows	26.9	132.1	26.4	139.2	-1.9%	5.4%
25.2	\$132.2	25.0	\$146.9	-0.6%	11.1%	Total	115.8	\$608.1	114.2	\$643.2	-1.4%	5.8%
\$5.248		\$5.867		11.8%		Revenue Per Vehicle	\$5.250		\$5.633		7.3%	

\*Formerly Brooklyn-Battery Tunnel

\*\*Toll increase implemented March 3, 2013.

Note: Numbers may not add due to rounding.

**Comparison Actual vs. Adopted Budget:**

May Budget		May Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
24.4	142.8	25.0	146.9	2.5%	2.9%	Total All	111.7	\$626.7	114.2	\$643.2	2.2%	2.6%
\$5.845		\$5.867		0.4%		Revenue Per Vehicle	\$5.611		\$5.633		0.4%	

**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**  
**May 2013**

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	2	2	-	
Law <sup>(1)</sup>	7	26	(19)	8 Managerial and 11 Professional overages
CFO <sup>(2)</sup>	20	25	(5)	2 Managerial and 3 Professional overages
Labor Relations	5	5	-	
Staff Services <sup>(3)</sup>	17	18	(1)	3 Managerial overages and 2 Professional vacancies
EEO	1	1	-	
<b>Total Administration</b>	<b>52</b>	<b>77</b>	<b>(25)</b>	
<b>Operations</b>				
Revenue Management	39	36	3	1 Bridge and Tunnel Officer (BTO) vacancy and 2 Professional vacancies
Operations (Non-Security)	729	617	112	84 BTO vacancies and 36 Superior Officer vacancies; 4 Managerial overages and 4 Professional overages
<b>Total Operations</b>	<b>768</b>	<b>653</b>	<b>115</b>	
<b>Maintenance</b>				
Maintenance	183	178	5	1 Managerial vacancy, 2 Professional vacancies and 2 Maintainer vacancies
Operations - Maintainers	172	159	13	13 Maintainer vacancies
Technology	52	54	(2)	1 Managerial overage and 1 Professional overage
Internal Security - Tech Svcs	8	10	(2)	2 Maintainer overages
<b>Total Maintenance</b>	<b>415</b>	<b>401</b>	<b>14</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	127	118	9	9 Professional vacancies
Health & Safety	8	8	-	
CFO-Planning & Budget Capital	12	12	-	
<b>Total Engineering/Capital</b>	<b>147</b>	<b>138</b>	<b>9</b>	
<b>Public Safety</b>				
Operations (Security)	232	232	-	
Internal Security - Operations	38	36	2	2 Professional vacancies
<b>Total Public Safety</b>	<b>270</b>	<b>268</b>	<b>2</b>	
<b>Total Positions</b>	<b>1,652</b>	<b>1,537</b>	<b>115</b>	
Non-Reimbursable	1,608	1,493	115	
Reimbursable	44	44	-	
<b>Total Full-Time</b>	<b>1,652</b>	<b>1,537</b>	<b>115</b>	

(1) Includes Legal and Procurement staff.

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



**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**TOTAL POSITIONS BY FUNCTION AND OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**May 2013**

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	19	32	(13)	13 Managerial overages (2 in CFO, 3 in Staff Services and 8 in Law)
Professional, Technical, Clerical	33	45	(12)	14 Professional overages (3 in CFO, 11 in Law); 2 Professional vacancies Staff Services
Operational Hourlies	-	-	-	
<b>Total Administration</b>	<b>52</b>	<b>77</b>	<b>(25)</b>	
<b>Operations</b>				
Managers/Supervisors	54	58	(4)	4 Managerial overages in Operations
Professional, Technical, Clerical	35	37	(2)	2 Professional vacancies in Revenue Mgmt; 4 Professional overages in Operations
Operational Hourlies <sup>(1)</sup>	679	558	121	85 BTO vacancies (84 in Operations and 1 in Revenue Management), and 36 Superior Officer vacancies in Operations.
<b>Total Operations</b>	<b>768</b>	<b>653</b>	<b>115</b>	
<b>Maintenance</b>				
Managers/Supervisors	34	34	-	
Professional, Technical, Clerical	62	61	1	2 Professional vacancies in Maintenance and 1 Professional overage in Technology
Operational Hourlies <sup>(2)</sup>	319	306	13	13 Maintainer vacancies in Operations
<b>Total Maintenance</b>	<b>415</b>	<b>401</b>	<b>14</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	31	31	-	
Professional, Technical, Clerical	116	107	9	9 Professional vacancies in Engineering
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>147</b>	<b>138</b>	<b>9</b>	
<b>Public Safety</b>				
Managers/Supervisors	7	7	-	
Professional, Technical, Clerical	29	27	2	2 Professional vacancies in Internal Security.
Operational Hourlies <sup>(3)</sup>	234	234	-	
<b>Total Public Safety</b>	<b>270</b>	<b>268</b>	<b>2</b>	
<b>Total Positions</b>				
Managers/Supervisors	145	162	(17)	
Professional, Technical, Clerical	275	277	(2)	
Operational Hourlies	1,232	1,098	134	
<b>Total Positions</b>	<b>1,652</b>	<b>1,537</b>	<b>115</b>	

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

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

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





# **Bridges and Tunnels**

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

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

Introduction

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

Year to Date Progress

Commitments

In May there were 10 commitments made with a total value of \$2.4 million (*See Attachment 1, 2013 Commitment Chart; Attachment 7 – 2013 Commitment Plan*). Year-to-date, 58 commitments have been made with a total value of \$44.5 million against a plan calling for 37 commitments with a total value of \$117.9 million.

The lower than planned commitment value results from VN80C, New Ramp/HOV lane at the Verrazano Narrows Bridge, which was scheduled for an \$80.2 million commitment in May but is now forecast for November. Bids were received in May but were rejected due a bid error by the low bidder. Given this development and resulting rebid of VN-80C B&T took the opportunity to repackage and re-solicit this work together with project VN35, Miscellaneous Steel Repair and Painting. It is anticipated that efficiency savings will be achieved by combining the work of these two projects.

Noteworthy commitment made in May is:

- **BW15**, Necklace Lighting, Construction Administration for \$0.6 million.

Completions

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

Close-outs

There were no task level closeouts in May. 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*).

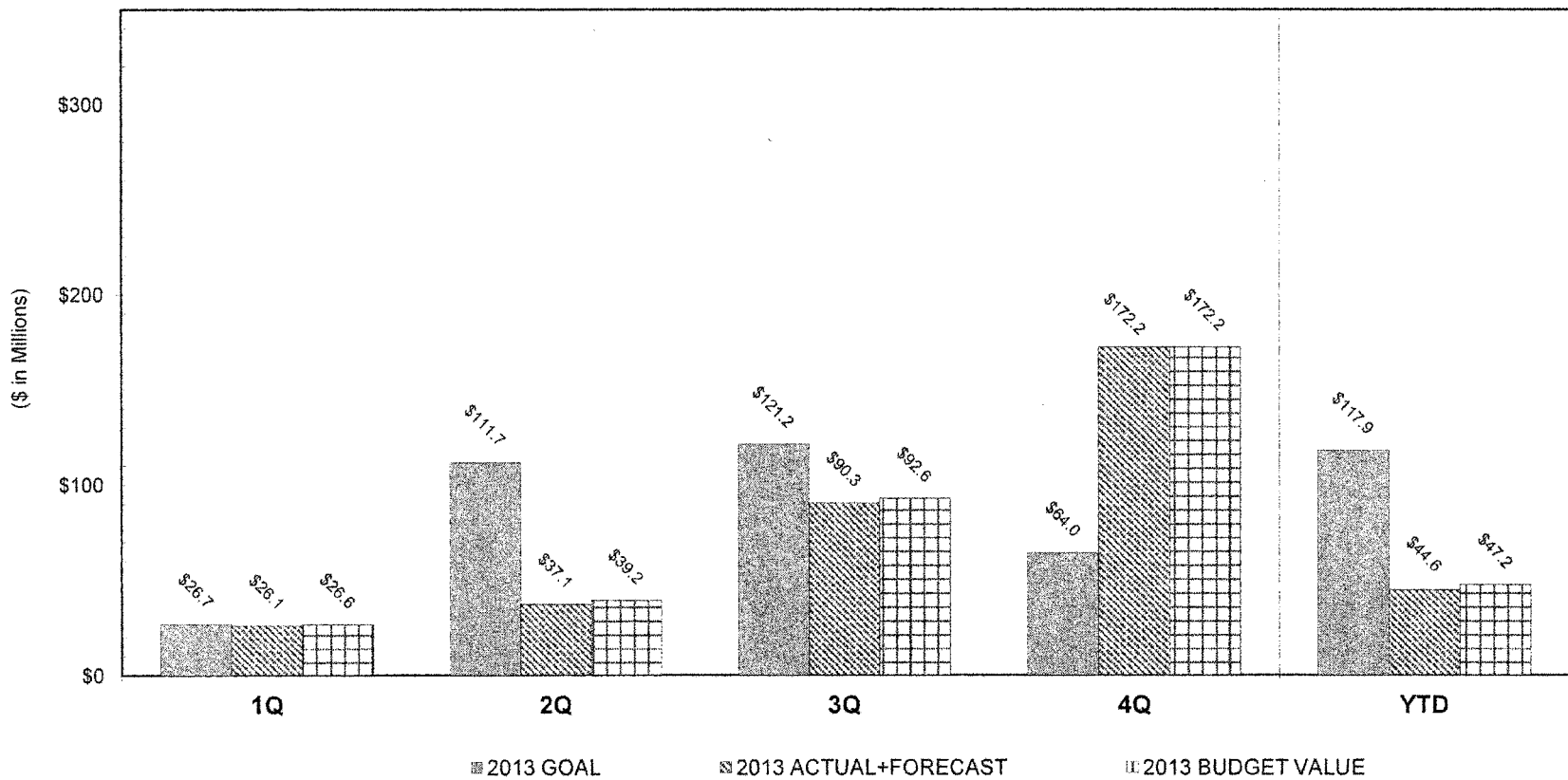
As mentioned above, VN80C and VN35 are now forecast for award in November.

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 May 31, 2013**

2013 Budget Goal:	\$323.6	
2013 Annual Forecast	\$325.7	
YTD Goal:	\$117.9	
YTD Actual:	\$44.6	(37.8% of YTD Goal)
YTD Budgeted Value:	\$47.2	(40.1% of YTD Goal)
Left to Commit:	\$281.1	



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

Project		Budget (\$ in Millions)			Award Date				Notes
		2013 Goal	Actual / Forecast*	Budgeted Value	2013 Goal	Advertisement Date	Actual / Forecast		
VN80C	Bus & HOV Ramp Improvement (Construction)	\$80.2	\$80.2	\$80.2	May-13	Feb-13	Nov-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		Nov-13	F	3
MP06	Substructure & Underwater Scour Protection (Construction)	\$17.0	\$17.0	\$17.0	Sep-13	Jun-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	

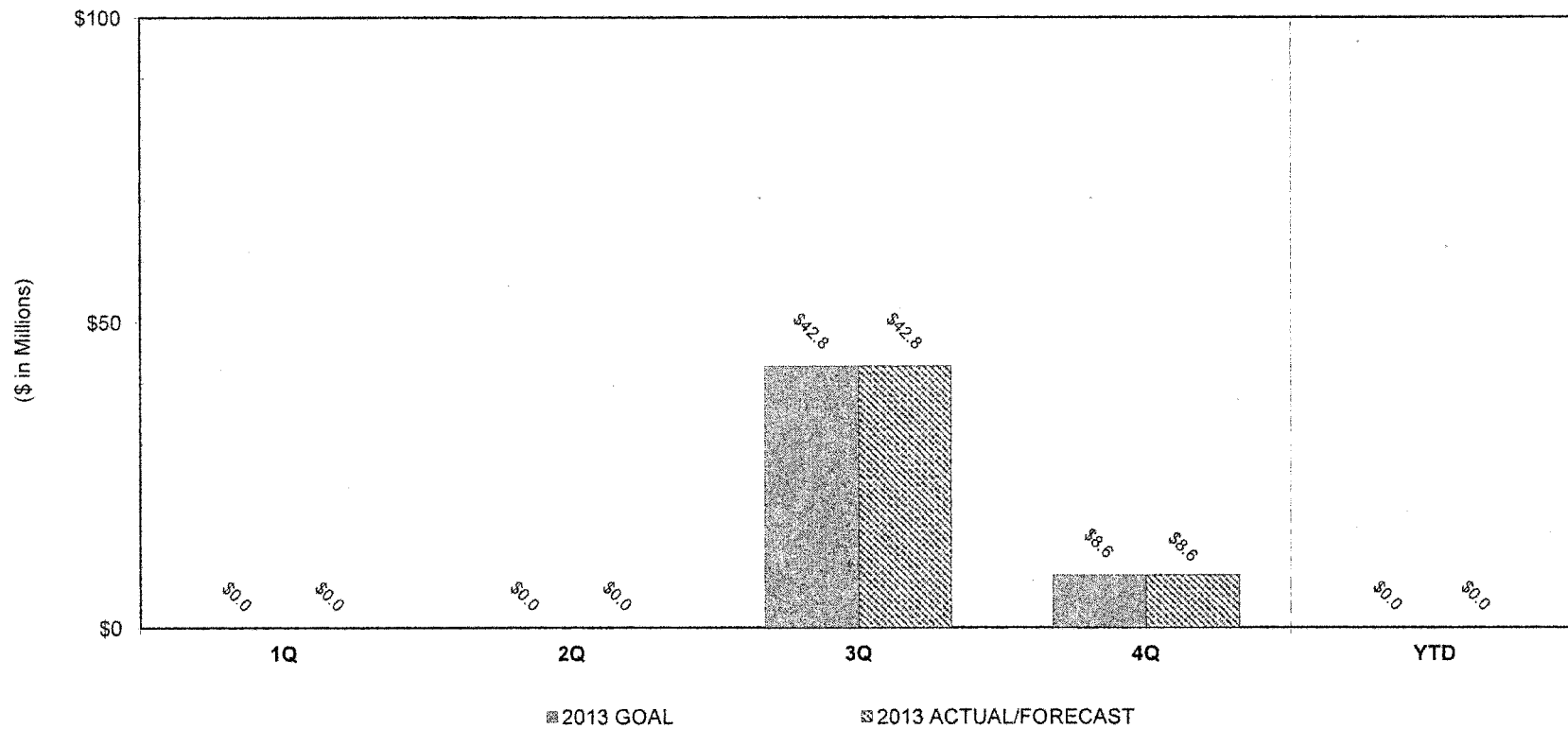
\* Forecast is equal to the most current approved engineer's estimate at award for a project that is scheduled to be committed.

1. Advertisement date reflects date of intent to negotiate.
2. VN80C will be re-bid (see note 3).
3. Projects VN80C and VN35 will be bid under one contract.

**MTA Bridges and Tunnels**  
**Completions as of May 31, 2013**

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

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

Project	Budget (\$ in Millions)		Completions Status		Completion Date		Notes
	2013 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2013 Goal	Actual / Forecast	
HH10 Upper Level Sidewalk / Curb Stringers	\$42.8	\$42.8	85%	68%	Sep-13	Sep-13	F
HH07 Structural Rehabilitation - Phase I	\$8.6	\$8.6	69%	44%	Dec-13	Dec-13	F

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



**MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2013 PROJECT COMPLETIONS**

Project ID (ACEP)	Project Description	Type	Goal End Date	Goal Value	Budgeted Value	Actual End Date	Actual Value	Forecast End Date	Forecast Value
D602HH10	Upper Level Sidewalk / Curb Stringers	Construction	Sep-13	\$41,996,754	\$41,996,754			Sep-13	\$41,996,754
D607HH10	Paint - Curb Stringers	Construction	Sep-13	\$812,900	\$812,900			Sep-13	\$812,900
			<b>Sep-13 Total</b>	<b>\$42,809,654</b>	<b>\$42,809,654</b>				
D601HH07	Structural Rehabilitation - Phase I	Construction	Dec-13	\$8,578,850	\$8,578,850			Dec-13	\$8,578,850
			<b>Dec-13 Total</b>	<b>\$8,578,850</b>	<b>\$8,578,850</b>				
			<b>Grand Total</b>	<b>\$51,388,504</b>	<b>\$51,388,504</b>				
								<b>Remaining</b>	<b>\$51,388,504</b>

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

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-Phil-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
				<b>Total</b>	<b>23</b>	<b>\$84,391,218.12</b>

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

ACEP	Project Description	Task	Task Description	Goal	Goal Value	Budget Value	Actual	Actual Value	Forecast	Forecast Value
				Start Date			Start Date		Start Date	
G5140110	B&T 2008 BZPP Grant	G02996	VNB - BZPP Grant Cns.	Jan-13	\$355,609	\$355,609	Jan-13	\$355,609		
G5140110	B&T 2008 BZPP Grant	G02998	TNB - BZPP Grant Cns.	Jan-13	\$244,650	\$244,650	Jan-13	\$244,650		
G5140110	B&T 2008 BZPP Grant	G03421	BWB - BZPP Grant - Equip Purchase	Jan-13	\$9,384	\$9,384	Jan-13	\$9,384		
G5140110	B&T 2008 BZPP Grant	G03484	PM Design F/A-VNB(TBTA-G2481)	Jan-13	\$72,540	\$72,540	Jan-13	\$72,540		
G5140110	B&T 2008 BZPP Grant	G03486	PM Design F/A-TNB(TBTA-G2482)	Jan-13	\$69,741	\$69,741	Jan-13	\$69,741		
G5140110	B&T 2008 BZPP Grant	G03488	PM Const F/A-VNB(TBTA-G2483)	Jan-13	\$8,000	\$8,000	Jan-13	\$8,000		
G5140110	B&T 2008 BZPP Grant	G03489	Operations F/A-BWB(TBTA-G2485)	Jan-13	\$91,917	\$91,917	Jan-13	\$91,917		
G5140110	B&T 2008 BZPP Grant	G03491	PM Const F/A-TNB(TBTA-G2484)	Jan-13	\$8,000	\$8,000	Jan-13	\$8,000		
D603AW36	Installation of CCTV / Fiber Optic Cable	D02486	P.M. Construction F/A(RFK)	Jan-13	\$901,610	\$901,610	Jan-13	\$901,610		
D602BV89	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 Constr(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		
D601TN80	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	\$611,753		
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		
D602TN49	Miscellaneous Structural Rehabilitation	D03098	Cns - Overlay Installation -S/bound	Apr-13	\$2,116,825	\$2,116,825	Mar-13	\$2,116,825		

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

ACEP	Project Description	Task	Task Description	Goal	Goal Value	Budget Value	Actual	Actual Value	Forecast	Forecast Value
				Start Date			Start Date		Start Date	
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			Nov-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	May-13	\$690,217		
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-Fiber Install(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
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	D02773	Construction Adm.	Jul-13	\$1,565,550	\$1,565,550			Sep-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

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

ACEP	Project Description	Task	Task Description	Goal			Actual		Forecast	
				Start Date	Goal Value	Budget Value	Start Date	Actual Value	Start Date	Forecast Value
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			Sep-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			Nov-13	\$12,091,367.00
D607VN35	Paint - Brooklyn&Staten Island Lower Level Ramps	D02778	Painting - Cns.	Sep-13	\$16,000,000	\$16,000,000			Nov-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
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

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

ACEP	Project Description	Task	Task Description	Goal	Goal Value	Budget Value	Actual	Actual Value	Forecast	Forecast Value
				Start Date			Start Date		Start Date	
				Dec-13 Total	\$2,000,000	\$2,000,000				
				Grand Total	\$323,560,864	\$323,560,864				
<u>Unplanned Commitments</u>										
D603AW36	Installation of CCTV / Fiber Optic Cable	D03140	Cns-Fiber Ins TN-TN85C			\$999,600	Mar-13	\$999,600		
D603AW36	Installation of CCTV / Fiber Optic Cable	D03141	Cns-Fiber Ins TN-TN82B			\$1,312,500	Mar-13	\$1,312,500		
G5140111	B&T 2009 BZPP Grant	G03564	Equipment Purchase for BWB			\$226,584	Mar-13	\$226,584		
G5140111	B&T 2009 BZPP Grant	G03565	Equipment Purchase for RFK			\$640,633	Mar-13	\$640,633		
G5140109	08PSGP TN ElectSecurity	G03576	Equipment Purchase for BBT			\$394,229	Apr-13	\$400,509		
G5140109	08PSGP TN ElectSecurity	G03577	Equipment Purchase for CBB			\$358,499	Apr-13	\$361,747		
G5140109	08PSGP TN ElectSecurity	G03578	Equipment Purchase for HHB			\$294,343	Apr-13	\$297,621		
G5140109	08PSGP TN ElectSecurity	G03579	Equipment Purchase for MPB			\$366,503	Apr-13	\$370,851		
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		
D602RK73	Deck Replacement-RFK MQ Ramp	D03174	Operations F/A			\$315,000	May-13	\$315,000		
G5140111	B&T 2009 BZPP Grant	G03566	F/A Install In-House@BWB(TBTA-G2555)			\$149,868	May-13	\$149,868		
G5140111	B&T 2009 BZPP Grant	G03567	F/A Install In-House@RFK(TBTA-G2556)			\$276,309	May-13	\$276,309		
G5140109	08PSGP TN ElectSecurity	G03581	F/A Install In-House@BBT(TBTA-G2557)			\$106,940	May-13	\$106,940		
G5140109	08PSGP TN ElectSecurity	G03582	F/A Install In-House@BBT(TBTA-G2558)			\$44,975	May-13	\$44,975		
G5140109	08PSGP TN ElectSecurity	G03583	F/A Install In-House@BBT(TBTA-G2559)			\$44,975	May-13	\$44,975		
G5140109	08PSGP TN ElectSecurity	G03584	F/A Install In-House@BBT(TBTA-G2560)			\$44,975	May-13	\$44,975		
G5140109	08PSGP TN ElectSecurity	G03585	F/A Install In-House@BBT(TBTA-G2561)			\$116,934	May-13	\$116,934		
				Grand Total	\$323,560,864	\$330,639,084	YTD Total	\$44,550,902	Remaining	\$281,107,691
								Grand Total	\$325,658,593	





# **Bridges and Tunnels**

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

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MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
STATUS REPORT  
JUNE 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 June there were eight commitments made with a total value of \$5.6 million (See *Attachment 1, 2013 Commitment Chart; Attachment 7 – 2013 Commitment Plan*). Year-to-date, 66 commitments have been made with a total value of \$50.1 million against a plan calling for 53 commitments with a total value of \$138.4 million.

Noteworthy commitment made in June is:

- **RK75**, Interim Repairs of Toll Plaza Deck at Robert F. Kennedy Bridge, Construction for \$2.4 million.

Completions

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

Close-outs

There were 2 task level closeouts in June. Year-to-date there has been 25 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*).

**AW12**, Hazardous Materials Abatement (Air Monitoring) 4 tasks planned for total \$4 million commitment in June, are now forecast for commitment in September. Procurement documents are being finalized.

**BW07**, Tower and Pier Fender Protection (Study/Scope Development) planned for \$2.2 million commitment in June is now forecast for commitment in September. Proposals have been received and are being evaluated.

**BW15**, Necklace Lighting (Construction and Design during Construction) forecasted for \$7.2 million and \$0.1 million commitments in June are now forecast for commitment in July. Bids have been received and are being evaluated.

**QM81**, Controls/Communication System (Design Force Account) planned for \$0.8 million commitment in June is now forecast for commitment in September to coordinate with third party construction award.

**TN52**, Miscellaneous Structural Rehabilitation (Construction and Construction Administration) planned for \$3 million and \$0.3 million commitments in June are now forecast for commitment in September. Work orders are being prepared.

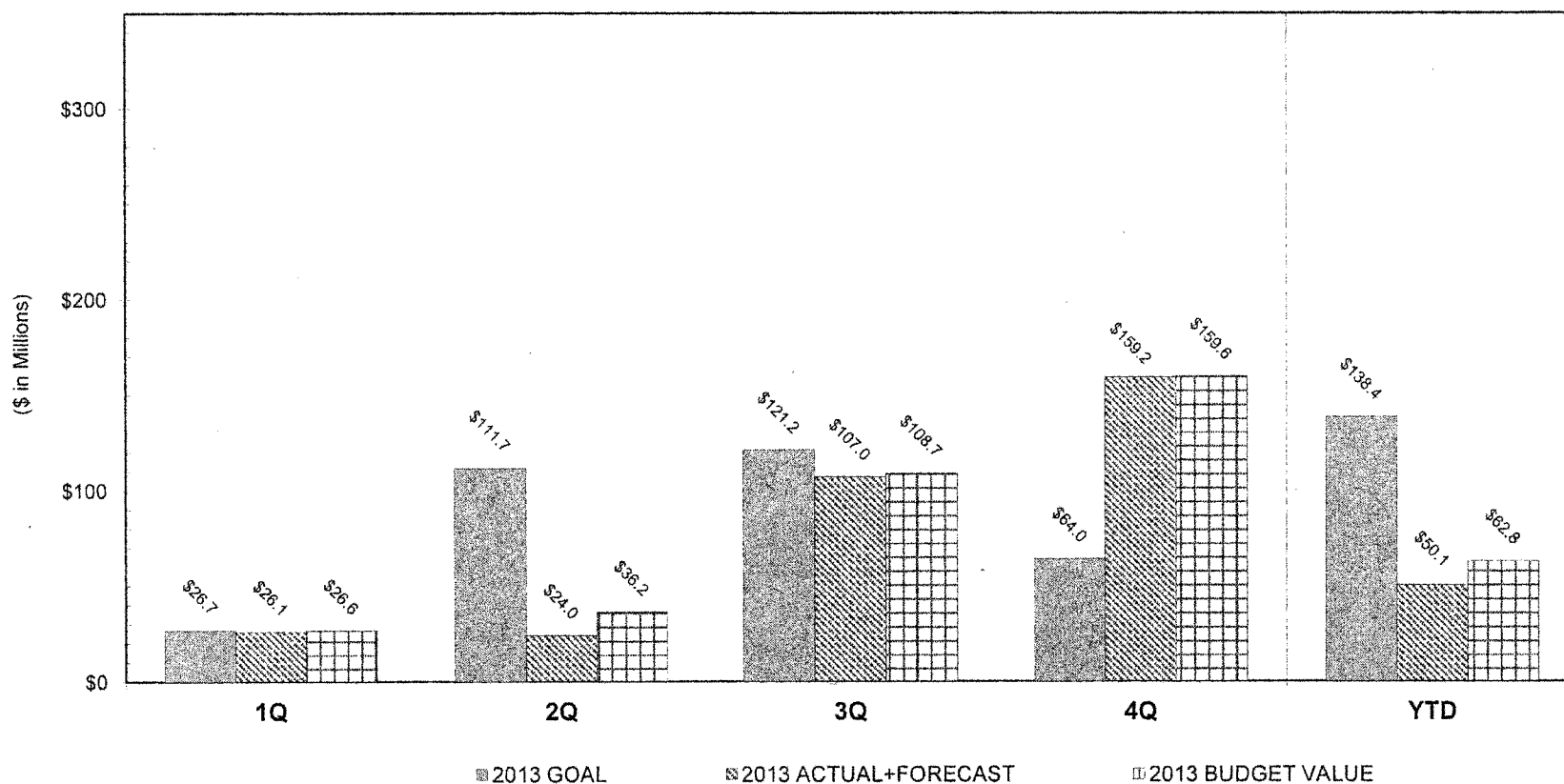
**TN60**, Anchorage Dehumidification (Design) planned for \$2.3 million commitment in June is now forecast for commitment in July. A consultant has been selected.

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 June 30, 2013**

2013 Budget Goal:	\$323.6	
2013 Annual Forecast	\$316.3	
YTD Goal:	\$138.4	
YTD Actual:	\$50.1	(36.2% of YTD Goal)
YTD Budgeted Value:	\$62.8	(45.4% of YTD Goal)
Left to Commit:	\$266.2	



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

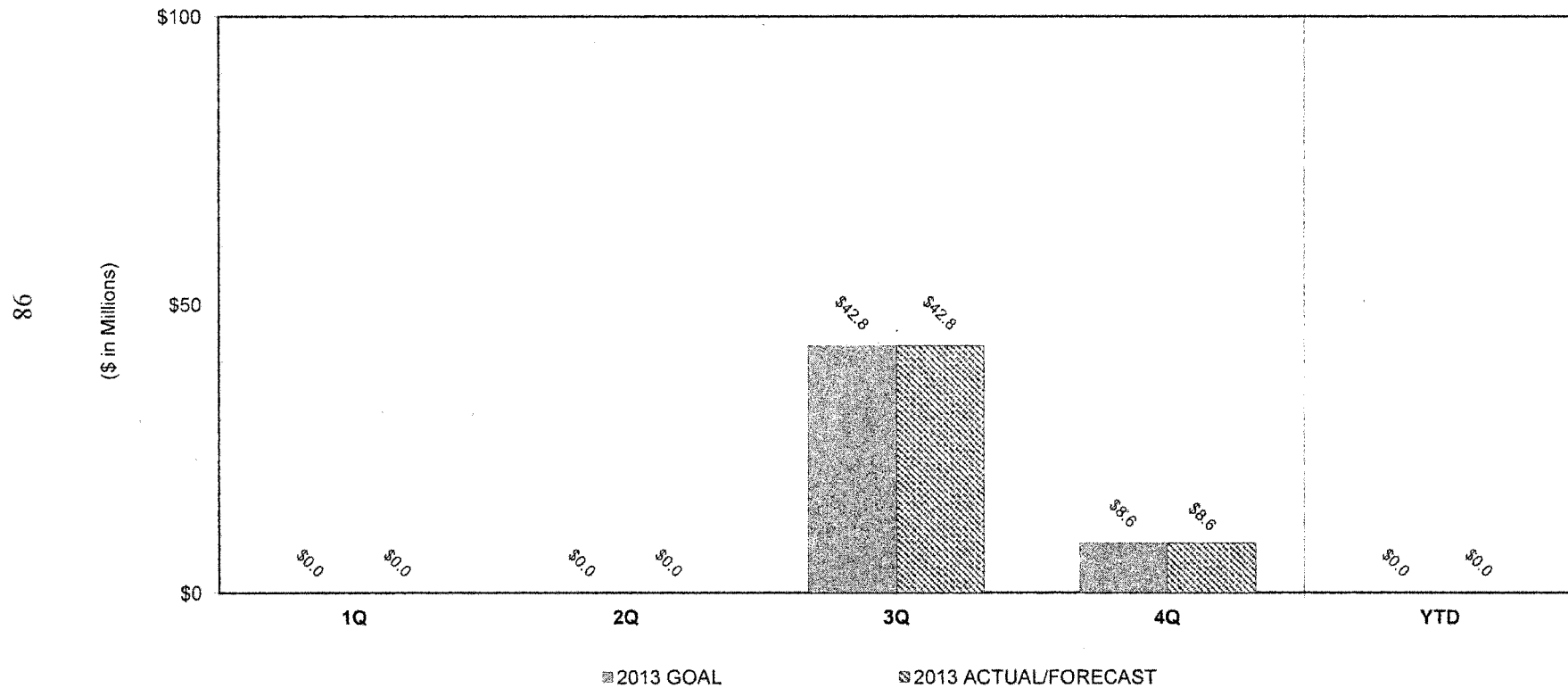
Project		Budget (\$ in Millions)			Award Date				Notes
		2013 Goal	Actual / Forecast*	Budgeted Value	2013 Goal	Advertisement Date	Actual / Forecast		
VN80C	Bus & HOV Ramp Improvement (Construction)	\$80.2	\$80.2	\$80.2	May-13	Feb-13	Nov-13	F	2
AW36	Installation of CCTV / Fiber Optic Cable (Construction) - 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		Nov-13	F	3
MP06	Substructure & Underwater Scour Protection (Construction)	\$17.0	\$17.0	\$17.0	Sep-13	Jun-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		Jun-13	A	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. Construction task will be procured through work orders. First work order was awarded in June.
2. Procurement Documents being finalized.
3. Projects VN80C and VN35 will be combined.

**MTA Bridges and Tunnels**  
**Completions as of June 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 June 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	88%	68%	Sep-13	Sep-13	F	
HH07 Structural Rehabilitation - Phase I	\$8.6	\$8.6	73%	80%	Dec-13	Dec-13	F	

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

**MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2013 PROJECT COMPLETIONS**

Project ID (ACEP)	Project Description	Type	Goal End Date	Goal Value	Budgeted Value	Actual End Date	Actual Value	Forecast End Date	Forecast Value
D602HH10	Upper Level Sidewalk / Curb Stringers	Construction	Sep-13	\$41,996,754	\$41,996,754			Sep-13	\$41,996,754
D607HH10	Paint - Curb Stringers	Construction	Sep-13	\$812,900	\$812,900			Sep-13	\$812,900
			<b>Sep-13 Total</b>	<b>\$42,809,654</b>	<b>\$42,809,654</b>				
D601HH07	Structural Rehabilitation - Phase I	Construction	Dec-13	\$8,578,850	\$8,578,850			Dec-13	\$8,578,850
			<b>Dec-13 Total</b>	<b>\$8,578,850</b>	<b>\$8,578,850</b>				
			<b>Grand Total</b>	<b>\$51,388,504</b>	<b>\$51,388,504</b>				
								<b>Remaining</b>	<b>\$51,388,504</b>

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

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
D603AW48	2nd Generation E-Zpass In-Lane	D02873	AET-RAAS System Developer	D00001328A	27-Jun-2013	\$0.00
D603AW48	2nd Generation E-Zpass In-Lane	D02874	AET-RAAS SQL Developer	D00001329A	27-Jun-2013	\$0.00
<b>Total</b>					<b>25</b>	<b>\$84,391,218.12</b>

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

ACEP	Project Description	Task	Task Description	Goal	Goal Value	Budget Value	Actual	Actual Value	Forecast	Forecast Value
				Start Date			Start Date		Start Date	
G5140110	B&T 2008 BZPP Grant	G02996	VNB - BZPP Grant Cns.	Jan-13	\$355,609	\$355,609	Jan-13	\$355,609		
G5140110	B&T 2008 BZPP Grant	G02998	TNB - BZPP Grant Cns.	Jan-13	\$244,650	\$244,650	Jan-13	\$244,650		
G5140110	B&T 2008 BZPP Grant	G03421	BWB - BZPP Grant - Equip Purchase	Jan-13	\$9,384	\$9,384	Jan-13	\$9,384		
G5140110	B&T 2008 BZPP Grant	G03484	PM Design F/A-VNB(TBTA-G2481)	Jan-13	\$72,540	\$72,540	Jan-13	\$72,540		
G5140110	B&T 2008 BZPP Grant	G03486	PM Design F/A-TNB(TBTA-G2482)	Jan-13	\$69,741	\$69,741	Jan-13	\$69,741		
G5140110	B&T 2008 BZPP Grant	G03488	PM Const F/A-VNB(TBTA-G2483)	Jan-13	\$8,000	\$8,000	Jan-13	\$8,000		
G5140110	B&T 2008 BZPP Grant	G03489	Operations F/A-BWB(TBTA-G2485)	Jan-13	\$91,917	\$91,917	Jan-13	\$91,917		
G5140110	B&T 2008 BZPP Grant	G03491	PM Const F/A-TNB(TBTA-G2484)	Jan-13	\$8,000	\$8,000	Jan-13	\$8,000		
D603AW36	Installation of CCTV / Fiber Optic Cable	D02486	P.M. Construction F/A(RFK)	Jan-13	\$901,610	\$901,610	Jan-13	\$901,610		
D602BW89	Deck Replacement - Elevated and On Grade Approach	D03137	Traffic Enforcement Agents (TEA'S)	Jan-13	\$2,516,287	\$2,516,287	Jan-13	\$2,516,287		
D601HH89	Skewbacks Retrofit	D03071	B.C. Development F/A	Jan-13	\$50,000	\$50,000	Jan-13	\$50,000		
D601MP16	Miscellaneous Steel Repairs	D02651	Design (PSC-12-2911)	Jan-13	\$1,312,268	\$1,312,268	Jan-13	\$1,312,268		
D601VN34	Verrazano-Narrows Bridge Main Cable Testing	D02915	BC Development F/A	Jan-13	\$50,000	\$50,000	Jan-13	\$50,000		
Jan-13 Total					\$5,690,006	\$5,690,006				
G5140110	B&T 2008 BZPP Grant	G02997	BWB - BZPP Grant - Equip Purchase	Feb-13	\$205,970	\$205,970	Feb-13	\$205,970		
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	\$811,753		
D604BW15	Necklace Lighting	D02999	Dsgn during Cns.(PSC-05-2757)	Apr-13	\$100,000	\$100,000			Jul-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		
D602TN49	Miscellaneous Structural Rehabilitation	D03098	Cns - Overlay Installation -S/bound	Apr-13	\$2,116,825	\$2,116,825	Mar-13	\$2,116,825		



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

ACEP	Project Description	Task	Task Description	Goal	Goal Value	Budget Value	Actual	Actual Value	Forecast	Forecast Value
				Start Date			Start Date		Start Date	
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			Nov-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			Sep-13	\$100,000.00
D605AW12	Hazardous Materials Abatement	D02982	Air Monit/DsgnMgt	Jun-13	\$100,000	\$100,000			Sep-13	\$100,000.00
D605AW12	Hazardous Materials Abatement	D02983	Air Monit/DsgnMgt	Jun-13	\$100,000	\$100,000			Sep-13	\$100,000.00
D605AW12	Hazardous Materials Abatement	D02984	Air Monit/DsgnMgt	Jun-13	\$100,000	\$100,000			Sep-13	\$100,000.00
D606AW18	Protective Liability Insurance	D02451	2013 APPL	Jun-13	\$1,575,390	\$1,575,390	May-13	\$690,217		
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		
D601BW07	Tower and Pier Fender Protection	D02577	Study/Scope Development	Jun-13	\$2,230,200	\$2,230,200			Sep-13	\$2,230,200.00
D604BW15	Necklace Lighting	D02589	Construction	Jun-13	\$7,208,998	\$7,208,998			Jul-13	\$9,055,846.80
D604QM81	Controls / Communication System	D02683	P.M. Design F/A	Jun-13	\$805,529	\$805,529			Jul-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		
G5140108	08TSG Throgs Neck Elect Security	G03355	PM Const. F/A	Jun-13	\$1,000,000	\$1,000,000	Jun-13	\$1,000,000		
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		
D601TN52	Miscellaneous Structural Rehabilitation	D03022	Construction (TN-52A)	Jun-13	\$3,000,000	\$3,000,000			Jul-13	\$3,000,000.00
D601TN52	Miscellaneous Structural Rehabilitation	D03023	Construction Admin. (TN-52A)	Jun-13	\$300,000	\$300,000			Jul-13	\$300,000.00
D601TN60	Anchorage Dehumidification	D02740	Design	Jun-13	\$2,279,907	\$2,279,907			Jul-13	\$1,032,554.95
Jun-13 Total					\$20,563,024	\$20,563,024				
D603AW36	Installation of CCTV / Fiber Optic Cable	D03109	Constr-Fiber Install(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 Throgs Neck Elect Security	G03356	Const. Admin.	Jul-13	\$3,200,000	\$3,200,000			Jul-13	\$3,200,000.00
G5140108	08TSG Throgs Neck Elect Security	G03357	Construction	Jul-13	\$13,111,380	\$13,111,380			Jul-13	\$13,111,380.00
G5140108	08TSG Throgs Neck Elect Security	G03419	Constr. Support Services	Jul-13	\$470,400	\$470,400	Mar-13	\$232,349		
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	D02772	P.M. Construction F/A	Jul-13	\$839,235	\$839,235			Jul-13	\$839,235.07
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	D02773	Construction Adm.	Jul-13	\$1,565,550	\$1,565,550			Sep-13	\$1,565,550.00
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	D03038	Design during CNS-CSS	Jul-13	\$230,388	\$230,388	Jun-13	\$414,899		

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

ACEP	Project Description	Task	Task Description	Goal	Goal Value	Budget Value	Actual	Actual Value	Forecast	Forecast Value
				Start Date			Start Date		Start Date	
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			Sep-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			Nov-13	\$12,091,367.00
D607VN35	Paint - Brooklyn&Staten Island Lower Level Ramps	D02778	Painting - Cns.	Sep-13	\$16,000,000	\$16,000,000			Nov-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	Jun-13	\$2,373,000		
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
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	\$1,567,010.00

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

ACEP	Project Description	Task	Task Description	Goal	Goal Value	Budget Value	Actual	Actual Value	Forecast	Forecast Value
				Start Date			Start Date		Start Date	
				Dec-13 Total	\$2,000,000	\$2,000,000				
				Grand Total	\$323,560,864	\$323,560,864				
<u>Unplanned Commitments</u>										
D603AW36	Installation of CCTV / Fiber Optic Cable	D03140	Cns-Fiber Ins TN-TN85C			\$999,600	Mar-13	\$999,600		
D603AW36	Installation of CCTV / Fiber Optic Cable	D03141	Cns-Fiber Ins TN-TN82B			\$1,312,500	Mar-13	\$1,312,500		
G5140111	B&T 2009 BZPP Grant	G03564	Equipment Purchase for BWB			\$226,584	Mar-13	\$226,584		
G5140111	B&T 2009 BZPP Grant	G03565	Equipment Purchase for RFK			\$640,633	Mar-13	\$640,633		
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		
D602RK73	Deck Replacement-RFK MQ Ramp	D03174	Operations F/A			\$315,000	May-13	\$315,000		
G5140111	B&T 2009 BZPP Grant	G03566	F/A Install In-House@BWB(TBTA-G2555)			\$149,868	May-13	\$149,868		
G5140111	B&T 2009 BZPP Grant	G03567	F/A Install In-House@RFK(TBTA-G2556)			\$276,309	May-13	\$276,309		
G5140109	08PSGP TN ElectSecurity	G03581	F/A Install In-House@BBT(TBTA-G2557)			\$106,940	May-13	\$106,940		
G5140109	08PSGP TN ElectSecurity	G03582	F/A Install In-House@BBT(TBTA-G2558)			\$44,975	May-13	\$44,975		
G5140109	08PSGP TN ElectSecurity	G03583	F/A Install In-House@BBT(TBTA-G2559)			\$44,975	May-13	\$44,975		
G5140109	08PSGP TN ElectSecurity	G03584	F/A Install In-House@BBT(TBTA-G2560)			\$44,975	May-13	\$44,975		
G5140109	08PSGP TN ElectSecurity	G03585	F/A Install In-House@BBT(TBTA-G2561)			\$116,934	May-13	\$116,934		
D606AW28	Scope Development	D03169	Scope Dev for VN Anchor(PSC06-2807A)			\$432,990	Jun-13	\$432,990		
D606AW22	Miscellaneous	D03161	MP-03-VE (PSC-06-2807C) Task #47			\$74,895	Jun-13	\$74,895		
				Grand Total	\$323,560,864	\$331,146,969	YTD Total	\$50,092,531	Remaining	\$266,180,810
									Grand Total	\$316,273,341





# **Bridges and Tunnels**

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## **Procurements July 2013**

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# Staff Summary



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

<b>Date</b>	July 8, 2013
<b>Vendor Name</b>	
<b>Contract Number</b>	
<b>Contract Manager Name</b>	
<b>Table of Contents Ref #</b>	

Board Action					
Order	To	Date	Approval	Info	Other
1	President	7/8/13	<i>[Signature]</i>		
2	MTA B&T Committee	7/22/13			
3	MTA Board	7/24/13			

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

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

## PURPOSE:

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

## DISCUSSION:

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

Schedules Requiring Majority Vote		# of Actions	\$ Amount
Schedule F	Personal Service Contracts	1	\$ 0.500M
SUBTOTAL		1	\$ 0.500M

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

Schedules Requiring Two-Thirds Vote		# of Actions	\$ Amount
Schedule B	Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	2	TBD
Schedules Requiring Majority Vote			
Schedule F	Personal Service Contracts	3	\$ 7.078M
Schedule G	Miscellaneous Service Contracts	4	\$ 1.409M
Schedule H	Modifications to Personal/Miscellaneous Service Contracts	5	\$14.033M
Schedule I	Modifications to Purchase & Public Works Contracts	1	\$ 0.154M
SUBTOTAL		15	\$22.674M

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

# Staff Summary

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

<u>Schedules Requiring Majority Vote</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule D	Ratification of Completed Procurement Actions (Involving Schedule A-C)	3	\$ 0.860M
Schedule K	Ratification of Completed Procurement Actions (Involving Schedule E-J)	4	\$ 2.658M
SUBTOTAL		7	\$ 3.518M
TOTAL		23	\$26.692M

## **BUDGET IMPACT:**

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

## **RECOMMENDATION:**

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

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

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

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

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

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

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



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

**MTA BRIDGES & TUNNELS**

**Procurements Requiring Majority Vote:**

**F: Personal Service Contracts**

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

- |    |   |                                 |                               |
|----|---|---------------------------------|-------------------------------|
| 1. | John W. Fisher & Associates, Inc.<br>Contract No. PSC-13-2934 | \$500,000.00<br>(Not to Exceed) | <u>Staff Summary Attached</u> |
|----|---|---------------------------------|-------------------------------|

3 yr. contract – Non-Competitive

Provide expert technical advisory services on fracture and fatigue damage at various Authority facilities.



# Staff Summary

Page 1 of 2

Item Number 1 (Final)					
Dept. & Dept Head Name: Joe Keane, P.E. <i>Joe Keane</i> For J. Keane 6/28/13 Department Head Signature & Date					
Division & Division Head Name: Michael Broofman, P.E. <i>M. Broofman</i> 6/28/13 Division Head Signature & Date					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	7/8/13	<i>[Signature]</i>		
2	MTA B&T Committee	7/22/13			
3	MTA Board	7/24/13			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>[Signature]</i>	4	Chief of Staff <i>[Signature]</i>		
2	General Counsel <i>[Signature]</i>	5	Executive Vice President		
3	Chief Procurement Officer <i>[Signature]</i>	6	President <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name John W. Fisher and Associates, Inc. P.O. Box 5183 Bethlehem, PA 18015	Contract Number PSC-13-2934
Description: Project GES-204, Expert Technical Advisory Services on Fracture and Fatigue Damage at Various Authority Facilities	
Total Amount \$500,000	
Contract Term (including Options, if any) Three (3) years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Narrative

### I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to award a non-competitive personal service contract, Contract PSC-13-2934, Expert Technical Advisory Services on Fracture and Fatigue Damage at Various Authority Facilities to John W. Fisher and Associates, Inc. in the not-to-exceed amount of \$500,000 for a duration of three (3) years.

### II. DISCUSSION

B&T requires independent expert outside technical assistance at times on an expedited basis. These services typically involve highly technical and complex critical requirements such as fatigue design of complex steel structures for which the competitive consultant selection process is impractical. The required services are best provided by Dr John W. Fisher who is a nationally recognized structural bridge expert from the field of academia and a world-renowned expert in fatigue design of steel bridge structures. Dr. Fisher provides current state of the art knowledge regarding new analytical design methods, new codes and structural requirements, innovative procedures and recommendations for new and updated materials. Issues for which B&T may require expert technical expert advice on include the following: (i) uncommon failure of critical structural components and connections; (ii) fatigue failure of structural members; and (iii) corrosion of steel members and cables.

## Staff Summary

Page 2 of 2

B&T has previously utilized the services of Dr. Fisher, Professor Emeritus Civil Engineering, Lehigh University and Director Emeritus of the National Science Foundation's Engineering Research Center, Advanced Technology for Large Structural Systems (ATLSS) Laboratory at Lehigh University. Dr. Fisher has performed several investigations and reviews for the Bronx-Whitestone Bridge relating to: (i) Main Cable Wire Research; (ii) Review and Verification of the Wind Effect Analysis; (iii) Consultation on Design Tests on orthotropic decks; (iv) Observation of Wind Tunnel Tests of Aerodynamic Behavior at B&T bridges; and (v) Review of Conceptual Design Reports for Deck Replacement and Wind Study. In addition, Dr. Fisher has provided expert assistance by performing technical reviews on fatigue issues at the Verazano-Narrows, Robert F Kennedy, and Throgs Neck Bridges. The level of expertise provided by Dr. Fisher is not available at B&T or readily available in the consulting engineering community. Dr. Fisher has an unparalleled knowledge of the B&T's complex structural bridge systems.

Under this Contract, the initial billing rate is the same as the rate in Dr. Fisher's existing contract. For the second and third year of this Contract the rate will increase 6.25%. This increase is comparable to the current rate being charged to other public and private entities. The rate is therefore considered fair and reasonable.

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

The MTA Department of Diversity and Civil Rights ("DDCR") has established goals of 0% MBE and 0% WBE for the referenced contract.

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

Funding is available in the 2013 Operating Budget under General Ledger Code 71251.

### **V. ALTERNATIVES**

None are recommended. To competitively solicit the required expert advisory services is not a practical alternative. Dr. Fisher has unique qualifications and an extensive well-established track record in the field of structural engineering behavior and analysis. He possesses proven background and expertise, and has advised numerous agencies and B&T on complex fracture and fatigue problems.

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

**MTA BRIDGES & TUNNELS**

**Procurements Requiring Two-Thirds Vote:**

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

- |    |   |                              |                                      |
|----|---|------------------------------|--------------------------------------|
| 1. | <b>Contractor to be Determined</b><br><b>Contract No. RK-65R2</b><br>Request that the Board declare competitive bidding to be impractical and/or inappropriate and authorize B&T to enter into a competitive Request for Proposal process for Design/Build Services for the TBTA Training Facility on Randall's Island.                                       | <b>Cost to be Determined</b> | <b><u>Staff Summary Attached</u></b> |
|    |   |                              |                                      |
| 2. | <b>Contractor to be Determined</b><br><b>Contract No. MP-21</b><br>Request that the Board declare competitive bidding to be impractical and/or inappropriate and authorize B&T to enter into a competitive Request for Proposal process for Design/Build Services for Rehabilitation of the Rockaway Point Boulevard Bridge and Jacob Riis Pedestrian Bridge. | <b>Cost to be Determined</b> | <b><u>Staff Summary Attached</u></b> |

**Procurements Requiring Majority Vote:**

**F: Personal Service Contracts**

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

- |    |   |                       |                                      |
|----|---|-----------------------|--------------------------------------|
| 3. | <b>Sterling Infosystems, Inc.</b><br><b>Contract No. PSC-11-2893</b><br>3 yr. contract – Competitive RFP – 5 Proposals<br>Provide background verification and investigation services.   | <b>\$3,172,492.75</b> | <b><u>Staff Summary Attached</u></b> |
|    |   |                       |                                      |
| 4. | <b>URS Corporation – New York</b><br><b>Contract No. PSC-12-2921</b><br>2 yr. 4 mo. contract – Competitive RFP – 3 Proposals<br>Provide construction administration and inspection services for Project TN Task 26, Integrated Electronic Security System at the Throgs Neck Bridge.                              | <b>\$2,922,570.12</b> | <b><u>Staff Summary Attached</u></b> |
|    |   |                       |                                      |
| 5. | <b>Weidlinger Associates, Inc.</b><br><b>Contract No. PSC-13-2927</b><br>2 yr. contract – Competitive RFP – 4 Proposals<br>Provide design and construction support services for Project TN-60, Dehumidification System for the Main Cable Splays and Elimination of Water Infiltration at the Throgs Neck Bridge. | <b>\$983,385.67</b>   | <b><u>Staff Summary Attached</u></b> |

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

**G: Miscellaneous Service Contracts**

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

6.    **Engineered Energy Solutions , Inc.**                      **\$742,003.00**  
      **Contract No. 12-MNT-2899**

5 yr. contract - Competitive Bid - Low responsive bid/2 bids

In December 2012 B&T issued a solicitation for a Contractor to provide preventive maintenance and repair services for the traffic and signal control system located at the Hugh L. Carey Tunnel. The services are required so that lane signals and variable message signs may be properly controlled and monitored throughout the tunnels and at the portals. The service requirements were publicly advertised. The solicitation notice was sent to 332 firms. Five (5) firms requested copies of the solicitation. On April 26, 2013, two bids were submitted as follows:

<b><u>Bidders</u></b>	<b><u>Bid Amount</u></b>
Engineered Energy Solutions	\$742,003.00
Jacobs Civil Consultants, Inc.	\$901,215.33

The scope of services for the first three years of the five year prospective contract with EES for preventive maintenance, emergency work and unscheduled repair work during normal business hours is the same as that compared with the current contract. The preventive maintenance and repair rates for the initial three year period under the prospective contract compared with the same period under the current contract are on average 32% lower than the current rates. The rates are fixed over the five year period. After evaluation of the bids, it was determined that Engineered Energy Solutions, Inc. is a responsive, responsible bidder. Based on competition, the prices are considered fair and reasonable. The MTA Department of Diversity and Civil Rights has established goals of 10% MBE and 10% WBE for this contract. The contract will not be awarded until the M/WBE requirements are satisfied. Funding is available in the Operating Budget under GL #711315.

7.    **Highway Locksmiths, Inc.**                                      **\$418,900.00**  
      **Contract No. 12-MNT-2901X**

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

In April 2013 B&T issued a solicitation for a Contractor to provide labor, material and equipment necessary to provide locksmith services at various locations. The service requirements were publicly advertised. The solicitation notice was sent to thirty (30) firms. Two (2) firms requested copies of the solicitation. On April 19 two bids were submitted as follows:

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

<b><u>Bidders</u></b>	<b><u>Bid Amount</u></b>
Highway Locksmiths, Inc.	\$418,900.00
Nicholas Simon & Sierra Inc. (dba Popalock of Queens)	\$757,975.00

The scope of repair and emergency services under the prospective contract is the same as that compared with the current contract. Estimated hours for shop repairs (when the contractor performs services at its facility) increased significantly; however, the labor rate decreased compared with the current contract's price. The rates under the prospective contract, which are fixed over the three year period, are on average 13.6% lower than the current rates. After evaluation of the bids, it was determined that Highway Locksmiths, Inc. is a responsive, responsible bidder. Based on competition, the price is 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 #714220.

8. **Continental Lift Truck, Inc.** **\$161,050.00**  
**Contract No. 12-MNT-2898X**

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

In March 2013 B&T issued a solicitation for a Contractor to provide maintenance and repair services for "off road" heavy-duty vehicles and equipment. Such vehicles, e.g. frontend loaders and trucks with mobile light towers, are intended for use when services are required to be performed at a reasonable distance from main transportation routes or standard roadways. The services include: (i) preventive maintenance inspections; (ii) scheduled and unscheduled maintenance; and (iii) required repair work and vehicular modifications. The service requirements were publicly advertised. The solicitation notice was sent to 144 firms. Three (3) firms requested copies of the solicitation. On April 19 two bids were submitted as follows:

<b><u>Bidders</u></b>	<b><u>Bid Amount</u></b>
Continental Lift Truck Inc.	\$161,050.00
First Star Auto Repair, Inc. dba Daimner Fleet	\$183,520.00

The scope of services under the prospective five year contract differs from that compared with the current three year contract. The estimated quantity for maintenance and repair work for the initial three year period under the prospective contract compared with the same period under the current contract reflects a 17% increase. Continental's overall bid is 17% lower than the user's estimate of \$193,500. The rates are fixed over the five year period. After evaluation of the bids, it was determined that Continental Lift Truck Inc. is a responsive, responsible bidder. Based on competition, the prices are considered fair and reasonable. The MTA Department of Diversity and Civil Rights established goals of 10% MBE and 10% WBE participation under this contract. The contract will not be awarded until the M/WBE requirements are satisfied. Funding is available in the Operating Budget under GL #710901.

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

9. Stertil-Koni, USA, Inc. \$86,739.00  
Contract No. 12-MNT-2907X

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

In April 2013 B&T issued a solicitation for a Contractor to provide labor, material and equipment necessary to inspect, maintain and repair B&T's vehicle lifts and overhead crane equipment. The service requirements were publicly advertised. The solicitation notice was sent to one hundred and sixty (160) firms. Two (2) firms requested copies of the solicitation. On May 17 two bids were submitted as follows:

<u>Bidders</u>	<u>Bid Amount</u>
Stertil-Koni USA, Inc.	\$86,739.00
Permadrur Industries Inc. dba Sissco	\$105,992.50

The scope of services under the prospective five year contract differs from that compared with the current three year contract. The estimated hours for maintenance, repair and inspection of vehicle lift equipment for the initial three year period under the prospective contract compared with the same period under the current contract reflect a 20% increase. Stertil-Koni's overall bid is 7% lower than the user's estimate of \$93,240. The rates are fixed over the five year period. After evaluation of the bids, it was determined that Stertil-Koni, USA, Inc. is a responsive, responsible bidder. Based on competition, the price is considered fair and reasonable. The MTA Department of Diversity and Civil Rights established goals of 10% MBE and 10% WBE participation under this contract. The contract will not be awarded until the M/WBE requirements are satisfied. Funding is available in the Operating Budget under GL #710901.

**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)

10. Hatch Mott MacDonald, NY Inc. \$4,862,545.00 Staff Summary Attached  
Contract No. PSC-12-2913  
Perform emergency and in-depth condition inspections, damage reporting and restoration design activities as a result of Superstorm Sandy under Project BB-28, Phase II Rehabilitation of the Tunnel Walls, Roadway, Drainage, Ceiling and Fireline at the Brooklyn Battery Tunnel (now known as the Hugh L. Carey Tunnel).
11. URS Corporation-New York \$3,977,373.88 Staff Summary Attached  
Contract No. PSC-12-2920  
Perform structural, civil, electrical, mechanical designs as well as hardening designs, restoration and mitigation services as a result of Superstorm Sandy under Project QM-40, Tunnel Control at the Queens Midtown Tunnel.

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

- |     |   |   |                                      |
|-----|---|---|--------------------------------------|
| 12. | <b>Peak Technical Services, Inc.</b><br><b>Rotator Staffing Services, Inc.</b><br><b>HEPCO, Inc.</b><br><b>Metro-Tech Consultant Services, Inc.</b><br><b>L. J. Gonzer Associates, Inc.</b><br><b>Contract Nos. 3000001036 (Peak)</b><br><b>3000001212 (Rotator)</b><br><b>3000001289 (HEPCO)</b><br><b>3000001390 (Metro-Tech)</b><br><b>3000001391 (Gonzer)</b> | <b>\$1,950,000.00</b>   | <b><u>Staff Summary Attached</u></b> |
|     | <p>Amend Purchase Orders issued or to be issued by B&amp;T that ride NYCT Contracts for temporary professional and technical staffing (Job Shopper) services.</p>   |   |                                      |
| 13. | <b>PB Americas, Inc.</b><br><b>Contract No. PSC-06-2805</b>   | <b>\$1,831,528.00</b>   | <b><u>Staff Summary Attached</u></b> |
|     | <p>Perform electrical and mechanical designs, restoration, mitigation and construction support services as a result of Superstorm Sandy under Project QM-30, Electrical Switchgear Replacement at the Queens Midtown Tunnel.</p>  |   |                                      |
| 14. | <b>AWL Industries, Inc.</b><br><br><b>Ultimate Power, Inc.</b><br><b>Contract No. 10-MNT-2860</b>   | <b>\$1,231,639.28 (B&amp;T)</b><br><b>\$ 0.00 (SIRT)</b><br><b>\$ 180,000.00 (NYCT DOB)</b> | <b><u>Staff Summary Attached</u></b> |
|     | <p>Perform additional maintenance and repair of heating, ventilation and air conditioning systems located at various B&amp;T, SIRT and NYCT DOB facilities and extend each contract through January 2014.</p>   |   |                                      |

**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)

- |     |  |                     |
|-----|--|---------------------|
| 15. | <b>Franklin Company Contractors, Inc.</b><br><b>Contract No. 3000000957</b>  | <b>\$153,873.75</b> |
|     | <p>In May 2012 New York City Transit (NYCT) awarded three (3), three (3) year public work contracts to Franklin for the Department of Buses/MTA Bus Company, Department of Subways and Triborough Bridge and Tunnel Authority (B&amp;T) for the repair, replacement and testing of petroleum tanks and associated piping at various agency facilities. B&amp;T issued a delivery order to Franklin against NYCT Contract RFQ5482 from June 1, 2012 through May 21, 2015 in an amount of \$180,915. Payment for these services is in accordance with the prices and terms contained in the NYCT Contract.</p> |                     |

The Maintenance Division requires that additional funding be added to our delivery order in an amount of \$153,873.75. Such additional funds are necessary to remove and



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

dispose of contaminated soil, remediate the land area, adjust tank air venting and install tank monitoring equipment at the Robert Moses Building located on Randall's Island. Such efforts are in accordance with the contract and NYS DEC regulations. Additionally, B&T requires Franklin to perform precision tank tightness testing to ensure conformance with the specifications and verify that the cathodic protection system is effectively controlling corrosion of the metal surfaces of the tanks. Since the rates payable are the same as those contained in the NYCT contract, the value of this amendment is considered fair and reasonable. Funding for this amendment is available in the Operating Budget under GL #711437.

# Staff Summary

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Item Number 1 (Final)					
Dept & Dept Head Name: <i>Joe Keane</i> Engineering and Construction, Joe Keane, P.E.					
Division & Division Head Name: <i>Aris Stathopoulos</i> Engineering and Construction, Aris Stathopoulos, P.E.					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	7/8/13	<i>[Signature]</i>		
2	MTA B&T Committee	7/22/13			
3	MTA Board	7/24/13			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>DS</i>	4	Chief of Staff <i>[Signature]</i>		
2	General Counsel <i>MMT</i>	5	Executive Vice President <i>DS &amp; PM</i>		
3	Chief Procurement Officer <i>CM</i>	6	President		

SUMMARY INFORMATION	
Vendor Name N/A	Contract Number RK-65R2
Description Design-Build Services for the TBTA Training Facility on Randall's Island	
Total Amount \$12,200,000 (estimated)	
Contract Term (including Options, if any) 1 year, 6 months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Narrative

### I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All-Agency Procurement Guidelines to declare competitive bidding to be impractical and/or inappropriate in accordance with the All-Agency Procurement Guidelines, Article III.A.6. and Public Authorities Law §559 and authorize B&T to enter into a competitive Request For Proposal process for Design-Build Services for the TBTA Training Facility on Randall's Island.

### II. DISCUSSION

Interim restoration of the Manhattan Toll Plaza of the Robert F. Kennedy Bridge (RFKB) is scheduled to start in the Fall of 2014. Before the complete demolition of the Manhattan Plaza elevated structure can begin, B&T personnel and training facilities currently housed under the plaza must be relocated. The training facilities and associated office functions were originally to be relocated from under the Manhattan Plaza of the RFKB to 2 Broadway; however, the anticipated space in the building has subsequently been allocated for other purposes and is no longer available.

B&T is requesting to advance this project as expeditiously as possible. The scope of work includes designing and building a new training facility on Randall's Island. The design/build procurement process will enable the project to be awarded and completed approximately one year sooner than the typical design/bid/build procurement method and take advantage of currently favorable construction market conditions. The budget for this design/build contract is \$12,200,000 over a duration of 1 year, 6 months. B&T determined the proposed building option to be the lowest cost alternative and the best value solution for B&T's needs based upon an analysis of alternatives for a similar maintenance facility being constructed under RK-65R, Design-Build Services for the TBTA Central Maintenance North Facility on Randall's Island.

## Staff Summary

Page 2 of 2

Based on the above, B&T deems it to be in the public interest to request that the Board adopt a resolution declaring competitive bidding to be impractical in favor of contract award by means of a competitive RFP process.

### III. D/M/WBE INFORMATION

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

### IV. IMPACT ON FUNDING

Funding is available under Project RK-65R2 in the 2010-2014 Capital Program.

### V. ALTERNATIVES

Utilize the conventional design/bid/build procurement process. This process is impractical due to B&T's time and budget constraints on this project.



## Staff Summary

Page 1 of 2

Item Number 2 (Final)					
Dept & Dept Head Name: <i>Joe Keane</i> Engineering and Construction, Joe Keane, P.E.					
Division & Division Head Name: Engineering and Construction, Aris Stathopoulos, P.E. <i>Aris Stathopoulos</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	7/8/13			
2	MTA B&T Committee	7/22/13			
3	MTA Board	7/24/13			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>OS</i>	4	Chief of Staff		
2	General Counsel <i>IN/MY</i>	5	Executive Vice President <i>OS - R. D. D.</i>		
3	Chief Procurement Officer <i>OTM</i>	6	President <i>JP</i>		

SUMMARY INFORMATION	
Vendor Name N/A	Contract Number MP-21
Description Design-Build Services for Rehabilitation of the Rockaway Point Boulevard Bridge & Jacob Riis Pedestrian Bridge	
Total Amount \$6,790,529 (Design Build budget)	
Contract Term (including Options, if any) 2 years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Narrative

**I. PURPOSE/RECOMMENDATION**

B&T is seeking Board approval under the All-Agency Procurement Guidelines to declare competitive bidding to be impractical and/or inappropriate in accordance with the All-Agency Procurement Guidelines, Article III.A.6. and Public Authorities Law §559 and authorize B&T to enter into a competitive Request For Proposal process for Design-Build Services for Rehabilitation of the Rockaway Point Boulevard Bridge & Jacob Riis Pedestrian Bridge.

**II. DISCUSSION**

Currently the design for Project MP-21, Rehabilitation of the Rockaway Point Boulevard and Jacob Riis Overpasses at the Marine Parkway – Gil Hodges Memorial Bridge, is in the early design stage. However, the most recent biennial inspection has revealed a significant increase in the extent of the deterioration of structural elements. Accordingly, B&T has determined that it is prudent to accelerate this project.

The scope of work includes completing the design, installing new structural steel, bearings and roadway deck, and painting various bridge elements. The design/build procurement process will enable the project to be awarded and completed approximately six months sooner than the typical design/bid/build procurement method and it will take advantage of currently favorable construction market conditions. The Design Build budget is \$6,790,529 and Contract duration of 2 years. Based on the above, B&T deems it to be in the public interest to request that the Board adopt a resolution declaring competitive bidding to be impractical in favor of contract award by means of a competitive RFP process.

## Staff Summary

Page 2 of 2

### III. D/M/WBE INFORMATION

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

### IV. IMPACT ON FUNDING

Funding is available under Project MP-21 in the 2010-2014 Capital Program.

### V. ALTERNATIVES

Utilize the conventional design/bid/build procurement process. This process is impractical due to B&T's time and budget constraints on this project.

## Staff Summary

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Item Number 3 (Final)					
Dept & Dept Head Name:					
Staff Services, Catherine Sweeney <i>Catherine Sweeney</i>					
Division & Division Head Name:					
Staff Services, Eric J. Perry <i>Eric J. Perry</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	7/8/13	<i>[Signature]</i>		
2	MTA B&T Committee	7/22/13			
3	MTA Board	7/24/13			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>[Signature]</i>	4	Chief of Staff <i>[Signature]</i>		
2	General Counsel <i>[Signature]</i>	5	Executive Vice President		
3	Chief Procurement Officer <i>[Signature]</i>	6	President <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Sterling Infosystems, Inc.	PSC-11-2893
Description:	
Background Verification and Investigation Services	
Total Amount	
\$3,172,492.75	
Contract Term (including Options, if any)	
Three years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal	

### Narrative

#### I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to award an all-agency personal service contract for Background Verification and Investigation Services to Sterling Infosystems, Inc. (Sterling) in the amount of \$1,200,000 for Metro North Railroad; \$1,081,147.50 for Long Island Rail Road; \$544,324 for Bridges and Tunnels; \$246,481.25 for NYCT; \$48,510 for MTA Headquarters; \$35,860 for the Business Service Center; and, \$16,170 for Capital Construction. The aggregate value of this procurement is \$3,172,492.75 over a period of three years.

#### II. DISCUSSION

All MTA agencies require the services of a consultant to conduct employment and education verification, background check, criminal and other investigative services in connection with candidates seeking employment or promotion. The service requirements were publicly advertised; five firms submitted proposals. The proposals were evaluated against established criteria set forth in the RFP, including cost, qualifications of the firm, qualifications of proposed personnel, record of performance of the firm, and an understanding of the technical requirements. Three firms were chosen to provide oral presentations: Sterling, Carco Group and KENTECH Consulting. The committee selected Sterling based on its: (i) proposed cost which was the lowest among the three firms and (ii) thorough understanding of the scope of work both in its technical proposal and oral presentation. Carco Group demonstrated substantial technical experience in this field as well as a complete understanding of the services, however its proposed cost was significantly higher than that submitted by Sterling. KENTECH Consulting did not demonstrate an acceptable level of knowledge regarding the

## Staff Summary

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agencies' requirements which led to the committee's determination that they be excluded from any further consideration.

Negotiations were initiated with Sterling; however, it declined to negotiate its proposed unit prices. The unit prices submitted by the consultant reflect an overall average decrease of 40.8% compared with those under the current contract. Such prices under the prospective contract, which are fixed for the three year period, are lower for 27 of 28 items in comparison with the current contract. The prices under this contract are considered fair and reasonable. Sterling is deemed to be a responsible consultant.

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

The MTA DDCR has established a 10% MBE goal and 10% WBE goal for the referenced contract. No goals were assigned under the current contract. This contract will not be awarded without approval of MTA DDCR.

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

Funding is available in each agency's Operating Budget for these services.

### **V. ALTERNATIVES**

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



## Staff Summary

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Item Number 4 (Final)					
Dept & Dept Head Name: <i>Joe Keane</i>					
Engineering and Construction, Joe Keane, P.E.					
Division & Division Head Name: <i>Aris Stathopoulos</i>					
Engineering and Construction, Aris Stathopoulos, P.E.					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	7/8/13	<i>[Signature]</i>		
2	MTA B&T Committee	7/22/13			
3	MTA Board	7/24/13			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>[Signature]</i>	4	Chief of Staff <i>[Signature]</i>		
2	General Counsel <i>[Signature]</i>	5	Executive Vice President <i>[Signature]</i>		
3	Chief Procurement Officer <i>[Signature]</i>	6	President <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name URS Corporation- New York	Contract Number PSC-12-2921
Description: Construction Administration and Inspection Services for Project TN Task 26, Integrated Electronic Security System at Throgs Neck Bridge	
Total Amount \$2,922,570.12	
Contract Term (including Options, if any) Two years, four months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: G Fund	

## Narrative

**I. PURPOSE/RECOMMENDATION**

B&T is seeking Board approval under the All Agency Guidelines for Procurement of Services to award a personal service contract for Construction Administration and Inspection Services for Project TN Task 26, Furnishing and Installation of an Integrated Electronic Security System (IESS) at Throgs Neck Bridge to URS Corporation- New York (URS) in the amount of \$2,922,570.12 for a period of two years, four months.

**II. DISCUSSION**

B&T requires the services of a consultant to provide construction administration and inspection services for TN Task 26 as described above. The work includes, but is not limited to: construction administration, inspection, testing, emergency response and all other oversight services to ensure that the cost, schedule, quality, safety and other contract criteria are met.

The service requirements were publicly advertised; five firms submitted qualification information. Four firms were chosen to receive the RFP based on a review of those qualifications and three firms submitted proposals: URS, HAKS and PBS Engineering & Associates, P.C. (PBS). The proposals were evaluated against established criteria set forth in the RFP, including an understanding of the technical requirements, technical expertise, proposed personnel, oral presentations and cost. The committee selected URS based on: (i) a highly qualified team with significant experience that includes New York City Transit's Under River Tunnel Security Program and the MTA Capital Construction IESS Program; (ii) a Resident Engineer that has a vast amount of experience in conjunction with management of security-related installation projects, as well as vulnerability assessments and risk analysis as part of the MTA Capital Security

(rev. 4/07/10)



## Staff Summary

Page 2 of 2

Program; (iii) the consultant's thorough understanding of the scope of work as presented in its technical proposal and oral presentation and (iv) a cost proposal that was the lowest of the three received and the most aligned with the Engineer's estimate. PBS also demonstrated impressive technical experience in this field and understanding of the services, however its proposed cost was significantly higher than that of URS. Although HAKS was qualified to perform these services, it proposed the highest cost.

URS submitted a proposal of \$2,922,407.46. The Engineer's estimate is \$3,156,490. Negotiations were conducted and the parties agreed to the amount of \$2,922,570.12. The negotiated amount is 7.4% below the Engineer's estimate and is considered fair and reasonable. URS is deemed to be a responsible consultant.

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

The MTA DDCR has established a DBE goal of 17% for the referenced contract. This contract will not be awarded without approval of MTA DDCR. URS has achieved its previous M/WBE goals on its prior MTA contracts.

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

Funding is available under the 2005-2009 MTA Security Program, project G5140108.

### **V. ALTERNATIVES**

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

# Staff Summary

Page 1 of 2

Item Number 5 (Final)					
Dept & Dept Head Name: Joe Keane, P.E. <i>Chris Stathopoulos For Joe Keane</i>					
Division & Division Head Name: Aris Stathopoulos, P.E. <i>Aris Stathopoulos</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	7/8/13	<i>[Signature]</i>		
2	MTA B&T Committee	7/22/13			
3	MTA Board	7/24/13			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>[Signature]</i>	4	Chief of Staff <i>[Signature]</i>		
2	General Counsel <i>[Signature]</i>	5	Executive Vice President <i>[Signature]</i>		
3	Chief Procurement Officer <i>[Signature]</i>	6	President		

SUMMARY INFORMATION	
Vendor Name Weidlinger Associates, Inc.	Contract Number PSC-13-2927
Description: Design and Construction Support Services for Project TN-60, Dehumidification System for the Main Cable Splays and Elimination of Water Infiltration in the Anchorages at the Throgs Neck Bridge	
Total Amount \$983,385.67	
Contract Term (including Options, if any) Two (2) years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Narrative

### I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Guidelines for Procurement of Services to award a personal service contract for Design and Construction Support Services for Project TN-60, Dehumidification System for the Main Cable Splays and Elimination of Water Infiltration in the Anchorages at the Throgs Neck Bridge (TNB) to Weidlinger Associates, Inc. (WAI) located at 40 Wall Street, New York, NY 10005 for a period of two (2) years. The cost of the design portion of the contract is \$983,385.67. At a future date, the cost of construction support services will be negotiated and presented to the Board for approval.

### II. DISCUSSION

B&T requires the services of a consultant to provide design and construction support services to install a dehumidification system for the main cable splays and eliminate water infiltration in the anchorages at the TNB. The design activities required include but are not limited to the following: desiccant dehumidification systems; cleaning and coating/oiling cable splays/strand shoes and eyebars as required; repairing/waterproofing the anchorage top and walls in order to eliminate storm water infiltration; and integrate remote monitoring and system alarm into the facility's existing monitoring system.

The service requirements were publicly advertised; four firms submitted qualification information. All four firms Weidlinger Associates, Inc. (WAI), Parsons Brinkerhoff, Inc. (PB), Ammann & Whitney Consulting Engineers, PC

## Staff Summary

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(A&W) and Modjeski and Masters, Inc. (M&M) were chosen to receive the RFP based on a review of their qualifications. All four firms submitted proposals. The proposals were evaluated against established criteria set forth in the RFP, including an understanding of the technical requirements and expertise, proposed personnel, oral presentations and cost. The Selection Committee unanimously recommended that B&T enter into negotiations with WAI. Their proposal thoroughly addressed the key design issues pertinent to this project. WAI: (i) proposed an innovative modification to the electrical scope of work, which should result in less electrical equipment and subsequent cost savings during the construction phase of this project; (ii) proposed a well developed structural system to enclose the eyebars and splay cables; and (iii) proposed a mechanical design which not only incorporated all of the RFP requirements, but proposed advanced controls to monitor the mechanical equipment. PB's technical approach did not have the same quality as that submitted by the selected firm for this project. A&W proposed the lowest cost, however, their technical proposal did not offer a sufficient level of detail. M&M 's proposal demonstrated an adequate understanding of the project requirements, but they proposed the highest cost. The Engineer's estimate is \$ 834,344. WAI proposed an amount of \$1,036,198.75. Based on the proposals received, the Committee determined that the Engineer's estimate understated the level of direct labor required. Negotiations were conducted and the parties agreed to an amount of \$983,385.67, which is considered fair and reasonable. WAI is deemed to be a responsible consultant.

### III. D/M/WBE INFORMATION

The MTA DDCR has established goals of 10% MBE and 10% WBE for the referenced contract. This contract will not be awarded without approval of MTA DDCR. WAI was in full compliance with the M/WBE goals on its most recently completed contract ( PSC-05-2736).

### IV. IMPACT ON FUNDING

Funding is available under Project TN-60 in the amount of \$983,385.67 in the 2010-2014 Capital Budget.

### V. ALTERNATIVES

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

**Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts**Item Number: **10** (Final)

<b>Vendor Name (&amp; Location)</b> Hatch Mott MacDonald, NY Inc. (New York, New York)	<b>Contract Number</b> PSC-12-2913	<b>AWO/Modification #</b>
<b>Description</b> Design and Construction Support Services for Project BB-28, Phase II Rehabilitation of the Tunnel Walls, Roadway, Drainage, Ceiling and Fireline at the Brooklyn Battery Tunnel	<b>Original Amount:</b>	\$2,702,411.00
<b>Contract Term (including Options, if any)</b> December 21, 2012 – March 20, 2014	<b>Prior Modifications:</b>	\$0.00
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Prior Budgetary Increases:</b>	N/A
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b>	\$2,702,411.00
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	<b>This Request:</b>	\$4,862,545.00
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Sandy	<b>% of This Request to Current Amount:</b>	179.9%
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction/Joe Keane, P.E.	<b>% of Modifications (including This Request) to Original Amount:</b>	179.9%

**Discussion:**

As a result of Superstorm Sandy (Sandy), B&T is seeking the Board's approval under the All-Agency Guidelines For Procurement of Services to amend the contract with Hatch Mott MacDonald NY, Inc., (HMM) to perform tunnel restoration design services, including post storm inspections and completed damage recovery reports already provided, in the negotiated amount totaling \$4,862,545 which shall be included for FEMA reimbursement. The Declaration of Emergency issued by the President effective on October 29, 2012 authorized immediate action to provide the following: emergency and in-depth condition inspections; damage reporting; and the commencing of restoration design activities. B&T has committed \$900,000 for these activities to date.

Following the storm, B&T determined that it was judicious to engage professional services firms that were competitively selected prior to Sandy and where possible to utilize existing contracts for design and construction inspection wherever feasible to mitigate risk to the public, maintain critical transportation and evacuation infrastructure, truncate the duration of Sandy recovery and restoration and utilize pre-storm pricing. HMM was in the process of being awarded Contract PSC-12-2913 when Sandy occurred and its scope for the facility inspection and design work is similar to the post Sandy tunnel restoration design activities being currently undertaken. HMM has extensive tunnel design and restoration expertise both internationally and nationally and therefore represents the most qualified, cost effective and expeditious means of performing the required services at the Hugh L. Carey Tunnel (HLC), formerly known as the Brooklyn Battery Tunnel. Consistent with the Procurement Guidelines, this amendment constitutes a substantial change.

Sandy resulted in extensive flooding of both tunnel tubes entering through the HLC Manhattan Plaza via Morris Street, the Manhattan Blower Building and Manhattan Cellular Structure. Salt water, debris and contaminant laden floodwaters inundated the HLC thereby causing tunnel system failures and its closure for approximately two weeks. The HLC is a critical infrastructure facility, vital to the New York City and national economies. It is imperative that restoration and mitigation efforts be expeditiously undertaken to restore the tunnel to its pre-storm functionality and to prevent future flooding events. HMM's scope of services includes: (i) post storm emergency and in-depth inspections and damage reporting; (ii) structural restoration replacement designs for veneer ceiling, wall finishes, catwalk, railings, polymer panels, low tension cable ducts and rehabilitation of the curbs and gutters; (iii) electrical restoration replacement designs for tunnel lighting, traffic control, monitoring, communication, e-boxes, variable message sign, and lane usage systems; and (iv) mechanical and pumping equipment restoration replacement designs for life safety, fire stand pipe, heat tracing and fire extinguishers. Construction support services shall be negotiated at a future date.

Negotiations and discussions resulted in revisions to the scope and HMM submitting a proposal in an amount totaling \$4,862,545. The Engineer's estimate is in the amount of \$4,702,274. The proposal and estimate include an allowance for unanticipated design in an amount of \$500,000. B&T and HMM agreed to the amount of \$4,862,545, which is 3.4% above the estimate and is fair and reasonable. Funding is available in the 2010-2014 Capital Program (Sandy Restoration Program) Restoration/Recovery in the amount of \$4,862,545 (Projects ED 010228, ED 020228, ED 040243, ED 050230).

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

Item Number: 11 (Final)

<b>Vendor Name (&amp; Location)</b> URS Corporation-New York (New York, New York)		<b>Contract Number</b> PSC-12-2920	<b>AWO/Modification #</b>
<b>Description</b> Comprehensive Tunnel Inspection and Design for Project QM-40, Tunnel Control at the Queens Midtown Tunnel		<b>Original Amount:</b> \$ 3,206,383.44	
<b>Contract Term (including Options, if any)</b> February 15, 2013 – February 14, 2015		<b>Prior Modifications:</b> \$ 0.00	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>Prior Budgetary Increases:</b> \$ 0.00	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		<b>Current Amount:</b> \$ 3,206,383.44	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		<b>This Request:</b> \$ 3,977,373.88	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: Sandy		<b>% of This Request to Current Amount:</b> 124%	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Joe Keane, P.E.		<b>% of Modifications (including This Request) to Original Amount:</b> 124%	

### Discussion:

As a result of Superstorm Sandy (Sandy), B&T is seeking the Board's approval under the All-Agency Guidelines for Procurement of Services to amend the Contract with URS Corporation-New York (URS) to include structural, civil, electrical and mechanical designs, including services which have been performed, as well as structural hardening designs for Sandy restoration and mitigation services at the Queens Midtown Tunnel (QMT) in the negotiated amount totaling \$3,977,373.88. Following the storm, B&T determined that it was judicious to engage professional services firms that were competitively selected prior to Sandy and where possible to utilize existing contracts for design and construction support services to mitigate risk to the public, maintain critical transportation and evacuation infrastructure, truncate the duration of Sandy recovery and restoration and utilize pre-storm pricing. Consistent with the Procurement Guidelines this amendment constitutes a substantial change.

Sandy resulted in extensive tunnel flooding. Salt water, debris and contaminant laden flood waters from the East River and Newtown Creek overflowed their banks and entered the tunnel through the Queens Plaza and Queens Ventilation Building. The QMT is a critical infrastructure facility, vital to the New York City, Long Island and national economies. It is imperative that restoration and mitigation efforts be expeditiously undertaken to restore the tunnel to its pre-storm functionality and prevent future flooding events. The Consultant selection process was underway for Contract PSC-12-2920 when Sandy occurred and its scope was similar to the post Sandy tunnel inspection and restoration design activities currently being undertaken. Therefore, B&T requested URS to perform structural, civil, electrical and mechanical design efforts since they have extensive tunnel design and inspection experience at the QMT and represents the most qualified, cost effective and expeditious means of performing the required restoration and mitigation design services.

URS's design scope of services includes: (i) structural restoration replacement designs for veneer ceiling, wall finishes, catwalks, railings, polymer panels, low tension cable ducts, and rehabilitation of curbs and gutters; (ii) electrical restoration replacement designs for tunnel lighting, traffic control, monitoring, communication, e-boxes, variable message signs, and lane usage systems, as well as ventilation building electrical restorations; (iii) mechanical and pumping equipment restoration replacement designs for life safety, fire stand pipe, heat tracing and fire extinguishers; (iv) flood mitigation designs and (v) tunnel structural hardening. Construction support services shall be negotiated at a future date.

URS submitted a proposal in the amount \$4,292,523.52. The Engineer's estimate is \$4,031,239. The proposal and estimate both include an allowance in an amount of \$500,000 for unanticipated design services. Additional scope revisions resulted in B&T and URS agreeing to the amount of \$3,977,373.88, which is 1.3% below the estimate and is fair and reasonable. Funding is available in the 2010 – 2014 Capital Program (Sandy Restoration Program) for Restoration (\$3,053,926.52) (Projects ED 010240, ED 040281, ED 020203), which shall be reimbursed under Project Worksheet A6PS004 and Project AW-98 (\$923,447.36).

**Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts**Item Number: **12** (Final)

<b>Vendor Name (&amp; Location)</b> Peak Technical Services, Inc., Pittsburgh PA Rotator Staffing Services, Inc., New York, NY HEPCO, Inc., Saddle Brook, NJ Metro-Tech Consultant Services, Inc., New York, NY L. J. Gonzer Associates, Inc., Cranford, NJ		<b>Contract Number</b> 3000001036 (Peak) 3000001212 (Rotator) 3000001289 (HEPCO) 3000001390 (Metro-Tech) 3000001391 (Gonzer)	<b>AWO/Modification #</b>
<b>Description</b> Temporary Professional and Technical Staffing (Job Shopper)		<b>Original Amount:</b> \$592,800.00	
<b>Contract Term (including Options, if any)</b> 60 months ending 12/10/16		<b>Prior Modifications:</b> \$0.00	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>Prior Budgetary Increases:</b> \$0.00	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		<b>Current Amount:</b> \$592,800.00	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Ride		<b>This Request:</b> \$1,950,000.00	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>% of This Request to Current Amount:</b> 328%	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Joe Keane, P.E.		<b>% of Modifications (including This Request) to Original Amount:</b> 328%	

**Discussion:**

B&T is seeking the Board's approval under the All-Agency Guidelines For Procurement of Services authorizing B&T to amend purchase orders issued and to issue new purchase orders that ride NYCT Contracts for Temporary Professional and Technical Staffing (Job Shopper) services. The prospective amendments will extend the existing ride purchase orders beyond a one year period to co-terminate with the NYCT Job Shopper contracts.

In September 2011, NYCT obtained Board approval of the joint solicitation for itself, MTACC, MTABC and MNR to award ten consultant contracts (five Federal and five State contracts) to five firms based on a competitive RFP process to provide temporary professional and technical staff over a period of 60 months. B&T elected not to participate in that joint procurement as it had no requirement for these services at that time. Since that time, new initiatives and programs within the Engineering & Construction Department such as Quality Assurance, Construction Safety, Small Business Mentoring Program, Bridge Preservation and Sandy Related Programs were implemented. In order to maintain staffing levels and meet immediate staffing requirements with these initiatives and programs, B&T rode the NYCT Job Shopper contracts instead of hiring consultants for these requirements. Riding the NYCT contracts has given B&T flexibility and temporary means to maintain a proper level of staffing to supplement full time staff when needed to support peak-period workload or address loss/turnover of full time staffing. To date, B&T has issued three purchase orders: (i) 3000001036 with Peak Technical Services, Inc. riding NYCT Contract CM-1419 in an amount of \$247,000; (ii) 3000001212 with Rotator Staffing Services, Inc. riding NYCT Contract CM-1420 in an amount of \$132,600 and (iii) 3000001289 with HEPCO, Inc. riding NYCT Contract CM-1418 in an amount of \$213,200 for one year periods with a cumulative total of \$592,800. B&T plans to also issue ride purchase orders 3000001390 and 3000001391 with the other 2 firms, Metro-Tech Consultant Services, Inc. and L.J. Gonzer Associates, Inc., respectively. In order to fund projected Job Shopper requirements, B&T will increase funding available for the existing purchase orders and fund the new Job Shopper ride purchase orders with an aggregate pool of \$1,950,000 for all these ride purchase orders. Consistent with the Procurement Guidelines this amendment constitutes a substantial change. Since the pricing under work orders to be issued against these purchase orders is in accordance with the terms of the NYCT Job Shopper contracts, the proposed amount is fair and reasonable.

Funding is available in the Operating Budget chargeable to G.L.712151.

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

Item Number: 13 (Final)

<b>Vendor Name (&amp; Location)</b> PB Americas, Inc., New York, New York	<b>Contract Number</b> PSC-06-2805	<b>AWO/Modification #</b>
<b>Description</b> Design Services for Project QM-30, Electrical Switchgear Replacement at the Queens Midtown Tunnel	<b>Original Amount:</b>	\$ 2,111,179.00
<b>Contract Term (including Options, if any)</b> July 30, 2008 - March 31, 2018	<b>Prior Modifications:</b>	\$ 1,250,040.95
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Prior Budgetary Increases:</b>	\$ 0.00
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b>	\$ 3,361,219.95
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	<b>This Request:</b>	\$ 1,831,528.00
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: Sandy	<b>% of This Request to Current Amount:</b>	54.5%
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Joe Keane, P.E.	<b>% of Modifications (including This Request) to Original Amount:</b>	146.0%

### Discussion:

As a result of Superstorm Sandy, B&T is seeking the Board's approval under the All-Agency Guidelines for Procurement of Services to amend the Contract with PB Americas, Inc. (PBA) to include additional electrical and mechanical design services, including services which have been performed, and construction support services (CSS) for Sandy restoration and mitigation work at the Queens Midtown Tunnel (QMT) in the negotiated amount totaling \$1,831,528. Following the storm, B&T determined that it was judicious to engage professional services firms that were competitively selected prior to Superstorm Sandy and where possible to utilize existing contracts for design and construction support services wherever feasible to mitigate risk to the public, maintain critical transportation and evacuation infrastructure, truncate the duration of Superstorm Sandy recovery and restoration and utilize pre-storm pricing. Consistent with the Procurement Guidelines this amendment constitutes a substantial change.

Superstorm Sandy resulted in extensive tunnel flooding. Salt water, debris and contaminant laden flood waters from the East River and Newtown Creek overflowed their banks and entered the tunnel through the Queens Plaza and Queens Ventilation Building. The QMT is a critical infrastructure facility, vital to the New York City, Long Island and national economies. It is imperative that restoration and mitigation efforts be expeditiously undertaken to restore the tunnel to its pre-storm functionality and prevent future flooding events. The B&T requested PBA to undertake electrical and mechanical design efforts since they recently completed the design for Project QM-30, whose scope includes electrical upgrades to the tunnel's electrical systems. Furthermore, PBA has extensive electrical and mechanical design experience at the QMT and therefore represents the most qualified, cost effective and expeditious means of performing the required electrical mechanical design services at the QMT.

PBA's design scope of services includes: (i) Sandy Restoration Replacement Tasks – Tunnel Air Duct Lighting and Code Call System; Tunnel Duct Bank System Temporary Relocation; and Tunnel Roadway Lighting and Conduit System; (ii) Sandy Mitigation Tasks – Reconfiguration of the Mid River Pumps; Elevating the Emergency Generators at the Service Building and Manhattan Plaza; Reconfiguring the Service Building Electrical Feed; and Modifications to the Tunnel Ventilation Controls; (iii) Scope revisions to the Project QM-81, Control/Communication System Upgrade requirements and (iv) Construction Support Services. PBA submitted a proposal in the amount of \$2,035,627. The Engineer's estimate is \$1,807,710. B&T and PBA agreed to the not-to-exceed amount totaling \$1,831,528, which is 1.3% above the estimate and is fair and reasonable.

Funding is available in the 2010 – 2014 Capital Program (Sandy Restoration Program) as follows: Restoration (\$1,817,271) and Project QM-30 (\$14,257).

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

Item Number: 14 (Final)

<b>Vendor Name (&amp; Location)</b> AWL Industries, Inc., Brooklyn, NY Ultimate Power, Inc., West Babylon, NY		<b>Contract Number</b> 10-MNT-2860		<b>AWO/Modification #</b>	
<b>Description</b> Maintenance and Repair of Heating, Ventilation and Air Conditioning Systems		<b>Original Amount:</b>		B&T \$6,451,308.48 (AWL) NYCT DOB \$789,105.00 (UPI) SIRT \$7,244.80 (AWL)	
<b>Contract Term (including Options, if any)</b> August 1, 2010 through July 31, 2013		<b>Prior Modifications:</b>		B&T \$85,000.00	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>Prior Budgetary Increases:</b>		\$0.00	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		<b>Current Amount:</b>		B&T \$6,536,308.48 NYCT DOB \$789,105.00 SIRT \$7,244.80	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		<b>This Request:</b>		B&T \$1,231,639.28 NYCT DOB \$180,000.00 SIRT \$0.00	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>% of This Request to Current Amount:</b>		B&T 18.8% NYCT DOB 22.8%	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Operations, James Fortunato		<b>% of Modifications (including This Request) to Original Amount:</b>		B&T 20.4% NYCT DOB 22.8%	

## Discussion:

B&T is seeking approval in accordance with the All-Agency Guidelines for Procurement of Services to modify three multi-agency miscellaneous service contracts with AWL Industries, Inc. (AWL) and Ultimate Power, Inc. (UPI) to enable the contractors to perform additional maintenance and repair of heating, ventilation and air conditioning (HVAC) systems located at various B&T, NYCT Department of Buses (NYCT DOB) and Staten Island Rapid Transit (SIRT) facilities in the amounts of \$1,231,639.28 for B&T and \$180,000 for DOB. Consistent with the Procurement Guidelines, the aggregate value of these amendments constitutes a substantial change.

In March 2010 B&T, designated as the lead agency for this procurement, issued a competitively bid joint solicitation for a Contractor(s) to provide the required services. In July 2010, B&T and SIRT awarded contracts to AWL in the amounts of \$6,451,308.48 and \$7,244.80, respectively and NYCT DOB awarded a contract to UPI in the amount of \$789,105. The contracts expire on July 31, 2013 and will be extended through January 31, 2014 so that there is sufficient time to finalize specifications, solicit and award a new multi-agency contract.

B&T estimated an amount of \$1,371,108.54 to support its needs through January 2014. AWL proposed an amount of \$1,264,852.09 which includes (i) a 10% increase in the labor rates and (ii) additional funds for subcontracting, parts and other direct expenses. Negotiations between the parties resulted in a 6% increase in labor rates for an overall total amount of \$1,231,639.28. The adjustment for labor is consistent with the increase in the CPI of 6% over the three year period of the contract. The negotiated amount is \$139,469.26 or 10.2% below the user's estimate. This disparity may primarily be attributed to an overestimation of funding required to replace major equipment components. In connection with the \$180,000 in funding required by NYCT DOB, UPI agreed to maintain the rates under its contract. SIRT does not require additional funding. Based on the above, the proposed amendments for AWL and UPI are considered fair and reasonable. Funding for the amendments is available in each Agency's Operating Budget.



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

**MTA BRIDGES & TUNNELS**

**Procurements Requiring Majority Vote:**

**D: Ratification of Completed Procurement Actions**

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

1. **American Littoral Society** **\$500,000.00** **Staff Summary Attached**  
**Contract No. MOU-13-60**  
5 yr. contract - Non-competitive  
Compensation to the American Littoral Society (ALS) for anticipated loss of channel bottom habitat in Jamaica Bay, Queens due to upcoming construction under Project MP-06, Substructure and Underwater Work at the Marine Parkway-Gil Hodges Memorial Bridge. ALS will use the funds for wetlands mitigation, plantings, protection and monitoring services for the Rulers Bar Marsh Islands Restoration Project.
  
2. **Tamco Mechanical, Inc.** **\$271,750.35** **Staff Summary Attached**  
**Contract No. 3000001252**  
8 month contract - Non-competitive  
Temporary repairs to the drainage pump motors and associated equipment at the Hugh L. Carey Tunnel that was damaged as a result of Superstorm Sandy.
  
3. **Satin American Corporation.** **\$88,507.50** **Staff Summary Attached**  
**Contract No. 3000001201**  
5 month contract - Non-competitive  
Rebuild and reinstall the motor control equipment at the Queens Midtown Tunnel's pump room that was damaged as a result of Superstorm Sandy.

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

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

4. **TAP Electrical Contracting Service, Inc.** **\$1,098,580.40** **Staff Summary Attached**  
**Contract No. BB-45**  
Amendment for temporary repairs to the lighting system at the Hugh L. Carey Tunnel (formerly BBT) as a result of Superstorm Sandy under Contract BB-45, Replacement of Switchgear and Power Distribution System at the Brooklyn Battery Tunnel.
  
5. **Michael Stapleton Associates Ltd., dba MSA Security** **\$833,000.00** **Staff Summary Attached**  
**Contract No. 3000001380**  
5 yr. contract - Ride NYC DCAS Contract  
Provide trained explosive detection canine teams (canines and handlers) at designated locations on an as needed basis.

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

6.    **Dewberry Engineering Inc., NY**                      **\$401,660.49**                      **Staff Summary Attached**  
      **Contract No. PSC-03-2682**  
      Amendment for repair and restoration design work and construction support services at two facilities as a result of Superstorm Sandy under Project CB-08, Deck and Drainage Rehabilitation at the Cross Bay Bridge.
7.    **Ammann & Whitney Consulting**                      **\$325,075.24**                      **Staff Summary Attached**  
      **Engineers, PC**  
      **Contract No. PSC-06-2787**  
      Amendment for construction management and inspection services during construction restoration activities at two facilities as a result of Superstorm Sandy under Project CB-08/CB-09, Deck and Structural Rehabilitation/Substructure and Underwater Work at the Cross Bay Veterans Memorial Bridge.

## Schedule D: Ratification of Completed Procurement Actions

Item Number: **1** (Final)

<b>Vendor Name (&amp; Location)</b> American Littoral Society, (Broad Channel, New York)		<b>Contract Number</b> MOU-13-60	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Description</b> Rulers Bar Wetland Mitigation for Project MP-06, Substructure and Underwater Work at the Marine Parkway-Gil Hodges Memorial Bridge		<b>Total Amount:</b> \$500,000.00	
<b>Contract Term (including Options, if any)</b> March 25, 2013 – March 24, 2018		<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Joe Keane, P.E.	
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive		<b>Contract Manager:</b> Brian A. Walsh	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Public Works Mitigation & Permit			

### Discussion:

B&T is seeking the Board's ratification under the All-Agency Procurement Guidelines of a Memorandum of Understanding with the American Littoral Society (ALS) for a five-year wetlands restoration program to be performed as part of the Rulers Bar Marsh Islands Restoration Project (Rulers Bar) to comply with the express requirements of the permits issued to B&T by the United States Army Corps of Engineers (USACE) and the New York State Department of Environmental Conservation (NYSDEC) for B&T Project MP-06, Substructure and Underwater Work at the Marine Parkway-Gil Hodges Memorial Bridge (MPB). The Work of Project MP-06 includes the installation of scour protection materials at the bottom of the navigable waters in the Rockaway Inlet and is mandated by federal requirements imposed to ensure the structural integrity of "scour critical" bridges such as the MPB. The USACE and NYSDEC require B&T to mitigate the scour countermeasures that impact the channel bottom habitat by having ALS undertake off-site wetland restoration efforts at the Rulers Bar, a marsh island which is owned by the National Parks Service and located in Jamaica Bay.

ALS is dedicated to the study and conservation of aquatic life and its habitat and will be paid \$500,000 fee for mitigation planting of approximately 88,000 seedling plugs on the eight-acre marsh island. The permits require that B&T ensure an 85% plant survival rate and an 85% coverage rate at Ruler's Bar for at least three consecutive years after mitigation planting. Because B&T is required to mitigate only 5.04 acres, the size of the channel bottom habitat affected by B&T's scour countermeasures in the Rockaway Inlet around the MPB, the measurement of the 85% success rate criteria shall be based on 5.04 acres.

The Scope of Work for Contract MP-06 includes among other things the following: (i) restoration of scour protection at Piers 9 through 17; (ii) rehabilitation of all unsound concrete on all substructure elements; (iii) rehabilitation or replacement of all damaged bridge pier protection plates; and iv) rehabilitation or replacement of all of the bridge's fender systems structural elements. The permits allow B&T to perform the necessary scour countermeasure work, which is essential to maintain the structural integrity of the MPB. The \$500,000 compensation for the Rulers Bar wetlands mitigation is considered fair and reasonable. Funding is available in the 2010 - 2014 Capital Program and is to be charged to Project MP-06.

## Schedule D: Ratification of Completed Procurement Actions

Item Number: **2** (Final)

<b>Vendor Name (&amp; Location)</b> Tamco Mechanical, Inc., Brooklyn, NY		<b>Contract Number</b> Purchase Order: 3000001252	<b>Renewal</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Description</b> Repair and Reinstall Pump Motors at the Hugh L. Carey Tunnel		<b>Total Amount:</b> \$271,750.35	
<b>Contract Term (including Options, if any)</b> Eight Months		<b>Funding Source</b> <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Sandy	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction/Joe Keane	
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive		<b>Contract Manager:</b> Brian Bajor	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: RFQ			

### Discussion:

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

Flooding in the tubes of the Hugh L. Carey Tunnel (HCT) resulted in significant damage to all major systems and protective finishes in the tunnel. Exigent disaster circumstances resulted in the immediate mobilization of available and qualified resources. In response to the emergency, authorization was given to Tamco Mechanical, Inc. (Tamco) to run tests and perform temporary repairs to the drainage pump motors and associated equipment in an effort to get the tunnel re-opened. Utilizing Tamco was deemed the most expeditious and cost effective means of repairing the pumping system. These temporary repairs were necessary to render the HCT operational until permanent repairs can be completed.

Purchase Order 3000001252 was awarded to Tamco in the amount of \$271,750.35 and will be submitted for FEMA reimbursement. The Engineer's estimate for this work was \$278,907.39. Since Tamco's costs compared favorably with the estimate, the price is 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 (GL # 171139).

# Schedule D: Ratification of Completed Procurement Actions

Item Number: **3** (Final)

<b>Vendor Name (&amp; Location)</b> Satin American Corporation, Shelton, CT		<b>Contract Number</b> Purchase Order: 3000001201	<b>Renewal</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Description</b> Furnish and Install Electrical Equipment		<b>Total Amount:</b> \$88,507.50	
<b>Contract Term (including Options, if any)</b> Five (5) months		<b>Funding Source</b> <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Sandy	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction/Joe Keane	
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive		<b>Contract Manager:</b> Brian Bajor	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: RFQ			

## 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 on October 29, 2012.

Flooding in the tubes of the Queens Midtown Tunnel (QMT) resulted in significant damage to the tunnel's electrical and mechanical systems. Satin American Corporation (Satin) had previously supplied and installed motor control components for the tunnel's pumping system and had specialized knowledge of the equipment and site logistics. The use of this firm was therefore deemed the most expeditious and cost effective means of restoring the pumping system. Authorization was given to rebuild and re-install the motor control equipment for the tunnel's pump room in order to restore the pumping system back to operation.

Purchase Order 3000001201 was awarded to Satin in the amount of \$88,507.50. The Engineer's estimate for this work was \$88,109.30. Since Satin's costs were in line with the estimate, the price was 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 (GL# 171139).

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

Item Number: 4 (Final)

Vendor Name (& Location) TAP Electrical Contracting Service, Inc., Holbrook, NY		Contract Number BB-45	AWO/Modification #
Description Replacement of Switchgear and Power Distribution System at the Brooklyn Battery Tunnel		Original Amount: \$43,650,000.00	
Contract Term (including Options, if any) December 29, 2010 – May 28, 2014		Prior Modifications: \$2,652,512.69	
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: \$46,302,512.69	
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		This Request: \$1,098,580.40	
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Sandy		% of This Request to Current Amount: 2.4%	
Requesting Dept/Div & Dept/Div Head Name: Engineering and Construction, Joe Keane, P.E.		% of Modifications (including This Request) to Original Amount: 8.6%	

## 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 electrical work under Contract BB-45 at the Hugh L. Carey Tunnel (HCT) when Sandy occurred. After the storm, TAP was directed to provide exigent temporary repairs to the tunnel's lighting and pumping systems. The work performed by TAP at the HCT is for an amount totaling \$1,098,580.40.

Due to the flooding at the HCT, the electrical and pumping systems sustained significant damage. Critical, temporary repairs to the lighting system were urgently needed in order to improve safe working conditions for employees and for contractors mobilized for Superstorm Sandy response operations. The repairs were also needed to re-open the tunnel in an expedited manner that would ensure an acceptable level of temporary lighting for safe operations and resumption of traffic flow. The lighting work included temporary repairs to approximately 850 lighting fixtures as well as running 167,000 linear feet of wire for those fixtures. The scope of work to complete the permanent HCT lighting repairs is currently being designed and is not reflected in this amendment. Additionally, TAP provided temporary electrical repairs to the Governors Island pump room, which was inundated with stormwater.

Amendments totaling \$1,098,580.40 will be issued to TAP for the Work performed at the HCT and will be submitted for FEMA reimbursement. For the temporary lighting work, the Engineer has verified the hours worked, the material quantities and costs, and the labor rates have been reviewed and negotiated. The negotiated cost of \$634,580.40 for the temporary lighting work is considered fair and reasonable. TAP submitted proposals in the amount of \$531,887.09 for the temporary electrical work in the pump room. The Engineer's estimate is \$432,068.88. The negotiated amount of \$464,000 is considered fair and reasonable. Funding is available in the Operating Budget, Sandy-B&T Emergency Repairs to Critical Infrastructure Projects (GL# 171139).

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

<b>Vendor Name (&amp; Location)</b> Michael Stapleton Associates Ltd., dba MSA Security, New York, NY	<b>Contract Number</b> PO 3000001380	<b>AWO/Modification #</b>
<b>Description</b> Explosive Detection Canine Services	<b>Original Amount:</b>	\$833,000
<b>Contract Term (including Options, if any)</b> July 1, 2013 - April 14, 2018	<b>Prior Modifications:</b>	\$0
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Prior Budgetary Increases:</b>	\$0
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b>	\$833,000
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Ride	<b>This Request:</b>	\$833,000
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b>	0%
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Operations, James Fortunato	<b>% of Modifications (including This Request) to Original Amount:</b>	0%

**Discussion:**

B&T is seeking the Board's ratification under the All-Agency Guidelines for Procurement of Services for issuing a purchase order (delivery order) against a competitively solicited New York City Department of Citywide Administrative Services (DCAS) - Contract #20131202431 - with Michael Stapleton Associates Ltd. dba MSA Security (MSA). B&T authorized the contractor to provide trained explosive detection teams (canines and handlers) at designated locations on an as needed basis. The effective date of the delivery order was July 1, 2013 and extends through April 14, 2018 in an amount of \$833,000.

Pursuant to a competitive process, DCAS awarded a five year contract through April 14, 2018 to MSA to provide trained canine teams at its facilities. B&T requires these services to enhance the security at our facilities including the safety of our customers and employees. The trained canine teams are deployed as required at designated locations to supplement current security operations. B&T does not possess the resources needed to perform these services. In accordance with the All-Agency Guidelines for Procurement of Services, it was determined that the rate and commercial terms specified in the DCAS Contract were satisfactory. The pricing included in our delivery order is considered fair and reasonable. MSA is deemed to be a responsible contractor. Funding is available in the Operating Budget under General Ledger #713302.

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

Item Number: 6 (Final)		Contract Number		AWO/Modification #	
Vendor Name (& Location)		PSC-03-2682			
Dewberry Engineering Inc. New York, New York					
Description		Original Amount:		\$1,658,551.80	
Design and Construction Support Services for Project CB-08, Deck and Drainage Rehabilitation at the Cross Bay Bridge		Prior Modifications:		\$1,045,741.96	
Contract Term (including Options, if any)		Prior Budgetary Increases:		N/A	
October 2, 2003 – June 30, 2014		Current Amount:		\$2,704,293.76	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		This Request:			
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Cross Bay Veterans Memorial Bridge		\$167,703.30	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		Marine Parkway-Gil Hodges Memorial		\$233,957.19	
Funding Source		% of This Request to Current Amount:		14.9%	
<input type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Sandy		% of Modifications (including This Request) to Original Amount:		87.3%	
Requesting Dept/Div & Dept/Div Head Name:					
Engineering & Construction, Joe Keane, P.E.					

## Discussion:

As a result of Superstorm Sandy, B&T is seeking the Board's ratification under the All-Agency Guidelines For Procurement of Services under the Declaration of Emergency issued by the President effective on October 29, 2012 for the damage assessments, underwater survey inspection for scour damage (Cross Bay only), restoration design and construction support services performed by Dewberry Engineers Inc. (Dewberry) at the Cross Bay Veterans Memorial (CBB) and Marine Parkway-Gil Hodges Memorial Bridges (MPB) in an amount totaling \$401,660.49. Following the storm, B&T determined that it was judicious to engage professional services firms that were competitively selected prior to Superstorm Sandy and where possible to utilize existing contracts for design and construction inspection wherever feasible to mitigate risk to the public, maintain critical transportation and evacuation infrastructure, truncate the duration of Superstorm Sandy recovery and restoration and utilize pre-storm pricing. Dewberry has performed similar design assignments previously under Project CB-09 and therefore represents the most qualified, cost effective and expeditious means of performing the required services at the CBB and MPB. Consistent with the Procurement Guidelines, these amendments constitute a substantial change.

## 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. Furthermore, an underwater inspection was performed to determine scour damage. Dewberry performed the required engineering services and submitted an initial proposal in an amount totaling \$181,885.34. The Engineer's estimate totaled \$180,634. Negotiations resulted in B&T and Dewberry agreeing to the amount of \$167,703.30, which was 7.2% below 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; (v) erosion in and around the arched underpass behind the south abutment; and (vi) damage to the electrical and mechanical systems of the MPB. 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. Dewberry performed the required engineering services and submitted an initial proposal in the amount of \$219,775.15, which was increased to \$233,957.19 to reflect additional meetings and services relating to the damages to the electrical and mechanical systems. The Engineer's estimate totaled \$188,708 and did not include the additional electrical/mechanical services required. Negotiations resulted in B&T accepting the revised proposal in the amount of \$233,957.19, which is 24.0% above the estimate. The accepted amount is considered fair and reasonable based on the actual cost to perform the services and the required ongoing reporting and support services to be provided by Dewberry. Funds are available in the 2010 – 2014 Capital Program (Sandy Restoration Program): CBB Restoration (\$167,703.30) (Project ED 010204) and MPB Restoration (\$233,957.19) (Projects ED 040207, ED 010206, ED 040208).



**Schedule K: Ratification of Completed Procurement Actions (Involving Schedules E Through J)****Item Number: 7 (Final)**

<b>Vendor Name (&amp; Location)</b> Ammann & Whitney Consulting Engineers, PC New York, New York		<b>Contract Number</b> PSC-06-2787	<b>AWO/Modification #</b>
<b>Description</b> Construction Management and Inspection Services for Project CB-08/CB-09, Deck and Structural Rehabilitation / Substructure and Underwater Work at the Cross Bay Veterans Memorial Bridge			
<b>Contract Term (including Options, if any)</b> October 2, 2003 – September 30, 2013			
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		<b>Original Amount:</b> \$4,514,000.00	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		<b>Prior Modifications:</b> \$574,868.12	
<b>Funding Source</b> <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Sandy		<b>Prior Budgetary Increases:</b> N/A	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Joe Keane, P.E.		<b>Current Amount:</b> \$5,088,868.12	
		<b>This Request:</b>	
		Cross Bay Veterans Memorial Bridge \$92,400.75	
		Marine Parkway-Gil Hodges Memorial \$232,674.49	
		<b>% of This Request to Current Amount:</b> 12.0%	
		<b>% of Modifications (including This Request) to Original Amount:</b> 26.2%	

**Discussion:**

As a result of Superstorm Sandy, B&T is seeking the Board's ratification under the All-Agency Guidelines For Procurement of Services under the Declaration of Emergency issued by the President effective on October 29, 2012 for the construction inspection and administration services performed by Ammann & Whitney Consulting Engineers, P.C. (A&W) which were required during the restoration construction activities at the Cross Bay Veterans Memorial (CBB) and Marine Parkway-Gil Hodges Memorial Bridges (MPB) in an amount totaling \$325,075.24. Following the storm, B&T determined that it was judicious to engage professional services firms that were competitively selected prior to Superstorm Sandy and where possible to utilize existing contracts for design and construction inspection wherever feasible to mitigate risk to the public, maintain critical transportation and evacuation infrastructure, truncate the duration of Superstorm Sandy recovery and restoration and utilize pre-storm pricing. A&W has performed similar construction inspection activities previously under Project CB-09 and therefore represents the most qualified, cost effective and expeditious means of performing the required services at the CBB and MPB. Consistent with the Procurement Guidelines, these amendments constitute a substantial change.

**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 restoration construction scope 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. A&W submitted an initial proposal in an amount totaling \$148,047.37 and performed the required construction inspection and administration services. The Engineer's estimate totaled \$145,971. B&T and A&W agreed to the value of the services provided in the amount of \$92,400.75, which compares favorably to 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. 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 restoration construction scope 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. A&W submitted an initial proposal in the amount of \$463,294.86 and performed the required construction inspection and administration services. The Engineer's estimate totaled \$436,774. B&T and A&W agreed to the value of the work performed in the amount of \$232,674.49, which compares favorably to the the estimate and is fair and reasonable.

Funds are available in the 2010 – 2014 Capital Program (Sandy Restoration Program) (Projects ED 010204, ED 010206).