



**Bridges and Tunnels**

# **Bridges and Tunnels Committee Meeting**

## **September 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

September 16, 2013 – 12:00 p.m.

347 Madison Avenue  
Fifth Floor Board Room  
New York, NY

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#### AGENDA ITEMS

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Date of next meeting: Tuesday, November 12, 2013 at 12:00 p.m.



# **Bridges and Tunnels**

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## **Minutes of Committee Meeting July 2013**



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

**July 22, 2013**

**12:00 p.m.**

In attendance were the Honorable:

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

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

James Ferrara, President  
James Elkin, Controller  
Tariq Habib, Chief Technology Officer  
Anthony Koestler, Chief Procurement Officer, Service Unit & Special Projects  
Sharon Gallo Kotcher, Vice President Labor Relations  
Gavin Masterson, Chief Procurement Officer, Capital & Major Maintenance  
Patrick J. Parisi, Chief Maintenance Officer  
Andrew Petrovich, Chief Health and Safety Officer  
Donald Spero, Chief Financial Officer  
Aris Stathopoulos, Deputy Chief Engineer  
M. Margaret Terry, General Counsel

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

**July 22, 2013**

Minutes of TBTA Committee held July 22, 2013 at 12:00 p.m. A list of those in attendance is attached.

**Public Speakers**

There were two public speakers – Mr. Murray Bodin, Concerned Grandparents, and Mr. Bodin's grandson, Adam, Concerned Grandsons of the Future. Mr. Bodin stated that the TBTA has been using a 20 year old diagram for striping lines at exits and other places that is incorrect according to the New York State Department of Transportation and TBTA should immediately begin using the correct striping diagram.

Adam spoke about the new Tappan Zee Bridge. He also stated that if there were more lights in tunnels then motor vehicle accidents would be prevented.

**Minutes**

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on June 3, 2013 were approved.

**President Ferrara's Opening Remarks**

Mr. Ferrara discussed an issue that had been in the news regarding a TBTA contractor's decision to use some steel from China for work to be performed on the Verrazano-Narrows Bridge (VNB). The contractor made a significant effort to find an American company to make the highly-specialized steel panels needed for the work. Indeed, TBTA had reached out to the General Contractors Association before it advertised the contract so that domestic companies would recognize the requirements necessary to bid on such a large project. TBTA worked with two Pennsylvania-based steel companies to help develop their capacity to fabricate the panels. Unfortunately, there were no domestic steel companies that could fabricate the panels for a project that large and complex.

Mr. Ferrara stated that orthotropic steel-deck panels are essential in keeping the 50-year-old VNB in a continued state of good repair. In addition, use of the light-weight steel deck-panels will enable TBTA to construct a seventh lane on the bridge that will allow for the operation of a reversible HOV lane. Mr. Ferrara explained that that was why all eight (8) contractors, who submitted bids, based their bids primarily on the use of foreign steel despite the fact that TBTA included a "Buy American" clause in the contract. This indicated that foreign fabrication of the specialized orthotropic panels was their only viable option. Domestic firms were not willing to commit to making these steel panels, which explains the reliance on predominantly foreign steel in the bids submitted. Price was not the primary factor in this decision but rather experience with large scale projects, sufficient capacity to fabricate the panels, and the ability to meet the demanding and aggressive construction schedule.

Mr. Ferrara stated that the contractor is an American company that is working under a five-year, 235 million dollar contract. The bulk of that money, over 200 million dollars, will be

spent in America. Mr. Ferrara stated that the following work will be done by local construction workers:

- Removing the old deck,
- Installing new panels,
- Replacing lighting and railings with American-made steel,
- Replacing concrete on the approaches,
- Painting the structure, and
- Paving and striping new roadways.

Finally, Mr. Ferrara stated that the MTA not only proudly supports American jobs through the current MTA five-year Capital Program but is expected to create 350,000 jobs and \$44 billion of economic impact in New York State, including work supporting an estimated 25 percent of New York City's construction industry. He noted that the MTA is strongly committed to using domestic steel and to boosting the economies of New York and America. He also stated that TBTA has a long record of aggressive efforts to purchase from New York and American vendors, and that TBTA was disappointed that it could not do so with these panels. In the coming weeks, Mr. Ferrara stated that TBTA will be meeting with American steel industry officials to discuss how we can work together to boost the industry's capacity to make these specialized panels for future projects because the MTA, the steel industry and the steelworkers' union all share the same goal of "keeping this work in America."

#### **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. Parisi stated that in April there were 23.6 million crossings, which was a decrease of only 2,000 or .01% against the prior April. In 2013, the Easter and Passover holidays and both public and parochial school recesses fell in March, while in 2012 those holidays and recesses fell in April. This shift in the calendar resulted in higher April 2013 traffic crossings. Gas prices were lower by approximately 32 cents per gallon, which may have contributed to the higher traffic and the number of days of precipitation remained relatively the same.

In May, there were 25 million crossings, which was a decrease of 154,000 or 0.6% against the prior May. The March toll increase may have been a factor in the decline in traffic although the drop in crossings was less than historic toll elasticity rates would predict. Gas prices were lower by approximately 25 cents per gallon and the amount of precipitation remained the same although it fell over seven fewer days.

As compared to the prior April and May, E-ZPass volumes were up in April by 3.3% and in May by 2.2%, while cash crossings were down in April by 14.3% and May by 12.7%. Passenger car travel was down in April by 0.7% and in May by 1%, while truck traffic was up in April by 9.1% and May by 4.4% due mostly to the year-over-year increases at the Rockaway Crossings and the Verrazano Narrows Bridge.

Year-to-date through May, Mr. Parisi stated that there were 114.2 million crossings, which was 1.6 million or 1.4% lower than the same period a year ago. Almost one-half of the year-to-date decrease of approximately 745,000 crossings was due to the absence of a leap day in February 2013. Finally, Mr. Parisi stated that an early estimate of June traffic is 24.7 million crossings or 2% lower than the same period a year ago.

Commissioner Albert asked why the "other" vehicle type percentages on page 35 of the Committee Book for the Rockaways Bridges were much higher than the same category at the other bridges. Mr. Parisi responded that the higher percentages at the Rockaways Bridges were attributed to truck traffic and the Tropical Storm Sandy relief-related efforts.

With regard to the Report on Safety, Mr. Petrovich referred the Committee to the graphs and charts on pages 39 to 42 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 April and May. Mr. Petrovich stated that the injury rate per million vehicles for both April and May remained lower than the same period last year. For employee injuries in April and May, the lost time injury frequency rate remained low.

#### **E-ZPass**

Mr. Spero stated that the May E-ZPass market share was 83.5%, which was 2.3% higher than a year ago. Approximately 82,000 E-ZPass accounts were opened over the first five months, including more than 19,000 in May. Approximately 9,100 E-ZPass On-The-Go accounts were opened in May, which was approximately 48% of all accounts opened for the month. Since the On-The-Go program began, approximately 200,000 tags have been sold in the lanes.

#### **Finance**

Mr. Spero stated that through May, toll revenue was approximately \$16.5 million or 2.6% better than plan and traffic was up by 2.2% against the budget. Total expenses through May were about \$4 million or 2.5% better than plan. Non-labor spending was slightly above plan at 3.2 million or 5.3% higher due to slightly higher expenses in maintenance and other operating contracts and professional service contracts. Labor expenses were \$7.3 million or 7% lower than budget due, in part, to lower payroll expenses, which were about \$2.8 million or 5.4% because of vacancies. Overtime was about \$1.9 million or 20.2% below budget through May.

Total support to mass transit through May was more than \$404 million, which was \$40.7 million or 11% better than plan.

#### **Capital Program**

With regard to the Capital Program Status Report through May and June, Mr. Stathopoulos stated that there were 18 Capital Program commitments made with a total value of \$8 million. Year-to-date, TBTA has committed 66 tasks with a cumulative value of \$50.1 million against a plan of 53 commitments with a total value of \$138.4 million.

Mr. Stathopoulos stated that the major contributor to the variance between the plan and actual award total is Project VN-80C, New Bus High Occupancy Vehicle Ramp Project at the Brooklyn Approach of the Verrazano Narrows Bridge. Bids were received in May for this \$80 million commitment but due to a bid error by the low bidder, bids were rejected. Given this development, TBTA took the opportunity to re-solicit this work together with Project VN-35, Miscellaneous Steel Repair and Painting of the Existing Brooklyn Ramps, as a best value initiative as we anticipate that combining these two adjacent projects will result in efficiency savings and improve overall coordination and staging of this work.

Finally, Mr. Stathopoulos reported that there were no completions planned for May or June, however, Project HH-10, Upper Level Curb Stringer repairs with a planned September completion, will be substantially complete at the end of July, two months ahead of schedule and

the permanent lane closures on the upper level of the Henry Hudson Bridge will be lifted by July 31st. There were 25 closeouts in June with a value of \$84.4 million.

Commissioner Moerdler asked what work was being performed in the middle lane northbound on the Henry Hudson Bridge. Mr. Stathopoulos responded that staged construction is being implemented to perform roadway repairs prior to restriping and returning the roadway back into service by the end of July. Commissioner Lebow asked what justification was used to reject VN-80C bids after the low bidder discovered an error in its bid in order for TBTA to re-solicit and repackage that contract with VN-35. Mr. Stathopoulos responded that due to the time that had elapsed and since the projects were adjacent to each other, TBTA took this opportunity to combine the two projects for efficiency and, as a result, put together a more cost effective and efficient contract package.

Commissioner Moerdler asked what TBTA had planned for the Henry Hudson Bridge toll booths and plazas now that tolls are being collected electronically and what TBTA's experience has been with electronic toll collection among motorists without E-ZPass. Mr. Ferrara responded that electronic toll collection at the Henry Hudson Bridge is an on-going pilot program and that in September TBTA will be making a presentation to the Committee regarding the pilot program. He remarked that the program is still in the pilot stage because there are on-going assessments and tests being made with regard to the technology for capturing license plate images which is working extremely well, identifying customers and the back office functions that include billing in 30 and 60 day cycles and processing payments.

#### **Procurements**

Mr. Masterson stated that there are 23 procurements in all, totaling approximately \$26.7 million.

#### **Non-Competitive Procurements**

Mr. Masterson stated that there is one non-competitive procurement for as-needed expert technical advisory services on fatigue-critical designs of complex steel structures in a not to exceed amount of \$500,000.

#### **Personal Service Contracts**

John W. Fisher & Associates, Inc.	Contract No. PSC-13-2934	\$500,000.00
	Provide expert technical advisory services on fracture and fatigue damage at various Authority facilities.	(Not to Exceed)

#### **Competitive Procurements**

Mr. Masterson stated that there are 15 competitive procurements totaling approximately \$22.6 million as follows:

- Two (2) are for authorization to use a competitive proposal process rather than a sealed bid process for design-build projects—one for a training facility at Randall's Island and one for the rehabilitation of the Rockaway Point Boulevard Bridge and the Jacob Riis Pedestrian Bridge. There are no funds committed at this time.
- Three (3) are for new personal services contracts totaling approximately \$7.7 million: one for background investigation services, one for construction

inspection services for the installation of an electronic security system at the Throgs Neck Bridge, and one for design services for a dehumidification system of the main cables at the Throgs Neck Bridge.

- Four (4) are for new miscellaneous service contracts totaling approximately \$1.4 million: one for maintenance and repair of the traffic and signal control system in the Hugh Carey Tunnel; one for locksmith services as-needed, one for maintenance and repair of off-road heavy-duty vehicles and equipment, and the last for maintenance and repair of vehicle lift and overhead crane equipment.
- Six (6) procurements are for amendments to existing contracts totaling approximately \$14.1 million: three are personal services contracts related to Tropical Storm Sandy: one for various structural restoration and replacement design and flood mitigation design at the Queens Midtown Tunnel; one for in-depth inspection and damage assessment along with structural, electrical and mechanical replacement design at the Hugh Carey Tunnel; and one for tunnel air duct lighting, roadway lighting and conduit systems and of mid-river pumps and emergency generator relocation and other associated modifications at the Queens Midtown Tunnel. Of the remaining three amendments: one is for additional funds for temporary professional and technical staffing through a ride of New York City Transit contracts; one is for additional funds for HVAC system maintenance under a multi-agency contract which includes TBTA, New York City Transit Department of Buses and Staten Island Rapid Transit; and one is a public work modification, which adds funds for repair, replacement and testing of petroleum tanks and associated piping at various TBTA facilities.

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

Contractor to be Determined	Contract No. RK-65R2 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.	Cost to be Determined
Contractor to be Determined	Contract No. MP-21 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.	Cost to be Determined

### **Personal Service Contracts**

Sterling Infosystems, Inc.	Contract No. PSC-11-2893 Provide background verification and investigation services.	\$3,172,492.75
URS Corporation – New York	Contract No. PSC-12-2921 Provide construction administration and inspection services for Project TN Task 26, Integrated Electronic Security System at the Throgs Neck Bridge.	\$2,922,570.12
Weidlinger Associates, Inc.	Contract No. PSC-13-2927 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.	\$983,385.67

### **Miscellaneous Service Contracts**

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

Engineered Energy Solutions  
Jacobs Civil Consultants, Inc.

#### **Bid Amount**

\$742,003.00  
\$901,215.33

The scope of services for the first three years of the five year prospective contract with Engineered Energy Solutions 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.

Highway Locksmiths, Inc.

Contract No. 12-MNT-2901X

\$418,900.00

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:

**Bidders**

**Bid Amount**

Highway Locksmiths, Inc.

\$418,900.00

Nicholas Simon & Sierra Inc.

\$757,975.00

(dba Popalock of Queens)

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.

Continental Lift Truck, Inc.

Contract No. 12-MNT-2898X

\$161,050.00

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:

**Bidders**

Continental Lift Truck Inc.  
First Star Auto Repair, Inc.  
dba Daimner Fleet

**Bid Amount**

\$161,050.00  
\$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.

Stertil-Koni, USA, Inc.

Contract No. 12-MNT-2907X

\$86,739.00

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 160 firms. Two (2) requested copies of the solicitation. On May 17 two bids were submitted as follows:

**Bidders**

Stertil-Koni USA, Inc.

Permadrur Industries Inc. dba Sissco

**Bid Amount**

\$86,739.00

\$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-Konti'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.

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

Hatch Mott MacDonald, NY Inc.	Contract No. PSC-12-2913 Perform emergency and in-depth condition inspections, damage reporting and restoration design activities as a result of Tropical Storm 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).	\$4,862,545.00
URS Corporation-New York	Contract No. PSC-12-2913 Perform structural, civil, electrical, mechanical designs as well as hardening designs, restoration and mitigation services as a result of Tropical Storm Sandy under Project QM-40, Tunnel Control at the Queens Midtown Tunnel.	\$3,977,373.88
Peak Technical Services, Inc. Rotator Staffing Services, Inc HEPCO, Inc Metro-Tech Consultant Services, Inc. L.J. Gonzer Associates, Inc.	Contract Nos. 3000001036 (Peak) 3000001212 (Rotator) 3000001289 (HEPCO) 3000001390 (Metro-Tech) 3000001391 (Gonzer)	\$1,950,000.00

Amend Purchase Orders issued or to be issued by B&T that ride NYCT Contracts for temporary professional and technical staffing (Job Shopper) services.

PB Americas, Inc.	Contract No. PSC-06-2805 Perform electrical and mechanical designs, restoration, mitigation and construction support services as a result of Tropical Storm Sandy under Project QM-30, Electrical Switchgear Replacement at the Queens Midtown Tunnel.	\$1,831,528.00
AWL Industries, Inc.	Contract No. 10-MNT-2860 Perform additional maintenance and repair of heating, ventilation and air conditioning systems located at various B&T, SIRT and NYCT DOB facilities and extend each contract through January 2014.	\$1,231,639.28 (B&T) \$ 0.00 (SIRT) \$ 180,000.00 (NYCT DOB)
Ultimate Power, Inc.		

**Modifications to Purchase & Public Works Contracts**

Franklin Company Contractors, Inc.	Contract No. 3000000957 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&T) for the repair, replacement and testing of petroleum tanks and associated piping at various agency facilities. B&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.	\$153,873.75
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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 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.

#### **Ratifications**

Mr. Masterson stated that there are seven (7) ratifications totaling approximately \$3.5 million. Five ratifications are Tropical Storm Sandy-related and include temporary emergency repairs to the drainage pump motors at the Hugh Carey Tunnel; for temporary lighting repairs at the Hugh Carey Tunnel; for rebuilding and reinstalling motor control equipment at the Queens Midtown Tunnel Pump Room; for repair and restoration design services at both the Marine Parkway Gil Hodges Memorial Bridge and at the Cross Bay Veterans Memorial Bridge; and one for construction inspection services for restoration work at the two Rockaway Bridges. The remaining two ratifications are for the supply of trained explosive detection canine teams at designated locations and for compensation to the American Littoral Society for wetlands mitigation, including plantings and other services as a result of anticipated loss of a section of channel bottom habitat in Jamaica Bay as a result of upcoming substructure construction in the waters around the Marine Parkway Gil Hodges Memorial Bridge under Project MP-06.

#### **Ratification of Completed Procurement Actions**

American Littoral Society	Contract No. MOU-13-60 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	\$500,000.00
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	wetlands mitigation, plantings, protection and monitoring services for the Rulers Bar Marsh Islands Restoration Project.	
Tamco Mechanical Inc.	Contract No. 3000001252 Temporary repairs to the drainage pump motors and associated equipment at the Hugh L. Carey Tunnel that was damaged as a result of Tropical Storm Sandy.	\$271,750.35
Satin American Corporation	Contract No. 3000001201 Rebuild and reinstall the motor control equipment at the Queens Midtown Tunnel's pump room that was damaged as a result of Tropical Storm Sandy.	\$88,507.50
TAP Electrical Contracting Service, Inc.	Contract No. BB-45 Amendment for temporary repairs to the lighting system at the Hugh L. Carey Tunnel (formerly BBT) as a result of Tropical Storm Sandy under Contract BB-45, Replacement of Switchgear and Power Distribution System at the Brooklyn Battery Tunnel.	\$1,098,580.40
Michael Stapleton Associates Ltd., dba MSA Security	Contract No. 3000001380 Provide trained explosive detection canine teams (canines and handlers) at designated locations on an as needed basis.	\$833,000.00
Dewberry Engineering Inc., NY	Contract No. PSC-03-2682 Amendment for repair and restoration design work and construction support services at two facilities as a result of Tropical Storm Sandy under Project CB-08, Deck and Drainage Rehabilitation at the Cross Bay Bridge.	\$401,660.49
Ammann & Whitney Consulting Engineers, PC.	Contract No. PSC-06-2787 Amendment for construction management and inspection services	\$325,075.24

during construction restoration activities at two facilities as a result of Tropical Storm Sandy under Project CB-08/CB-09, Deck and Structural Rehabilitation/Substructure and Underwater Work at the Cross Bay Veterans Memorial Bridge.

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

**Adjournment**

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

Respectfully submitted,

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

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>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

### 2014 TO BE DETERMINED

## BRIDGES & TUNNELS COMMITTEE WORK PLAN

### 2013 Work Plan - Detailed Summary

#### I. RECURRING

##### Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

##### Report on Operations/Safety

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

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

##### E-ZPass Performance Report

Summary presentation of the performance of E-ZPass, which includes various E-ZPass statistics, such as performance at all facilities, weekday and weekend performance by facility, interoperability statistics, customer service statistics, and E-ZPass Plus statistics, in addition to graphs depicting E-ZPass market share, transactions from other agencies, tags issued, and the tag swap program. The E-ZPass Performance Report is provided on a two-month lag. Multiple reports will be given at the following meetings: April, July, September and December. (See table above).

##### Financial Report

Summary presentation of the financial indicators for the month, which includes the Balance Sheet for the reported month, Accrual Statement of Operations for the month and year-to-date, variance analysis, traffic volume and ridership information, and headcount charts. The Financial Report is provided on a two-month lag. Multiple reports will be given at the following meetings: April, July, September and December. (See table above).

### Capital Program Project Status Report

Summary of the status of the current capital program, including commitments, completions, and closeouts, in addition to graphic presentations of the commitments and completions for the plan vs. actuals for the year. The Capital Program Project Status Report is provided on a one-month lag. Multiple reports will be given at the following meetings: April, July, September and December. (See table on previous page).

### Procurements

List of procurement action items requiring Board approval. The non-competitive items are listed first, followed by competitive items, and then ratifications. The list will indicate items that require a 2/3 vote and a majority vote of the Board for approval. Procurements are for the current month.

Staff summary documents presented to the Board for approval for items affecting business standards and practices.

## **II. SPECIFIC AGENDA ITEMS**

### **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.

### **2014 TO BE DETERMINED**



# **Bridges and Tunnels**

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## **Report on Operations June 2013**

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

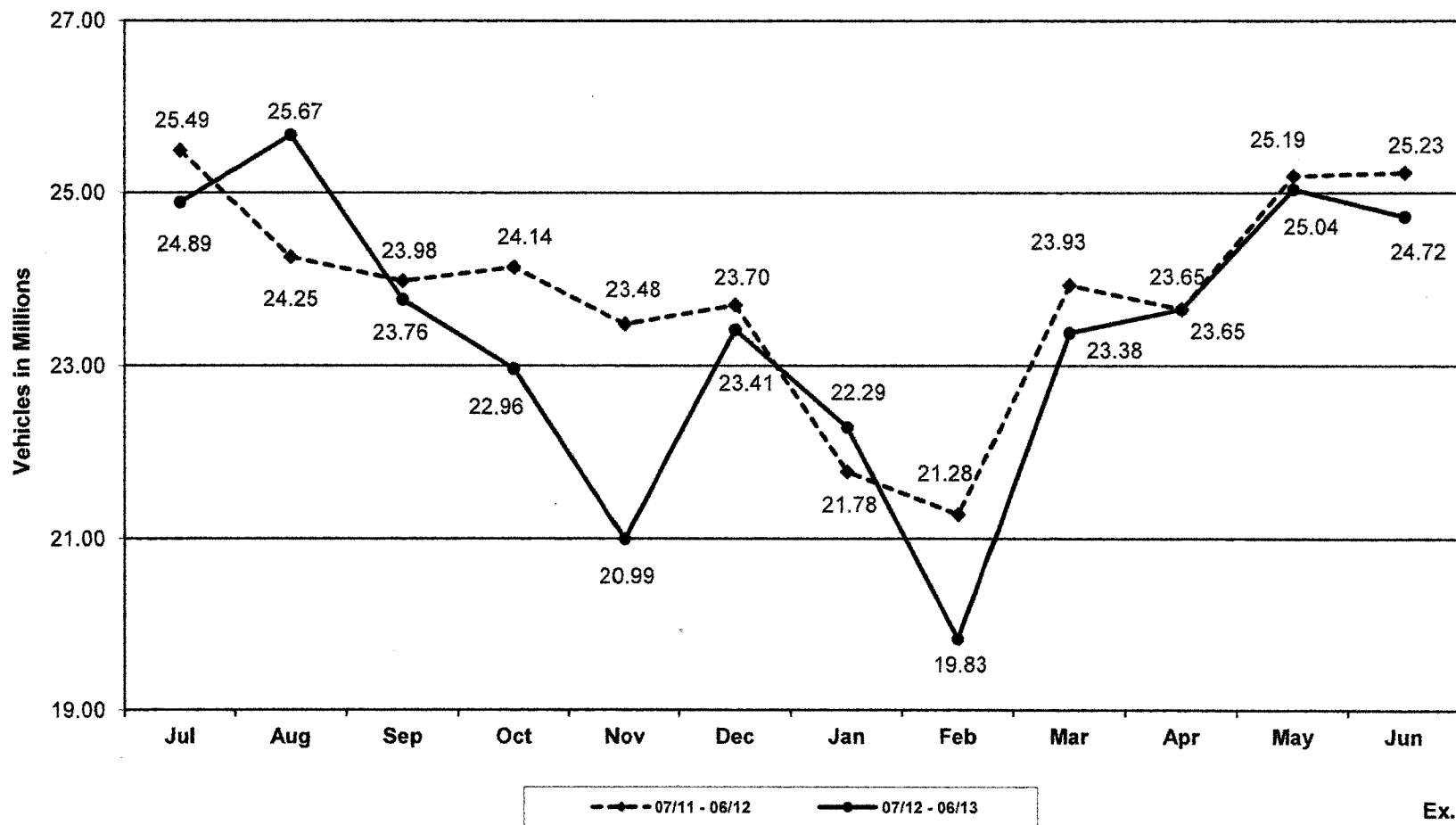
### **Summary**

There were 24.7 million traffic crossings this month compared to 25.2 million vehicles in June of 2012, a decrease of 0.5 million vehicles (Exhibit 1).

Rainfall in June was 8.2 inches compared to 4.2 inches in 2012. During the weekend of June 7-9, 2013, more than 4 inches of rain fell, which was the primary cause in the reduction of 150,000 crossings during the same period in 2012. On a year-to-year basis, average gas prices were flat at \$3.71 per gallon. B&T tolls were higher this year due to a March toll increase.

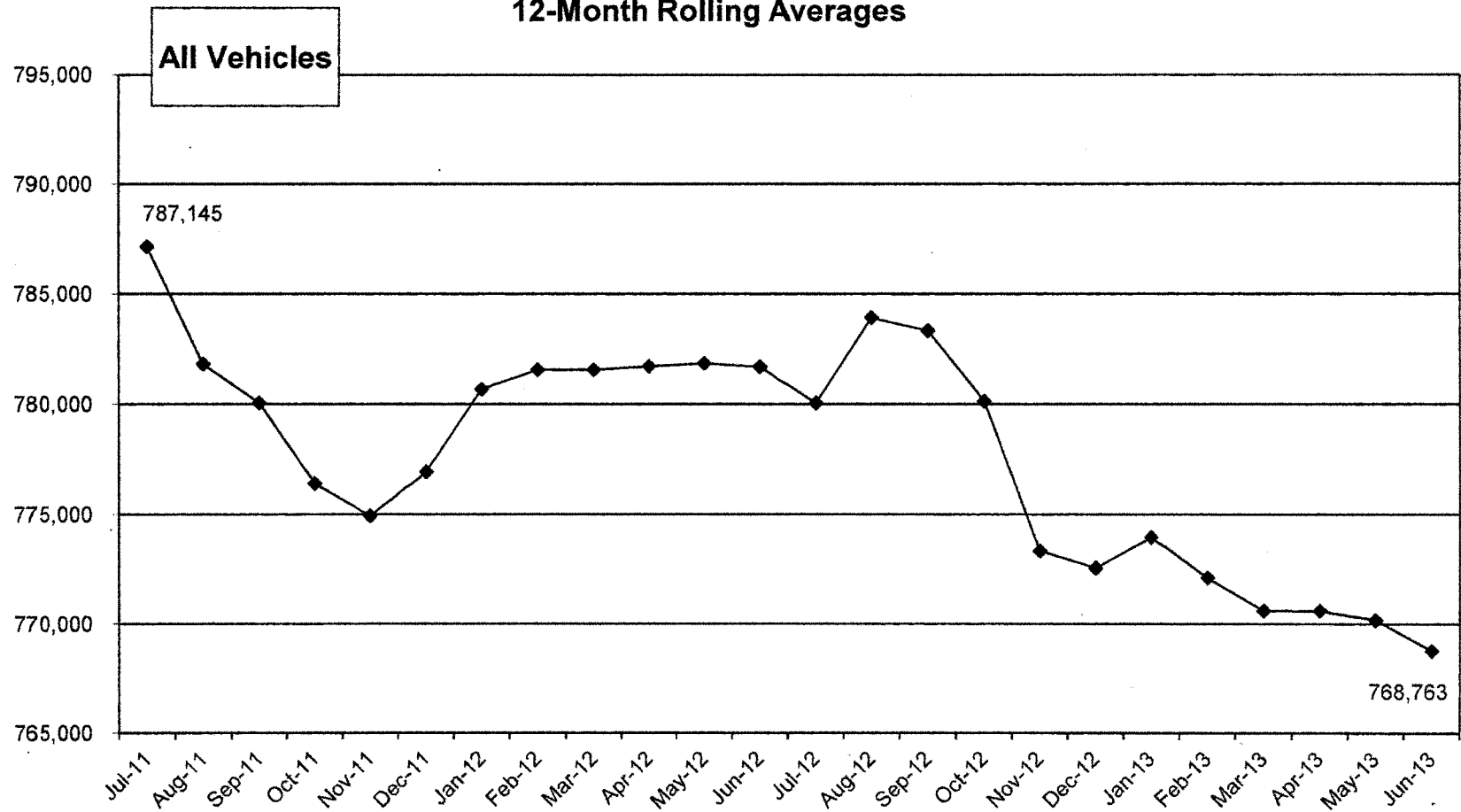
E-ZPass volume increased by 0.6% compared to June 2012 while crossings using cash and other payment methods declined 13.2% for the month (Exhibit 7). Passenger car travel was down 2.2% and other vehicle travel was down 0.2% from June of 2012 (Exhibit 8).

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



Ex. 1

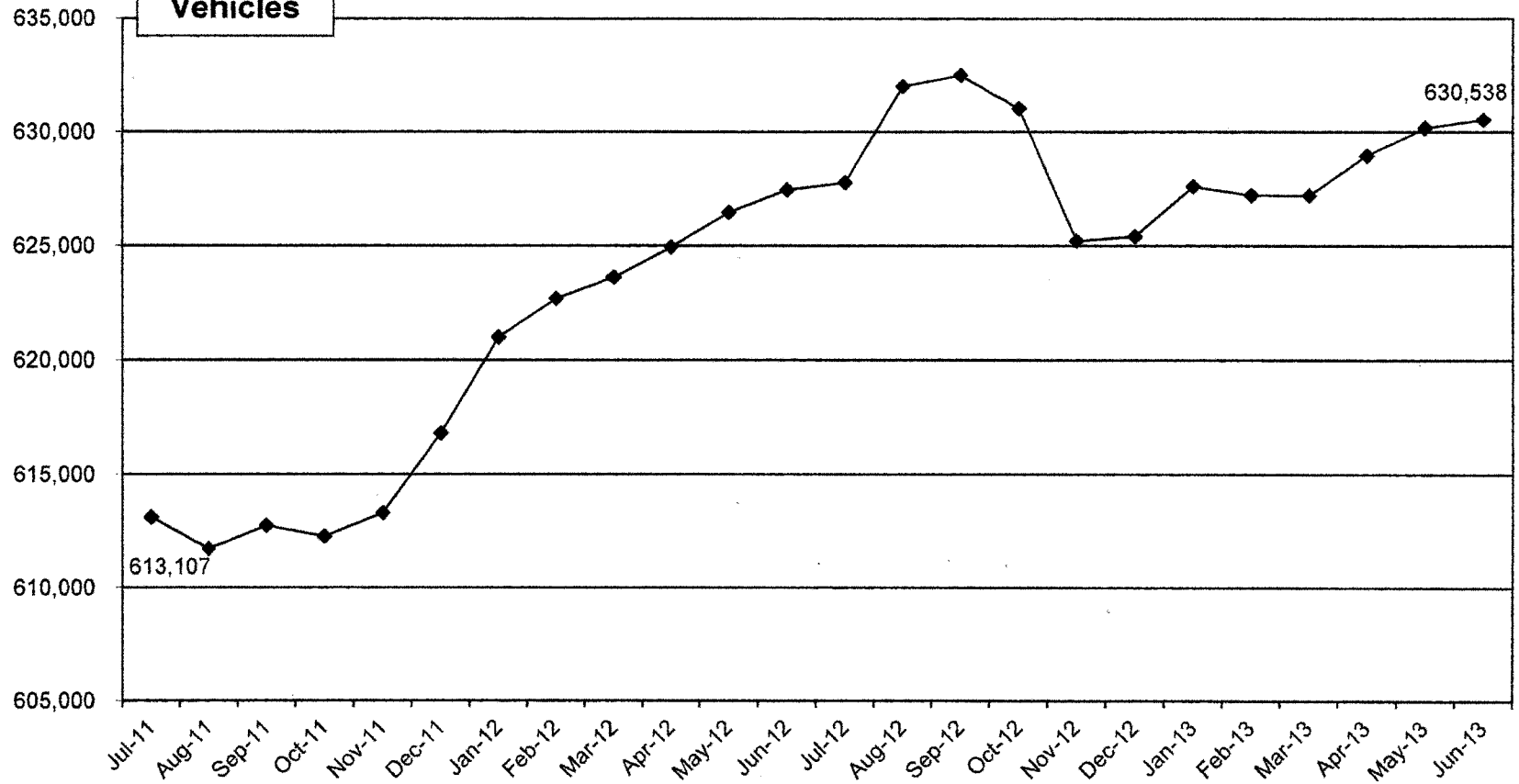
**MTA Bridges and Tunnels  
Average Daily Traffic: July 2011 - June 2013  
12-Month Rolling Averages**



Ex. 2

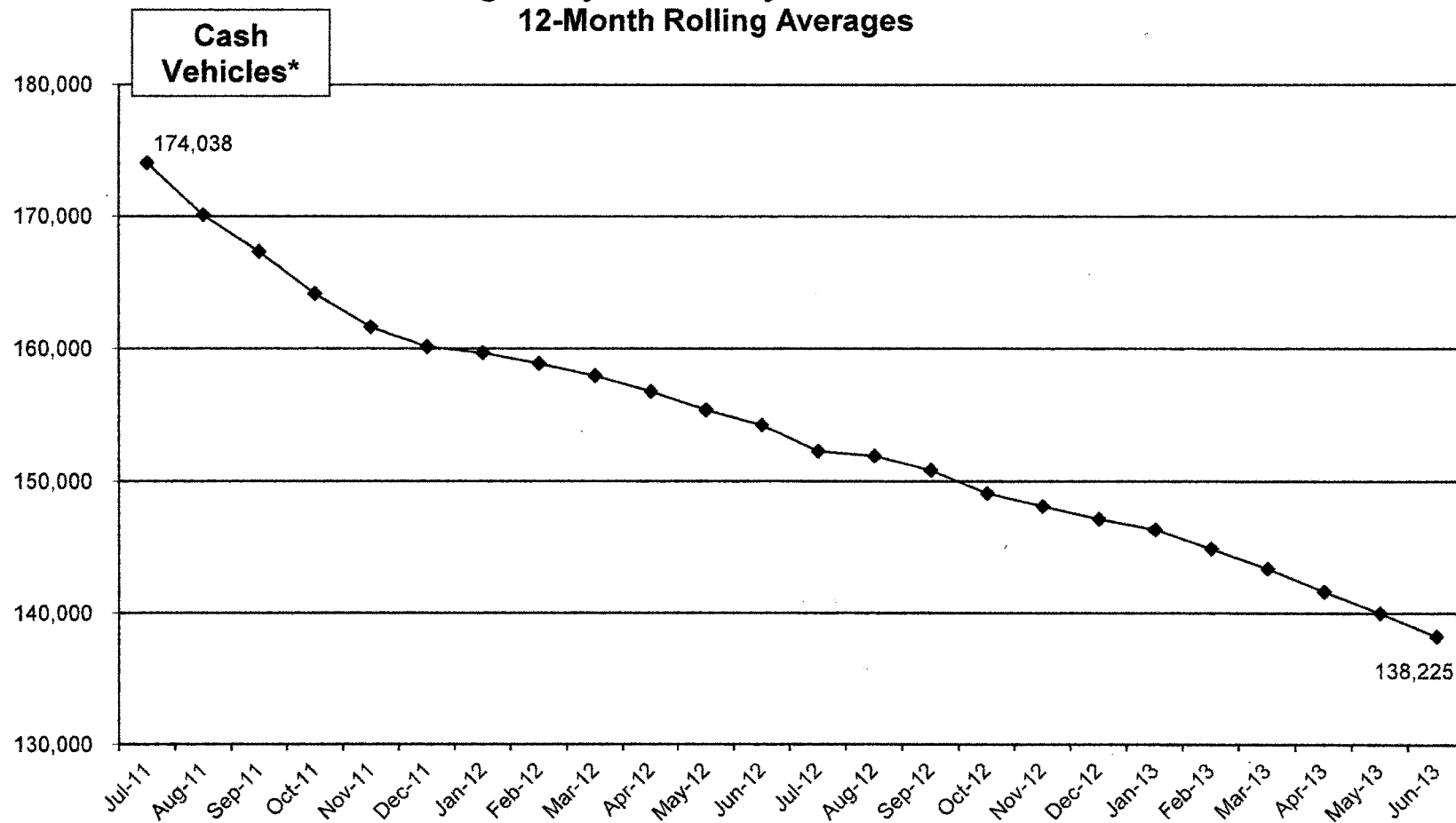
**MTA Bridges and Tunnels  
Average Daily Traffic: July 2011 - June 2013  
12-Month Rolling Averages**

**E-ZPass  
Vehicles**



**Ex. 3**

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

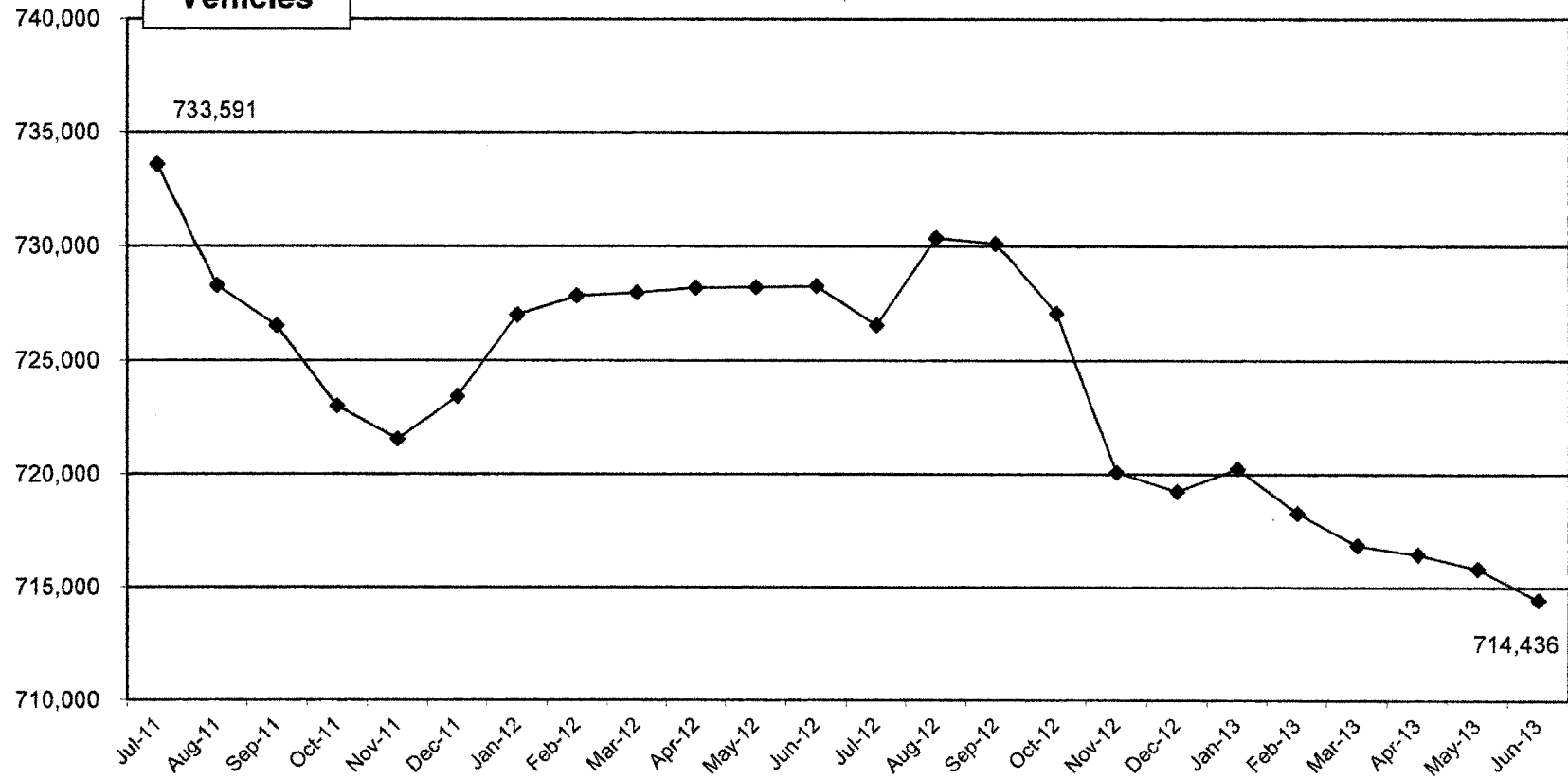


\*Includes token, ticket and Tolls By Mail transactions.

Ex. 4

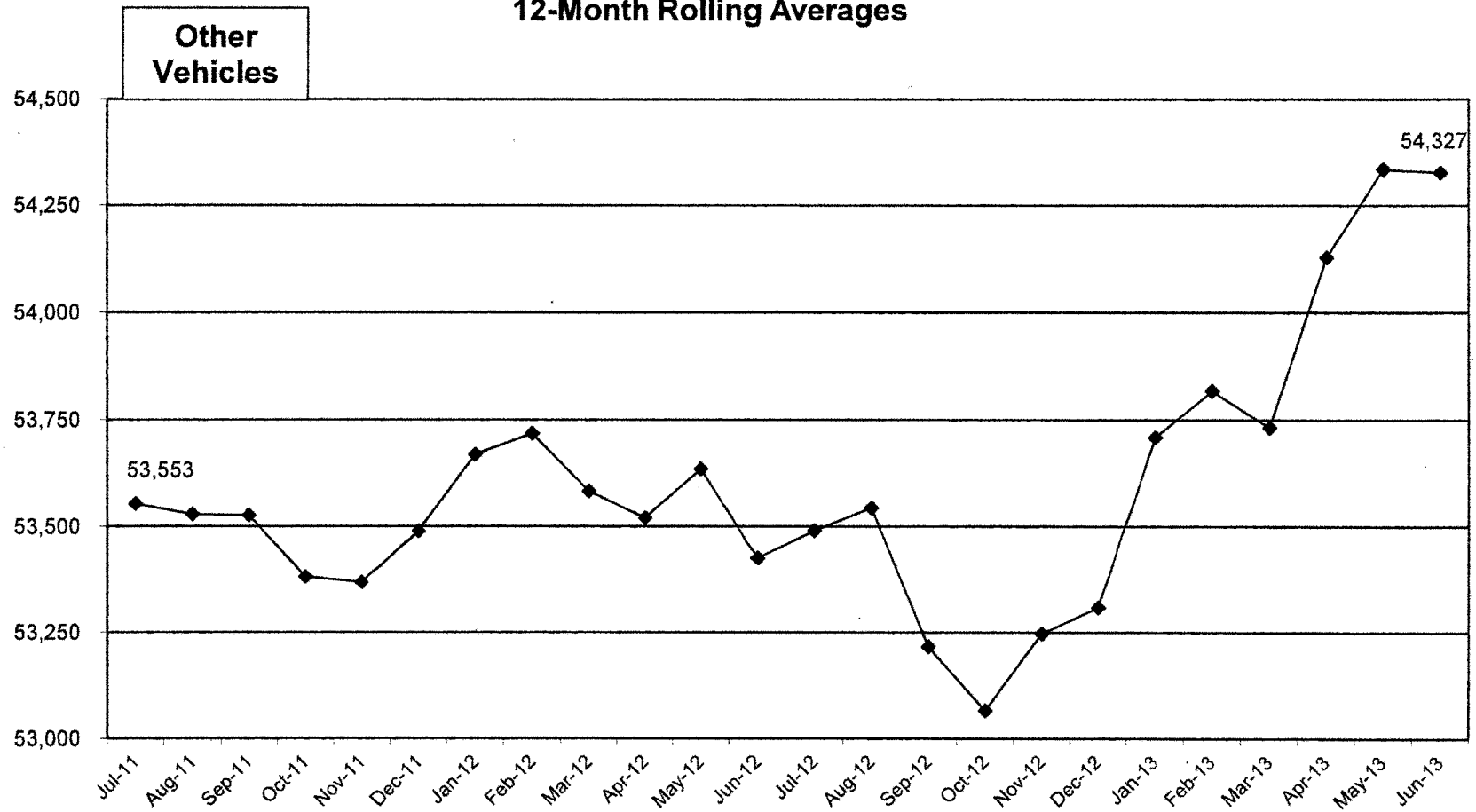
**MTA Bridges and Tunnels  
Average Daily Traffic: July 2011 - June 2013  
12-Month Rolling Averages**

**Passenger  
Vehicles**



**Ex. 5**

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



Ex. 6

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

Corridor	Toll Media	June <sup>(1)</sup>	3 Months <sup>(2)</sup> (Apr-June)	6 Months <sup>(3)</sup> (Jan-June)	9 Months <sup>(4)</sup> (Oct-June)	12 Months <sup>(5)</sup> (July-June)
All Facilities	Total Vehicles	-2.0%	-0.9%	-1.0%	-2.5%	-1.7%
	E-ZPass	0.6%	2.0%	1.7%	-0.4%	0.5%
	Cash <sup>(6)</sup>	-13.2%	-13.4%	-12.2%	-11.4%	-10.4%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	0.0%	0.6%	0.3%	-0.7%	-0.3%
	E-ZPass	3.1%	4.0%	3.4%	2.2%	2.6%
	Cash <sup>(6)</sup>	-9.7%	-10.1%	-9.6%	-9.6%	-8.8%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel <sup>(7)</sup>	Total Vehicles	-4.2%	-3.0%	-3.0%	-6.3%	-4.3%
	E-ZPass	-2.1%	-0.6%	-0.8%	-4.3%	-2.2%
	Cash <sup>(6)</sup>	-15.7%	-16.0%	-14.9%	-17.0%	-14.9%
Verrazano-Narrows Bridge	Total Vehicles	-1.9%	-1.2%	-1.3%	-2.1%	-1.6%
	E-ZPass	-0.2%	0.9%	0.4%	-0.6%	-0.1%
	Cash <sup>(6)</sup>	-9.9%	-11.3%	-9.8%	-9.3%	-8.8%
Henry Hudson Bridge	Total Vehicles	-5.4%	-3.7%	-4.4%	-5.7%	-4.3%
	E-ZPass	1.2%	2.5%	1.5%	-0.7%	-0.1%
	Cash <sup>(8)</sup>	-49.4%	-47.5%	-46.5%	-41.1%	-32.1%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-0.5%	4.8%	7.0%	7.1%	5.8%
	E-ZPass	2.0%	7.3%	8.3%	4.1%	4.6%
	Cash <sup>(6)</sup>	-10.8%	-6.7%	0.4%	21.4%	11.4%

(1) June 2013 vs. June 2012.

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

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

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

(5) July 2012 to June 2013 vs. July 2011 to June 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	June <sup>(1)</sup>	3 Months <sup>(2)</sup> (Apr-June)	6 Months <sup>(3)</sup> (Jan-June)	9 Months <sup>(4)</sup> (Oct-June)	12 Months <sup>(5)</sup> (July-June)
All Facilities	Total Vehicles	-2.0%	-0.9%	-1.0%	-2.5%	-1.7%
	Passenger	-2.2%	-1.3%	-1.3%	-2.9%	-1.9%
	Other	-0.2%	4.4%	3.9%	2.8%	1.7%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	0.0%	0.6%	0.3%	-0.7%	-0.3%
	Passenger	0.1%	0.4%	0.0%	-0.9%	-0.4%
	Other	-1.5%	3.1%	2.5%	1.7%	0.7%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel <sup>(6)</sup>	Total Vehicles	-4.2%	-3.0%	-3.0%	-6.3%	-4.3%
	Passenger	-4.3%	-3.2%	-3.1%	-6.4%	-4.3%
	Other	-3.3%	0.0%	-0.9%	-5.9%	-4.3%
Verrazano-Narrows Bridge	Total Vehicles	-1.9%	-1.2%	-1.3%	-2.1%	-1.6%
	Passenger	-2.2%	-1.7%	-1.8%	-2.6%	-2.0%
	Other	2.4%	6.5%	6.5%	5.9%	3.5%
Henry Hudson Bridge	Total Vehicles	-5.4%	-3.7%	-4.4%	-5.7%	-4.3%
	Passenger	-5.5%	-3.9%	-4.5%	-5.8%	-4.4%
	Other	14.7%	19.5%	12.1%	9.8%	8.6%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-0.5%	4.8%	7.0%	7.1%	5.8%
	Passenger	-1.5%	3.2%	5.3%	4.4%	3.9%
	Other	21.7%	34.1%	37.7%	56.8%	43.7%

(1) June 2013 vs. June 2012.

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

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

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

(5) July 2012 to June 2013 vs. July 2011 to June 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>
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>	23,376,021	\$3.88	41	2.4	6.1	9
<b>Apr-13</b>	<b>23,649,098</b>	<b>\$3.73</b>	<b>53</b>	<b>1.2</b>	-	<b>10</b>
<b>May-13</b>	<b>25,038,486</b>	<b>\$3.70</b>	<b>64</b>	<b>5.0</b>	-	<b>10</b>
<b>Jun-13</b>	<b>24,721,506</b>	<b>\$3.71</b>	<b>74</b>	<b>8.2</b>	-	<b>13</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>						
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	(551,624)	(\$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)
June	(511,857)	\$0.00	1	4.0	-	0

1. Average gasoline (all types) price per gallon data are from the U.S. Bureau of Labor Statistics, NY-NJ-CT-PA area.

2. Local weather data are from the National Weather Service, LaGuardia Airport Station.

3. 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**

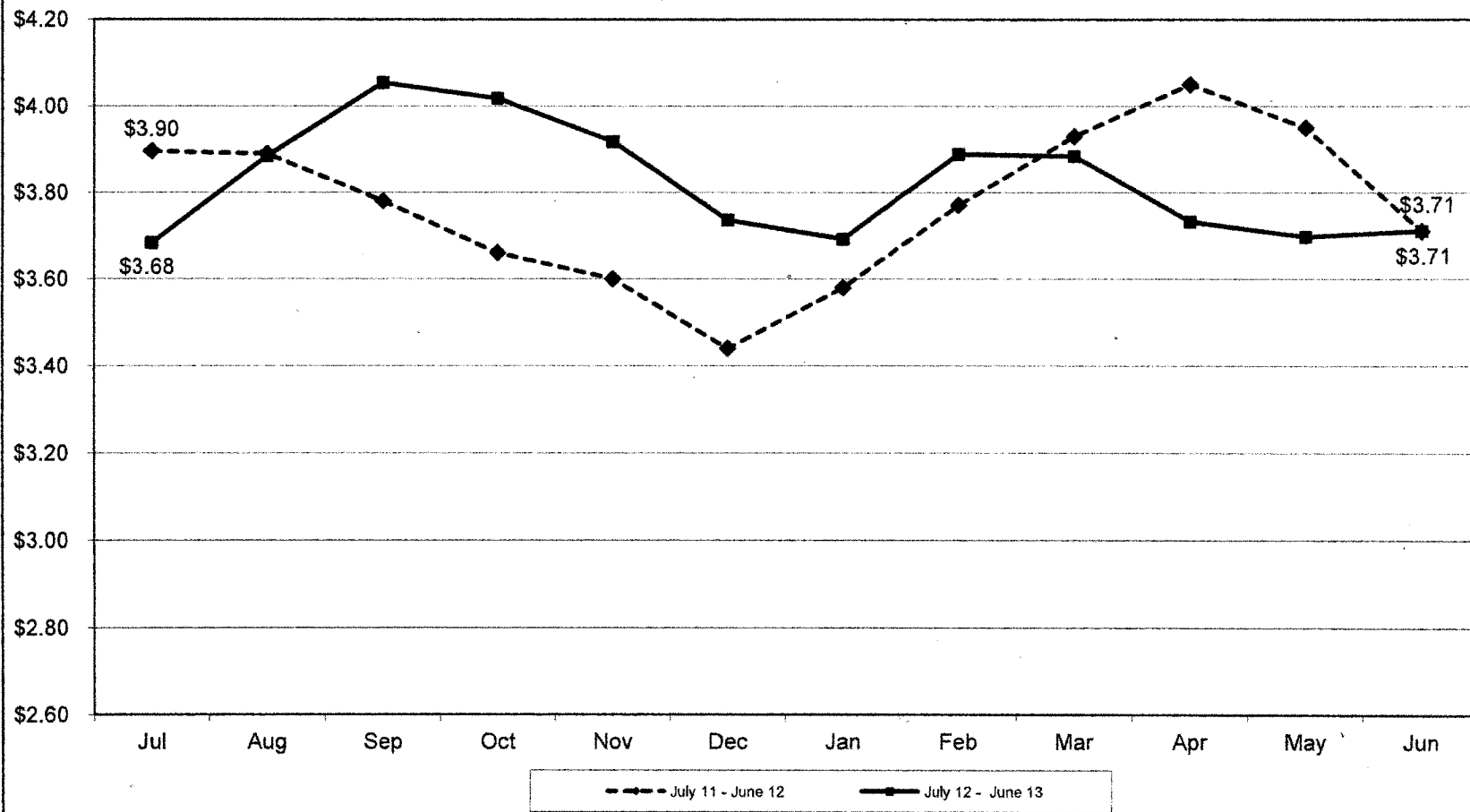
### **Average Daily Traffic: 12-Month Rolling Averages**

<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
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	770,595	627,198	143,397	716,862	53,732
Apr-13	770,588	628,956	141,633	716,460	54,129
May-13	770,166	630,176	139,989	715,831	54,334
Jun-13	768,763	630,538	138,225	714,436	54,327

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**  
**July 2011 - June 2013**





# **Bridges and Tunnels**

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## **Report on Operations July 2013**



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

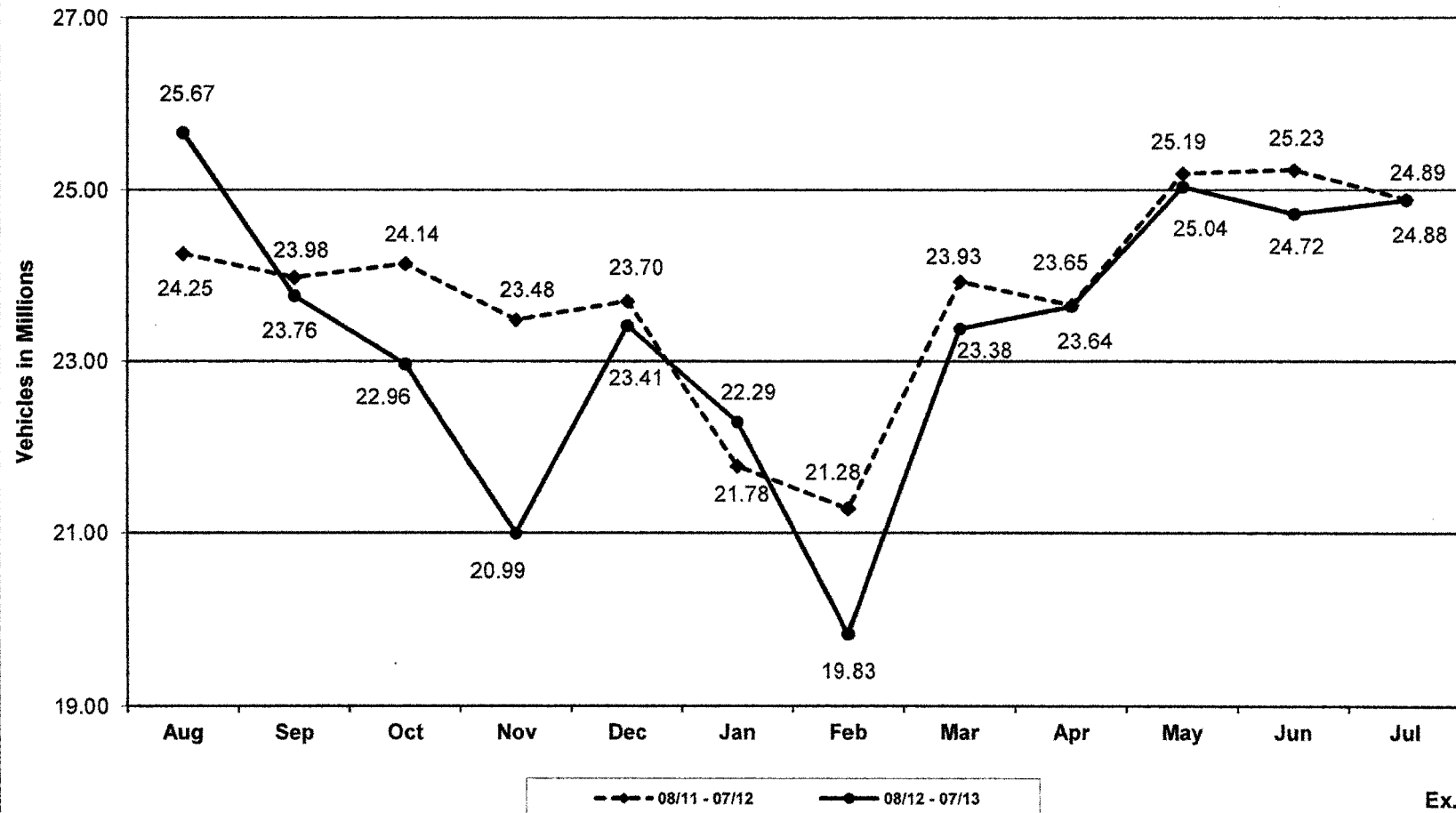
### **Summary**

Traffic was almost identical on a year-to-year basis, with 24.88 million traffic crossings this month vs. 24.89 million crossings in July 2012 (Exhibit 1).

Rainfall this July was 2.8 inches compared to 3.8 inches in 2012. Gas prices averaged \$3.82 per gallon, which was \$0.14 higher than last year at this time. B&T tolls were higher this year due to a March toll increase.

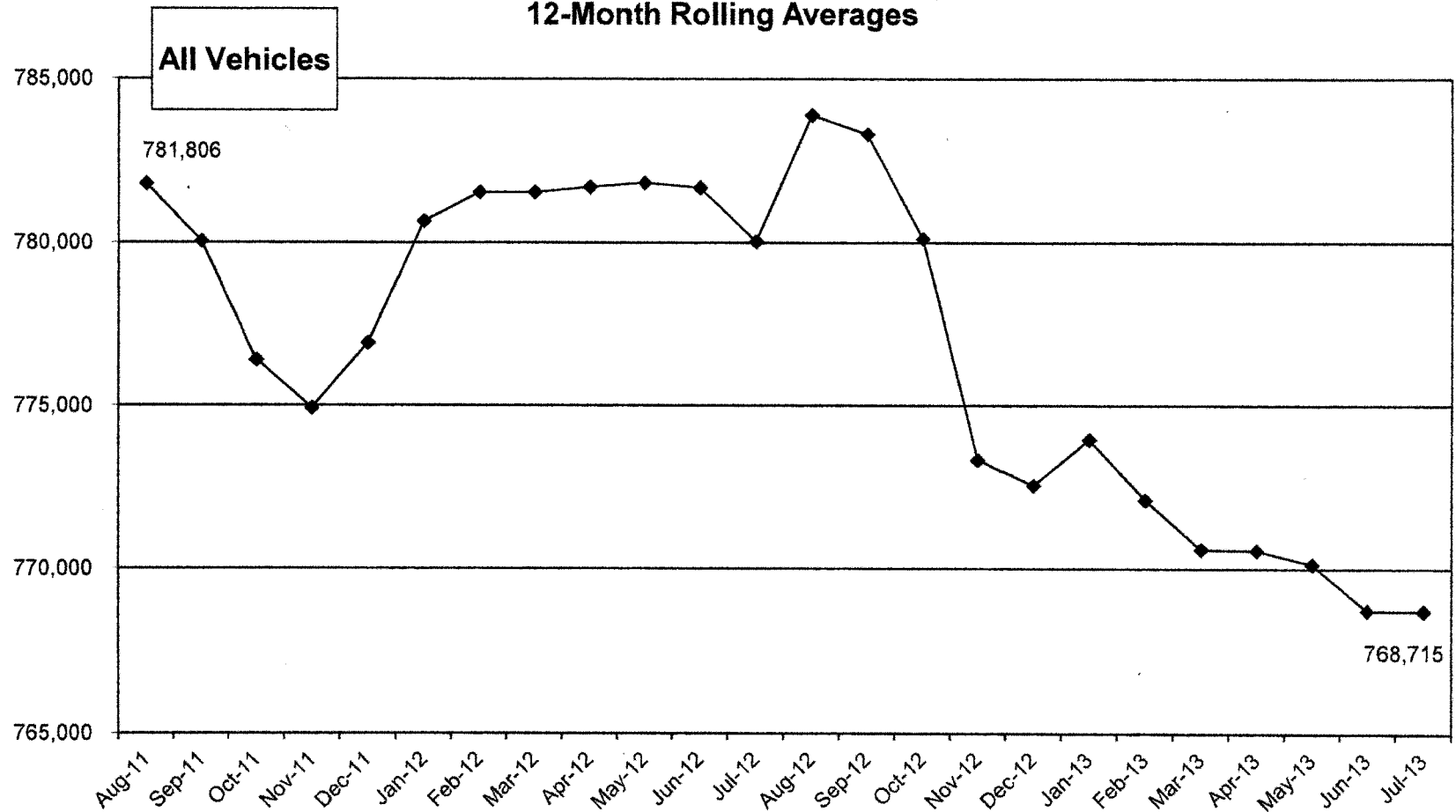
E-ZPass volume increased by 3.0% compared to July 2012 while crossings using cash and other payment methods declined 12.0% for the month (Exhibit 7). Passenger car travel was down 0.5% while other vehicle travel increased 6.5% from July of 2012 (Exhibit 8).

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



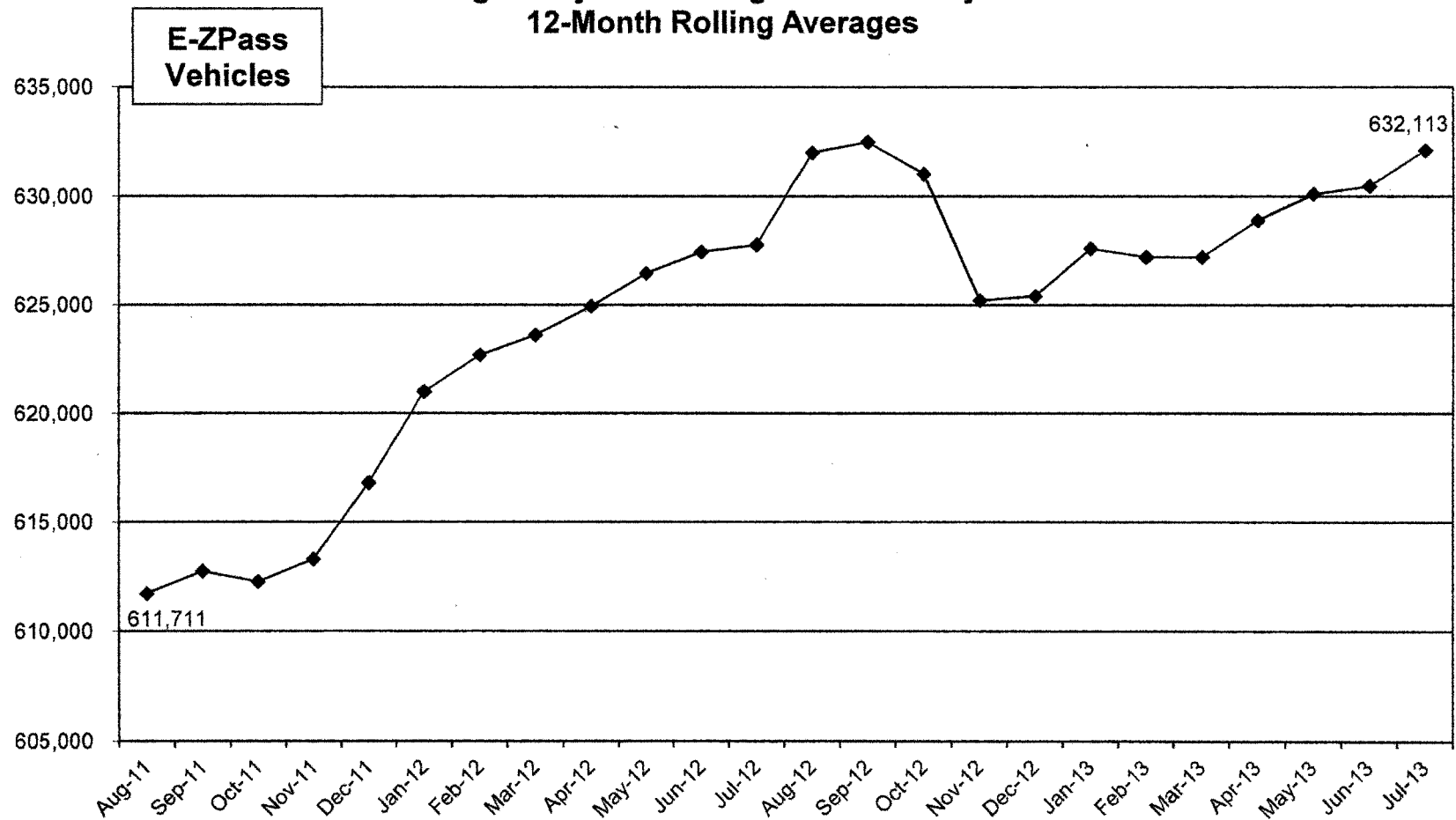
Ex. 1

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



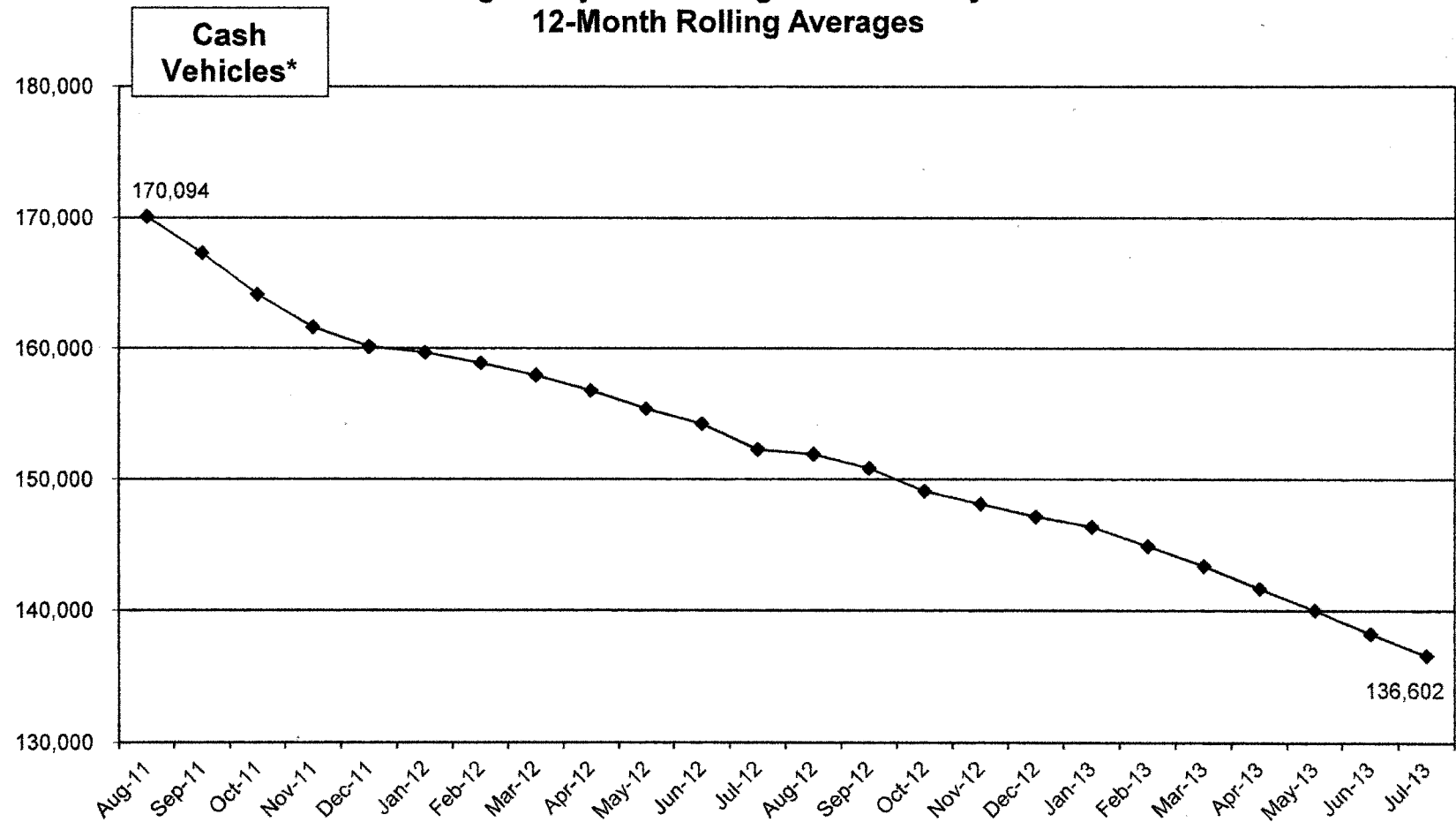
Ex. 2

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



Ex. 3

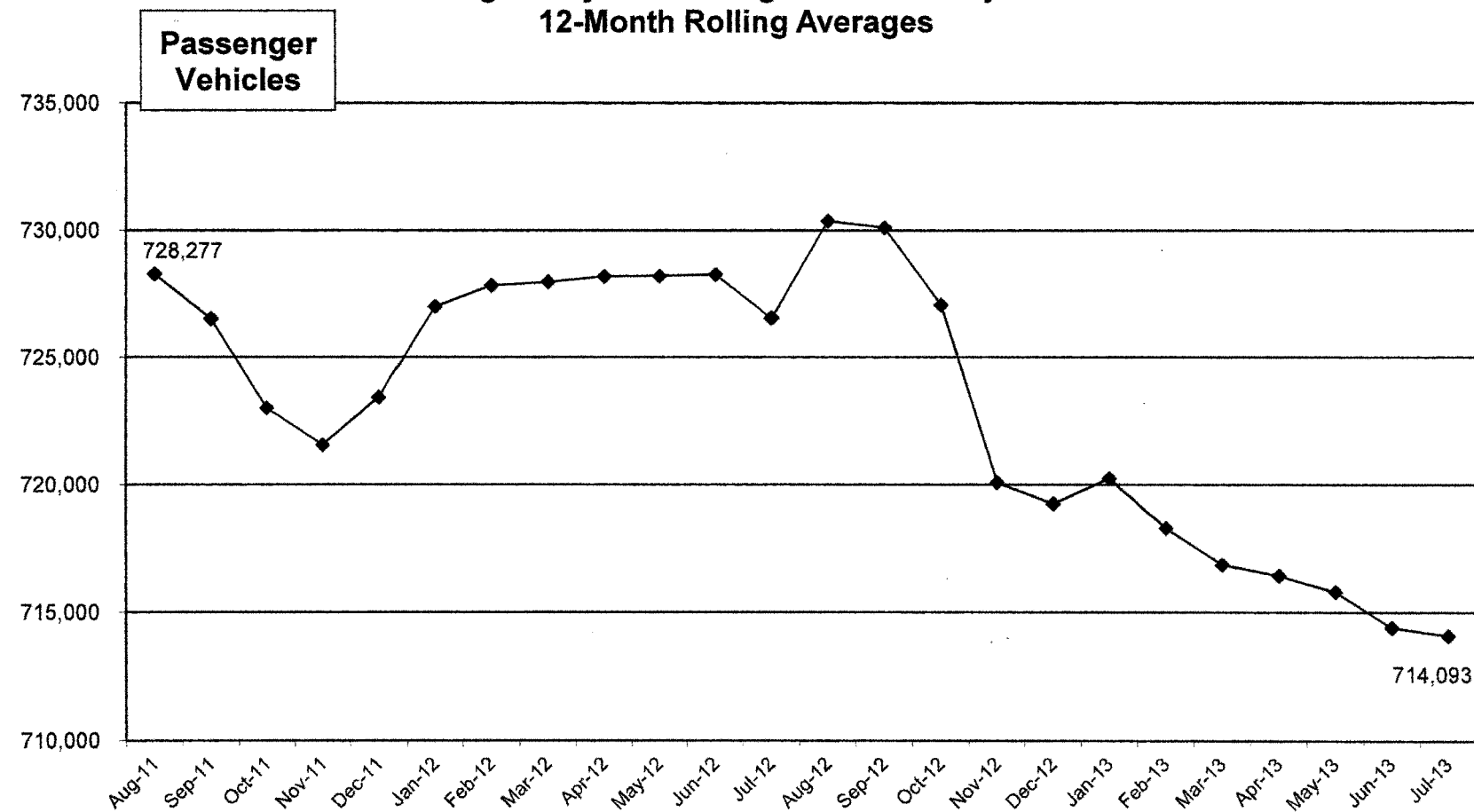
**MTA Bridges and Tunnels**  
**Average Daily Traffic: August 2011 - July 2013**  
**12-Month Rolling Averages**



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

**Ex. 4**

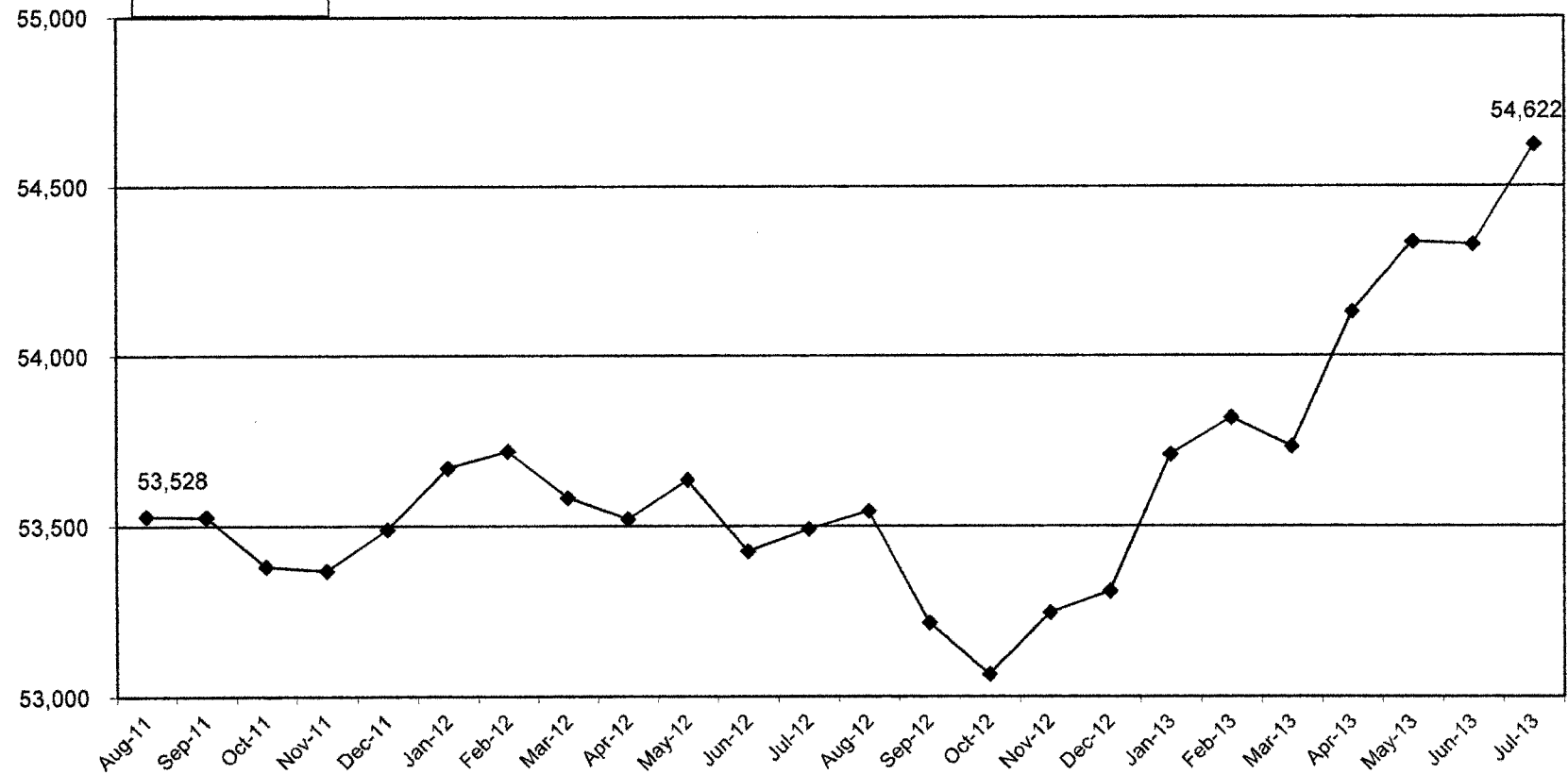
**MTA Bridges and Tunnels**  
**Average Daily Traffic: August 2011 - July 2013**  
**12-Month Rolling Averages**



Ex. 5

**MTA Bridges and Tunnels  
Average Daily Traffic: August 2011 - July 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	July <sup>(1)</sup>	3 Months <sup>(2)</sup> (May-July)	6 Months <sup>(3)</sup> (Feb-July)	9 Months <sup>(4)</sup> (Nov-July)	12 Months <sup>(5)</sup> (Aug-July)
All Facilities	Total Vehicles	0.0%	-0.9%	-1.3%	-2.0%	-1.5%
	E-ZPass	3.0%	1.9%	1.4%	0.2%	0.7%
	Cash <sup>(6)</sup>	-12.0%	-12.6%	-12.9%	-11.2%	-10.3%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	1.9%	0.9%	0.1%	0.0%	0.1%
	E-ZPass	5.4%	4.2%	3.4%	3.0%	3.0%
	Cash <sup>(6)</sup>	-8.8%	-9.3%	-10.0%	-9.2%	-8.6%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel <sup>(7)</sup>	Total Vehicles	-2.2%	-3.1%	-3.3%	-6.0%	-4.5%
	E-ZPass	0.1%	-0.9%	-1.1%	-3.9%	-2.4%
	Cash <sup>(6)</sup>	-14.2%	-15.3%	-15.4%	-16.9%	-15.0%
Verrazano-Narrows Bridge	Total Vehicles	-0.7%	-1.1%	-1.6%	-1.5%	-1.4%
	E-ZPass	1.7%	0.9%	0.3%	0.1%	0.1%
	Cash <sup>(6)</sup>	-10.9%	-10.3%	-10.6%	-9.0%	-8.7%
Henry Hudson Bridge	Total Vehicles	-0.7%	-3.2%	-4.2%	-5.3%	-4.0%
	E-ZPass	6.3%	3.2%	1.9%	0.3%	0.5%
	Cash <sup>(8)</sup>	-45.4%	-46.6%	-46.9%	-44.6%	-35.1%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	0.6%	1.4%	4.2%	7.4%	6.2%
	E-ZPass	2.4%	3.7%	6.1%	4.3%	4.6%
	Cash <sup>(6)</sup>	-6.4%	-8.1%	-4.3%	21.4%	13.4%

(1) July 2013 vs. July 2012.

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

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

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

(5) August 2012 to July 2013 vs. August 2011 to July 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	July <sup>(1)</sup>	3 Months <sup>(2)</sup> (May-July)	6 Months <sup>(3)</sup> (Feb-July)	9 Months <sup>(4)</sup> (Nov-July)	12 Months <sup>(5)</sup> (Aug-July)
All Facilities	Total Vehicles	0.0%	-0.9%	-1.3%	-2.0%	-1.5%
	Passenger	-0.5%	-1.2%	-1.7%	-2.4%	-1.7%
	Other	6.5%	3.6%	3.4%	3.9%	2.1%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	1.9%	0.9%	0.1%	0.0%	0.1%
	Passenger	1.5%	0.8%	-0.1%	-0.2%	0.0%
	Other	6.1%	2.6%	2.2%	2.7%	1.2%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel <sup>(6)</sup>	Total Vehicles	-2.2%	-3.1%	-3.3%	-6.0%	-4.5%
	Passenger	-2.5%	-3.3%	-3.5%	-6.0%	-4.5%
	Other	2.0%	-0.6%	-1.0%	-5.1%	-4.5%
Verrazano-Narrows Bridge	Total Vehicles	-0.7%	-1.1%	-1.6%	-1.5%	-1.4%
	Passenger	-1.3%	-1.5%	-2.1%	-2.1%	-1.8%
	Other	8.9%	5.8%	6.0%	7.4%	4.3%
Henry Hudson Bridge	Total Vehicles	-0.7%	-3.2%	-4.2%	-5.3%	-4.0%
	Passenger	-0.9%	-3.3%	-4.3%	-5.4%	-4.1%
	Other	24.7%	18.6%	14.9%	12.1%	9.9%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	0.6%	1.4%	4.2%	7.4%	6.2%
	Passenger	-0.5%	0.2%	2.7%	4.6%	4.2%
	Other	25.7%	27.5%	32.1%	59.6%	45.2%

(1) July 2013 vs. July 2012.

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

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

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

(5) August 2012 to July 2013 vs. August 2011 to July 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>
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>	23,376,021	\$3.88	41	2.4	6.1	9
Apr-13	23,638,588	\$3.73	53	1.2	-	10
<b>May-13</b>	<b>25,038,486</b>	<b>\$3.70</b>	<b>64</b>	<b>5.0</b>	-	<b>10</b>
<b>Jun-13</b>	<b>24,721,506</b>	<b>\$3.71</b>	<b>74</b>	<b>8.2</b>	-	<b>13</b>
<b>Jul-13</b>	<b>24,880,575</b>	<b>\$3.82</b>	<b>81</b>	<b>2.8</b>	-	<b>11</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>						
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	(551,624)	(\$0.05)	(10)	1.4	6.1	0
April	(12,837)	(\$0.32)	(3)	(2.0)	-	1
May	(154,278)	(\$0.25)	(2)	0.3	-	(7)
June	(511,857)	\$0.00	1	4.0	-	0
July	(7,047)	\$0.14	0	(1.0)	-	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***

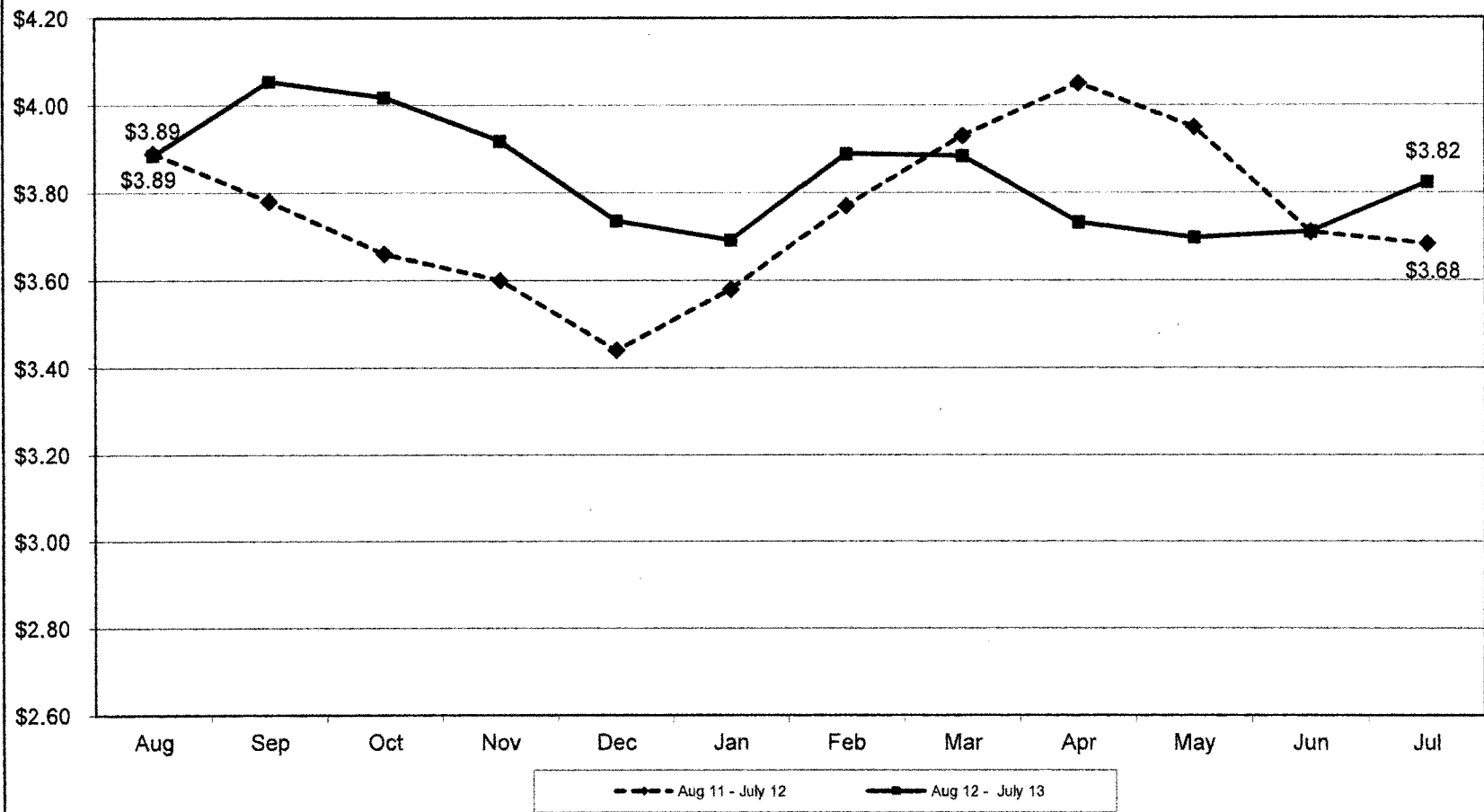
### ***Average Daily Traffic: 12-Month Rolling Averages***

<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>
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	770,595	627,198	143,397	716,862	53,732
Apr-13	770,559	628,893	141,667	716,430	54,130
May-13	770,137	630,113	140,023	715,801	54,335
Jun-13	768,734	630,475	138,259	714,406	54,328
Jul-13	768,715	632,113	136,602	714,093	54,622

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  
August 2011 - July 2013**





# **Bridges and Tunnels**

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## **Customer Environment Survey 2<sup>nd</sup> Quarter 2013**





## **Bridges and Tunnels**

### **CUSTOMER ENVIRONMENT SURVEY**

#### **KEY CUSTOMER SERVICE AREAS**

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

#### **SCOPE OF THE OPERATIONS DEPARTMENT**

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

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

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

#### **CRITICAL OBJECTIVES**

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

#### **EXECUTIVE SUMMARY**

The following is a summary of second quarter 2013 results:

##### **Customer Environment**

B&T striped 72,623 linear feet of roadway at the Robert F. Kennedy, Verrazano-Narrows and Henry Hudson Bridges in the second quarter 2013.

Roadway lighting in the tunnels, damaged by Superstorm Sandy, was fully operational during the second quarter 2013 at the Queens-Midtown Tunnel. At the Hugh L. Carey Tunnel, 25% of all tunnel lights were out of service, which is an improvement from the first quarter 2013, when 45% of lights were out of service. More than 200 lighting fixtures and wiring were repaired during the second quarter at the Hugh L. Carey Tunnel.

##### **Customer Safety**

The overall collisions per million vehicles rate was 6.11 in the second quarter 2013, 12.7% higher than the second quarter 2012. The collision with injury rate per million vehicles in the second quarter 2013 was 1.09, up slightly from 1.05 in the same period of 2012.

##### **Customer Service**

Bridges and Tunnels exceeded its E-ZPass toll lane availability goal of 99.5% in the second quarter 2013. E-ZPass on average services more than 83% of customers traveling through B&T facilities.



## PERFORMANCE REPORT

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

**Maintenance Work Orders**

A completed maintenance work order indicates the completion of a maintenance task that is either scheduled or requested. An emergency work order relates to high priority conditions that directly impact customers. During the second quarter 2013, B&T completed 3,689 work orders, 6 of which were for emergencies. The average time to complete emergency work orders was 0.4 days during this period.

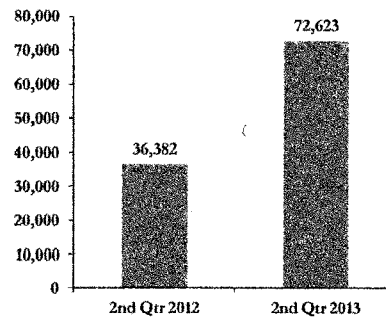
**Tunnel Cleaning**

In the second quarter 2013, B&T cleaned 514,071 linear feet at the Queens Midtown and Hugh L. Carey tunnels, 37.3% less than the same period in 2012. Tunnel cleaning has resumed in the second quarter 2013 but is limited due to ongoing repairs as a result of Superstorm Sandy.

**Roadway Striping**

Roadway striping enhances the ability of customers to safely and efficiently cross B&T facilities. B&T striped 72,623 linear feet of roadway at the Henry Hudson, Bronx-Whitestone, Robert F. Kennedy and Verrazano-Narrows Bridges during the second quarter 2013, up from 36,382 linear feet striped during the same period in 2012.

**Roadway Striping Replaced**  
2nd Quarter 2012 vs. 2nd Quarter 2013

**Roadway Lights in Service (%)**

Roadway lights in service are down 8.1% in the second quarter 2013 compared to the second quarter 2012 due to damage sustained from Superstorm Sandy. Approximately 200 more lights were in service at the Hugh L. Carey Tunnel during the second quarter 2013 compared to the first quarter 2013, and lights are fully in service at the Queens-Midtown Tunnel.

**Roadway Sweeping**

B&T swept 3,698 miles of roadway in the second quarter of 2013, down from last year due to above average rainfall resulting in fewer suitable work days. Nonetheless, B&T is on pace to reach its year-end goal of 12,500 miles swept.

Performance Statistics	ACTUAL						GOAL
	Year End				2nd Qtr	2nd Qtr	% Chg
	2009	2010	2011	2012	2012	2013	B/(W)
Completed Maintenance Work Orders (All)	20,260	16,757	15,476	13,247	3,291	3,689	12.1%
Maintenance Work Orders (Emergency)	34	36	36	30	8	6	(25.0%)
Avg. days to completion for emergency work order	0.4	0.3	0.4	0.4	0.4	0.4	0.0%
Potholes repaired	8,353	6,361	8,323	3,254	857	747	(12.8%)
Roadway sweeping (miles)	29,166	12,480	11,795	15,104	4,515	3,698	(18.1%)
Roadway lights in service (%)	95.9%	95.2%	97.2%	89.7%	98.1%	90.2%	(8.1%)
Tunnel cleaning - walls and ceilings (linear ft.)*	3,408,927	3,682,328	3,577,420	2,493,042	820,491	514,071	(37.3%)

Roadway Striping Performance	ACTUAL						GOAL
	Year End				2nd Qtr	2nd Qtr	% Chg
	2009	2010	2011	2012	2012	2013	B/(W)
Roadway striping replaced (linear ft.)	359,454	213,044	314,369	303,098	36,382	72,623	99.6%
Roadway striping replacement plan (linear ft.)	200,000	200,000	100,000	250,000	50,000	25,000	(50.0%)
% Completed versus plan	179.7%	106.5%	314.4%	121.2%	72.8%	290.5%	299.2%

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



## Bridges and Tunnels

### CUSTOMER ENVIRONMENT SURVEY

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

#### Travel Time

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

Percentage of Vehicles Traveling Above 30 Miles per Hour During Weekday Peak Periods			
	2nd Qtr 2012	2nd Qtr 2013	YE 2012
<b><u>Bridges</u></b>			
Henry Hudson Bridge	92.3%	98.9%	95.0%
Throgs Neck Bridge	97.5%	97.8%	97.2%
Bronx-Whitestone Bridge	94.4%	91.2%	96.3%
Robert F. Kennedy Bridge	84.3%	78.6%	84.9%
Verrazano-Narrows Bridge	91.2%	90.1%	91.8%
Marine Parkway Bridge	99.6%	99.7%	99.2%
Cross Bay Bridge	99.9%	99.8%	99.9%
<b><i>All Bridges Combined</i></b>	<b><i>91.7%</i></b>	<b><i>90.1%</i></b>	<b><i>92.5%</i></b>
Percentage of Vehicles Traveling Above 25 Miles per Hour During Weekday Peak Periods			
	2nd Qtr 2012	2nd Qtr 2013	YE 2012
<b><u>Tunnels</u></b>			
Queens Midtown Tunnel	45.9%	51.9%	56.1%
Hugh L. Carey Tunnel	87.2%	96.4%	90.6%
<b><i>All Tunnels Combined</i></b>	<b><i>61.3%</i></b>	<b><i>68.8%</i></b>	<b><i>68.7%</i></b>

#### **Second Quarter 2013 Highlights**

During the second quarter 2013, 90.1% of vehicle crossings at bridges during weekday peak periods traveled above 30 mph Authority-wide versus 91.7% in the second quarter 2012. At the tunnels, 68.8% of vehicles during weekday peak periods traveled above 25 miles per hour compared to 61.3% in the second quarter 2012.

Travel time at the Robert F. Kennedy Bridge was impacted during the second quarter 2013 due to the start of a capital project which will reconstruct the Manhattan/Queens ramp. The construction resulted in a new traffic pattern with the center lane approaching the Bronx plaza being closed around the clock during the quarter for construction.



## Bridges and Tunnels

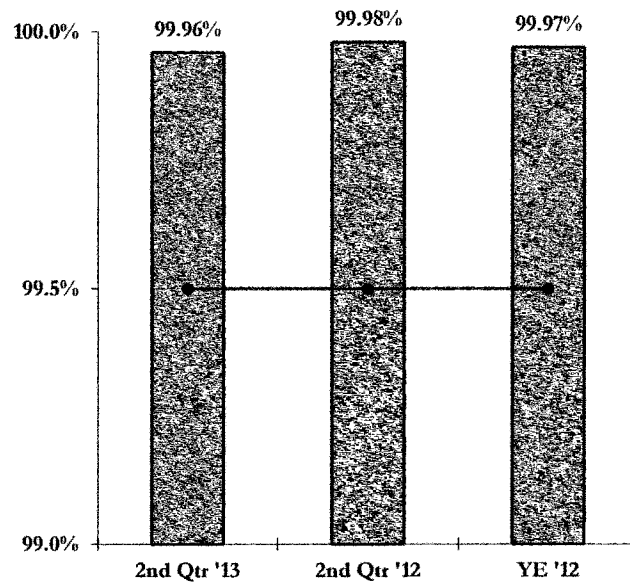
### CUSTOMER ENVIRONMENT SURVEY

#### E-ZPass Toll Lane Availability

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

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

#### E-ZPass Toll Lane Availability Performance



Performance Statistics	ACTUAL						GOAL
	Year End				2nd Qtr	2nd Qtr	% Chg
	2009	2010	2011	2012	2012	2013	B/(W)
E-ZPass toll lane availability	99.90%	99.89%	99.94%	99.97%	99.98%	99.96%	(0.02%)
							99.50%

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

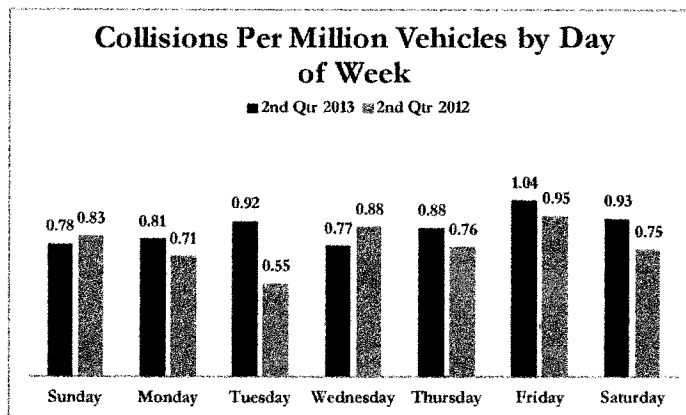
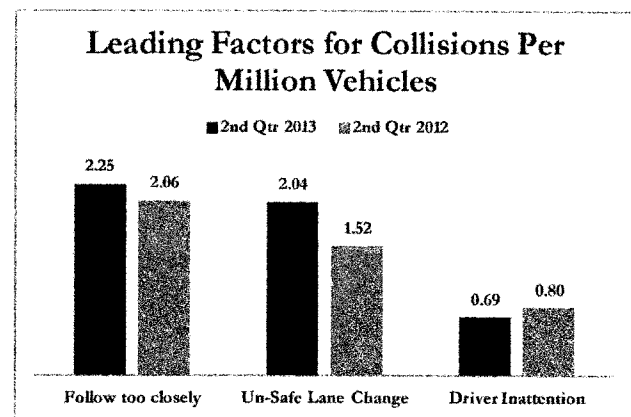
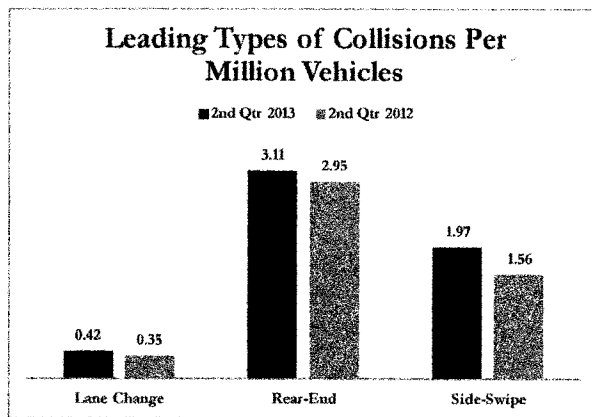


- ✓ **Ensure the safety of customers traveling over bridges and tunnels.**

### Customer Safety

In the second quarter 2013, the collision rate per million vehicles was 6.11 and the collision with injury rate per million vehicles was 1.09. Approximately half of the collisions on B&T facilities during the second quarter 2013 were rear-end, with following too closely being the lead cause. More than 10,000 summonses were issued for vehicle traffic law infractions during the second quarter 2013.

The following charts below compare second quarter 2012 and 2013 by leading collision type, leading collision factor, and day of week.





## Bridges and Tunnels

### CUSTOMER ENVIRONMENT SURVEY

#### Customer Safety continued

Performance Statistics	ACTUALS							GOAL
	Year End				2nd Qtr	2nd Qtr	% Chg	YE
	2009	2010	2011	2012	2012	2013	B/(W)	2013
Collision rate per million vehicles	4.88	5.40	5.49	5.22	5.42	6.11	(12.7%)	5.21
Collision with injury rate per million vehicles	0.96	0.90	0.88	0.90	1.05	1.09	(3.8%)	0.84
Speeding summonses	5,471	5,194	5,811	5,933	1,483	1,247	(15.9%)	N/A
Truck summonses	4,012	2,601	2,213	2,575	721	731	1.4%	N/A
Emergency wrecker response time (min:sec)	6:53	6:45	7:02	6:34	6:44	6:38	1.5%	N/A

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

- The Hugh L. Carey Tunnel replaced missing delineators in both tubes of the tunnel. Out-of-service lane usage signals were also repaired, which are essential in maintaining a safe travel environment.
- A variable message sign (VMS) was installed at the northbound gantry near the Dyckman Street entrance at the Henry Hudson Bridge. The sign provides customers with real-time construction, weather and traffic information.
- New asphalt was laid and lines were striped on the Major Deegan and Bruckner Expressway onramps at the Robert F. Kennedy Bridge.

**INDICATOR DEFINITIONS**

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**CUSTOMER ENVIRONMENT**

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



**INDICATOR DEFINITIONS - (CONTINUED)**

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**CUSTOMER SERVICE**

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

**INDICATOR DEFINITIONS - (CONTINUED)**

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**CUSTOMER SAFETY**

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

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

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

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

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

Indicator Name: Collisions by Type per Million Vehicles  
Description: The total number of collisions associated with each type of accident per million vehicles  
Source: CARS database  
Traffic data is supplied by the Revenue Management Department.

Indicator Name: Collisions by Day of Week per Million Vehicles  
Description: The total number of collisions that occurred by day of week per million vehicles  
Source: CARS database  
Traffic data is supplied by the Revenue Management Department.

Indicator Name: Collisions by Factor per Million Vehicles  
Description: The total number of collisions attributed to each of the causal factors per million vehicles  
Source: CARS database  
Traffic data is supplied by the Revenue Management Department.



# **Bridges and Tunnels**

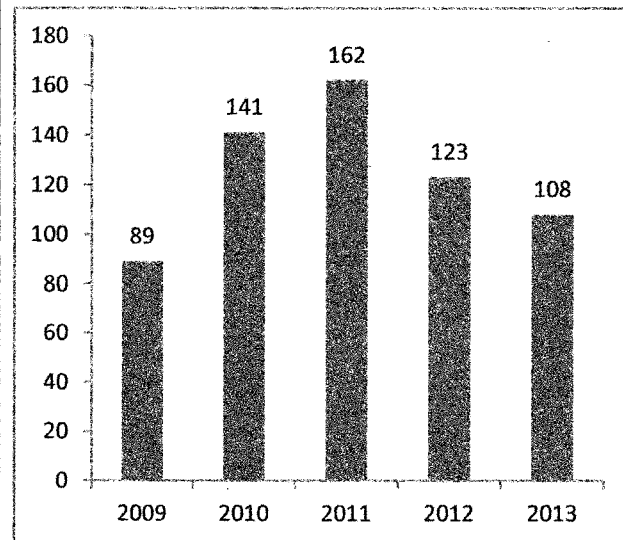
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## **Safety Report June 2013**

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# **Bridges and Tunnels**

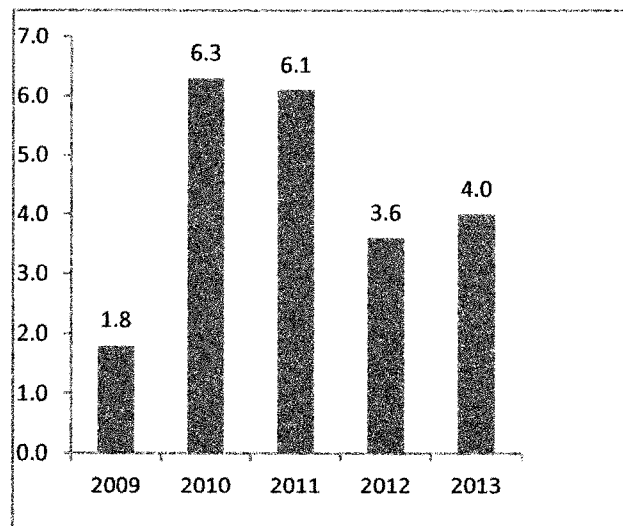
## 5 Yr Summary of Employee Accident Reports & Injuries thru June



Total Employee Accident Reports (C-2's)

Year	Total
2009	89
2010	141
2011	162
2012	123
2013	108

% change from last year: -12.2%  
5 year Average 125



Employee Lost Time Injuries

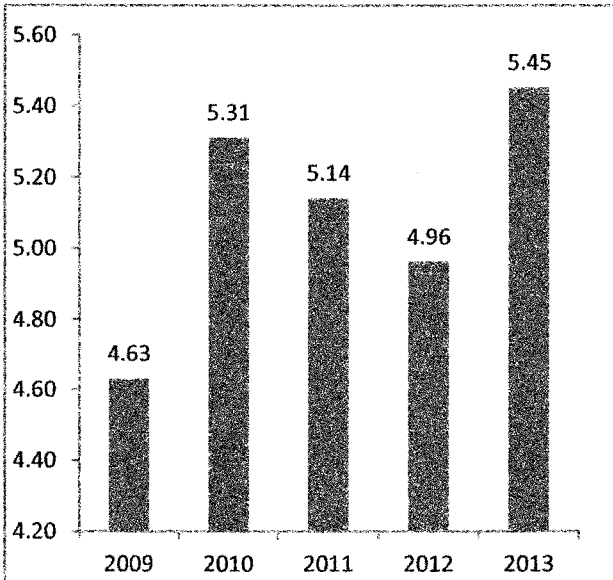
Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2009	17	1.8
2010	55	6.3
2011	49	6.1
2012	29	3.6
2013	30	4.0

% change from last year: 11.1%  
5 year Average 4.36



## Bridges and Tunnels

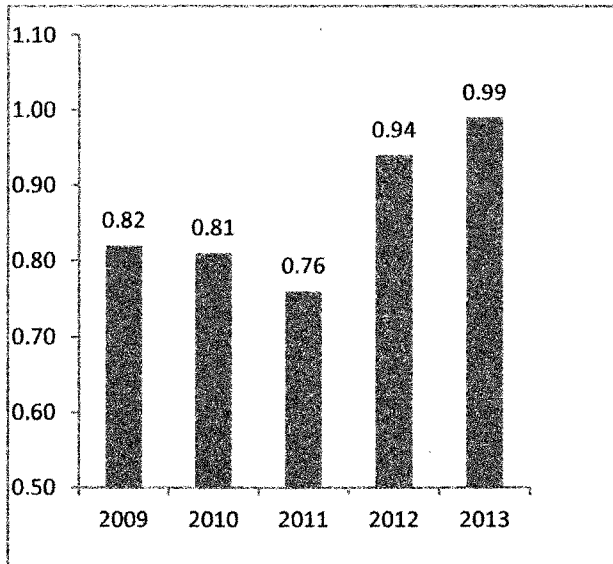
### 5 Yr Summary of Customer Collisions & Injuries thru June



Total Customer Collisions

Year	Total Collisions	Collision Rate/M Vehicles
2009	670	4.63
2010	765	5.31
2011	720	5.14
2012	708	4.96
2013	766	5.45

% change from last year: 9.9%  
5 year Average 5.10



Total Injury Collisions

Year	Injury Collisions	Injury Rate/M Vehicles
2009	119	0.82
2010	116	0.81
2011	107	0.76
2012	134	0.94
2013	139	0.99

% change from last year: 5.3%  
5 year Average 0.86



# **Bridges and Tunnels**

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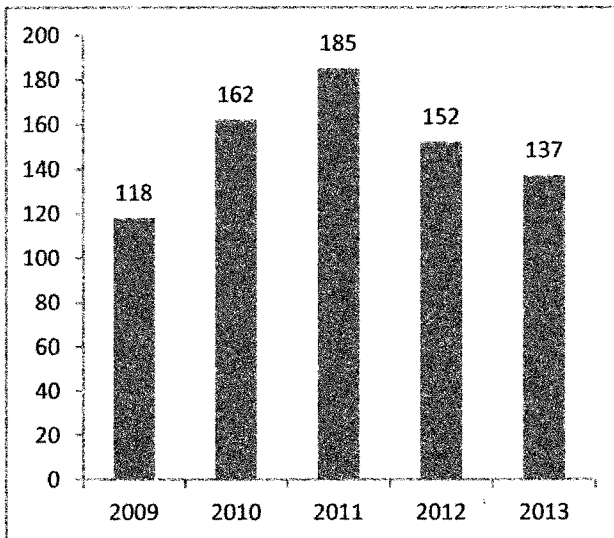
## **Safety Report July 2013**

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## Bridges and Tunnels

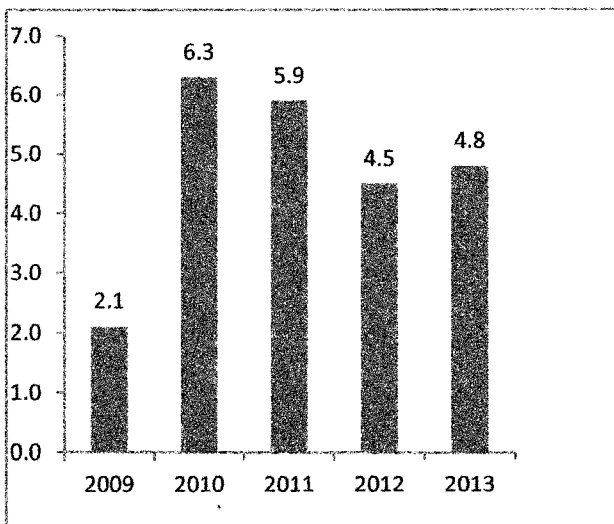
### 5 Yr Summary of Employee Accident Reports & Injuries thru July



Total Employee Accident Reports (C-2's)

Year	Total
2009	118
2010	162
2011	185
2012	152
2013	137

% change from last year: -9.9%  
5 year Average 151



Employee Lost Time Injuries

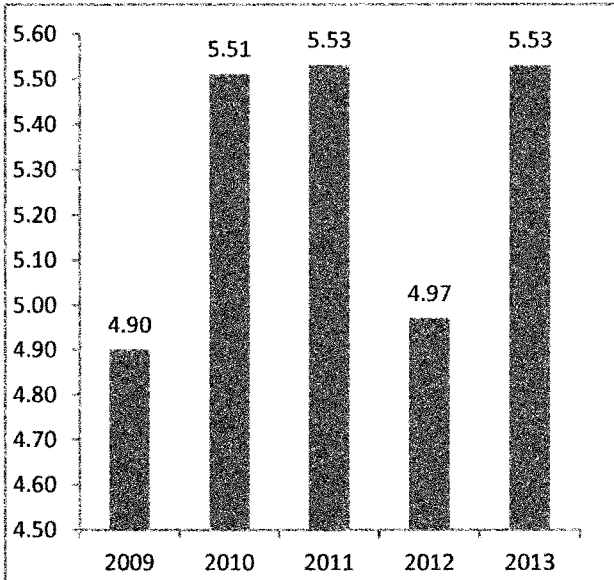
Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2009	23	2.1
2010	63	6.3
2011	55	5.9
2012	43	4.5
2013	42	4.8

% change from last year: 6.7%  
5 year Average 4.72



## Bridges and Tunnels

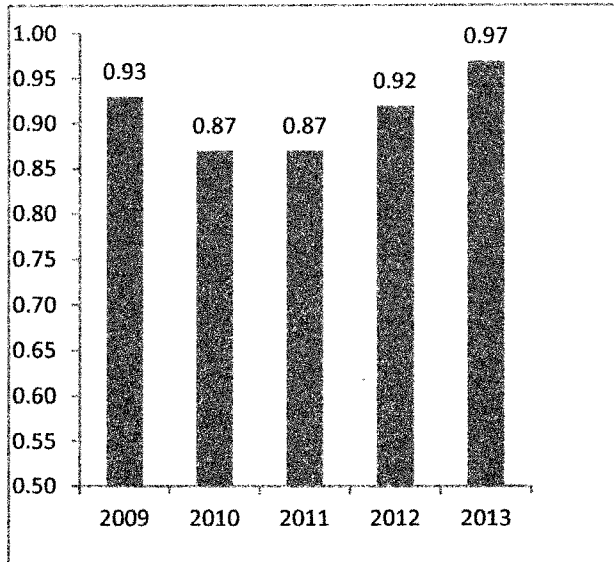
### 5 Yr Summary of Customer Collisions & Injuries thru July



#### Total Customer Collisions

Year	Total Collisions	Collision Rate/M Vehicles
2009	837	4.90
2010	938	5.51
2011	917	5.53
2012	835	4.97
2013	915	5.53

% change from last year: 11.3%  
5 year Average 5.29



#### Total Injury Collisions

Year	Injury Collisions	Injury Rate/M Vehicles
2009	159	0.93
2010	149	0.87
2011	144	0.87
2012	155	0.92
2013	161	0.97

% change from last year: 5.4%  
5 year Average 0.91



# **Bridges and Tunnels**

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

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

<b>E-ZPass Performance at All B&amp;T Facilities<sup>1</sup></b>			
	June 2013	Year to Date	June 2012
Total E-ZPass Traffic <sup>2</sup>	20,495,469	115,558,584	20,363,409
E-ZPass Market Share: Total	82.9%	83.2%	80.7%
Cars	82.3%	82.6%	80.0%
Trucks	91.0%	91.5%	90.2%

<b>Weekday E-ZPass Performance by Facility<sup>1,2</sup></b>			
Facility	June Average E-ZPass Weekday Traffic and Market Share		
	2013 Average Traffic	2013 Market Share	2012 Market Share
Bronx-Whitestone Bridge	87,919	79.2%	76.1%
Cross Bay Veterans Memorial Bridge	19,531	82.8%	79.8%
Henry Hudson Bridge	60,579	93.9%	88.1%
Hugh L. Carey Tunnel <sup>3</sup>	45,251	89.6%	87.5%
Marine Parkway-Gil Hodges Memorial Bridge	21,388	86.2%	85.5%
Queens Midtown Tunnel	75,145	88.9%	87.1%
Robert F. Kennedy Bridge - Bronx Plaza	61,427	76.5%	73.9%
Robert F. Kennedy Bridge - Manhattan Plaza	78,527	85.5%	83.6%
Throgs Neck Bridge	98,368	83.9%	82.2%
Verrazano-Narrows Bridge	<u>163,042</u>	<u>85.9%</u>	<u>84.5%</u>
All Facilities	711,177	84.8%	82.6%

**Notes:**

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

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

<b>Weekday Peak Hour E-ZPass Performance by Facility<sup>4</sup></b>				
Facility	June E-ZPass Market Share			
	2013 AM Peak	2012 AM Peak	2013 PM Peak	2012 PM Peak
Bronx-Whitestone Bridge	84.5%	82.0%	80.6%	78.5%
Cross Bay Veterans Memorial Bridge	88.0%	87.0%	81.0%	79.8%
Henry Hudson Bridge	95.5%	91.4%	94.2%	88.9%
Hugh L. Carey Tunnel <sup>3</sup>	92.7%	91.3%	89.9%	87.6%
Marine Parkway-Gil Hodges Memorial Bridge	89.2%	89.7%	85.0%	86.3%
Queens Midtown Tunnel	91.2%	89.6%	89.1%	87.5%
Robert F. Kennedy Bridge - Bronx Plaza	82.3%	80.3%	78.4%	75.2%
Robert F. Kennedy Bridge - Manhattan Plaza	88.6%	86.9%	85.9%	84.1%
Throgs Neck Bridge	88.8%	87.3%	84.4%	82.4%
Verrazano-Narrows Bridge <sup>5</sup>	N/A	N/A	89.1%	87.9%
All Facilities	88.6%	86.7%	86.0%	83.9%

<b>Weekend E-ZPass Performance by Facility<sup>1</sup></b>			
Facility	June Average E-ZPass Weekend Traffic and Market Share		
	2013 Avg. Traffic	2013 Market Share	2012 Market Share
Bronx-Whitestone Bridge	81,803	72.5%	69.7%
Cross Bay Veterans Memorial Bridge	17,798	74.7%	71.2%
Henry Hudson Bridge	52,259	90.9%	83.9%
Hugh L. Carey Tunnel <sup>3</sup>	32,256	84.5%	81.9%
Marine Parkway-Gil Hodges Memorial Bridge	19,961	81.7%	79.3%
Queens Midtown Tunnel	57,477	84.2%	81.9%
Robert F. Kennedy Bridge - Bronx Plaza	53,941	69.0%	65.2%
Robert F. Kennedy Bridge - Manhattan Plaza	65,841	80.1%	77.5%
Throgs Neck Bridge	95,708	78.0%	75.9%
Verrazano-Narrows Bridge	<u>147,561</u>	79.7%	77.5%
All Facilities	624,605	78.7%	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  
June 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	June 2013 Total B&T E-ZPass Transactions	June 2013 Percentage of B&T Total Transactions	June 2012 Percentage of B&T Total Transactions
New York State Thruway Authority <sup>7</sup>	1,746,172	7.98%	7.74%
New Jersey Toll Agencies <sup>8</sup>	1,241,273	5.67%	5.41%
Port Authority of NY and NJ	1,208,545	5.52%	5.59%
Massachusetts Turnpike Authority <sup>9</sup>	124,295	0.57%	0.54%
Pennsylvania Turnpike Commission	83,747	0.38%	0.34%
Maryland Transportation Authority	37,474	0.17%	0.14%
Virginia Department of Transportation <sup>10</sup>	23,382	0.11%	0.10%
Delaware River Joint Toll Bridge Commission	12,346	0.06%	0.06%
New Hampshire Department of Transportation	13,131	0.06%	0.06%
Delaware Department of Transportation	12,498	0.06%	0.05%
Other <sup>11</sup>	<u>43,551</u>	<u>0.20%</u>	<u>0.17%</u>
Total	4,546,414	20.76%	20.19%

<b>Other Agency B&amp;T E-ZPass Transactions</b>			
Agency Used By B&T Customers	June 2013	YTD 2013	June 2012
New York State Thruway Authority <sup>7</sup>	2,622,496	14,671,979	2,387,422
New Jersey Toll Agencies <sup>8</sup>	5,244,096	28,913,373	5,103,820
Port Authority of NY and NJ	3,296,596	19,096,587	3,235,895
New York State Bridge Authority	246,413	1,379,911	227,725
Massachusetts Turnpike Authority <sup>9</sup>	519,841	2,835,138	485,513
Pennsylvania Turnpike Commission	248,385	1,398,651	229,184
Maryland Transportation Authority	268,486	1,571,016	236,095
Virginia Department of Transportation <sup>10</sup>	132,765	735,844	112,151
Delaware River Joint Toll Bridge Commission	233,824	1,244,125	218,175
New Hampshire Department of Transportation	107,579	522,870	94,494
Delaware Department of Transportation	223,118	1,344,505	227,106
Other <sup>11</sup>	<u>347,617</u>	<u>1,713,548</u>	<u>343,764</u>
Total	13,491,216	75,427,547	12,901,344

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

**E-ZPass Customer Service Statistics**

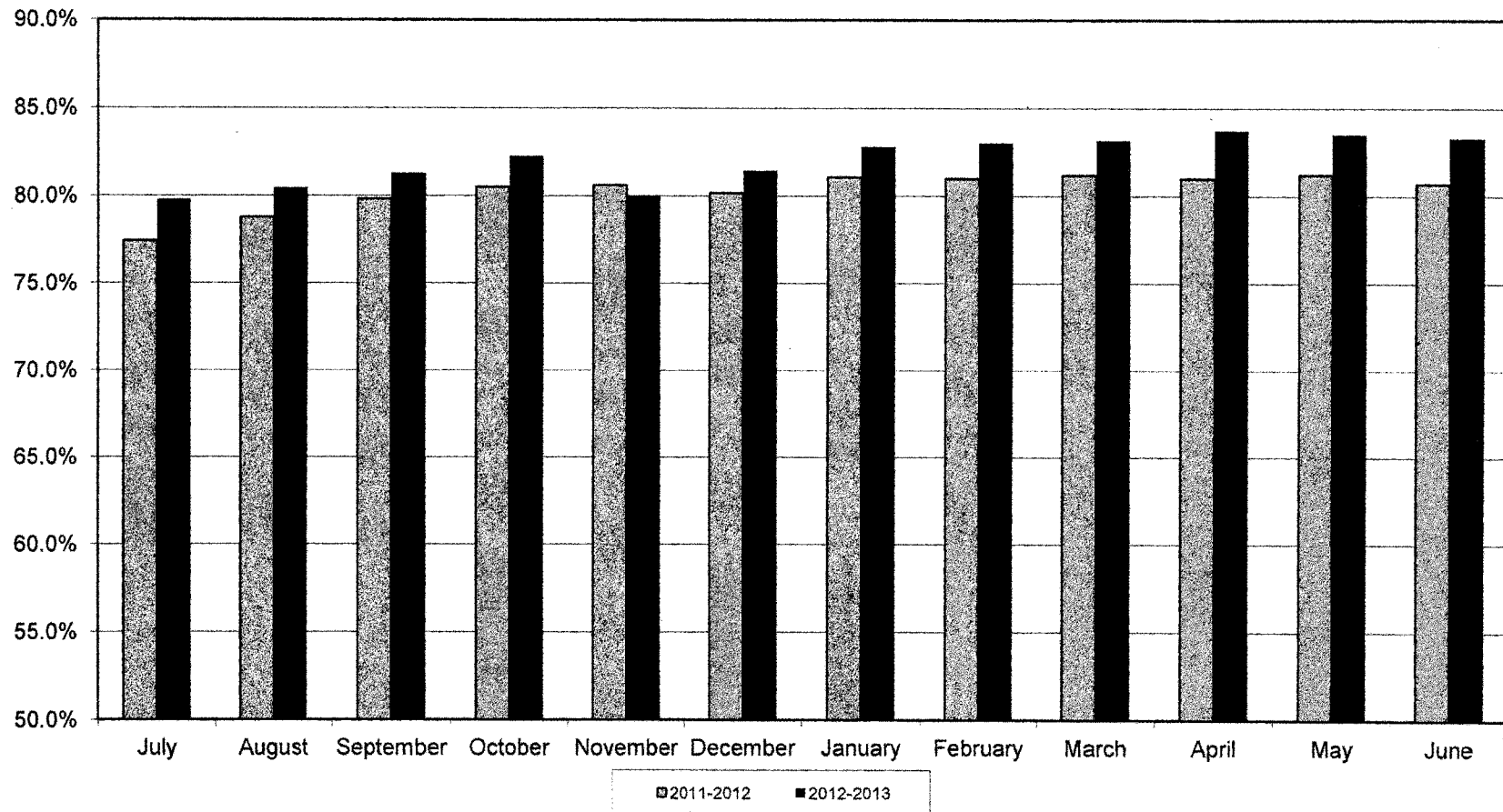
<b>MTA Bridges and Tunnels Customers</b>				
	June 2013	YTD 2013	YTD 2012	
Accounts Opened:				
Internet	8,056	38,101	32,959	
Walk-In	1,786	10,984	11,725	
Mail/Phone	569	5,241	6,872	
On-The-Go	<u>11,075</u>	<u>49,133</u>	<u>60,956</u>	
Total Accounts Opened	21,486	103,459	112,512	
Total Active Accounts		2,487,292	2,299,161	
Number of E-ZPass Tags Issued <sup>12</sup>	46,439	245,482	269,843	
Total Active Tags <sup>13</sup>		4,072,958	3,793,668	
Total Reload Cards Distributed <sup>14</sup>	3,831	58,716	N/A	
Reload Card % of Cash Replenishments <sup>14</sup>	13.00%	11.77%	N/A	

<b>Customer Service Indicators</b>				
	June 2013	YTD 2013	YTD 2012	
Phone Calls Answered by Customer Service Center:				
Customer Service Representatives	242,757	1,370,892	1,362,038	
Automated System	<u>393,402</u>	<u>2,080,145</u>	<u>1,982,893</u>	
Total Phone Calls Answered	636,159	3,451,037	3,344,931	
Average Phone Call Waiting Time (in min.):				
Customer Service Representatives	0.18	0.14	0.27	
Commercial Unit	0.35	0.32	0.37	
Avg. Monthly B&T E-ZPass Trips Per Account	6.38	6.41	6.65	
Average Number of Active Tags Per Account	1.64	1.62	1.66	

<b>E-ZPass Tag Replacement Program</b>				
	June 2013	YTD 2013	2011-2013	
Number of Replacement Tags Mailed	24,884	153,738	1,304,050	
Number of Tags Returned <sup>15</sup>	8,333	139,979	1,261,547	
Number of Tags Pending Return	N/A	N/A	42,503	

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  
July 2011 through June 2013**





# **Bridges and Tunnels**

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

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**MTA Bridges and Tunnels  
E-ZPASS Performance Report  
July 2013**

Preliminary data subject to final audit

<b>E-ZPass Performance at All B&amp;T Facilities<sup>1</sup></b>			
	July 2013	Year to Date	July 2012
Total E-ZPass Traffic <sup>2</sup>	20,453,159	135,988,818	19,855,436
E-ZPass Market Share: Total	82.2%	83.0%	79.8%
Cars	81.5%	82.4%	79.0%
Trucks	91.3%	91.4%	90.6%

<b>Weekday E-ZPass Performance by Facility<sup>1,2</sup></b>			
Facility	July Average E-ZPass Weekday Traffic and Market Share		
	2013 Average Traffic	2013 Market Share	2012 Market Share
Bronx-Whitestone Bridge	88,601	78.2%	75.6%
Cross Bay Veterans Memorial Bridge	19,107	80.8%	79.4%
Henry Hudson Bridge	57,863	93.2%	87.6%
Hugh L. Carey Tunnel <sup>3</sup>	42,573	89.3%	87.2%
Marine Parkway-Gil Hodges Memorial Bridge	21,834	85.1%	84.9%
Queens Midtown Tunnel	71,299	88.2%	86.7%
Robert F. Kennedy Bridge - Bronx Plaza	60,341	75.8%	72.9%
Robert F. Kennedy Bridge - Manhattan Plaza	74,425	84.8%	82.8%
Throgs Neck Bridge	98,220	82.9%	81.5%
Verrazano-Narrows Bridge	<u>157,847</u>	<u>85.0%</u>	<u>83.4%</u>
All Facilities	692,110	83.9%	81.8%

**Notes:**

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

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

<b>Weekday Peak Hour E-ZPass Performance by Facility<sup>4</sup></b>				
Facility	July E-ZPass Market Share			
	2013 AM Peak	2012 AM Peak	2013 PM Peak	2012 PM Peak
Bronx-Whitestone Bridge	84.1%	81.4%	80.1%	77.8%
Cross Bay Veterans Memorial Bridge	85.7%	87.0%	79.9%	78.3%
Henry Hudson Bridge	95.4%	90.9%	93.9%	88.9%
Hugh L. Carey Tunnel <sup>3</sup>	92.5%	91.0%	89.7%	87.5%
Marine Parkway-Gil Hodges Memorial Bridge	85.4%	87.7%	85.2%	85.1%
Queens Midtown Tunnel	90.7%	89.6%	88.9%	87.6%
Robert F. Kennedy Bridge - Bronx Plaza	81.3%	79.4%	77.0%	74.2%
Robert F. Kennedy Bridge - Manhattan Plaza	88.2%	86.6%	85.9%	82.9%
Throgs Neck Bridge	87.7%	86.6%	84.0%	82.1%
Verrazano-Narrows Bridge <sup>5</sup>	N/A	N/A	88.4%	87.2%
All Facilities	87.7%	86.1%	85.4%	83.3%

<b>Weekend E-ZPass Performance by Facility<sup>1</sup></b>			
Facility	July Average E-ZPass Weekend Traffic and Market Share		
	2013 Avg. Traffic	2013 Market Share	2012 Market Share
Bronx-Whitestone Bridge	82,730	72.1%	69.1%
Cross Bay Veterans Memorial Bridge	17,419	72.9%	70.5%
Henry Hudson Bridge	48,316	90.7%	83.4%
Hugh L. Carey Tunnel <sup>3</sup>	30,853	83.5%	81.7%
Marine Parkway-Gil Hodges Memorial Bridge	19,930	79.5%	77.9%
Queens Midtown Tunnel	49,981	83.1%	81.5%
Robert F. Kennedy Bridge - Bronx Plaza	51,382	68.5%	64.6%
Robert F. Kennedy Bridge - Manhattan Plaza	59,681	79.4%	76.7%
Throgs Neck Bridge	96,346	77.5%	75.6%
Verrazano-Narrows Bridge	<u>137,835</u>	78.7%	76.5%
All Facilities	594,473	77.8%	75.1%

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  
July 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	July 2013 Total B&T E-ZPass Transactions	July 2013 Percentage of B&T Total Transactions	July 2012 Percentage of B&T Total Transactions
New York State Thruway Authority <sup>7</sup>	1,744,263	7.91%	7.62%
New Jersey Toll Agencies <sup>8</sup>	1,252,300	5.68%	5.66%
Port Authority of NY and NJ	1,171,837	5.31%	5.28%
Massachusetts Turnpike Authority <sup>9</sup>	125,466	0.57%	0.54%
Pennsylvania Turnpike Commission	89,073	0.40%	0.37%
Maryland Transportation Authority	43,075	0.20%	0.20%
Virginia Department of Transportation <sup>10</sup>	28,835	0.13%	0.12%
Delaware River Joint Toll Bridge Commission	12,437	0.06%	0.06%
New Hampshire Department of Transportation	14,399	0.07%	0.07%
Delaware Department of Transportation	13,709	0.06%	0.06%
Other <sup>11</sup>	<u>46,707</u>	<u>0.21%</u>	<u>0.18%</u>
Total	4,542,101	20.59%	20.16%

<b>Other Agency B&amp;T E-ZPass Transactions</b>			
Agency Used By B&T Customers	July 2013	YTD 2013	July 2012
New York State Thruway Authority <sup>7</sup>	2,921,942	16,951,689	2,723,612
New Jersey Toll Agencies <sup>8</sup>	5,745,777	33,395,692	5,730,076
Port Authority of NY and NJ	3,448,369	21,958,652	3,277,689
New York State Bridge Authority	263,767	1,585,582	249,044
Massachusetts Turnpike Authority <sup>9</sup>	575,046	3,293,042	534,085
Pennsylvania Turnpike Commission	269,381	1,611,410	247,714
Maryland Transportation Authority	314,438	1,808,756	313,289
Virginia Department of Transportation <sup>10</sup>	151,509	855,873	118,449
Delaware River Joint Toll Bridge Commission	275,268	1,449,194	266,959
New Hampshire Department of Transportation	157,115	645,558	151,400
Delaware Department of Transportation	348,536	1,603,408	307,008
Other <sup>11</sup>	<u>451,971</u>	<u>2,065,444</u>	<u>441,971</u>
Total	14,923,119	87,224,300	14,361,296

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

**E-ZPass Customer Service Statistics**

<b>MTA Bridges and Tunnels Customers</b>				
	July 2013	YTD 2013	YTD 2012	
Accounts Opened:				
Internet	9,386	47,487	41,486	
Walk-In	2,300	13,284	13,770	
Mail/Phone <sup>12</sup>	317	5,558	7,809	
On-The-Go	<u>13,614</u>	<u>62,747</u>	<u>78,277</u>	
Total Accounts Opened	25,617	129,076	141,342	
Total Active Accounts		2,531,913	2,319,756	
Number of E-ZPass Tags Issued <sup>13</sup>	53,964	299,446	321,500	
Total Active Tags <sup>14</sup>		4,128,786	3,830,073	
Total Reload Cards Distributed <sup>15</sup>	4,251	62,752	N/A	
Reload Card % of Cash Replenishments <sup>15</sup>	12.76%	11.91%	N/A	

<b>Customer Service Indicators</b>				
	July 2013	YTD 2013	YTD 2012	
Phone Calls Answered by Customer Service Center:				
Customer Service Representatives	282,646	1,653,538	1,628,421	
Automated System	<u>434,287</u>	<u>2,514,432</u>	<u>2,355,301</u>	
Total Phone Calls Answered	716,933	4,167,970	3,983,722	
Average Phone Call Waiting Time (in min.):				
Customer Service Representatives	0.26	0.16	0.29	
Commercial Unit	0.34	0.32	0.36	
Avg. Monthly B&T E-ZPass Trips Per Account	6.34	6.40	6.65	
Average Number of Active Tags Per Account	1.63	1.62	1.66	

<b>E-ZPass Tag Replacement Program</b>				
	July 2013	YTD 2013	2011-2013	
Number of Replacement Tags Mailed	24,944	178,682	1,328,994	
Number of Tags Returned <sup>16</sup>	3,134	157,456	1,279,024	
Number of Tags Pending Return	N/A	N/A	49,970	

12. Phone enrollment for private accounts ended June 15, 2013.

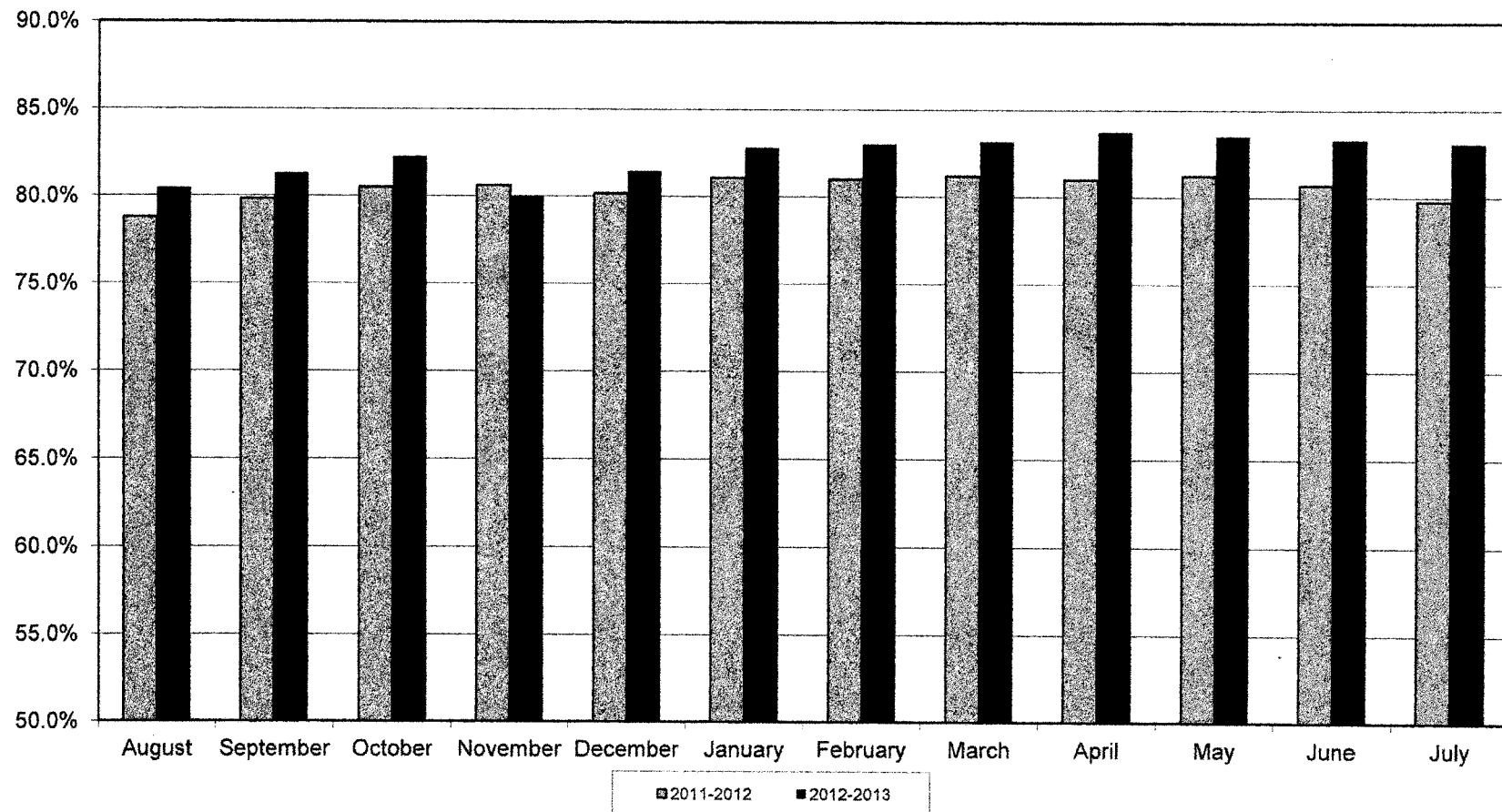
13. Includes tags for new accounts, additional tags for existing accounts, and replacement of lost or stolen tags for existing accounts. Excludes tags processed and reported within the E-ZPass Tag Replacement Program, which replaces tags that are approaching the end of their useful service lives with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

14. 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.

15. 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.

16. 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  
August 2011 through July 2013**





# **Bridges and Tunnels**

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## **Financial Report June 2013**

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

As of June 30, 2013  
(in thousands)

**ASSETS AND DEFERRED OUTFLOWS OF RESOURCES**

**CURRENT ASSETS:**

Cash-Unrestricted	\$26,113
Investments:	
Unrestricted	86,799
Restricted	285,741
Accrued interest receivable	658
Insurance receivable/Sandy	126,325
Accounts receivable	27,207
Tolls due from other agencies	27,016
Prepaid expenses	518
	<hr/>
Total current assets	580,377

**NONCURRENT ASSETS:**

Investments:	
Unrestricted	10,365
Restricted	483,163
Facilities, less acc.dep of \$1,117,299	3,987,955
Capital lease 2 Broadway net acc. dep.	44,403
Derivative Hedge Assets	3,629
Security Deposits	9,265
	<hr/>
Total noncurrent assets	4,538,780

<b>TOTAL ASSETS:</b>	<hr/> 5,119,157
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**DEFERRED OUTFLOWS OF RESOURCES:**

Accumulated decreases in fair value of derivative instruments	173,091
Defeasance costs	251,453
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<b>TOTAL DEFERRED OUTFLOWS OF RESOURCES:</b>	<hr/> 424,544
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<b>TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES</b>	<hr/> <hr/> \$5,543,701
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**MTA BRIDGES & TUNNELS**  
**STATEMENT OF NET POSITION**

**As of June 30, 2013**

(in thousands)

**LIABILITIES**

**CURRENT LIABILITIES:**

Current portion-long term debt	\$160,205
Interest Payable	58,343
Accounts Payable	57,279
Payable to MTA-CAP	40,273
Due to MTA-Operating Expenses	3,821
Due to NYCTA-Operating Expenses	1,002
Accrued salaries	30,391
Accrued Vac & Sick Benefits	16,131
Current portion of estimated liability arising from injury	9,731
Current portion of capital lease obligation	6,276
Pollution remediation projects	1,829
Due to New York City Transit Authority	38,953
Due to Metropolitan Transportation Authority	51,112
Unredeemed Tolls	131,860
Tolls due to other agencies	40,097
E-ZPass Airport Toll Liability	<u>4,122</u>
Total current liabilities	<u>651,425</u>

**NONCURRENT LIABILITIES:**

Long term debt	8,878,607
Post Employment Benefits Other than Pensions	414,080
Estimated liability arising from injury	16,736
Capital lease obligations	131,757
Derivative Hedge Liabilities	178,111
Security deposits-Contra	<u>9,265</u>
Total noncurrent liabilities	<u>9,628,556</u>

**TOTAL LIABILITIES** 10,279,981

**NET POSITION** (4,736,280) \*

**TOTAL LIABILITIES & NET POSITION** \$5,543,701

\*The negative Net Position of \$4,736,280 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 NYCTA 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**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**June 2013**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	144.203	145.376	1.173	0.8	0.000	0.000	0.000	-	144.203	145.376	1.173	0.8
Other Operating Revenue	1.703	1.518	(0.185)	(10.9)	0.000	0.000	0.000	-	1.703	1.518	(0.185)	(10.9)
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.285	1.059	(0.226)	(17.6)	1.285	1.059	(0.226)	(17.6)
Investment Income	0.009	0.008	(0.001)	(11.1)	0.000	0.000	0.000	-	0.009	0.008	(0.001)	(11.1)
<b>Total Revenue</b>	<b>\$145.915</b>	<b>\$146.902</b>	<b>\$0.987</b>	<b>0.7</b>	<b>\$1.285</b>	<b>\$1.059</b>	<b>(\$0.226)</b>	<b>(17.6)</b>	<b>\$147.200</b>	<b>\$147.961</b>	<b>\$0.761</b>	<b>0.5</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$9.785	\$9.379	\$0.406	4.1	\$0.458	\$0.420	\$0.038	8.3	\$10.243	\$9.799	\$0.444	4.3
Overtime	1.730	1.440	0.290	16.8	0.057	0.000	0.057	100.0	1.787	1.440	0.347	19.4
Health and Welfare	2.390	2.158	0.232	9.7	0.143	0.086	0.057	39.9	2.533	2.244	0.289	11.4
OPEB Current Payment	1.293	1.290	0.003	0.2	0.000	0.000	0.000	-	1.293	1.290	0.003	0.2
Pensions	2.685	2.691	(0.006)	(0.2)	0.116	0.110	0.006	5.2	2.801	2.801	0.000	0.0
Other Fringe Benefits	1.850	1.777	0.073	3.9	0.074	0.056	0.018	24.3	1.924	1.833	0.091	4.7
Reimbursable Overhead	(0.437)	(0.387)	(0.050)	(11.4)	0.437	0.387	0.050	11.4	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$19.296</b>	<b>\$18.348</b>	<b>\$0.948</b>	<b>4.9</b>	<b>\$1.285</b>	<b>\$1.059</b>	<b>\$0.226</b>	<b>17.6</b>	<b>\$20.581</b>	<b>\$19.407</b>	<b>\$1.174</b>	<b>5.7</b>
<b>Non-Labor:</b>												
Electric Power	\$0.550	\$0.563	(\$0.013)	(2.4)	\$0.000	\$0.000	\$0.000	-	\$0.550	\$0.563	(\$0.013)	(2.4)
Fuel	0.176	0.137	0.039	22.2	0.000	0.000	0.000	-	0.176	0.137	0.039	22.2
Insurance	0.802	0.536	0.266	33.2	0.000	0.000	0.000	-	0.802	0.536	0.266	33.2
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	9.431	11.578	(2.147)	(22.8)	0.000	0.000	0.000	-	9.431	11.578	(2.147)	(22.8)
Professional Service Contracts	2.374	2.511	(0.137)	(5.8)	0.000	0.000	0.000	-	2.374	2.511	(0.137)	(5.8)
Materials & Supplies	0.397	0.164	0.233	58.7	0.000	0.000	0.000	-	0.397	0.164	0.233	58.7
Other Business Expenses	2.629	2.105	0.524	19.9	0.000	0.000	0.000	-	2.629	2.105	0.524	19.9
<b>Total Non-Labor Expenses</b>	<b>\$16.359</b>	<b>\$17.594</b>	<b>(\$1.235)</b>	<b>(7.5)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$16.359</b>	<b>\$17.594</b>	<b>(\$1.235)</b>	<b>(7.5)</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>\$35.655</b>	<b>\$35.942</b>	<b>(\$0.287)</b>	<b>(0.8)</b>	<b>\$1.285</b>	<b>\$1.059</b>	<b>\$0.226</b>	<b>17.6</b>	<b>\$36.940</b>	<b>\$37.001</b>	<b>(\$0.061)</b>	<b>(0.2)</b>
Depreciation	\$7.924	\$7.538	\$0.386	4.9	\$0.000	\$0.000	\$0.000	-	\$7.924	\$7.538	\$0.386	4.9
OPEB Obligation	6.388	6.388	0.000	0.0	0.000	0.000	0.000	-	6.388	6.388	0.000	0.0
Environmental Remediation	0.000	(0.009)	0.009	-	0.000	0.000	0.000	-	0.000	(0.009)	0.009	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$49.967</b>	<b>\$49.859</b>	<b>\$0.108</b>	<b>0.2</b>	<b>\$1.285</b>	<b>\$1.059</b>	<b>\$0.226</b>	<b>17.6</b>	<b>\$51.252</b>	<b>\$50.918</b>	<b>\$0.334</b>	<b>0.7</b>
Less: Depreciation	\$7.924	\$7.538	\$0.386	4.9	\$0.000	\$0.000	\$0.000	-	\$7.924	\$7.538	\$0.386	4.9
Less: OPEB Obligation	6.388	6.388	0.000	0.0	0.000	0.000	0.000	-	6.388	6.388	0.000	0.0
<b>Total Expenses</b>	<b>\$35.655</b>	<b>\$35.933</b>	<b>(\$0.278)</b>	<b>(0.8)</b>	<b>\$1.285</b>	<b>\$1.059</b>	<b>\$0.226</b>	<b>17.6</b>	<b>\$36.940</b>	<b>\$36.992</b>	<b>(\$0.052)</b>	<b>(0.1)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$110.260</b>	<b>\$110.969</b>	<b>\$0.709</b>	<b>0.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$110.260</b>	<b>\$110.969</b>	<b>\$0.709</b>	<b>0.6</b>

Differences are due to rounding.  
\*Variance exceeds 100%

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**June 2013**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Net Income/(Deficit)</b>									\$110.260	\$110.969	\$0.709	0.6
Less: Capitalized Assets									0.500	3.221	(2.721)	*
Reserves									2.118	2.118	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
<b>Adjusted Net Income/(Deficit)</b>									\$107.642	\$105.630	(\$2.012)	(1.9)
Less: Debt Service									48.549	39.848	8.701	17.9
<b>Income Available for Distribution</b>									\$59.093	\$65.782	\$6.689	11.3
Distributable To:												
MTA - Investment Income									0.009	0.008	(0.001)	(11.1)
MTA - Distributable Income									34.256	36.447	2.191	6.4
NYCTR - Distributable Income									24.828	29.327	4.499	18.1
<b>Total Distributable Income</b>									\$59.093	\$65.782	\$6.689	11.3
<b>Support to Mass Transit:</b>												
Total Revenues									147.200	147.961	0.761	0.5
Less: Total Operating Expenses									<u>36.940</u>	<u>36.992</u>	<u>(0.052)</u>	(0.1)
<b>Net Operating Income/(Deficit)</b>									\$110.260	\$110.969	\$0.709	0.6
Deductions from Net Operating Income:												
Capitalized Assets									0.500	3.221	(2.721)	*
Reserves									2.118	2.118	0.000	0.0
B&T Debt Service									18.463	14.760	3.703	20.1
GASB Reserves									0.000	0.000	0.000	-
<b>Total Deductions From Operating Income</b>									\$21.081	\$20.099	\$0.982	4.7
<b>Total Support to Mass Transit</b>									\$89.179	\$90.870	\$1.691	1.9

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**June Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	787.433	788.606	1.173	0.1	0.000	0.000	0.000	-	787.433	788.606	1.173	0.1
Other Operating Revenue	11.977	11.792	(0.185)	(1.5)	0.000	0.000	0.000	-	11.977	11.792	(0.185)	(1.5)
Capital & Other Reimbursements	0.000	0.000	0.000	-	7.706	7.480	(0.226)	(2.9)	7.706	7.480	(0.226)	(2.9)
Investment Income	0.056	0.055	(0.001)	(1.8)	0.000	0.000	0.000	-	0.056	0.055	(0.001)	(1.8)
<b>Total Revenue</b>	<b>\$799.466</b>	<b>\$800.453</b>	<b>\$0.987</b>	<b>0.1</b>	<b>\$7.706</b>	<b>\$7.480</b>	<b>(\$0.226)</b>	<b>(2.9)</b>	<b>\$807.172</b>	<b>\$807.933</b>	<b>\$0.761</b>	<b>0.1</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$56.232	\$55.826	\$0.406	0.7	\$3.195	\$3.157	\$0.038	1.2	\$59.427	\$58.983	\$0.444	0.7
Overtime	9.341	9.051	0.290	3.1	0.057	0.000	0.057	100.0	9.398	9.051	0.347	3.7
Health and Welfare	13.079	12.847	0.232	1.8	0.718	0.661	0.057	7.9	13.797	13.508	0.289	2.1
OPEB Current Payment	7.624	7.621	0.003	0.0	0.000	0.000	0.000	-	7.624	7.621	0.003	0.0
Pensions	15.681	15.687	(0.006)	(0.0)	0.812	0.806	0.006	0.7	16.493	16.493	0.000	0.0
Other Fringe Benefits	7.714	7.641	0.073	0.9	0.432	0.414	0.018	4.2	8.146	8.055	0.091	1.1
Reimbursable Overhead	(2.492)	(2.442)	(0.050)	(2.0)	2.492	2.442	0.050	2.0	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$107.179</b>	<b>\$106.231</b>	<b>\$0.948</b>	<b>0.9</b>	<b>\$7.706</b>	<b>\$7.480</b>	<b>\$0.226</b>	<b>2.9</b>	<b>\$114.885</b>	<b>\$113.711</b>	<b>\$1.174</b>	<b>1.0</b>
<b>Non-Labor:</b>												
Electric Power	\$3.621	\$3.634	(\$0.013)	(0.4)	\$0.000	\$0.000	\$0.000	-	\$3.621	\$3.634	(\$0.013)	(0.4)
Fuel	1.824	1.785	0.039	2.1	0.000	0.000	0.000	-	1.824	1.785	0.039	2.1
Insurance	3.381	3.115	0.266	7.9	0.000	0.000	0.000	-	3.381	3.115	0.266	7.9
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	43.754	45.901	(2.147)	(4.9)	0.000	0.000	0.000	-	43.754	45.901	(2.147)	(4.9)
Professional Service Contracts	14.079	14.216	(0.137)	(1.0)	0.000	0.000	0.000	-	14.079	14.216	(0.137)	(1.0)
Materials & Supplies	1.649	1.416	0.233	14.1	0.000	0.000	0.000	-	1.649	1.416	0.233	14.1
Other Business Expenses	12.178	11.654	0.524	4.3	0.000	0.000	0.000	-	12.178	11.654	0.524	4.3
<b>Total Non-Labor Expenses</b>	<b>\$80.486</b>	<b>\$81.721</b>	<b>(\$1.235)</b>	<b>(1.5)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$80.486</b>	<b>\$81.721</b>	<b>(\$1.235)</b>	<b>(1.5)</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>\$187.665</b>	<b>\$187.952</b>	<b>(\$0.287)</b>	<b>(0.2)</b>	<b>\$7.706</b>	<b>\$7.480</b>	<b>\$0.226</b>	<b>2.9</b>	<b>\$195.371</b>	<b>\$195.432</b>	<b>(\$0.061)</b>	<b>(0.0)</b>
Depreciation	\$46.886	\$46.500	\$0.386	0.8	\$0.000	\$0.000	\$0.000	-	\$46.886	\$46.500	\$0.386	0.8
OPEB Obligation	38.325	38.325	0.000	0.0	0.000	0.000	0.000	-	38.325	38.325	0.000	0.0
Environmental Remediation	0.000	(0.009)	0.009	-	0.000	0.000	0.000	-	0.000	(0.009)	0.009	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$272.876</b>	<b>\$272.768</b>	<b>\$0.108</b>	<b>0.0</b>	<b>\$7.706</b>	<b>\$7.480</b>	<b>\$0.226</b>	<b>2.9</b>	<b>\$280.582</b>	<b>\$280.248</b>	<b>\$0.334</b>	<b>0.1</b>
Less: Depreciation	\$46.886	\$46.500	\$0.386	0.8	\$0.000	\$0.000	\$0.000	-	\$46.886	\$46.500	\$0.386	0.8
Less: OPEB Obligation	38.325	38.325	0.000	0.0	0.000	0.000	0.000	-	38.325	38.325	0.000	0.0
<b>Total Expenses</b>	<b>\$187.665</b>	<b>\$187.943</b>	<b>(\$0.278)</b>	<b>(0.1)</b>	<b>\$7.706</b>	<b>\$7.480</b>	<b>\$0.226</b>	<b>2.9</b>	<b>\$195.371</b>	<b>\$195.423</b>	<b>(\$0.052)</b>	<b>(0.0)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$611.801</b>	<b>\$612.510</b>	<b>\$0.709</b>	<b>0.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$611.801</b>	<b>\$612.510</b>	<b>\$0.709</b>	<b>0.1</b>

Differences are due to rounding.  
\*Variance exceeds 100%

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**June Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
<b>Net Income/(Deficit)</b>									<b>\$611.801</b>	<b>\$612.510</b>	<b>\$0.709</b>	<b>0.1</b>
Less: Capitalized Assets									2.331	5.052	(\$2.721)	*
Reserves									12.708	12.708	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
<b>Adjusted Net Income/(Deficit)</b>									<b>\$596.762</b>	<b>\$594.750</b>	<b>(\$2.012)</b>	<b>(0.3)</b>
Less: Debt Service									295.256	286.555	8.701	2.9
<b>Income Available for Distribution</b>									<b>\$301.506</b>	<b>\$308.195</b>	<b>\$6.689</b>	<b>2.2</b>
Distributable To:												
MTA - Investment Income									0.056	0.055	(0.001)	(1.8)
MTA - Distributable Income									180.349	182.540	2.191	1.2
NYCTR - Distributable Income									121.101	125.600	4.499	3.7
<b>Total Distributable Income</b>									<b>\$301.506</b>	<b>\$308.195</b>	<b>\$6.689</b>	<b>2.2</b>
<b>Support to Mass Transit:</b>												
Total Revenues									807.172	807.933	0.761	0.1
Less: Total Operating Expenses									<u>195.371</u>	<u>195.423</u>	<u>(0.052)</u>	<u>(0.0)</u>
<b>Net Operating Income/(Deficit)</b>									<b>\$611.801</b>	<b>\$612.510</b>	<b>\$0.709</b>	<b>0.1</b>
Deductions from Net Operating Income:												
Capitalized Assets									2.331	5.052	(2.721)	*
Reserves									12.708	12.708	0.000	0.0
B&T Debt Service									103.020	99.317	3.703	3.6
GASB Reserves									0.000	0.000	0.000	-
<b>Total Deductions From Operating Income</b>									<b>\$118.059</b>	<b>\$117.077</b>	<b>\$0.982</b>	<b>0.8</b>
<b>Total Support to Mass Transit</b>									<b>\$493.742</b>	<b>\$495.433</b>	<b>\$1.691</b>	<b>0.3</b>

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		June 2013	Favorable/ (Unfavorable) Variance		Year-to-Date
	\$	%	Reason for Variance	\$	%	Reason for Variance
Nonreimbursable						
Vehicle Toll Revenue	1.173	0.8%	Higher toll revenue due to higher than forecast traffic (\$0.4 million) and a higher than estimated average toll (\$0.7 million).	1,173	0.1%	Same as month.
Other Operating Revenue	(0.185)	-10.9%	Lower Other Operating Revenue primarily due to the timing of insurance recovery revenues (-\$0.432M) against the monthly forecast allocation, offset by higher revenues from the Battery Parking Garage (\$0.143M).	(0.185)	-1.5%	Same as month.
Investment Income	(0.001)	-11.1%	Minor variance.	(0.001)	-1.8%	Same as month.
Payroll	0.406	4.1%	Lower payroll expenses against the monthly forecast allocation due to vacancies.	0.406	0.7%	Same as month.
Overtime	0.290	16.8%	See overtime tables	0.290	3.1%	Same as month.
Health and Welfare	0.232	9.7%	Lower Welfare Plan expenses primarily due to vacancies against the monthly forecast allocation.	0.232	1.8%	Same as month.
OPEB Current Payment	0.003	0.2%	Minor variance.	0.003	0.0%	Same as month.
Pensions	(0.006)	-0.2%	Minor variance.	(0.006)	0.0%	Same as month.
Other Fringe Benefits	0.073	3.9%	Minor variance.	0.073	0.9%	Same as month.
Electric Power	(0.013)	-2.4%	Minor variance.	(0.013)	-0.4%	Same as month.
Fuel	0.039	22.2%	Minor variance.	0.039	2.1%	Same as month.
Insurance	0.266	33.2%	Lower expense for Property Insurance (\$0.281M) against the monthly forecast allocation.	0.266	7.9%	Same as month.
Maintenance and Other Operating Contracts	(2.147)	-22.8%	Higher expenses primarily due to the timing of expenses for Major Maintenance and Painting (-\$2.490M).	(2.147)	-4.9%	Same as month.
Professional Service Contracts	(0.137)	-5.8%	Higher expenses primarily for Bond Issuance Costs (-\$0.540M) and Procurement Credit Card Purchases (-\$0.146M), offset by lower expenses for Planning Studies Consultants (\$0.096M), IT Consult Services (\$0.095M), Legal Fees (\$0.092M) and other expenses against the monthly forecast allocation.	(0.137)	-1.0%	Same as month.
Materials & Supplies	0.233	58.7%	Lower expenses across a variety of small equipment and supply categories against the monthly forecast allocation.	0.233	14.1%	Same as month.
Other Business Expense	0.524	19.9%	Lower expenses primarily due to lower Credit/Debit Card Fees (\$0.576M) against the monthly forecast allocation.	0.524	4.3%	Same as month.
Depreciation	0.386	4.9%	Minor variance.	0.386	0.8%	Same as month.
Other Post Employment Benefits	0.000	-	No variance.	0.000	-	Same as month.
Reimbursable						
Capital and Other Reimbursements	(0.226)	-17.6%	Lower capital reimbursements against the monthly forecast allocation.	(0.226)	-2.9%	Same as month.
Payroll	0.038	8.3%	Lower than planned reimbursable expenses against the monthly forecast allocation.	0.038	1.2%	Same as month.
Overtime	0.057	100.0%	See overtime tables	0.057	100.0%	Same as month.
Health and Welfare	0.057	39.9%	Lower than planned reimbursable expenses against the monthly forecast allocation.	0.057	7.9%	Same as month.
OPEB Current Payment	0.000	-	No variance.	0.000	-	Same as month.
Pensions	0.006	5.2%	Lower than planned reimbursable expenses against the monthly forecast allocation.	0.006	0.7%	Same as month.
Other Fringe Benefits	0.018	24.3%	Lower than planned reimbursable expenses against the monthly forecast allocation.	0.018	4.2%	Same as month.
Reimbursable Overhead	0.050	11.4%	Lower than planned reimbursable expenses against the monthly forecast allocation.	0.050	2.0%	Same as month.

**MTA Bridges and Tunnels**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	June						June Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<b>OPERATIONS &amp; MAINTENANCE</b>												
<u>Scheduled Service</u>	4,091	\$0.238	3,692	\$0.226	400	\$0.012	20,832	\$1.293	20,433	\$1.281	400	\$0.012
					9.8%	5.2%					1.9%	1.0%
<u>Unscheduled Service</u>	1,100	\$0.064	500	\$0.031	600	\$0.033	4,024	\$0.249	3,424	\$0.217	600	\$0.033
					54.5%	51.4%					14.9%	13.2%
<u>Programmatic/Routine Maintenance</u>	22	\$0.001	8	\$0.001	15	\$0.001	414	\$0.025	400	\$0.025	15	\$0.001
					65.9%	51.9%					3.5%	2.8%
<u>Unscheduled Maintenance</u>	2,330	\$0.142	2,328	\$0.201	3	(\$0.059)	10,176	\$0.619	10,174	\$0.678	3	(\$0.059)
					0.1%	-41.6%					0.0%	-9.5%
<u>Vacancy/Absentee Coverage</u>	14,696	\$0.873	9,124	\$0.583	5,572	\$0.290	66,636	\$4.243	61,064	\$3.953	5,572	\$0.290
					37.9%	33.2%					8.4%	6.8%
<u>Weather Emergencies</u>	0	\$0.000	145	\$0.012	(145)	(\$0.012)	11,083	\$0.685	11,228	\$0.697	(145)	(\$0.012)
											-1.3%	-1.8%
<u>Safety/Security/Law Enforcement</u>	4,120	\$0.245	1,676	\$0.108	2,445	\$0.137	14,652	\$0.935	12,208	\$0.798	2,445	\$0.137
					59.3%	56.0%					16.7%	14.7%
<u>Other</u>	401	\$0.028	905	\$0.074	(504)	(\$0.045)	3,012	\$0.195	3,516	\$0.240	(504)	(\$0.045)
					-125.7%	-160.7%					-16.7%	-23.4%
<u>*All Other Departments and Accruals</u>		\$0.138		\$0.205		(\$0.066)		\$1.095		\$1.161		(\$0.066)
						-48.1%						-6.0%
Subtotal	26,760	\$1.730	18,376	\$1.440	8,384	\$0.290	130,829	\$9.340	122,445	\$9.050	8,384	\$0.290
					31.3%	16.8%					6.4%	3.1%
<b>REIMBURSABLE OVERTIME</b>	1,029	\$0.057	0	\$0.000	1,029	\$0.057	1,029	\$0.057	0	\$0.000	1,029	\$0.057
					100.0%	100.0%					100.0%	100.0%
<b>TOTAL OVERTIME</b>	<b>27,789</b>	<b>\$1.787</b>	<b>18,376</b>	<b>\$1.440</b>	<b>9,412</b>	<b>\$0.347</b>	<b>131,858</b>	<b>\$9.397</b>	<b>122,445</b>	<b>\$9.050</b>	<b>9,412</b>	<b>\$0.347</b>
					33.9%	19.4%					7.1%	3.7%

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.

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## OPERATIONS & MAINTENANCE

400	\$0.012	Lower than planned expenses
9.8%	5.2%	

600	\$0.033	Lower than planned expenses
54.5%	51.4%	

15	\$0.001	Lower than planned expenses
65.9%	51.9%	

3	(\$0.059)	Higher than planned expenses due to above normal rainfall.
0.1%	-41.6%	

5,572	\$0.290	Lower than planned expenses
37.9%	33.2%	

(145)	(\$0.012)	Higher than planned expenses due to above normal rainfall.
0.0%	0.0%	

2,445	\$0.137	More efficient use of law enforcement related overtime
59.3%	56.0%	

(504)	(\$0.045)	Higher than planned expenses
-125.7%	-160.7%	

(\$0,066)	Primarily due to adjustments for the 28-day OT payroll lag
-48.1%	

8,384	\$0.290
31.3%	16.8%

1,029	\$0.057	Lower than planned overtime needed on projects eligible for reimbursement from the capital program
100.0%	100.0%	

**9,412      \$0.347**

400	\$0.012	Lower than planned expenses
1.9%	1.0%	

600	\$0.033	Lower than planned expenses
14.9%	13.2%	

15	\$0.001	Lower than planned expenses
3.5%	2.8%	

3	(\$0.059)	Higher than planned expenses due to above normal rainfall in June.
0.0%	-9.5%	

5,572	\$0.290	Lower than planned expenses
8.4%	6.8%	

(145)	(\$0.012)	Higher than planned expenses due to above normal rainfall in June.
-1.3%	-1.8%	

2,445	\$0.137	More efficient use of law enforcement related overtime
16.7%	14.7%	

(504)	(\$0.045)	Higher than planned expenses
-16.7%	-23.4%	

(\$0.066)	Primarily due to adjustments for the 28-day OT payroll lag
-6.0%	

8,384	\$0.290
6.4%	3.1%

1,029	\$0.057	Lower than planned overtime needed on projects eligible for reimbursement from the capital program
100.0%	100.0%	

9.412      \$0.347

\*\* 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 June

Year to date ending June 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
3.5	\$21.3	3.4	\$23.0	-4.3%	8.0%	Bronx-Whitestone	19.3	\$117.6	19.5	\$128.1	0.8%	9.0%
0.7	1.4	0.7	1.6	-0.4%	11.9%	Cross Bay	3.6	7.1	3.9	8.5	7.4%	19.2%
2.0	5.3	1.9	5.4	-5.4%	3.3%	Henry Hudson	11.2	29.4	10.6	29.6	-4.9%	0.6%
1.5	7.9	1.4	8.2	-6.3%	3.7%	Hugh L. Carey*	8.4	44.5	8.0	45.2	-5.2%	1.7%
0.7	1.4	0.7	1.6	-0.6%	14.9%	Marine Parkway	3.7	6.8	3.9	8.1	5.4%	19.6%
2.5	13.8	2.4	14.6	-4.5%	5.6%	Queens Midtown	14.4	79.5	13.5	80.1	-6.2%	0.8%
2.4	15.1	2.4	17.0	0.7%	12.9%	RFK - Bronx	13.4	85.3	13.3	91.9	-0.7%	7.7%
2.7	14.9	2.7	16.3	-2.8%	9.6%	RFK - Manhattan	14.9	81.2	15.0	88.0	0.1%	8.3%
3.4	22.9	3.6	26.3	3.7%	15.3%	Throgs Neck	19.5	128.5	19.3	138.6	-1.1%	7.9%
5.8	28.7	5.7	31.2	-1.9%	8.7%	Verrazano-Narrows	32.7	160.8	32.1	170.4	-1.9%	6.0%
<b>25.2</b>	<b>\$132.7</b>	<b>24.7</b>	<b>\$145.4</b>	<b>-2.0%</b>	<b>9.5%</b>	<b>Total</b>	<b>141.1</b>	<b>\$740.8</b>	<b>138.9</b>	<b>\$788.6</b>	<b>-1.5%</b>	<b>6.5%</b>
	<b>\$5.259</b>		<b>\$5.881</b>		<b>11.8%</b>	<b>Revenue Per Vehicle</b>		<b>\$5.252</b>		<b>\$5.677</b>		<b>8.1%</b>

\*Formerly Brooklyn-Battery Tunnel

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

Note: Numbers may not add due to rounding.

Comparison Actual vs. Mid-Year Forecast:

Mid-Year Forecast		Jun Actual		Percentage Change			Mid-Year Forecast		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
24.7	144.2	24.7	145.4	0.3%	0.8%	Total All	138.8	\$787.4	138.9	\$788.6	0.1%	0.1%
	<b>\$5.850</b>		<b>\$5.881</b>		<b>0.5%</b>	<b>Revenue Per Vehicle</b>		<b>\$5.671</b>		<b>\$5.677</b>		<b>0.1%</b>

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
June 2013

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	2	2	-	
Law <sup>(1)</sup>	18	13	5	1 Managerial overage and 6 Professional vacancies
CFO <sup>(2)</sup>	29	25	4	4 Professional vacancies
Labor Relations	5	5	-	
Staff Services <sup>(3)</sup>	29	18	11	2 Managerial and 9 Professional vacancies
EEO	1	1	-	
<b>Total Administration</b>	<b>84</b>	<b>64</b>	<b>20</b>	
<b>Operations</b>				
Revenue Management	38	36	2	1 Bridge and Tunnel Officer (BTO) vacancy and 1 Professional vacancy
Operations (Non-Security)	747	626	121	91 BTO vacancies, 31 Superior Officer vacancies and 1 Professional vacancy; 2 Managerial overages
<b>Total Operations</b>	<b>785</b>	<b>662</b>	<b>123</b>	
<b>Maintenance</b>				
Maintenance	170	163	7	1 Managerial vacancy, 2 Professional vacancies and 4 Maintainer vacancies
Operations - Maintainers	172	158	14	14 Maintainer vacancies
Technology	53	52	1	1 Managerial vacancy
Internal Security - Tech Svcs	8	10	(2)	2 Maintainer overages
<b>Total Maintenance</b>	<b>403</b>	<b>383</b>	<b>20</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	126	127	(1)	1 Managerial vacancy and 2 Professional overages
Law <sup>(1)</sup>	13	13	-	
Health & Safety	8	8	-	
CFO-Planning & Budget Capital	12	12	-	
<b>Total Engineering/Capital</b>	<b>159</b>	<b>160</b>	<b>(1)</b>	
<b>Public Safety</b>				
Operations (Security)	232	232	-	
Internal Security - Operations	37	36	1	1 Professional vacancy
<b>Total Public Safety</b>	<b>269</b>	<b>268</b>	<b>1</b>	
<b>Total Positions</b>	<b>1,700</b>	<b>1,537</b>	<b>163</b>	
Non-Reimbursable	1,643	1,480	163	
Reimbursable	57	57	-	
<b>Total Full-Time</b>	<b>1,700</b>	<b>1,537</b>	<b>163</b>	

(1) Includes Legal and Procurement staff.

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

(3) Includes Human Resources and Administration staff.

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**TOTAL POSITIONS BY FUNCTION AND OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
June 2013

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	28	27	1	1 Managerial vacancy in Law
Professional, Technical, Clerical	56	37	19	19 Professional vacancies (4 in CFO, 6 in Law and 9 in Staff Services)
Operational Hourlies	-	-	-	
<b>Total Administration</b>	<b>84</b>	<b>64</b>	<b>20</b>	
<b>Operations</b>				
Managers/Supervisors	55	57	(2)	2 Managerial overages in Operations
Professional, Technical, Clerical	51	49	2	1 Professional vacancy in Revenue Mgmt; 1 Professional vacancy in Operations
Operational Hourlies <sup>(1)</sup>	679	556	123	92 BTO vacancies (91 in Operations and 1 in Revenue Management), and 31 Superior Officer vacancies in Operations.
<b>Total Operations</b>	<b>785</b>	<b>662</b>	<b>123</b>	
<b>Maintenance</b>				
Managers/Supervisors	36	34	2	2 Managerial vacancies (1 in Technology, 1 in Maintenance)
Professional, Technical, Clerical	48	46	2	2 Professional vacancies in Maintenance
Operational Hourlies <sup>(2)</sup>	319	303	16	16 Maintainer vacancies (14 vacancies in Operations, 4 vacancies in Maintenance, and 2 overages in Internal Security)
<b>Total Maintenance</b>	<b>403</b>	<b>383</b>	<b>20</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	38	36	2	2 Managerial vacancies (1 in Engineering, 1 in Planning and Budget)
Professional, Technical, Clerical	121	124	(3)	3 Professional overages (2 in Engineering, 1 in Planning and Budget)
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>159</b>	<b>160</b>	<b>(1)</b>	
<b>Public Safety</b>				
Managers/Supervisors	7	7	-	
Professional, Technical, Clerical	28	27	1	1 Professional vacancy in Internal Security.
Operational Hourlies <sup>(3)</sup>	234	234	-	
<b>Total Public Safety</b>	<b>269</b>	<b>268</b>	<b>1</b>	
<b>Total Positions</b>				
Managers/Supervisors	164	161	3	
Professional, Technical, Clerical	304	283	21	
Operational Hourlies	1,232	1,093	139	
<b>Total Positions</b>	<b>1,700</b>	<b>1,537</b>	<b>163</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 July 2013**

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

As of July 31, 2013  
(in thousands)

**ASSETS AND DEFERRED OUTFLOWS OF RESOURCES**

**CURRENT ASSETS:**

Cash-Unrestricted	\$23,122
Investments:	
Unrestricted	117,661
Restricted	214,313
Accrued interest receivable	678
Insurance receivable/Sandy	126,325
Accounts receivable	10,376
Tolls due from other agencies	29,389
Prepaid expenses	471
	<hr/>
Total current assets	522,335

**NONCURRENT ASSETS:**

Investments:	
Unrestricted	13,349
Restricted	536,277
Facilities, less acc.dep of \$1,124,587	4,015,771
Capital lease 2 Broadway net acc. dep.	44,278
Derivative Hedge Assets	3,629
Security Deposits	11,250
	<hr/>
Total noncurrent assets	4,624,554

<b>TOTAL ASSETS:</b>	<hr/> <b>5,146,889</b>
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**DEFERRED OUTFLOWS OF RESOURCES:**

Accumulated decreases in fair value of derivative instruments	125,953
Defeasance costs	247,717
	<hr/>

<b>TOTAL DEFERRED OUTFLOWS OF RESOURCES:</b>	<hr/> <b>373,670</b>
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<b>TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES</b>	<hr/> <b>\$5,520,559</b> <hr/>
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**MTA BRIDGES & TUNNELS**  
**STATEMENT OF NET POSITION**

As of July 31, 2013

(in thousands)

**LIABILITIES**

**CURRENT LIABILITIES:**

Current portion-long term debt	\$160,205
Interest Payable	69,259
Accounts Payable	47,987
Payable to MTA-CAP	32,464
Due to MTA-Operating Expenses	3,746
Due to NYCTA-Operating Expenses	778
Accrued salaries	32,014
Accrued Vac & Sick Benefits	15,689
Current portion of estimated liability arising from injury	10,730
Current portion of capital lease obligation	6,276
Pollution remediation projects	1,829
Due to New York City Transit Authority	40,248
Due to Metropolitan Transportation Authority	55,901
Pension Contribution Payable	2,828
Unredeemed Tolls	132,554
Tolls due to other agencies	46,432
E-ZPass Airport Toll Liability	4,542
	<hr/>
Total current liabilities	663,482

**NONCURRENT LIABILITIES:**

Long term debt	8,875,850
Post Employment Benefits Other than Pensions	420,468
Estimated liability arising from injury	15,537
Capital lease obligations	132,173
Derivative Hedge Liabilities	130,668
Security deposits-Contra	11,250
	<hr/>
Total noncurrent liabilities	9,585,946

**TOTAL LIABILITIES** 10,249,428

**NET POSITION** (4,728,869) \*

**TOTAL LIABILITIES & NET POSITION** \$5,520,559

\*The negative Net Position of \$4,728,869 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 NYCTA 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**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**July 2013**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	142.578	146.963	4.385	3.1	0.000	0.000	0.000	-	142.578	146.963	4.385	3.1
Other Operating Revenue	1.228	1.567	0.339	27.6	0.000	0.000	0.000	-	1.228	1.567	0.339	27.6
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.304	1.012	(0.292)	(22.4)	1.304	1.012	(0.292)	(22.4)
Investment Income	0.009	0.009	0.000	0.0	0.000	0.000	0.000	-	0.009	0.009	0.000	0.0
<b>Total Revenue</b>	<b>\$143.815</b>	<b>\$148.539</b>	<b>\$4.724</b>	<b>3.3</b>	<b>\$1.304</b>	<b>\$1.012</b>	<b>(\$0.292)</b>	<b>(22.4)</b>	<b>\$145.119</b>	<b>\$149.551</b>	<b>\$4.432</b>	<b>3.1</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$10.246	\$10.312	(\$0.066)	(0.6)	\$0.473	\$0.402	\$0.071	15.0	\$10.719	\$10.714	\$0.005	0.0
Overtime	1.917	1.438	0.479	25.0	0.057	0.000	0.057	100.0	1.974	1.438	0.536	27.2
Health and Welfare	2.390	2.261	0.129	5.4	0.143	0.083	0.060	42.0	2.533	2.344	0.189	7.5
OPEB Current Payment	1.293	1.274	0.019	1.5	0.000	0.000	0.000	-	1.293	1.274	0.019	1.5
Pensions	2.708	2.723	(0.015)	(0.6)	0.120	0.105	0.015	12.5	2.828	2.828	0.000	0.0
Other Fringe Benefits	0.902	0.867	0.035	3.9	0.074	0.053	0.021	28.4	0.976	0.920	0.056	5.7
Reimbursable Overhead	(0.437)	(0.369)	(0.068)	(15.6)	0.437	0.369	0.068	15.6	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$19.019</b>	<b>\$18.506</b>	<b>\$0.513</b>	<b>2.7</b>	<b>\$1.304</b>	<b>\$1.012</b>	<b>\$0.292</b>	<b>22.4</b>	<b>\$20.323</b>	<b>\$19.518</b>	<b>\$0.805</b>	<b>4.0</b>
<b>Non-Labor:</b>												
Electric Power	\$0.724	\$0.674	\$0.050	6.9	\$0.000	\$0.000	\$0.000	-	\$0.724	\$0.674	\$0.050	6.9
Fuel	0.135	0.125	0.010	7.4	0.000	0.000	0.000	-	0.135	0.125	0.010	7.4
Insurance	0.802	1.987	(1.185)	*	0.000	0.000	0.000	-	0.802	1.987	(1.185)	*
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	6.568	4.897	1.671	25.4	0.000	0.000	0.000	-	6.568	4.897	1.671	25.4
Professional Service Contracts	2.159	1.856	0.303	14.0	0.000	0.000	0.000	-	2.159	1.856	0.303	14.0
Materials & Supplies	0.410	0.168	0.242	59.0	0.000	0.000	0.000	-	0.410	0.168	0.242	59.0
Other Business Expenses	2.453	2.476	(0.023)	(0.9)	0.000	0.000	0.000	-	2.453	2.476	(0.023)	(0.9)
<b>Total Non-Labor Expenses</b>	<b>\$13.251</b>	<b>\$12.183</b>	<b>\$1.068</b>	<b>8.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$13.251</b>	<b>\$12.183</b>	<b>\$1.068</b>	<b>8.1</b>
<b>Other Expense Adjustments:</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$32.270</b>	<b>\$30.689</b>	<b>\$1.581</b>	<b>4.9</b>	<b>\$1.304</b>	<b>\$1.012</b>	<b>\$0.292</b>	<b>22.4</b>	<b>\$33.574</b>	<b>\$31.701</b>	<b>\$1.873</b>	<b>5.6</b>
Depreciation	\$7.924	\$7.414	\$0.510	6.4	\$0.000	\$0.000	\$0.000	-	\$7.924	\$7.414	\$0.510	6.4
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>\$46.582</b>	<b>\$44.491</b>	<b>\$2.091</b>	<b>4.5</b>	<b>\$1.304</b>	<b>\$1.012</b>	<b>\$0.292</b>	<b>22.4</b>	<b>\$47.886</b>	<b>\$45.503</b>	<b>\$2.383</b>	<b>5.0</b>
Less: Depreciation	\$7.924	\$7.414	\$0.510	6.4	\$0.000	\$0.000	\$0.000	-	\$7.924	\$7.414	\$0.510	6.4
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>\$32.270</b>	<b>\$30.689</b>	<b>\$1.581</b>	<b>4.9</b>	<b>\$1.304</b>	<b>\$1.012</b>	<b>\$0.292</b>	<b>22.4</b>	<b>\$33.574</b>	<b>\$31.701</b>	<b>\$1.873</b>	<b>5.6</b>
<b>Net Surplus/(Deficit)</b>	<b>\$111.545</b>	<b>\$117.850</b>	<b>\$6.305</b>	<b>5.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$111.545</b>	<b>\$117.850</b>	<b>\$6.305</b>	<b>5.7</b>

Differences are due to rounding.

\*Variance exceeds 100%

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**July 2013**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)									\$111.545	\$117.850	\$6.305	5.7
Less: Capitalized Assets									1.500	0.922	0.578	38.5
Reserves									2.118	2.118	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$107.927	\$114.810	\$6.883	6.4
Less: Debt Service									48.549	49.531	(0.982)	(2.0)
Income Available for Distribution									\$59.378	\$65.279	\$5.901	9.9
Distributable To:												
MTA - Investment Income									0.009	0.009	0.000	0.0
MTA - Distributable Income									34.399	37.583	3.184	9.3
NYCTR - Distributable Income									24.970	27.687	2.717	10.9
Total Distributable Income									\$59.378	\$65.279	\$5.901	9.9
<u>Support to Mass Transit:</u>												
Total Revenues									145.119	149.551	4.432	3.1
Less: Total Operating Expenses									<u>33.574</u>	<u>31.701</u>	<u>1.873</u>	5.6
Net Operating Income/(Deficit)									\$111.545	\$117.850	\$6.305	5.7
Deductions from Net Operating Income:												
Capitalized Assets									1.500	0.922	0.578	38.5
Reserves									2.118	2.118	0.000	0.0
B&T Debt Service									18.463	17.328	1.135	6.1
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$22.081	\$20.368	\$1.713	7.8
Total Support to Mass Transit									\$89.464	\$97.482	\$8.018	9.0

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT OF OPERATIONS by CATEGORY**  
**July Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	930.010	935.569	5.559	0.6	0.000	0.000	0.000	-	930.010	935.569	5.559	0.6
Other Operating Revenue	13.204	13.358	0.154	1.2	0.000	0.000	0.000	-	13.204	13.358	0.154	1.2
Capital & Other Reimbursements	0.000	0.000	0.000	-	9.011	8.492	(0.519)	(5.8)	9.011	8.492	(0.519)	(5.8)
Investment Income	0.065	0.064	(0.001)	(1.5)	0.000	0.000	0.000	-	0.065	0.064	(0.001)	(1.5)
<b>Total Revenue</b>	<b>\$943.279</b>	<b>\$948.991</b>	<b>\$5.712</b>	<b>0.6</b>	<b>\$9.011</b>	<b>\$8.492</b>	<b>(\$0.519)</b>	<b>(5.8)</b>	<b>\$952.290</b>	<b>\$957.483</b>	<b>\$5.193</b>	<b>0.5</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$66.479	\$66.138	\$0.341	0.5	\$3.669	\$3.560	\$0.109	3.0	\$70.148	\$69.698	\$0.450	0.6
Overtime	11.257	10.489	0.768	6.8	0.114	0.000	0.114	100.0	11.371	10.489	0.882	7.8
Health and Welfare	15.468	15.108	0.360	2.3	0.861	0.744	0.117	13.6	16.329	15.852	0.477	2.9
OPEB Current Payment	8.917	8.895	0.022	0.2	0.000	0.000	0.000	-	8.917	8.895	0.022	0.2
Pensions	18.389	18.411	(0.022)	(0.1)	0.932	0.910	0.022	2.4	19.321	19.321	0.000	0.0
Other Fringe Benefits	8.616	8.508	0.108	1.3	0.506	0.467	0.039	7.7	9.122	8.975	0.147	1.6
Reimbursable Overhead	(2.929)	(2.811)	(0.118)	(4.0)	2.929	2.811	0.118	4.0	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$126.197</b>	<b>\$124.738</b>	<b>\$1.459</b>	<b>1.2</b>	<b>\$9.011</b>	<b>\$8.492</b>	<b>\$0.519</b>	<b>5.8</b>	<b>\$135.208</b>	<b>\$133.230</b>	<b>\$1.978</b>	<b>1.5</b>
<b>Non-Labor:</b>												
Electric Power	\$4.344	\$4.307	\$0.037	0.9	\$0.000	\$0.000	\$0.000	-	\$4.344	\$4.307	\$0.037	0.9
Fuel	1.960	1.910	0.050	2.6	0.000	0.000	0.000	-	1.960	1.910	0.050	2.6
Insurance	4.182	5.102	(0.920)	(22.0)	0.000	0.000	0.000	-	4.182	5.102	(0.920)	(22.0)
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	50.322	50.798	(0.476)	(0.9)	0.000	0.000	0.000	-	50.322	50.798	(0.476)	(0.9)
Professional Service Contracts	16.238	16.073	0.165	1.0	0.000	0.000	0.000	-	16.238	16.073	0.165	1.0
Materials & Supplies	2.059	1.584	0.475	23.1	0.000	0.000	0.000	-	2.059	1.584	0.475	23.1
Other Business Expenses	14.631	14.129	0.502	3.4	0.000	0.000	0.000	-	14.631	14.129	0.502	3.4
<b>Total Non-Labor Expenses</b>	<b>\$93.736</b>	<b>\$93.903</b>	<b>(\$0.167)</b>	<b>(0.2)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$93.736</b>	<b>\$93.903</b>	<b>(\$0.167)</b>	<b>(0.2)</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>\$219.933</b>	<b>\$218.641</b>	<b>\$1.292</b>	<b>0.6</b>	<b>\$9.011</b>	<b>\$8.492</b>	<b>\$0.519</b>	<b>5.8</b>	<b>\$228.944</b>	<b>\$227.133</b>	<b>\$1.811</b>	<b>0.8</b>
Depreciation	\$54.810	\$53.913	\$0.897	1.6	\$0.000	\$0.000	\$0.000	-	\$54.810	\$53.913	\$0.897	1.6
OPEB Obligation	44.713	44.713	0.000	0.0	0.000	0.000	0.000	-	44.713	44.713	0.000	0.0
Environmental Remediation	0.000	(0.009)	0.009	-	0.000	0.000	0.000	-	0.000	(0.009)	0.009	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$319.456</b>	<b>\$317.258</b>	<b>\$2.198</b>	<b>0.7</b>	<b>\$9.011</b>	<b>\$8.492</b>	<b>\$0.519</b>	<b>5.8</b>	<b>\$328.467</b>	<b>\$325.750</b>	<b>\$2.717</b>	<b>0.8</b>
Less: Depreciation	\$54.810	\$53.913	\$0.897	1.6	\$0.000	\$0.000	\$0.000	-	\$54.810	\$53.913	\$0.897	1.6
Less: OPEB Obligation	44.713	44.713	0.000	0.0	0.000	0.000	0.000	-	44.713	44.713	0.000	0.0
<b>Total Expenses</b>	<b>\$219.933</b>	<b>\$218.632</b>	<b>\$1.301</b>	<b>0.6</b>	<b>\$9.011</b>	<b>\$8.492</b>	<b>\$0.519</b>	<b>5.8</b>	<b>\$228.944</b>	<b>\$227.124</b>	<b>\$1.820</b>	<b>0.8</b>
<b>Net Surplus/(Deficit)</b>	<b>\$723.346</b>	<b>\$730.359</b>	<b>\$7.013</b>	<b>1.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$723.346</b>	<b>\$730.359</b>	<b>\$7.013</b>	<b>1.0</b>

Differences are due to rounding.  
\*Variance exceeds 100%

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**July Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Net Income/(Deficit)									\$723.346	\$730.359	\$7.013	1.0
Less: Capitalized Assets									3.831	5.974	(\$2.143)	(55.9)
Reserves									14.825	14.825	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$704.690	\$709.560	\$4.870	0.7
Less: Debt Service									343.805	336.085	7.720	2.2
Income Available for Distribution									\$360.885	\$373.475	\$12.590	3.5
Distributable To:												
MTA - Investment Income									0.065	0.064	(0.001)	(1.5)
MTA - Distributable Income									214.748	220.123	5.375	2.5
NYCTR - Distributable Income									146.072	153.288	7.216	4.9
Total Distributable Income									\$360.885	\$373.475	\$12.590	3.5
<b>Support to Mass Transit:</b>												
Total Revenues									952.290	957.483	5.193	0.5
Less: Total Operating Expenses									<u>228.944</u>	<u>227.124</u>	<u>1.820</u>	0.8
Net Operating Income/(Deficit)									\$723.346	\$730.359	\$7.013	1.0
Deductions from Net Operating Income:												
Capitalized Assets									3.831	5.974	(2.143)	(55.9)
Reserves									14.825	14.825	0.000	0.0
B&T Debt Service									121.483	116.644	4.839	4.0
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$140.139	\$137.443	\$2.696	1.9
Total Support to Mass Transit									\$583.207	\$592.916	\$9.709	1.7

MTA BRIDGES AND TUNNELS  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS  
(\$ in millions)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		July 2013	Favorable/ (Unfavorable) Variance		Year-to-Date
	\$	%	Reason for Variance	\$	%	Reason for Variance
Nonreimbursable						
Vehicle Toll Revenue	4.385	3.1%	Higher toll revenue due to higher than forecast traffic (\$2.804M) and a higher than estimated average toll (\$1.451M).	5.559	0.6%	Higher toll revenue primarily due to higher than forecast traffic (\$3.347M) and a higher than estimated average toll (\$2.212M).
Other Operating Revenue	0.339	27.6%	Higher Other Operating Revenue primarily due to higher revenues from the Battery Parking Garage (\$0.121M).	0.154	1.2%	Minor variance.
Investment Income	0.000	-	No variance.	(0.001)	-1.5%	Minor variance.
Payroll	(0.066)	-0.6%	Minor variance.	0.341	0.5%	Minor variance.
Overtime	0.479	25.0%	See overtime tables	0.768	6.8%	See overtime tables
Health and Welfare	0.129	5.4%	Lower Welfare Plan expenses primarily due to the timing of expenses against the monthly forecast allocation.	0.360	2.3%	Minor variance.
OPEB Current Payment	0.019	1.5%	Minor variance.	0.022	0.2%	Minor variance.
Pensions	(0.015)	-0.6%	Minor variance.	(0.022)	-0.1%	Minor variance.
Other Fringe Benefits	0.035	3.9%	Minor variance.	0.108	1.3%	Minor variance.
Electric Power	0.050	6.9%	Minor variance.	0.037	0.9%	Minor variance.
Fuel	0.010	7.4%	Minor variance.	0.050	2.6%	Minor variance.
Insurance	(1.185)	-147.8%	Higher expenses primarily due to timing of expenses for Property Insurance (- \$1.180M) against the monthly forecast allocation.	(0.920)	-22.0%	Higher expenses primarily due to timing of expenses for Property Insurance (- \$0.899M) against the YTD forecast allocation.
Maintenance and Other Operating Contracts	1.671	25.4%	Lower expenses primarily due to the timing of expenses for Major Maintenance and Painting (\$0.611M), Maintenance and Repair for Sandy-related expenses (\$0.479M), Security/Surveillance Equipment (\$0.262M), Auto & Other Vehicle Purchases (\$0.133M) and Facility Maintenance & Repair Services (\$0.103M).	(0.476)	-0.9%	Minor variance.
Professional Service Contracts	0.303	14.0%	Lower expenses primarily for Legal Fees (\$0.137M) and other expenses against the monthly forecast allocation.	0.165	1.0%	Minor variance.
Materials & Supplies	0.242	59.0%	Lower expenses across a variety of small equipment and supply categories against the monthly forecast allocation.	0.475	23.1%	Lower expenses primarily for Roadway Equipment (\$0.112M) and across a variety of small equipment and supply categories against the YTD forecast allocation.
Other Business Expense	(0.023)	-0.9%	Minor variance.	0.502	3.4%	Lower expenses primarily due to lower Credit/Debit Card Fees (\$0.511M) against the YTD forecast allocation.
Depreciation	0.510	6.4%	Minor variance.	0.897	1.6%	Minor variance.
Other Post Employment Benefits	0.000	-	No variance.	0.000	-	No variance.
Reimbursable						
Capital and Other Reimbursements	(0.292)	-22.4%	Lower capital reimbursements against the monthly forecast allocation.	(0.519)	-5.8%	Lower capital reimbursements against the YTD forecast allocation.
Payroll	0.071	15.0%	Lower than planned reimbursable expenses against the monthly forecast allocation.	0.109	3.0%	Lower than planned reimbursable expenses against the YTD forecast allocation.
Overtime	0.057	100.0%	See overtime tables	0.114	100.0%	See overtime tables
Health and Welfare	0.060	42.0%	Lower than planned reimbursable expenses against the monthly forecast allocation.	0.117	13.6%	Lower than planned reimbursable expenses against the YTD forecast allocation.
OPEB Current Payment	0.000	-	No variance.	0.000	-	No variance.
Pensions	0.015	12.5%	Lower than planned reimbursable expenses against the monthly forecast allocation.	0.022	2.4%	Lower than planned reimbursable expenses against the YTD forecast allocation.
Other Fringe Benefits	0.021	28.4%	Lower than planned reimbursable expenses against the monthly forecast allocation.	0.039	7.7%	Lower than planned reimbursable expenses against the YTD forecast allocation.
Reimbursable Overhead	0.068	15.6%	Lower than planned reimbursable expenses against the monthly forecast allocation.	0.118	4.0%	Lower than planned reimbursable expenses against the YTD forecast allocation.

MTA Bridges and Tunnels  
 July Financial Plan - 2013 Mid-Year Forecast  
 Non-Reimbursable/Reimbursable Overtime  
 (\$ in millions)

	July						July Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<b>OPERATIONS &amp; MAINTENANCE</b>												
<u>Scheduled Service</u>	4,151	\$0.241	4,663	\$0.281	(512)	(\$0.040)	24,983	\$1.535	27,112	\$1.681	(2,129)	(\$0.146)
					-12.3%	-16.5%					-8.5%	-9.5%
<u>Unscheduled Service</u>	1,697	\$0.099	1,127	\$0.063	570	\$0.036	5,721	\$0.348	4,666	\$0.284	1,055	\$0.064
					33.6%	35.9%					18.4%	18.5%
<u>Programmatic/Routine Maintenance</u>	22	\$0.001	107	\$0.007	(85)	(\$0.006)	436	\$0.027	770	\$0.050	(334)	(\$0.024)
					-386.4%	-456.8%					-76.5%	-89.9%
<u>Unscheduled Maintenance</u>	2,330	\$0.142	122	\$0.009	2,209	\$0.133	12,506	\$0.761	8,404	\$0.517	4,102	\$0.244
					94.8%	94.0%					32.8%	32.1%
<u>Vacancy/Absentee Coverage</u>	16,697	\$0.995	11,322	\$0.652	5,375	\$0.343	83,333	\$5.238	71,462	\$4.598	11,872	\$0.641
					32.2%	34.5%					14.2%	12.2%
<u>Weather Emergencies</u>	0	\$0.000	604	\$0.041	(604)	(\$0.041)	11,083	\$0.685	12,173	\$0.760	(1,090)	(\$0.075)
											-9.8%	-10.9%
<u>Safety/Security/Law Enforcement</u>	4,079	\$0.242	2,000	\$0.116	2,079	\$0.126	18,731	\$1.177	14,356	\$0.912	4,375	\$0.265
					51.0%	52.1%					23.4%	22.5%
<u>Other</u>	745	\$0.052	720	\$0.051	25	\$0.002	3,757	\$0.247	4,167	\$0.270	(410)	(\$0.023)
					3.4%	3.2%					-10.9%	-9.3%
<u>*All Other Departments and Accruals</u>		\$0.144		\$0.218		(\$0.074)		\$1.239		\$1.417		(\$0.178)
						-51.6%						-14.3%
Subtotal	29,721	\$1.917	20,664	\$1.438	9,057	\$0.479	160,550	\$11.257	143,109	\$10.489	17,442	\$0.768
					30.5%	25.0%					10.9%	6.8%
<b>REIMBURSABLE OVERTIME</b>												
	1,029	\$0.057	0	\$0.000	1,029	\$0.057	2,058	\$0.114	0	\$0.000	2,058	\$0.114
					100.0%	100.0%					100.0%	100.0%
<b>TOTAL OVERTIME</b>	<b>30,750</b>	<b>\$1.974</b>	<b>20,664</b>	<b>\$1.438</b>	<b>10,086</b>	<b>\$0.536</b>	<b>162,608</b>	<b>\$11.371</b>	<b>143,109</b>	<b>\$10.489</b>	<b>19,499</b>	<b>\$0.882</b>
					32.8%	27.1%					12.0%	7.8%

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.

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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 July

Year to date ending July 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
3.5	\$21.4	3.5	\$23.8	-0.8%	11.1%	Bronx-Whitestone	22.9	\$139.0	23.0	\$151.9	0.5%	9.3%
0.7	1.5	0.7	1.7	1.4%	13.7%	Cross Bay	4.3	8.6	4.6	10.2	6.3%	18.2%
1.8	5.0	1.8	5.4	-0.7%	9.5%	Henry Hudson	13.0	34.4	12.4	35.0	-4.3%	1.9%
1.4	7.5	1.4	8.1	-3.3%	8.3%	Hugh L. Carey*	9.8	52.0	9.4	53.3	-4.9%	2.6%
0.8	1.5	0.8	1.8	-0.1%	15.9%	Marine Parkway	4.5	8.4	4.7	9.9	4.4%	18.9%
2.4	13.4	2.3	14.3	-4.4%	7.0%	Queens Midtown	16.8	92.9	15.8	94.5	-6.0%	1.7%
2.3	14.9	2.4	17.1	2.9%	14.5%	RFK - Bronx	15.8	100.3	15.7	109.0	-0.2%	8.7%
2.6	14.1	2.6	15.8	0.6%	11.9%	RFK - Manhattan	17.5	95.3	17.5	103.8	0.1%	8.9%
3.6	23.3	3.7	27.3	3.8%	17.0%	Throgs Neck	23.0	151.8	23.0	165.9	-0.3%	9.3%
5.7	28.6	5.6	31.6	-0.7%	10.7%	Verrazano-Narrows	38.4	189.4	37.7	202.1	-1.7%	6.7%
<b>24.9</b>	<b>\$131.2</b>	<b>24.9</b>	<b>\$147.0</b>	<b>0.0%</b>	<b>12.0%</b>	<b>Total</b>	<b>165.9</b>	<b>\$872.0</b>	<b>163.8</b>	<b>\$935.6</b>	<b>-1.3%</b>	<b>7.3%</b>
	<b>\$5.273</b>		<b>\$5.907</b>		<b>12.0%</b>	<b>Revenue Per Vehicle</b>		<b>\$5.255</b>		<b>\$5.712</b>		<b>8.7%</b>

\*Formerly Brooklyn-Battery Tunnel

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

Note: Numbers may not add due to rounding.

Comparison Actual vs. Mid-Year Forecast:

Mid-Year Forecast		Jul Actual		Percentage Change			Mid-Year Forecast		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
<b>24.4</b>	<b>142.6</b>	<b>24.9</b>	<b>147.0</b>	<b>2.0%</b>	<b>3.1%</b>	<b>Total All</b>	<b>163.2</b>	<b>\$930.0</b>	<b>163.8</b>	<b>\$935.6</b>	<b>0.3%</b>	<b>0.6%</b>
	<b>\$5.843</b>		<b>\$5.907</b>		<b>1.1%</b>	<b>Revenue Per Vehicle</b>		<b>\$5.697</b>		<b>\$5.712</b>		<b>0.3%</b>

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
**July 2013**

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	2	2	-	
Law <sup>(1)</sup>	18	16	2	2 Managerial overages and 4 Professional vacancies
CFO <sup>(2)</sup>	29	25	4	4 Professional vacancies
Labor Relations	5	5	-	
Staff Services <sup>(3)</sup>	29	17	12	2 Managerial vacancies; 10 Professional vacancies
EEO	1	1	-	
<b>Total Administration</b>	<b>84</b>	<b>66</b>	<b>18</b>	
<b>Operations</b>				
Revenue Management	38	36	2	1 Bridge and Tunnel Officer (BTO) vacancy and 1 Professional vacancy
Operations (Non-Security)	747	619	128	97 BTO vacancies, 32 Superior Officer vacancies, 1 Maintainer overage; 1 Professional vacancy; 1 Managerial overage
<b>Total Operations</b>	<b>785</b>	<b>655</b>	<b>130</b>	
<b>Maintenance</b>				
Maintenance	170	163	7	1 Managerial vacancy, 2 Professional vacancies and 4 Maintainer vacancies
Operations - Maintainers	172	156	16	16 Maintainer vacancies
Technology	53	52	1	1 Managerial vacancy
Internal Security - Tech Svcs	8	10	(2)	2 Maintainer overages
<b>Total Maintenance</b>	<b>403</b>	<b>381</b>	<b>22</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	126	140	(14)	2 Managerial vacancies and 16 Professional overages
Law <sup>(1)</sup>	13	13	-	
Health & Safety	8	8	-	
CFO-Planning & Budget Capital	12	12	-	
<b>Total Engineering/Capital</b>	<b>159</b>	<b>173</b>	<b>(14)</b>	
<b>Public Safety</b>				
Operations (Security)	232	232	-	
Internal Security - Operations	37	36	1	1 Professional vacancy
<b>Total Public Safety</b>	<b>269</b>	<b>268</b>	<b>1</b>	
<b>Total Positions</b>	<b>1,700</b>	<b>1,543</b>	<b>157</b>	
Non-Reimbursable	1,643	1,486	157	
Reimbursable	57	57	-	
<b>Total Full-Time</b>	<b>1,700</b>	<b>1,543</b>	<b>157</b>	

(1) Includes Legal and Procurement staff.

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

(3) Includes Human Resources and Administration staff.

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**TOTAL POSITIONS BY FUNCTION AND OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**July 2013**

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	28	28	-	
Professional, Technical, Clerical	56	38	18	18 Professional vacancies (4 in CFO, 4 in Law and 10 in Staff Services)
Operational Hourlies	-	-	-	
<b>Total Administration</b>	<b>84</b>	<b>66</b>	<b>18</b>	
<b>Operations</b>				
Managers/Supervisors	55	56	(1)	1 Managerial overage in Operations
Professional, Technical, Clerical	51	49	2	1 Professional vacancy in Revenue Mgmt; 1 Professional vacancy in Operations
Operational Hourlies <sup>(1)</sup>	679	550	129	97 BTO vacancies, 32 Superior Officer vacancies and 1 Maintainer overage in Operations; 1 BTO vacancy in Revenue Management
<b>Total Operations</b>	<b>785</b>	<b>655</b>	<b>130</b>	
<b>Maintenance</b>				
Managers/Supervisors	36	34	2	2 Managerial vacancies (1 in Technology, 1 in Maintenance)
Professional, Technical, Clerical	48	46	2	2 Professional vacancies in Maintenance
Operational Hourlies <sup>(2)</sup>	319	301	18	18 Maintainer vacancies (16 in Operations, 4 in Maintenance and 2 overages in Internal Security)
<b>Total Maintenance</b>	<b>403</b>	<b>381</b>	<b>22</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	38	35	3	2 Managerial vacancies in Engineering and 1 in Planning & Budget
Professional, Technical, Clerical	121	138	(17)	16 Professional overages in Engineering and 1 in Planning & Budget
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>159</b>	<b>173</b>	<b>(14)</b>	
<b>Public Safety</b>				
Managers/Supervisors	7	7	-	
Professional, Technical, Clerical	28	27	1	1 Professional vacancy in Internal Security.
Operational Hourlies <sup>(3)</sup>	234	234	-	
<b>Total Public Safety</b>	<b>269</b>	<b>268</b>	<b>1</b>	
<b>Total Positions</b>				
Managers/Supervisors	164	160	4	
Professional, Technical, Clerical	304	298	6	
Operational Hourlies	1,232	1,085	147	
<b>Total Positions</b>	<b>1,700</b>	<b>1,543</b>	<b>157</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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## 2013 Mid-Year Forecast Monthly Allocation



**MTA BRIDGES AND TUNNELS**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue													
Vehicle Toll Revenue	\$116,762	\$103,904	\$136,631	\$139,021	\$146,911	\$144,203	\$142,577	\$145,197	\$137,143	\$137,581	\$130,296	\$131,599	\$1,611,827
Other Operating Revenue	1,068	1,220	4,618	1,789	1,578	1,703	1,228	1,228	1,271	1,228	1,228	4,184	22,344
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	0.007	0.011	0.012	0.010	0.007	0.009	0.009	0.009	0.009	0.009	0.008	0.009	0.110
<b>Total Revenue</b>	<b>\$117,838</b>	<b>\$105,135</b>	<b>\$141,261</b>	<b>\$140,820</b>	<b>\$148,496</b>	<b>\$145,915</b>	<b>\$143,814</b>	<b>\$146,435</b>	<b>\$138,423</b>	<b>\$138,818</b>	<b>\$131,535</b>	<b>\$135,792</b>	<b>\$1,634,282</b>
<b>Operating Expenses</b>													
<b><u>Labor:</u></b>													
Payroll	\$9,539	\$8,394	\$9,700	\$9,584	\$9,231	\$9,785	\$10,247	\$10,375	\$10,053	\$10,288	\$9,969	\$15,119	\$122,283
Overtime	1,763	1,440	1,863	1,273	1,271	1,730	1,917	1,879	1,876	1,733	2,050	2,036	20,882
Health and Welfare	2,116	2,172	2,158	2,237	2,907	2,389	2,389	2,573	2,573	2,573	2,573	(0,240)	25,522
OPEB Current Payment	1,235	1,251	1,253	1,323	1,269	1,293	1,293	1,293	1,293	1,293	1,293	1,293	15,384
Pensions	2,655	2,670	2,698	2,688	2,285	2,585	2,708	2,541	2,645	2,641	2,645	3,786	32,745
Other Fringe Benefits	2,822	(0,269)	1,792	0,783	0,736	1,850	0,902	0,921	1,888	0,905	0,893	3,369	16,593
Reimbursable Overhead	(0,256)	(0,402)	(0,273)	(0,320)	(0,803)	(0,437)	(0,437)	(0,437)	(0,437)	(0,437)	(0,437)	(0,437)	(5,114)
<b>Total Labor Expenses</b>	<b>\$19,874</b>	<b>\$15,257</b>	<b>\$19,191</b>	<b>\$17,567</b>	<b>\$15,995</b>	<b>\$19,296</b>	<b>\$19,018</b>	<b>\$19,246</b>	<b>\$19,892</b>	<b>\$19,047</b>	<b>\$18,987</b>	<b>\$24,927</b>	<b>\$228,295</b>
<b><u>Non-Labor:</u></b>													
Electric Power	\$0,677	\$0,438	\$0,919	\$0,555	\$0,482	\$0,550	\$0,724	\$0,838	\$0,650	\$0,636	\$0,500	\$0,512	\$7,480
Fuel	0,093	0,164	0,657	0,462	0,273	0,176	0,135	0,135	0,131	0,224	0,220	0,224	2,394
Insurance	0,516	0,509	0,501	0,519	0,534	0,802	0,802	0,802	1,702	0,802	0,807	3,186	11,480
Claims	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Maintenance and Other Operating Contracts	4,831	5,156	12,162	6,657	5,515	9,431	6,568	9,457	12,230	7,903	8,819	35,584	124,316
Professional Service Contracts	0,952	1,610	2,032	5,354	1,757	2,374	2,159	2,347	2,642	2,348	2,277	3,586	29,438
Materials & Supplies	0,084	0,477	0,504	0,032	0,155	0,397	0,410	0,410	0,397	0,410	0,397	0,388	4,062
Other Business Expenses	1,946	1,339	1,752	2,551	1,961	2,629	2,453	2,525	2,513	2,231	2,277	3,676	27,853
<b>Total Non-Labor Expenses</b>	<b>\$9,098</b>	<b>\$9,694</b>	<b>\$18,526</b>	<b>\$16,130</b>	<b>\$10,679</b>	<b>\$16,359</b>	<b>\$13,251</b>	<b>\$16,515</b>	<b>\$20,265</b>	<b>\$14,553</b>	<b>\$15,298</b>	<b>\$47,156</b>	<b>\$207,524</b>
<b><u>Other Expenses Adjustments:</u></b>													
Other	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
<b>Total Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$28,972</b>	<b>\$24,950</b>	<b>\$37,717</b>	<b>\$33,697</b>	<b>\$26,674</b>	<b>\$35,655</b>	<b>\$32,269</b>	<b>\$35,761</b>	<b>\$40,157</b>	<b>\$33,600</b>	<b>\$34,285</b>	<b>\$72,083</b>	<b>\$435,819</b>
Add: Depreciation	\$7,626	\$7,639	\$7,792	\$7,685	\$8,219	\$7,924	\$7,924	\$7,924	\$7,924	\$7,924	\$7,924	\$7,924	\$94,429
Add: OPEB Obligation	6,388	6,388	6,388	6,388	6,388	6,388	6,388	6,388	6,388	6,388	6,388	6,388	76,650
Add: Environmental Remediation	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
<b>Total Expenses/Expenditures</b>	<b>\$42,986</b>	<b>\$38,976</b>	<b>\$51,897</b>	<b>\$47,770</b>	<b>\$41,281</b>	<b>\$49,966</b>	<b>\$46,581</b>	<b>\$50,072</b>	<b>\$54,469</b>	<b>\$47,911</b>	<b>\$48,596</b>	<b>\$86,394</b>	<b>\$606,898</b>
Less: Depreciation	(\$7,626)	(\$7,639)	(\$7,792)	(\$7,685)	(\$8,219)	(\$7,924)	(\$7,924)	(\$7,924)	(\$7,924)	(\$7,924)	(\$7,924)	(\$7,924)	(\$94,429)
Less: OPEB Obligation	(6,388)	(6,388)	(6,388)	(6,388)	(6,388)	(6,388)	(6,388)	(6,388)	(6,388)	(6,388)	(6,388)	(6,388)	(76,650)
<b>Total Expenses</b>	<b>\$28,972</b>	<b>\$24,950</b>	<b>\$37,717</b>	<b>\$33,697</b>	<b>\$26,674</b>	<b>\$35,655</b>	<b>\$32,269</b>	<b>\$35,761</b>	<b>\$40,157</b>	<b>\$33,600</b>	<b>\$34,285</b>	<b>\$72,083</b>	<b>\$435,819</b>
<b>Net Income/(Deficit)</b>	<b>\$88,866</b>	<b>\$80,185</b>	<b>\$103,545</b>	<b>\$107,123</b>	<b>\$121,823</b>	<b>\$110,260</b>	<b>\$111,545</b>	<b>\$110,674</b>	<b>\$98,265</b>	<b>\$105,218</b>	<b>\$97,250</b>	<b>\$63,709</b>	<b>\$1,198,462</b>

**MTA BRIDGES AND TUNNELS**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1.153	1.231	0.904	1.016	2.117	1.285	1.304	1.644	1.625	1.644	1.625	1.679	17.228
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$1.153	\$1.231	\$0.904	\$1.016	\$2.117	\$1.285	\$1.304	\$1.644	\$1.625	\$1.644	\$1.625	\$1.679	\$17.228
Expenses													
Labor													
Payroll	\$0.561	\$0.520	\$0.394	\$0.436	\$0.828	\$0.457	\$0.473	\$0.737	\$0.721	\$0.737	\$0.721	\$0.738	\$7.321
Overtime	0.000	0.000	0.000	0.000	0.000	0.057	0.057	0.057	0.057	0.057	0.057	0.057	0.400
Health and Welfare	0.116	0.110	0.081	0.090	0.178	0.143	0.143	0.143	0.143	0.143	0.143	0.143	1.578
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.146	0.131	0.103	0.114	0.202	0.116	0.120	0.187	0.183	0.187	0.183	0.217	1.891
Other Fringe Benefits	0.074	0.068	0.052	0.058	0.106	0.074	0.074	0.083	0.082	0.083	0.082	0.087	0.924
Reimbursable Overhead	0.256	0.402	0.273	0.320	0.803	0.437	0.437	0.437	0.437	0.437	0.437	0.437	5.114
Total Labor Expenses	\$1.153	\$1.231	\$0.904	\$1.016	\$2.117	\$1.285	\$1.304	\$1.644	\$1.625	\$1.644	\$1.625	\$1.679	\$17.228
Non-Labor													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$1.153	\$1.231	\$0.904	\$1.016	\$2.117	\$1.285	\$1.304	\$1.644	\$1.625	\$1.644	\$1.625	\$1.679	\$17.228
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$1.153	\$1.231	\$0.904	\$1.016	\$2.117	\$1.285	\$1.304	\$1.644	\$1.625	\$1.644	\$1.625	\$1.679	\$17.228
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$1.153	\$1.231	\$0.904	\$1.016	\$2.117	\$1.285	\$1.304	\$1.644	\$1.625	\$1.644	\$1.625	\$1.679	\$17.228
Net Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

**MTA BRIDGES AND TUNNELS**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

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

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	116.762	103.904	136.631	139.021	146.911	144.203	142.577	145.197	137.143	137.581	130.298	131.599	1,611.827
Other Operating Revenue	1.068	1.220	4.618	1.789	1.578	1.703	1.228	1.228	1.271	1.223	1.228	4.184	22.344
Capital and Other Reimbursements	1.153	1.231	0.904	1.016	2.117	1.285	1.304	1.644	1.625	1.644	1.625	1.679	17.228
Investment Income	0.007	0.011	0.012	0.010	0.007	0.009	0.009	0.008	0.009	0.009	0.009	0.009	0.110
<b>Total Revenue</b>	<b>\$118.991</b>	<b>\$106.366</b>	<b>\$142.165</b>	<b>\$141.836</b>	<b>\$150.613</b>	<b>\$147.200</b>	<b>\$145.119</b>	<b>\$148.079</b>	<b>\$140.047</b>	<b>\$140.462</b>	<b>\$133.159</b>	<b>\$137.472</b>	<b>\$1,651.509</b>
<b>Expenses</b>													
<b>Labor</b>													
Payroll	\$10.100	\$8.914	\$10.094	\$10.019	\$10.058	\$10.243	\$10.719	\$11.111	\$10.775	\$11.024	\$10.691	\$15.857	\$129.605
Overtime	1.763	1.440	1.863	1.273	1.271	1.787	1.974	1.938	1.934	1.840	2.107	2.083	21.282
Health and Welfare	2.231	2.282	2.239	2.326	2.186	2.533	2.533	2.717	2.717	2.717	2.717	(0.097)	27.100
OPEB Current Payment	1.235	1.251	1.253	1.323	1.268	1.293	1.293	1.293	1.293	1.293	1.293	1.293	15.384
Pensions	2.801	2.801	2.801	2.801	2.486	2.801	2.828	2.828	2.828	2.828	2.828	4.003	34.636
Other Fringe Benefits	2.896	(0.201)	1.844	0.840	0.843	1.924	0.976	1.004	1.970	0.968	0.976	3.456	17.516
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$21.027</b>	<b>\$16.487</b>	<b>\$20.094</b>	<b>\$18.584</b>	<b>\$18.112</b>	<b>\$20.581</b>	<b>\$20.323</b>	<b>\$20.890</b>	<b>\$21.517</b>	<b>\$20.691</b>	<b>\$20.612</b>	<b>\$26.606</b>	<b>\$245.524</b>
<b>Non-Labor</b>													
Electric Power	\$0.677	\$0.438	\$0.919	\$0.555	\$0.482	\$0.550	\$0.724	\$0.838	\$0.650	\$0.636	\$0.500	\$0.512	\$7.480
Fuel	0.093	0.164	0.657	0.462	0.273	0.176	0.135	0.135	0.131	0.224	0.220	0.224	2.894
Insurance	0.516	0.509	0.501	0.519	0.534	0.802	0.802	0.802	1.702	0.802	0.807	3.186	11.480
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.831	5.156	12.162	6.657	5.515	9.431	6.568	9.457	12.230	7.903	8.819	35.584	124.316
Professional Service Contracts	0.952	1.610	2.032	5.354	1.757	2.374	2.159	2.347	2.642	2.348	2.277	3.586	29.438
Materials & Supplies	0.034	0.477	0.504	0.032	0.155	0.397	0.410	0.410	0.397	0.410	0.397	0.388	4.062
Other Business Expenses	1.946	1.339	1.752	2.551	1.961	2.629	2.453	2.525	2.513	2.231	2.277	3.676	27.853
<b>Total Non-Labor Expenses</b>	<b>\$9.098</b>	<b>\$9.694</b>	<b>\$18.526</b>	<b>\$16.130</b>	<b>\$10.679</b>	<b>\$16.359</b>	<b>\$13.251</b>	<b>\$16.515</b>	<b>\$20.265</b>	<b>\$14.553</b>	<b>\$15.298</b>	<b>\$47.156</b>	<b>\$207.524</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$30.126</b>	<b>\$26.181</b>	<b>\$38.620</b>	<b>\$34.713</b>	<b>\$28.791</b>	<b>\$36.940</b>	<b>\$33.574</b>	<b>\$37.405</b>	<b>\$41.782</b>	<b>\$35.244</b>	<b>\$35.909</b>	<b>\$73.762</b>	<b>\$453.047</b>
Add: Depreciation	\$7.626	\$7.639	\$7.792	\$7.685	\$8.219	\$7.924	\$7.924	\$7.924	\$7.924	\$7.924	\$7.924	\$7.924	\$94.429
Add: OPEB Obligation	6.388	6.388	6.388	6.388	6.388	6.388	6.388	6.388	6.388	6.388	6.388	6.388	76.650
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$44.139</b>	<b>\$40.207</b>	<b>\$52.800</b>	<b>\$48.786</b>	<b>\$43.398</b>	<b>\$51.251</b>	<b>\$47.885</b>	<b>\$51.716</b>	<b>\$56.093</b>	<b>\$49.556</b>	<b>\$50.221</b>	<b>\$88.073</b>	<b>\$624.126</b>
Less: Depreciation	(\$7.626)	(\$7.639)	(\$7.792)	(\$7.685)	(\$8.219)	(\$7.924)	(\$7.924)	(\$7.924)	(\$7.924)	(\$7.924)	(\$7.924)	(\$7.924)	(\$94.429)
Less: OPEB Obligation	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(6.388)	(76.650)
<b>Total Expenses</b>	<b>\$30.126</b>	<b>\$26.181</b>	<b>\$38.620</b>	<b>\$34.713</b>	<b>\$28.791</b>	<b>\$36.940</b>	<b>\$33.574</b>	<b>\$37.405</b>	<b>\$41.782</b>	<b>\$35.244</b>	<b>\$35.909</b>	<b>\$73.762</b>	<b>\$453.047</b>
<b>Net Income/(Deficit)</b>	<b>\$88.866</b>	<b>\$80.185</b>	<b>\$103.545</b>	<b>\$107.123</b>	<b>\$121.823</b>	<b>\$110.260</b>	<b>\$111.545</b>	<b>\$110.674</b>	<b>\$98.265</b>	<b>\$105.218</b>	<b>\$97.250</b>	<b>\$63.709</b>	<b>\$1,198.462</b>

**MTA BRIDGES AND TUNNELS**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

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

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Baseline Net Income/(Deficit)</b>	<b>\$86.866</b>	<b>\$80.185</b>	<b>\$103.545</b>	<b>\$107.123</b>	<b>\$121.823</b>	<b>\$110.260</b>	<b>\$111.545</b>	<b>\$110.674</b>	<b>\$98.265</b>	<b>\$105.218</b>	<b>\$97.250</b>	<b>\$63.709</b>	<b>\$1,198.462</b>
<u>Deductions from Income:</u>													
Less: Capitalized Assets	\$0.521	(\$0.105)	\$0.049	\$0.755	\$0.612	\$0.500	\$1.500	\$1.000	\$2.100	\$2.500	\$2.500	\$9.233	\$21.165
Reserves	2.118	2.118	2.118	2.118	2.118	2.118	2.118	2.118	2.118	2.118	2.118	2.118	25.415
GASB Reserve	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.077	3.077
<b>Adjusted Baseline Net Income/(Deficit)</b>	<b>\$86.227</b>	<b>\$78.172</b>	<b>\$101.378</b>	<b>\$104.250</b>	<b>\$119.093</b>	<b>\$107.642</b>	<b>\$107.927</b>	<b>\$107.556</b>	<b>\$94.047</b>	<b>\$100.600</b>	<b>\$92.632</b>	<b>\$49.281</b>	<b>\$1,148.805</b>
Less: Debt Service	\$50.030	\$43.782	\$48.851	\$48.891	\$50.152	\$48.549	\$48.549	\$48.549	\$48.549	\$48.549	\$48.549	\$48.549	\$586.551
Less: Gain on Escrow	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Income Available for Distribution</b>	<b>\$36.197</b>	<b>\$29.390</b>	<b>\$52.526</b>	<b>\$55.359</b>	<b>\$68.941</b>	<b>\$59.093</b>	<b>\$59.378</b>	<b>\$59.007</b>	<b>\$45.498</b>	<b>\$52.051</b>	<b>\$44.083</b>	<b>\$0.732</b>	<b>\$562.255</b>
<u>Distributable To:</u>													
MTA - Investment Income	\$0.007	\$0.011	\$0.012	\$0.010	\$0.007	\$0.009	\$0.009	\$0.009	\$0.009	\$0.009	\$0.009	\$0.009	\$0.110
MTA - Distributable Income	23.214	19.629	31.216	32.595	39.439	34.256	34.399	34.213	27.468	30.735	26.751	5.975	339.882
NYCT - Distributable Income	12.976	9.751	21.298	22.754	29.495	24.828	24.970	24.785	18.030	21.307	17.323	(3.453)	224.063
<b>Total Distributable Income:</b>	<b>\$36.197</b>	<b>\$29.390</b>	<b>\$52.526</b>	<b>\$55.359</b>	<b>\$68.941</b>	<b>\$59.093</b>	<b>\$59.378</b>	<b>\$59.007</b>	<b>\$45.498</b>	<b>\$52.051</b>	<b>\$44.083</b>	<b>\$2.531</b>	<b>\$564.055</b>
<u>Cash Transfers:</u>													
MTA - Investment Income	\$0.000	\$0.000	\$0.136	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.136
MTA - Transfers	0.000	0.000	77.491	28.093	29.335	35.495	30.831	30.959	30.792	24.713	27.662	29.455	344.826
NYCT - Transfers	0.000	0.000	41.209	19.169	20.479	26.545	22.345	22.473	22.305	16.227	19.176	12.483	222.414
<b>Total Cash Transfers:</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$118.837</b>	<b>\$47.262</b>	<b>\$49.814</b>	<b>\$62.040</b>	<b>\$53.176</b>	<b>\$53.432</b>	<b>\$53.098</b>	<b>\$40.940</b>	<b>\$46.838</b>	<b>\$41.938</b>	<b>\$567.375</b>
<b>SUPPORT TO MASS TRANSIT:</b>													
Total Revenues	\$118.991	\$106.366	\$142.165	\$141.836	\$150.613	\$147.200	\$145.119	\$148.079	\$140.047	\$140.462	\$133.159	\$137.472	\$1,651.509
Less: Net Operating Expenses	30.126	26.181	38.620	34.713	28.791	36.940	33.574	37.405	41.782	35.244	35.909	73.762	453.047
<b>Net Operating Income:</b>	<b>\$88.866</b>	<b>\$80.185</b>	<b>\$103.545</b>	<b>\$107.123</b>	<b>\$121.823</b>	<b>\$110.260</b>	<b>\$111.545</b>	<b>\$110.674</b>	<b>\$98.265</b>	<b>\$105.218</b>	<b>\$97.250</b>	<b>\$63.709</b>	<b>\$1,198.462</b>
<u>Deductions from Operating Income:</u>													
B&T Debt Service	\$16.740	\$16.546	\$18.586	\$16.876	\$17.800	\$18.463	\$18.463	\$18.463	\$18.463	\$18.463	\$18.463	\$18.463	\$213.800
Capitalized Assets	0.521	(\$0.105)	0.049	0.755	0.612	0.500	1.500	1.000	2.100	2.500	2.500	9.233	21.165
Reserves	2.118	2.118	2.118	2.118	2.118	2.118	2.118	2.118	2.118	2.118	2.118	2.118	25.415
GASB Reserve	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.077	3.077
<b>Total Deductions from Operating Income</b>	<b>\$19.379</b>	<b>\$18.559</b>	<b>\$18.753</b>	<b>\$19.748</b>	<b>\$20.538</b>	<b>\$21.081</b>	<b>\$22.081</b>	<b>\$21.581</b>	<b>\$22.681</b>	<b>\$23.081</b>	<b>\$23.081</b>	<b>\$32.892</b>	<b>\$263.457</b>
<b>Total Support to Mass Transit:</b>	<b>\$69.487</b>	<b>\$61.626</b>	<b>\$84.791</b>	<b>\$87.374</b>	<b>\$101.285</b>	<b>\$89.179</b>	<b>\$89.464</b>	<b>\$89.093</b>	<b>\$75.584</b>	<b>\$82.137</b>	<b>\$74.169</b>	<b>\$30.817</b>	<b>\$935.005</b>

**MTA BRIDGES AND TUNNELS**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Overtime Decomposition 12-Month Allocation**  
(\$ in millions)

**NON-REIMBURSABLE OVERTIME**

**OPERATIONS & MAINTENANCE**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>Scheduled Service</u>	\$0.186	\$0.199	\$0.237	\$0.191	\$0.242	\$0.238	\$0.241	\$0.230	\$0.302	\$0.226	\$0.355	\$0.271	\$2.919
<u>Unscheduled Service</u>	0.053	0.036	0.023	0.017	0.056	0.064	0.099	0.062	0.079	0.073	0.119	0.190	0.872
<u>Programmatic/Routine Maintenance</u>	0.008	0.002	0.000	0.008	0.006	0.001	0.001	0.001	0.001	0.001	0.001	0.019	0.051
<u>Unscheduled Maintenance</u>	0.086	0.082	0.101	0.156	0.052	0.142	0.142	0.142	0.142	0.142	0.142	0.142	1.470
<u>Vacancy/Absentee Coverage</u>	0.736	0.598	0.648	0.650	0.738	0.873	0.995	1.001	0.898	0.911	0.993	0.783	9.825
<u>Weather Emergencies</u>	0.139	0.378	0.157	0.011	0.000	0.000	0.000	0.000	0.000	0.000	0.030	0.242	0.957
<u>Safety/Security/Law Enforcement</u>	0.129	0.119	0.183	0.118	0.142	0.245	0.242	0.249	0.265	0.247	0.233	0.384	2.555
<u>Other</u>	0.018	0.026	0.037	0.067	0.018	0.028	0.052	0.052	0.052	0.052	0.052	0.005	0.461
<u>*All Other Departments &amp; Accruals</u>	0.408	0.000	0.477	0.055	0.017	0.138	0.144	0.141	0.138	0.130	0.125	0.000	1.772
<b>Sub-Total</b>	<b>\$1.763</b>	<b>\$1.440</b>	<b>\$1.863</b>	<b>\$1.273</b>	<b>\$1.271</b>	<b>\$1.730</b>	<b>\$1.917</b>	<b>\$1.879</b>	<b>\$1.876</b>	<b>\$1.783</b>	<b>\$2.050</b>	<b>\$2.036</b>	<b>\$20.882</b>
<b>REIMBURSABLE OVERTIME</b>	0.000	0.000	0.000	0.000	0.000	0.057	0.057	0.057	0.057	0.057	0.057	0.057	0.400
<b>TOTAL OVERTIME</b>	<b>\$1.763</b>	<b>\$1.440</b>	<b>\$1.863</b>	<b>\$1.273</b>	<b>\$1.271</b>	<b>\$1.787</b>	<b>\$1.974</b>	<b>\$1.936</b>	<b>\$1.934</b>	<b>\$1.840</b>	<b>\$2.107</b>	<b>\$2.093</b>	<b>\$21.282</b>

Totals may not add due to rounding

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

**MTA BRIDGES AND TUNNELS**  
**Accrual Statement of Operations by Category**  
**Traffic Volume /(Utilization)**  
**(in millions)**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Traffic Volume</b>	22,290	19,832	23,381	23,649	25,038	24,651	24,401	24,751	23,431	23,510	22,254	22,470	279,659
<b>Toll Revenue</b>	\$116,762	\$103,904	\$136,631	\$139,021	\$146,911	\$144,203	\$142,577	\$145,197	\$137,143	\$137,581	\$130,298	\$131,599	\$1,511,827

**MTA BRIDGES & TUNNELS**  
**Accrual Statement of Operations by Category**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents**

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Executive	2	2	2	2	2	2	2	2	2	2	2	2
Law <sup>(1)</sup>	8	8	12	18	18	18	18	19	19	19	19	19
CFO <sup>(2)</sup>	24	24	25	25	25	29	29	32	32	25	25	25
Labor Relations	4	4	4	4	5	5	5	5	5	5	5	5
Staff Services <sup>(3)</sup>	21	21	19	18	18	29	29	29	29	16	16	16
EEO	1	1	1	1	1	1	1	1	1	1	1	1
<b>Total Administration</b>	<b>60</b>	<b>60</b>	<b>63</b>	<b>68</b>	<b>69</b>	<b>84</b>	<b>84</b>	<b>88</b>	<b>88</b>	<b>68</b>	<b>68</b>	<b>68</b>
<b>Operations</b>												
Revenue Management	35	35	35	35	36	38	38	40	40	40	40	40
Operations (Non-Security)	632	620	616	620	617	747	747	747	747	747	747	747
<b>Total Operations</b>	<b>667</b>	<b>655</b>	<b>651</b>	<b>655</b>	<b>653</b>	<b>785</b>	<b>785</b>	<b>787</b>	<b>787</b>	<b>787</b>	<b>787</b>	<b>787</b>
<b>Maintenance</b>												
Maintenance	169	182	182	182	178	170	170	171	171	171	171	171
Operations - Maintainers	161	159	158	159	159	172	172	172	172	172	172	172
Technology	54	54	54	54	54	53	53	54	54	54	54	54
Internal Security - Tech Svcs	10	10	10	10	10	8	8	8	8	8	8	8
<b>Total Maintenance</b>	<b>394</b>	<b>405</b>	<b>404</b>	<b>405</b>	<b>401</b>	<b>403</b>	<b>403</b>	<b>405</b>	<b>405</b>	<b>405</b>	<b>405</b>	<b>405</b>
<b>Engineering/Capital</b>												
Engineering & Construction	120	119	117	116	118	126	126	169	169	169	169	169
Law <sup>(1)</sup>	0	0	8	8	8	13	13	17	17	17	17	17
Health & Safety	8	8	8	8	8	8	8	10	10	10	10	10
Planning & Budget Capital	13	13	12	12	12	12	12	21	21	21	21	21
<b>Total Engineering/Capital</b>	<b>141</b>	<b>140</b>	<b>145</b>	<b>144</b>	<b>146</b>	<b>159</b>	<b>159</b>	<b>217</b>	<b>217</b>	<b>217</b>	<b>217</b>	<b>217</b>
<b>Public Safety</b>												
Operations (Security)	232	232	232	232	232	232	232	232	232	232	232	232
Internal Security - Operations	36	36	36	36	36	37	37	37	37	37	37	37
<b>Total Public Safety</b>	<b>268</b>	<b>268</b>	<b>268</b>	<b>268</b>	<b>268</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>
<b>Total Positions</b>	<b>1,530</b>	<b>1,528</b>	<b>1,531</b>	<b>1,540</b>	<b>1,537</b>	<b>1,700</b>	<b>1,700</b>	<b>1,766</b>	<b>1,766</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>
<b>Non-Reimbursable</b>	<b>1,486</b>	<b>1,484</b>	<b>1,487</b>	<b>1,496</b>	<b>1,493</b>	<b>1,643</b>	<b>1,643</b>	<b>1,678</b>	<b>1,678</b>	<b>1,658</b>	<b>1,658</b>	<b>1,658</b>
<b>Reimbursable</b>	<b>44</b>	<b>44</b>	<b>44</b>	<b>44</b>	<b>44</b>	<b>57</b>	<b>57</b>	<b>88</b>	<b>88</b>	<b>88</b>	<b>88</b>	<b>88</b>
<b>Total Full-Time</b>	<b>1,530</b>	<b>1,528</b>	<b>1,531</b>	<b>1,540</b>	<b>1,537</b>	<b>1,700</b>	<b>1,700</b>	<b>1,766</b>	<b>1,766</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>
<b>Total Full-Time Equivalents</b>												

(1) Includes Legal and Procurement staff.

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

(3) Includes Human Resources and Administration staff.

**MTA BRIDGES AND TUNNELS**  
**Accrual Statement of Operations by Category**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	23	23	29	32	32	28	28	28	28	21	21	21
Professional, Technical, Clerical	37	37	34	36	37	56	56	60	60	47	47	47
Operational Hourlies												
<b>Total Administration</b>	<b>60</b>	<b>60</b>	<b>63</b>	<b>68</b>	<b>69</b>	<b>84</b>	<b>84</b>	<b>88</b>	<b>88</b>	<b>68</b>	<b>68</b>	<b>68</b>
<b>Operations</b>												
Managers/Supervisors	54	57	57	57	58	55	55	56	56	56	56	56
Professional, Technical, Clerical	45	32	33	36	37	51	51	52	52	52	52	52
Operational Hourlies <sup>(1)</sup>	568	566	561	562	558	679	679	679	679	679	679	679
<b>Total Operations</b>	<b>667</b>	<b>655</b>	<b>651</b>	<b>655</b>	<b>653</b>	<b>785</b>	<b>785</b>	<b>787</b>	<b>787</b>	<b>787</b>	<b>787</b>	<b>787</b>
<b>Maintenance</b>												
Managers/Supervisors	33	34	34	35	34	36	36	38	38	38	38	38
Professional, Technical, Clerical	50	63	63	61	61	48	48	48	48	48	48	48
Operational Hourlies <sup>(2)</sup>	311	308	307	309	306	319	319	319	319	319	319	319
<b>Total Maintenance</b>	<b>394</b>	<b>405</b>	<b>404</b>	<b>405</b>	<b>401</b>	<b>403</b>	<b>403</b>	<b>405</b>	<b>405</b>	<b>405</b>	<b>405</b>	<b>405</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	31	30	29	29	31	38	38	52	52	52	52	52
Professional, Technical, Clerical	110	110	116	115	115	121	121	165	165	165	165	165
Operational Hourlies												
<b>Total Engineering/Capital</b>	<b>141</b>	<b>140</b>	<b>145</b>	<b>144</b>	<b>146</b>	<b>159</b>	<b>159</b>	<b>217</b>	<b>217</b>	<b>217</b>	<b>217</b>	<b>217</b>
<b>Public Safety</b>												
Managers/Supervisors	7	7	7	7	7	7	7	7	7	7	7	7
Professional, Technical, Clerical	27	27	27	27	27	28	28	28	28	28	28	28
Operational Hourlies <sup>(3)</sup>	234	234	234	234	234	234	234	234	234	234	234	234
<b>Total Public Safety</b>	<b>268</b>	<b>268</b>	<b>268</b>	<b>268</b>	<b>268</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>
<b>Total Positions</b>												
Managers/Supervisors	148	151	156	160	162	164	164	181	181	174	174	174
Professional, Technical, Clerical	269	269	273	275	277	304	304	353	353	340	340	340
Operational Hourlies	1,113	1,108	1,102	1,105	1,098	1,232	1,232	1,232	1,232	1,232	1,232	1,232
<b>Total Positions</b>	<b>1,530</b>	<b>1,528</b>	<b>1,531</b>	<b>1,540</b>	<b>1,537</b>	<b>1,700</b>	<b>1,700</b>	<b>1,766</b>	<b>1,766</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</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 July 2013**



MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
STATUS REPORT  
JULY 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 July there were six commitments made with a total value of \$12.9 million (See *Attachment 1, 2013 Commitment Chart; Attachment 7 – 2013 Commitment Plan*). Year-to-date, 72 commitments have been made with a total value of \$62.8 million against a plan calling for 72 commitments with a total value of \$185.7 million.

Noteworthy commitments made in July are:

- **BW15**, Necklace Lighting at Bronx-Whitestone Bridge, Construction for \$9.1 million.
- **MP06**, Substructure & Underwater Scour Protection at Marine Parkway Bridge, Construction Force Account for \$1.1 million.
- **TN60**, Anchorage Dehumidification at Throgs Neck Bridge, Design for \$1.0 million.

Completions

There was one project completion, HH10, Upper Level Sidewalk/Curb Stringers and Painting, for \$42 million, which was planned for completion in September but was achieved in July (See *Attachment 3 - 2013 Completion Chart; Attachment 4 – 2013 Major Project Completions; Attachment 5 - 2013 Project Completion Plan*).

Close-outs

There were seven task level closeouts in July totaling \$19.9 million. Year-to-date there have been 32 task level closeouts with a total value of \$104.3 million (See *Attachment 6 – 2013 Task Level Closeouts*).

Award Date Changes for Remaining Commitments

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

**AW36**, Installation of CCTV/Fiber Optic Cable (Construction) planned for \$9.2 million commitment in July is now forecast for award in August.

**AW48**, 2<sup>nd</sup> Generation E-ZPass In-Lane (RFP Study) planned for \$3.5 million commitment in July is now forecast for commitment in September. Proposals are being reviewed.

**BW14**, Miscellaneous Structural Rehabilitation (Design and Design Force Account) planned for \$1.8 million and \$0.6 million commitments in July are now forecast for commitment in September. Proposals and Force Account hours are being evaluated.

**BW15**, Necklace Lighting (Design During Construction) forecasted for \$0.1 million commitments in July is now forecast for commitment in September. Proposal has been received.

**HH89**, Skewback Retrofit (Design Force Account), **VN35**, Painting of Brooklyn and Staten Island Lower Level Ramps (Construction Force Account), **VN84**, Widening of Belt Parkway Ramps (Design Force Account), **BW14** planned for \$0.6 million, \$1.3 million and \$1.1 million commitments in July are now forecast for commitment in September. Force Account hours are being reviewed.

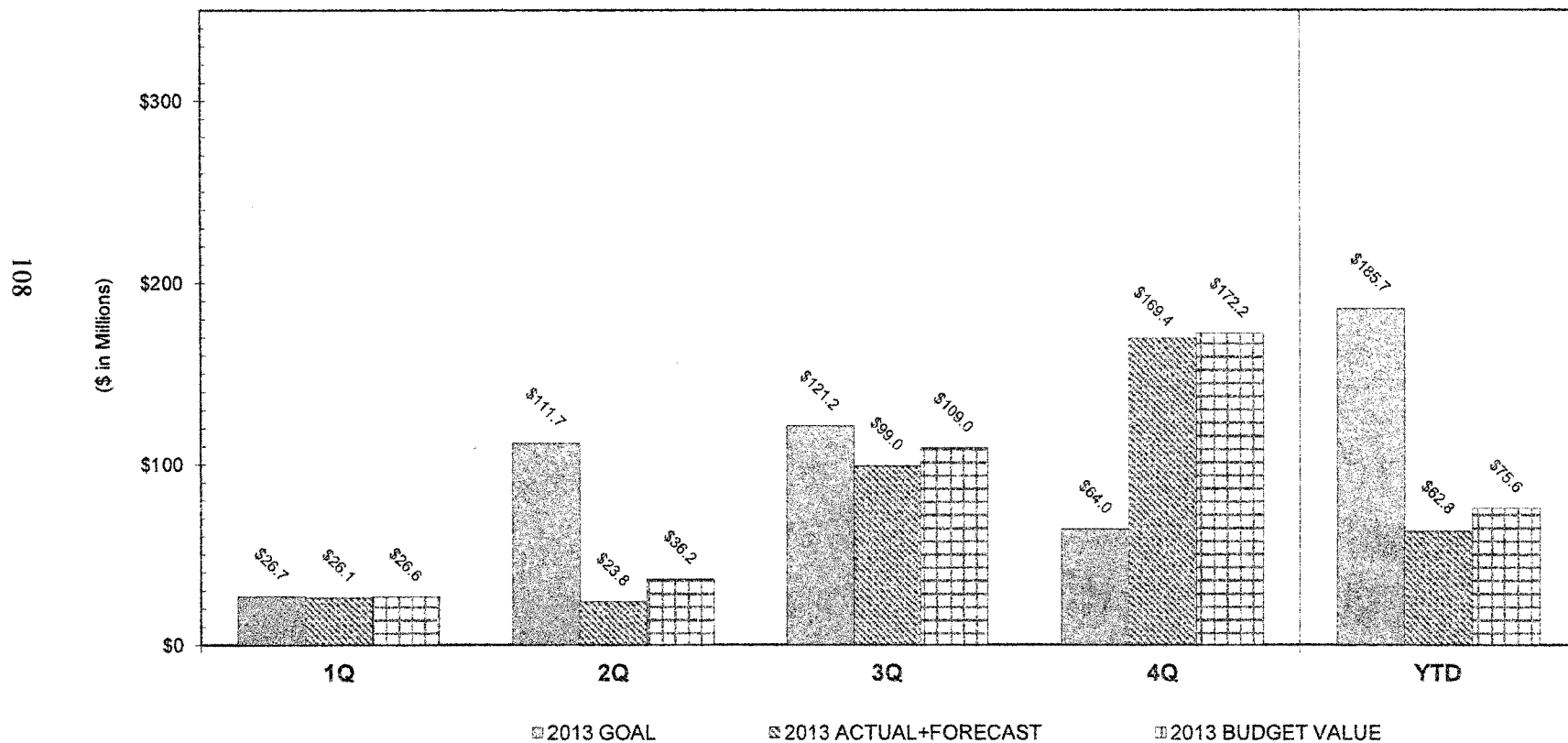
**VN84**, Painting of Belt Parkway Ramps (Design Force Account) planned for \$0.04 million commitment in July will be reprogrammed for commitment in the next 2015-2019 Capital Program.

Completion Date Change for Remaining Project

There was no completion date change for the remaining project (See *Attachment 5 - 2013 Completion Plan*).

# MTA Bridges and Tunnels Commitments as of July 31, 2013

2013 Budget Goal:	\$323.6	
2013 Annual Forecast	\$318.4	
YTD Goal:	\$185.7	
YTD Actual:	\$62.8	(33.8% of YTD Goal)
YTD Budgeted Value:	\$75.6	(40.7% of YTD Goal)
Left to Commit:	\$255.6	



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

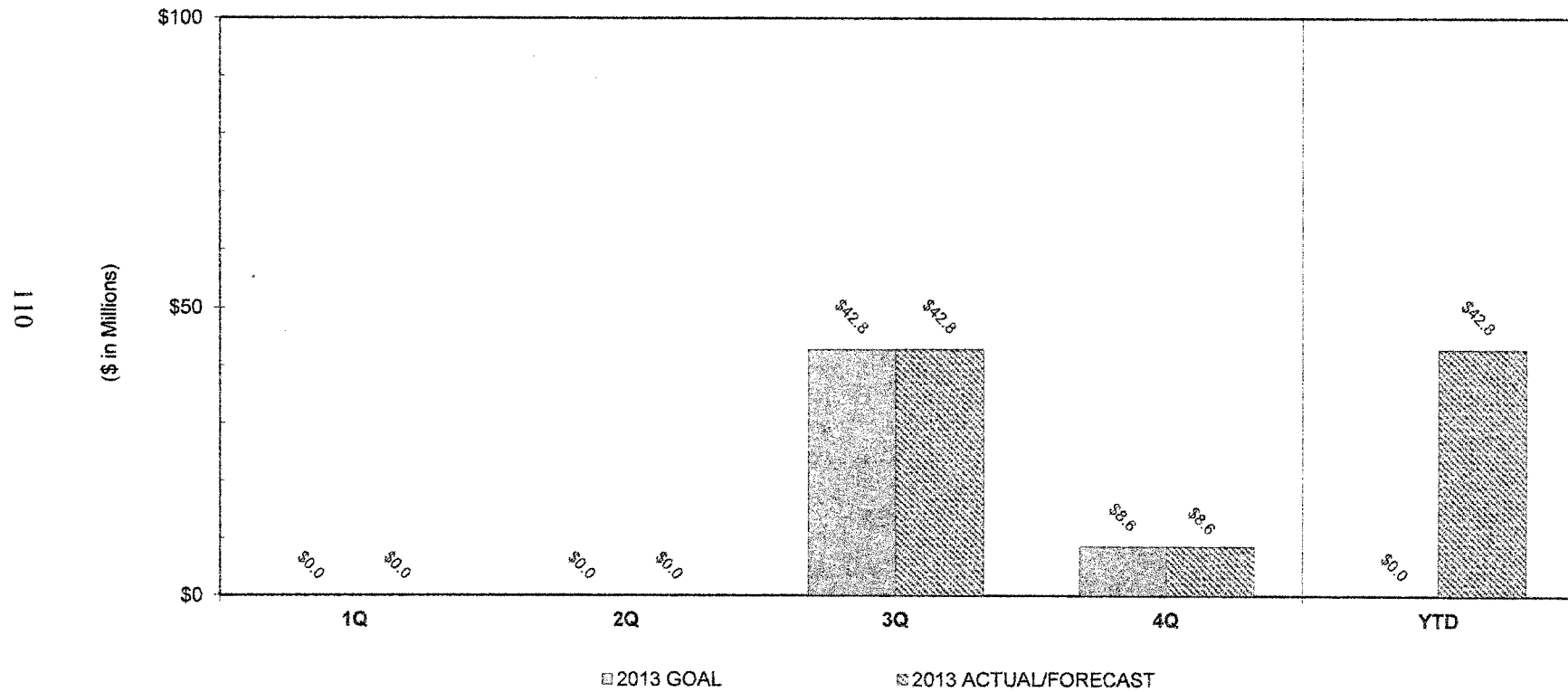
Project		Budget (\$ in Millions)			Award Date			Notes
		2013 Goal	Actual / Forecast*	Budgeted Value	2013 Goal	Advertisement Date	Actual / Forecast	
VN80C	Bus & HOV Ramp Improvement (Construction)	\$80.2	\$80.2	\$80.2	May-13	Feb-13	Nov-13	F 2,3
AW36	Installation of CCTV / Fiber Optic Cable (Construction) - Throgs Neck Bridge	\$11.5	\$0	\$11.5	Jul-13	Oct-12	Aug-13	F 4
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.
4. This task will be awarded in the security program, project G5140108 - Electronic Security System.

# MTA Bridges and Tunnels Completions as of July 31, 2013

2013 Budget Goal:	\$51.4
2013 Annual Forecast:	\$51.4
YTD Goal:	\$0.0
YTD Actual:	\$42.8
Left to Complete:	\$8.6



## MTA Bridges and Tunnels: Status of Major Completions as of July 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	95%	68%	Sep-13	Jul-13	A	
HH07 Structural Rehabilitation - Phase I	\$8.6	\$8.6	78%	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	Jul-13	\$41,842,095		
D607HH10	Paint - Curb Stringers	Construction	Sep-13	\$812,900	\$812,900	Jul-13	\$967,559		
			<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>Total</b>	<b>\$42,809,654</b>		
								<b>Remaining</b>	<b>\$8,578,850</b>

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

2013 TASK LEVEL CLOSEOUTS

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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-Phi-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
D502VN17	Rehabilitation of Approach	D02127	VN17A-Const.Adm.(PSC-06-2798)	D00001094A	18-Jul-2013	\$2,723,554.57
D501BW97	Concrete Anchorage Repairs	D02397	Construction(BVW97/BW97A)	D00001246C	26-Jul-2013	\$6,070,490.07
D501TB23	HRD Ramp	D02943	Design-Build Cnstr.	D00001387A	26-Jul-2013	\$8,970,590.00
D603AW48	2nd Generation E-Zpass In-Lane	D02819	AET-Phi-Purch.Attenuators & Install	D00001300A	26-Jul-2013	\$125,000.00
D502TB64	Replace Deck-Ri Viaduct	D02856	RK75 FullDepthConc.Repr-GFM474#83	D00001331B	26-Jul-2013	\$1,599,500.00
D502TN50	Replace Concrete Deck	D02990	Cns - C52052 -Fire Claim Settlement	D00001452A	26-Jul-2013	\$126,403.71
D505TB57	Tenant Relocation/New Bldg II	D02875	Pub.Impr-Bx.Truss Drainage-GFM-474	D00001350A	26-Jul-2013	\$327,200.00
<b>Total</b>					<b>32</b>	<b>\$104,333,956.47</b>

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
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	D02738	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			Sep-13	\$100,000
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		

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
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ACEP	Project Description	Task	Task Description	Goal	Goal Value	Budget Value	Actual	Actual Value	Forecast	Forecast Value
				Start Date			Start Date		Start Date	
D602TN49	Miscellaneous Structural Rehabilitation	D03098	Cns - Overlay Installation -S/bound	Apr-13	\$2,116,825	\$2,116,825	Mar-13	\$2,116,825		
D602TN49	Miscellaneous Structural Rehabilitation	D03099	CM -Overlay Installation -S/bound	Apr-13	\$95,031	\$95,031	Feb-13	\$95,031		
D602VN80	Replace Upper Level Suspended Span	D02788	Constr. Adm.(PSC-12-2915)	Apr-13	\$4,917,150	\$4,917,150	Apr-13	\$5,977,864		
				Apr-13 Total	\$10,957,905	\$10,957,905				
D602VN80	Replace Upper Level Suspended Span	D02790	Bus & HOV Ramp Improvement CNS	May-13	\$80,169,600	\$80,169,600			Nov-13	\$80,169,600
				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
D605AW12	Hazardous Materials Abatement	D02982	Air Monit/DsgnMgt	Jun-13	\$100,000	\$100,000			Sep-13	\$100,000
D605AW12	Hazardous Materials Abatement	D02983	Air Monit/DsgnMgt	Jun-13	\$100,000	\$100,000			Sep-13	\$100,000
D605AW12	Hazardous Materials Abatement	D02984	Air Monit/DsgnMgt	Jun-13	\$100,000	\$100,000			Sep-13	\$100,000
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
D604BW15	Necklace Lighting	D02589	Construction	Jun-13	\$7,208,998	\$7,208,998	Jul-13	\$9,055,847		
D604QM81	Controls / Communication System	D02683	P.M. Design F/A	Jun-13	\$805,529	\$805,529			Sep-13	\$805,529
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 ThrogsNeck ElectSecurity	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			Sep-13	\$3,000,000
D601TN52	Miscellaneous Structural Rehabilitation	D03023	Construction Admin. (TN-52A)	Jun-13	\$300,000	\$300,000			Sep-13	\$300,000
D601TN60	Anchorage Dehumidification	D02740	Design	Jun-13	\$2,279,907	\$2,279,907	Jul-13	\$1,032,555		
				Jun-13 Total	\$20,563,024	\$20,563,024				
D603AW36	Installation of CCTV / Fiber Optic Cable	D03109	Cnstr-Fiber/ nstall(TNB)TN Task26	Jul-13	\$11,477,187	\$11,477,187			Aug-13	\$0
D603AW48	2nd Generation E-Zpass In-Lane	D03118	AET-Phil-Authority-Wide RFP Study	Jul-13	\$3,517,500	\$3,517,500			Sep-13	\$3,517,500
D601BW14	Miscellaneous Structural Rehabilitation	D02579	P.M. Design F/A	Jul-13	\$660,025	\$660,025			Sep-13	\$660,025
D601BW14	Miscellaneous Structural Rehabilitation	D02580	Design	Jul-13	\$1,785,000	\$1,785,000			Sep-13	\$1,785,000
D601BW84	Cable Investigation / Monitoring	D02591	P.M. Design F/A	Jul-13	\$993,188	\$993,188			Sep-13	\$993,188
D601BW84	Cable Investigation / Monitoring	D02592	Design	Jul-13	\$1,893,150	\$1,893,150			Sep-13	\$1,893,150
D601HH89	Skewbacks Retrofit	D03072	P.M. Design F/A	Jul-13	\$580,000	\$580,000			Sep-13	\$580,000
D601MP06	Substructure & Underwater Scour Protection	D02646	P.M. Construction F/A	Jul-13	\$1,095,473	\$1,095,473	Jul-13	\$1,095,473		
D601MP06	Substructure & Underwater Scour Protection	D02648	Construction Adm.	Jul-13	\$1,681,890	\$1,681,890			Sep-13	\$1,681,890
G5140108	08TSG ThrogsNeck ElectSecurity	G03356	Const. Admin.	Jul-13	\$3,200,000	\$3,200,000			Aug-13	\$3,068,699
G5140108	08TSG ThrogsNeck ElectSecurity	G03357	Construction	Jul-13	\$13,111,380	\$13,111,380			Aug-13	\$14,640,641
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		

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ACEP	Project Description	Task	Task Description	Goal			Actual		Forecast	
				Start Date	Goal Value	Budget Value	Start Date	Actual Value	Start Date	Forecast Value
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	D02773	Construction Adm.	Jul-13	\$1,565,550	\$1,565,550			Sep-13	\$1,565,550
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	D03038	Design during CNS-CSS	Jul-13	\$230,388	\$230,388	Jun-13	\$414,899		
D607VN35	Paint - Brooklyn&Staten Island Lower Level Ramps	D02776	Paint PM Constr. F/A	Jul-13	\$1,290,465	\$1,290,465			Sep-13	\$1,290,465
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
D602VN84	Widening of Belt Parkway Ramps	D02796	P.M. Design F/A	Jul-13	\$1,093,068	\$1,093,068			Sep-13	\$1,093,068
D607VN84	Paint - Belt Parkway Ramps	D02799	Paint PM Design F/A	Jul-13	\$44,775	\$44,775				
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
D605BB21	Service Building Rehabilitation	D02555	Construction Adm.	Sep-13	\$276,500	\$276,500			Sep-13	\$276,500
D605BB21	Service Building Rehabilitation	D03036	Design during CNS-CSS	Sep-13	\$90,000	\$90,000			Sep-13	\$90,000
D601MP06	Substructure & Underwater Scour Protection	D02647	Construction	Sep-13	\$17,000,000	\$17,000,000			Sep-13	\$17,000,000
D601MP06	Substructure & Underwater Scour Protection	D03119	Environmental Mitigation	Sep-13	\$1,000,000	\$1,000,000	Jul-13	\$525,000		
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
D505QM01	Service & FE Building Rehab	D02019	Const. Adm.	Sep-13	\$700,000	\$700,000			Sep-13	\$700,000
D505QM01	Service & FE Building Rehab	D03039	Design during CNS-CSS	Sep-13	\$98,700	\$98,700			Sep-13	\$98,700
D604QM81	Controls / Communication System	D02684	Design	Sep-13	\$3,051,527	\$3,051,527			Sep-13	\$3,051,527
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
D602RK75	Interim Repairs - Toll Plaza Deck	D02720	Construction Adm.	Sep-13	\$2,173,645	\$2,173,645			Sep-13	\$2,173,645
D601RK76	Miscellaneous Structural Repair	D03079	P.M. Design F/A	Sep-13	\$500,000	\$500,000			Sep-13	\$500,000
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	D02774	Construction	Sep-13	\$12,091,367	\$12,091,367			Nov-13	\$12,091,367
D607VN35	Paint - Brooklyn&Staten Island Lower Level Ramps	D02778	Painting - Cns.	Sep-13	\$16,000,000	\$16,000,000			Nov-13	\$16,000,000
D602VN84	Widening of Belt Parkway Ramps	D02797	Design	Sep-13	\$6,563,003	\$6,563,003			Sep-13	\$6,563,003
D607VN84	Paint - Belt Parkway Ramps	D02800	Painting - Design	Sep-13	\$175,000	\$175,000			Sep-13	\$175,000
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
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	D02561	Construction Adm.	Nov-13	\$5,123,543	\$5,123,543			Nov-13	\$5,123,543
D601HH89	Skewbacks Retrofit	D03073	Design	Nov-13	\$4,500,000	\$4,500,000			Nov-13	\$4,500,000
D505QM01	Service & FE Building Rehab	D02020	Construction	Nov-13	\$4,000,000	\$4,000,000			Nov-13	\$4,000,000
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
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	D02687	Construction Adm.	Nov-13	\$4,818,700	\$4,818,700			Nov-13	\$4,818,700
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
D602RK75	Interim Repairs - Toll Plaza Deck	D03130	Construction Ph.I	Nov-13	\$12,600,000	\$12,600,000	Jun-13	\$2,373,000	Nov-13	\$10,227,000
D602RK75	Interim Repairs - Toll Plaza Deck	D03131	Construction Adm. Ph.I	Nov-13	\$1,000,000	\$1,000,000			Nov-13	\$1,000,000
D601RK76	Miscellaneous Structural Repair	D03080	Design	Nov-13	\$500,000	\$500,000			Nov-13	\$500,000
D604VN87	Substation #1 Rehabilitation	D02804	PM Design/Build F/A	Nov-13	\$910,630	\$910,630			Nov-13	\$910,630
D604VN87	Substation #1 Rehabilitation	D02805	Constr.Adm.	Nov-13	\$1,649,073	\$1,649,073			Nov-13	\$1,649,073

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			Date		Start Date	
D604VN87	Substation #1 Rehabilitation	D02806	Design/Build Contract	Nov-13	\$12,064,170	\$12,064,170			Nov-13	\$12,064,170
				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
				Dec-13 Total	\$2,000,000	\$2,000,000				
				Grand Total	\$323,560,864	\$323,560,864				
<b>Unplanned Commitments</b>										
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	\$357,001		
G5140109	08PSGP TN ElectSecurity	G03577	Equipment Purchase for CBB			\$358,499	Apr-13	\$323,477		
G5140109	08PSGP TN ElectSecurity	G03578	Equipment Purchase for HHB			\$294,343	Apr-13	\$274,773		
G5140109	08PSGP TN ElectSecurity	G03579	Equipment Purchase for MPB			\$366,503	Apr-13	\$329,759		
G5140109	08PSGP TN ElectSecurity	G03580	Equipment Purchase for QMT			\$219,423	Apr-13	\$168,630		
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		
D604AW80	Advanced Traveler Information Systems	D02526	AW80A-Design-VMS/VSLs PSC-06-2809B			\$321,852	Jul-13	\$321,852		
				Grand Total	\$323,560,864	\$331,468,821	YTD Total	\$62,783,136	Remaining	\$255,572,798
									Grand Total	\$318,355,934



# **Bridges and Tunnels**

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



MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
STATUS REPORT  
AUGUST 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 August there were five commitments made with a total value of \$5.8 million (See *Attachment 1, 2013 Commitment Chart; Attachment 7 – 2013 Commitment Plan*). Year-to-date, 77 commitments have been made with a total value of \$68.6 million against a plan calling for 72 commitments with a total value of \$185.7 million.

Noteworthy commitment made in August is:

- **BW84**, Cable Investigation / Monitoring, Design Force Account for \$1 million.

Completions

There were no project completions planned in August. Year-to-date, two completions have been made with a total value of \$42.8 million. (See *Attachment 3 - 2013 Completion Chart; Attachment 4 – 2013 Major Project Completions; Attachment 5 - 2013 Project Completion Plan*).

Close-outs

There were four task level closeouts in August for \$8.7 million. Year-to-date there have been 36 task-level closeouts with a total value of \$113.0 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*).

**BB21**, Service Building Rehabilitation (Construction Administration and Construction Force Account) planned for \$0.3 million and \$0.2 million commitments in September are now forecast for commitment in November. Commitment dates changed to align with construction award.

**RK65A**, Deck Replacement at Bronx/Manhattan Ramps/Toll Plaza (Construction Administration) and **RK75**, Interim Repairs of Toll Plaza Deck (Construction Administration) planned for \$12.2 million and \$2.2 million commitments in September are now forecast for November. Proposals are expected in September.

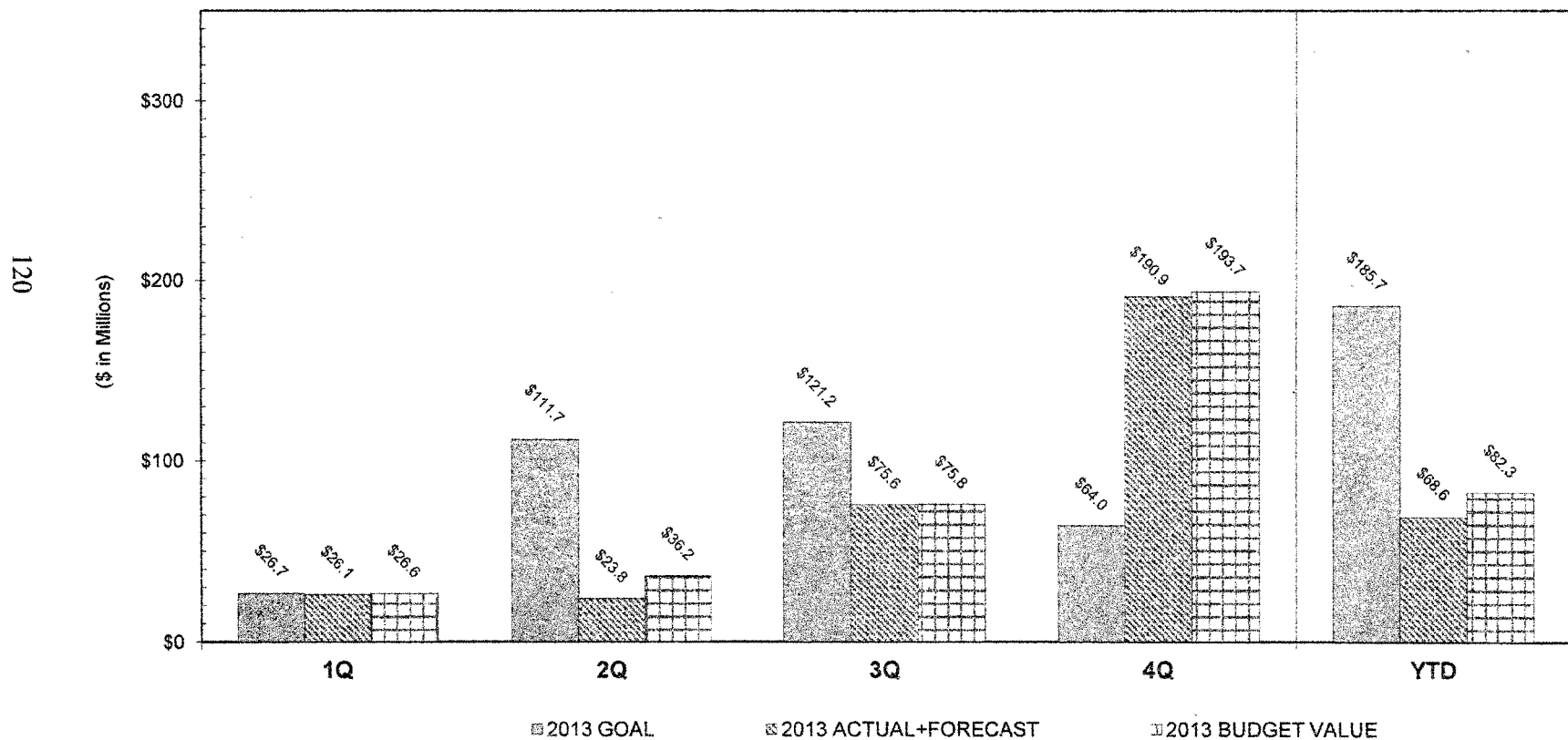
**VN84**, Widening of Belt Parkway Ramps (Study/Conceptual Design) planned for \$6.6 million commitment in September is now forecast for commitment in November. Proposals are expected in October.

Completion Date Change for Remaining Project

There was no change for the remaining completion (See *Attachment 5 - 2013 Completion Plan*).

# MTA Bridges and Tunnels Commitments as of August 31, 2013

2013 Budget Goal:	\$323.6	
2013 Annual Forecast:	\$316.4	
YTD Goal:	\$185.7	
YTD Actual:	\$68.6	(36.9% of YTD Goal)
YTD Budgeted Value:	\$82.3	(44.3% of YTD Goal)
Left to Commit:	\$247.8	



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

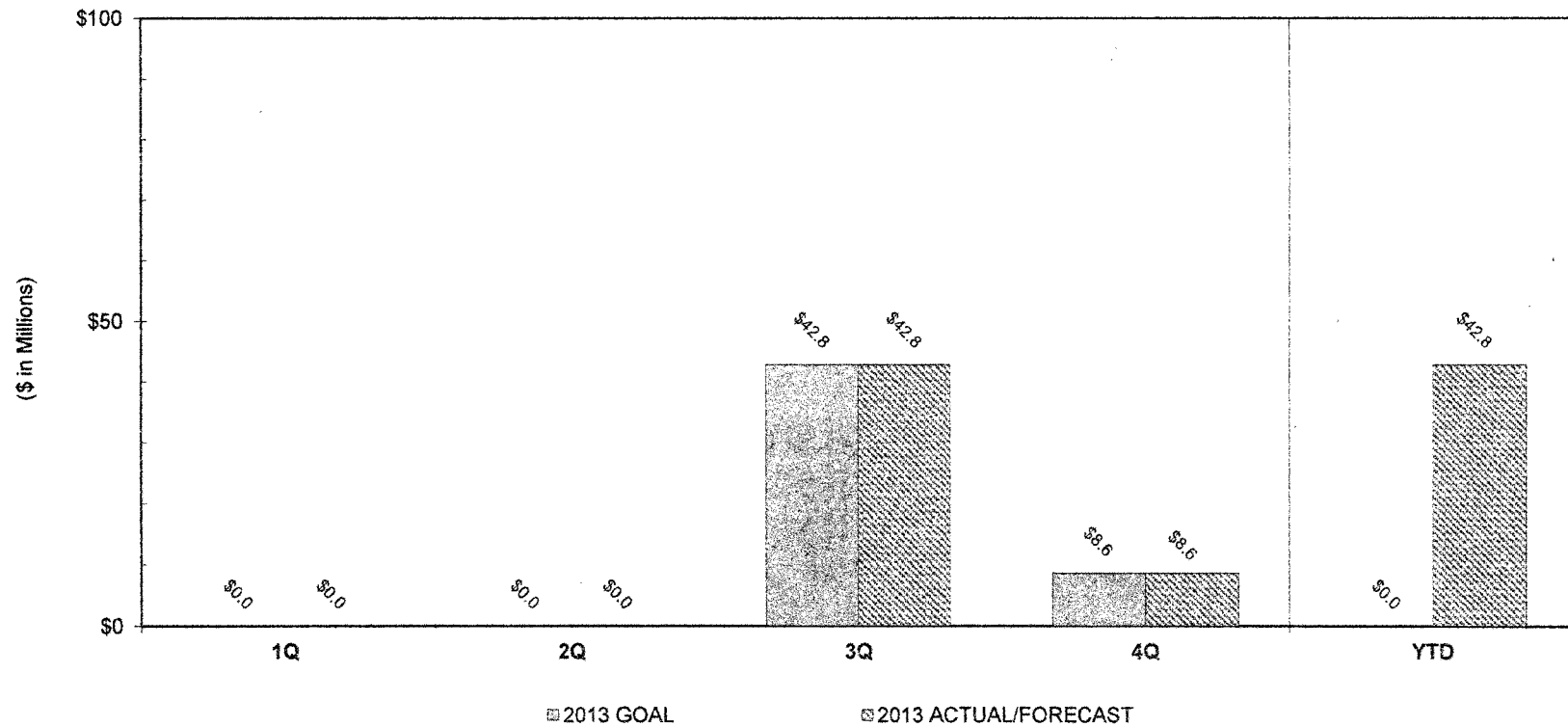
Project		Budget (\$ in Millions)			Award Date			Notes
		2013 Goal	Actual / Forecast*	Budgeted Value	2013 Goal	Advertisement Date	Actual / Forecast	
VN80C	Bus & HOV Ramp Improvement (Construction)	\$80.2	\$80.2	\$80.2	May-13	Sep-13	Nov-13	F 2,3
AW36	Installation of CCTV / Fiber Optic Cable (Construction) - Throgs Neck Bridge	\$11.5		\$11.5	Jul-13	Oct-12		F 4
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	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	Nov-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.
4. This task will be awarded in the security program, project G5140108 - Electronic Security System.

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

2013 Budget Goal: \$51.4  
2013 Annual Forecast: \$51.4  
YTD Goal: \$0.0  
YTD Actual: \$42.8  
Left to Complete: \$8.6



## MTA Bridges and Tunnels: Status of Major Completions as of August 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	96%	68%	Sep-13	Jul-13	A	
HH07 Structural Rehabilitation - Phase I	\$8.6	\$8.6	81%	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	Jul-13	\$41,842,095		
D607HH10	Paint - Curb Stringers	Construction	Sep-13	\$812,900	\$812,900	Jul-13	\$967,559		
			<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>Total</b>	<b>\$42,809,654</b>		
								<b>Remaining</b>	<b>\$8,578,850</b>

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

Attachment 6  
2013 Task Level Closeouts

2013 TASK LEVEL CLOSEOUTS

PROJECT	PROJECT DESCRIPTION	TASK	TASK DESCRIPTION	CLOSEOUT WAR	CERTIFICATE DATE	CERTIFICATE AMOUNT
D601BW97	Concrete Anchorage Repairs	D02897	BC Development F/A(TBTA-D1418)	D00001418A	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-Phi-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
D502VN17	Rehabilitation of Approach	D02127	VN17A-Const.Adm.(PSC-06-2798)	D00001094A	18-Jul-2013	\$2,723,554.57
D501BW97	Concrete Anchorage Repairs	D02397	Construction(BW97/BW97A)	D00001246C	26-Jul-2013	\$6,070,490.07
D501TB23	HRD Ramp	D02943	Design-Build Cnstr.	D00001387A	26-Jul-2013	\$8,970,590.00
D603AW48	2nd Generation E-Zpass In-Lane	D02819	AET-Phi-Purch.Attenuators & Install	D00001300A	26-Jul-2013	\$125,000.00
D502TB64	Replace Deck-RI Viaduct	D02856	RK75 FullDepthConc.Repr-GFM474#83	D00001331B	26-Jul-2013	\$1,599,500.00
D502TN50	Replace Concrete Deck	D02990	Cns - C52052 -Fire Claim Settlement	D00001452A	26-Jul-2013	\$126,403.71
D505TB57	Tenant Relocation/New Bldg II	D02875	Pub.Impr-Bx.Truss Drainage-GFM-474	D00001350A	26-Jul-2013	\$327,200.00

Attachment 6  
2013 Task Level Closeouts

**2013 TASK LEVEL CLOSEOUTS**

PROJECT	PROJECT DESCRIPTION	TASK	TASK DESCRIPTION	CLOSEOUT WAR	CERTIFICATE DATE	CERTIFICATE AMOUNT
D502TB64	Replace Deck-RI Viaduct	D02416	TB64C Full DepthConcDeck-GFM474E#49	D00001230B	6-Aug-2013	\$2,028,120.00
D402TB65	Deck Rpl: Manhattan Plaza & Ra	D01305	PM Design(F/A)(TBTA-D767)	D00000767G	23-Aug-2013	\$4,512,006.47
D501CB08	Deck and Structural Rehab	D01996	P.M. Construction F/A(TBTA-D1038)	D00001038A	23-Aug-2013	\$1,477,472.58
D602RK73	Deck Replacement- RFK MQ Ramp	D02972	In-House Design RFP F/A(TBTA-D1405)	D00001405A	23-Aug-2013	\$696,775.80
<b>Total</b>					<b>36</b>	<b>\$113,048,331.32</b>

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
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	\$611,753		
D604BW15	Necklace Lighting	D02999	Dsgn during Cns.(PSC-05-2757)	Apr-13	\$100,000	\$100,000			Sep-13	\$100,000

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
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		
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
				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
D605AW12	Hazardous Materials Abatement	D02982	Air Monit/DsgnMgt	Jun-13	\$100,000	\$100,000			Sep-13	\$100,000
D605AW12	Hazardous Materials Abatement	D02983	Air Monit/DsgnMgt	Jun-13	\$100,000	\$100,000			Sep-13	\$100,000
D605AW12	Hazardous Materials Abatement	D02984	Air Monit/DsgnMgt	Jun-13	\$100,000	\$100,000			Sep-13	\$100,000
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
D604BW15	Necklace Lighting	D02589	Construction	Jun-13	\$7,208,998	\$7,208,998	Jul-13	\$9,055,847		
D604QM81	Controls / Communication System	D02683	P.M. Design F/A	Jun-13	\$805,529	\$805,529			Sep-13	\$805,529
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			Sep-13	\$3,000,000
D601TN52	Miscellaneous Structural Rehabilitation	D03023	Construction Admin. (TN-52A)	Jun-13	\$300,000	\$300,000			Sep-13	\$300,000
D601TN60	Anchorage Dehumidification	D02740	Design	Jun-13	\$2,279,907	\$2,279,907	Jul-13	\$1,032,555		
				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				
D603AW48	2nd Generation E-Zpass In-Lane	D03118	AET-Phil-Authority-Wide RFP Study	Jul-13	\$3,517,500	\$3,517,500			Sep-13	\$3,517,500
D601BW14	Miscellaneous Structural Rehabilitation	D02579	P.M. Design F/A	Jul-13	\$660,025	\$660,025	Aug-13	\$660,025		
D601BW14	Miscellaneous Structural Rehabilitation	D02580	Design	Jul-13	\$1,785,000	\$1,785,000			Sep-13	\$1,785,000
D601BW84	Cable Investigation / Monitoring	D02591	P.M. Design F/A	Jul-13	\$993,188	\$993,188	Aug-13	\$993,188		
D601BW84	Cable Investigation / Monitoring	D02592	Design	Jul-13	\$1,893,150	\$1,893,150			Sep-13	\$1,893,150
D601HH89	Skewbacks Retrofit	D03072	P.M. Design F/A	Jul-13	\$580,000	\$580,000	Aug-13	\$580,000		
D601MP06	Substructure & Underwater Scour Protection	D02646	P.M. Construction F/A	Jul-13	\$1,095,473	\$1,095,473	Jul-13	\$1,095,473		
D601MP06	Substructure & Underwater Scour Protection	D02648	Construction Adm.	Jul-13	\$1,681,890	\$1,681,890			Sep-13	\$1,681,890
G5140108	08TSG Throgs Neck Elect Security	G03356	Const. Admin.	Jul-13	\$3,200,000	\$3,200,000	Aug-13	\$3,068,699		
G5140108	08TSG Throgs Neck Elect Security	G03357	Construction	Jul-13	\$13,111,380	\$13,111,380			Sep-13	\$14,640,641

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
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		
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	D02773	Construction Adm.	Jul-13	\$1,565,550	\$1,565,550			Sep-13	\$783,997
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	D03038	Design during CNS-CSS	Jul-13	\$230,388	\$230,388	Jun-13	\$414,899		
D607VN35	Paint - Brooklyn&Staten Island Lower Level Ramps	D02776	Paint PM Constr. F/A	Jul-13	\$1,290,465	\$1,290,465	Aug-13	\$520,000		
D607VN35	Paint - Brooklyn&Staten Island Lower Level Ramps	D02777	Paint.Constr. Adm.	Jul-13	\$1,738,800	\$1,738,800			Sep-13	\$1,543,234
D602VN84	Widening of Belt Parkway Ramps	D02796	P.M. Design F/A	Jul-13	\$1,093,068	\$1,093,068			Sep-13	\$1,093,068
D607VN84	Paint - Belt Parkway Ramps	D02799	Paint PM Design F/A	Jul-13	\$44,775	\$44,775				
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			Nov-13	\$232,000
D605BB21	Service Building Rehabilitation	D02555	Construction Adm.	Sep-13	\$276,500	\$276,500			Nov-13	\$276,500
D605BB21	Service Building Rehabilitation	D03036	Design during CNS-CSS	Sep-13	\$90,000	\$90,000			Sep-13	\$90,000
D601MP06	Substructure & Underwater Scour Protection	D02647	Construction	Sep-13	\$17,000,000	\$17,000,000			Sep-13	\$17,000,000
D601MP06	Substructure & Underwater Scour Protection	D03119	Environmental Mitigation	Sep-13	\$1,000,000	\$1,000,000	Jul-13	\$525,000		
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
D505QM01	Service & FE Building Rehab	D02019	Const. Adm.	Sep-13	\$700,000	\$700,000			Sep-13	\$700,000
D505QM01	Service & FE Building Rehab	D03039	Design during CNS-CSS	Sep-13	\$98,700	\$98,700			Sep-13	\$98,700
D604QM81	Controls / Communication System	D02684	Design	Sep-13	\$3,051,527	\$3,051,527			Sep-13	\$3,051,527
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/TollPlaza	D02700	RK65A-Construction Adm.	Sep-13	\$12,231,624	\$12,231,624			Nov-13	\$12,231,624
D602RK75	Interim Repairs - Toll Plaza Deck	D02720	Construction Adm.	Sep-13	\$2,173,645	\$2,173,645			Nov-13	\$2,173,645
D601RK76	Miscellaneous Structural Repair	D03079	P.M. Design F/A	Sep-13	\$500,000	\$500,000			Sep-13	\$500,000
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	D02774	Construction	Sep-13	\$12,091,367	\$12,091,367			Nov-13	\$12,091,367
D607VN35	Paint - Brooklyn&Staten Island Lower Level Ramps	D02778	Painting - Cns.	Sep-13	\$16,000,000	\$16,000,000			Nov-13	\$16,000,000
D602VN84	Widening of Belt Parkway Ramps	D02797	Study/Conceptual Design	Sep-13	\$6,563,003	\$6,563,003			Nov-13	\$6,563,003
D607VN84	Paint - Belt Parkway Ramps	D02800	Painting - Design	Sep-13	\$175,000	\$175,000				
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
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	D02561	Construction Adm.	Nov-13	\$5,123,543	\$5,123,543			Nov-13	\$5,123,543
D601HH89	Skewbacks Retrofit	D03073	Design	Nov-13	\$4,500,000	\$4,500,000			Nov-13	\$4,500,000
D505QM01	Service & FE Building Rehab	D02020	Construction	Nov-13	\$4,000,000	\$4,000,000			Nov-13	\$4,000,000
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
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	D02687	Construction Adm.	Nov-13	\$4,818,700	\$4,818,700			Nov-13	\$4,818,700
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/TollPlaza	D02696	RK65R - Staff Relocation	Nov-13	\$10,000,000	\$10,000,000			Nov-13	\$10,000,000
D602RK75	Interim Repairs - Toll Plaza Deck	D03130	Construction Ph.I	Nov-13	\$12,600,000	\$12,600,000	Jun-13	\$2,373,000	Nov-13	\$10,227,000
D602RK75	Interim Repairs - Toll Plaza Deck	D03131	Construction Adm. Ph.I	Nov-13	\$1,000,000	\$1,000,000			Nov-13	\$1,000,000

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			Date		Start Date	
D601RK76	Miscellaneous Structural Repair	D03080	Design	Nov-13	\$500,000	\$500,000			Nov-13	\$500,000
D604VN87	Substation #1 Rehabilitation	D02804	PM Design/Build F/A	Nov-13	\$910,630	\$910,630			Nov-13	\$910,630
D604VN87	Substation #1 Rehabilitation	D02805	Constr. Adm.	Nov-13	\$1,649,073	\$1,649,073			Nov-13	\$1,649,073
D604VN87	Substation #1 Rehabilitation	D02806	Design/Build Contract	Nov-13	\$12,064,170	\$12,064,170			Nov-13	\$12,064,170
			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
			Dec-13 Total		\$2,000,000	\$2,000,000				
			Grand Total		\$323,560,864	\$323,560,864				
<b>Unplanned Commitments</b>										
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	\$357,001		
G5140109	08PSGP TN ElectSecurity	G03577	Equipment Purchase for CBB			\$358,499	Apr-13	\$323,477		
G5140109	08PSGP TN ElectSecurity	G03578	Equipment Purchase for HHB			\$294,343	Apr-13	\$274,773		
G5140109	08PSGP TN ElectSecurity	G03579	Equipment Purchase for MPB			\$366,503	Apr-13	\$329,759		
G5140109	08PSGP TN ElectSecurity	G03580	Equipment Purchase for QMT			\$219,423	Apr-13	\$168,630		
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		
D604AW80	Advanced Traveler Information Systems	D02526	AW80A-Design-VMS/VSLs PSC-06-2809B			\$321,852	Jul-13	\$321,852		
			Grand Total		\$323,560,864	\$331,468,821	YTD Total	\$68,605,049	Remaining	\$247,828,301
									Grand Total	\$316,433,350



# **Bridges and Tunnels**

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## **Procurements September 2013**



# 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>	
<b>Project Manager Name</b>	Various

<b>Date</b>	August 30, 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	8/30/13			
2	MTA B&T Committee	9/16/13			
3	MTA Board	9/18/13			

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

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

## PURPOSE:

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

## DISCUSSION:

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

Schedules Requiring Majority Vote		# of Actions	\$ Amount
Schedule H	Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services	1	\$ 0.000M
SUBTOTAL		1	\$ 0.000M

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

Schedules Requiring Two-Thirds Vote		# of Actions	\$ Amount
Schedule B	Request to Use RFP for Procurement of Purchase & Public Works in lieu of Sealed Bid	3	TBD
Schedule C	Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	1	\$ 80.000M
Schedules Requiring Majority Vote			
Schedule F	Personal Service Contracts	5	\$ 50.322M
Schedule G	Miscellaneous Service Contracts	1	\$ 0.110M
Schedule H	Modifications to Personal/Miscellaneous Service Contracts	2	\$ 9.656M
SUBTOTAL		12	\$140.088M
TOTAL		13	\$140.088M

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

## Staff Summary

### **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**  
**SEPTEMBER 2013**

**MTA BRIDGES & TUNNELS**

**Procurements Requiring Majority Vote:**

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

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

- |    |  |        |                               |
|----|--|--------|-------------------------------|
| 1. | Catherine S. Cline, PhD<br>Contract No. 3000001095 | \$0.00 | <u>Staff Summary Attached</u> |
|----|--|--------|-------------------------------|

Extend the period of performance from October 9, 2013 through April 30, 2014 to enable the consultant to continue to perform test validation services in connection with the occupational title of Bridge and Tunnel Lieutenant. The value of this amendment is \$0.00.

**Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts**Item Number: **1** (Final)

<b>Vendor Name (&amp; Location)</b> Catherine S. Cline, PhD, New York, NY	<b>Contract Number</b> PO 3000001095	<b>AWO/Modification #</b>
<b>Description</b> Test Validation Services	<b>Original Amount:</b>	\$25,000.00
<b>Contract Term (Including Options, if any)</b> October 9, 2012 - October 8, 2013	<b>Prior Modifications:</b>	\$0.00
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Prior Budgetary Increases:</b>	\$0.00
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	<b>Current Amount:</b>	\$25,000.00
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	<b>This Request:</b>	\$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>	0.00%
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Staff Services/Catherine Sweeney	<b>% of Modifications (including This Request) to Original Amount:</b>	0.00%

**Discussion:**

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to modify a non-competitive personal service contract with Catherine S. Cline, PhD (Dr. Cline) to extend the period of performance from October 9, 2013 through April 30, 2014 at no additional cost.

On October 9, 2012, B&T awarded a test validation services contract to Dr. Cline, an Occupational-Industrial Psychologist, in the amount of \$25,000 for a duration of one year. The consultant provides expert assistance in preparing and developing a civil service exam to fill positions for the occupational title of Bridge and Tunnel Lieutenant. Since this exam is customized to meet B&T's needs, we had determined that the New York City Department of Citywide Administrative Services does not develop and administer this specialized civil service examination. Further, B&T does not possess the in-house resources required to perform these services. Dr. Cline has an established reputation in all areas critical to the completion of this project including analyzing the need for various skills through job descriptions and preparing complementary exams, as required; validating the candidate's test results; and, conferring with the client regarding job duties and responsibilities. The new exam is still under preparation and testing will be scheduled no later than the first quarter of 2014. The prospective amendment will extend the contract term through April 30, 2014 which will enable Dr. Cline to continue to perform.

Dr. Cline will be compensated in accordance with the rates contained in the contract. Sufficient funding is available in the contract to support this time extension. The value of this amendment is considered fair and reasonable. This contract is funded from the Operating Budget under GL #712542.

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**  
**SEPTEMBER 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. MP-03S</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 Replacement and Relocation of the Electrical Equipment from the North Abutment at the Marine Parkway – Gil Hodges Memorial Bridge.                                    | <b>Cost to be Determined</b>  | <b><u>Staff Summary Attached</u></b> |
|    |  |                               |                                      |
| 2. | <b>Contractor to be Determined</b><br><b>Contract No. CB-99S</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 Replacement and Relocation of the Mechanical and Electrical Equipment Located in the Service Building and South Abutment at the Cross Bay – Veterans Memorial Bridge. | <b>Cost to be Determined</b>  | <b><u>Staff Summary Attached</u></b> |
|    |  |                               |                                      |
| 3. | <b>Contractors to be Determined</b><br><b>Contract No. BB-28S/QM-40S</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 the Superstorm Sandy Restoration and Capital Program construction projects at the Hugh L. Carey and Queens Midtown Tunnels.   | <b>Costs to be Determined</b> | <b><u>Staff Summary Attached</u></b> |

**C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)**  
(Staff Summaries required for items requiring Board approval)

- |    |  |   |                                      |
|----|--|---|--------------------------------------|
| 4. | <b>Various Contractors</b><br><b>Contract No. GFM-509A through J</b><br><b>and A-F through J-F</b><br>6 yr. contracts – Competitive RFP – 18 Proposals<br>Miscellaneous construction services on an as-needed basis. | <b>\$80,000,000.00</b><br>(Aggregate not to<br>exceed amount) | <b><u>Staff Summary Attached</u></b> |
|----|--|---|--------------------------------------|



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

8. **AECOM USA, Inc.** **\$2,186,282.49** *Staff Summary Attached*  
**Contract No. PSC-12-2917**  
2 yr. contract - Competitive RFP - 3 Proposals  
Provide scoping development, environmental assessments, and permit acquisition services for Project BW-07, Installation of Fender Protection for Towers and Anchorages at the Bronx-Whitestone and Throgs Neck Bridges.

9. **Ammann and Whitney Consulting Engineers, PC** **\$1,395,189.00** *Staff Summary Attached*  
**Contract No. PSC-13-2924**  
1 yr. 9 mo. contract - Competitive RFP - 5 Proposals  
Provide construction administration and inspection services for Project MP-06, Substructure and Underwater Work at the Marine Parkway - Gil Hodges Memorial Bridge.

**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)

10. **Cycle Chem, Inc.** **\$109,982.00**  
**Contract No. 12-HS-2908**  
4 yr. contract - Competitive Bid - Low responsive bid/6 bids  
In April 2013 B&T issued a solicitation for a contractor to perform removal, transportation and disposal of hazardous and/or industrial wastes at various Authority facilities. The service requirements were publicly advertised. The solicitation notice was sent to 270 firms. Twelve firms requested copies of the solicitation. On May 21, six bids were submitted as follows:

<u>Bidders</u>	<u>Bid Amount</u>
Allstate Power Vac, Inc.	\$72,667.50
Cycle Chem, Inc.	\$109,982.00*
Triumvirate Environmental	\$146,928.30
Aarco Environmental	\$152,218.75
Environmental Industrial Services Corp. of New Jersey	\$153,854.34
MXI Environmental	\$157,498.66

\*Lowest responsive, responsible bidder.

On May 29 the apparent low bidder, Allstate Power Vac, Inc., withdrew its bid due to an error. The scope of services under the new contract differs from that compared with the current contract. Estimated quantities in connection with various wastes to be removed and disposed of under the prospective contract have either increased or decreased. Based on these quantity variations a meaningful comparison between the rates in each contract cannot be made. Cycle Chem's overall bid is substantially higher than the user's

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

estimate of \$69,917. This disparity may primarily be attributed to the user's application of a nominal increase to the rates under the current contract which resulted in understated projected costs for this service over the four year period of the new contract. The rates are fixed over the four year period. After evaluation of the bids, it was determined that Cycle Chem is the lowest 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 #711642.

**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)

- |     |  |                       |                                      |
|-----|--|-----------------------|--------------------------------------|
| 11. | <b>Modjeski and Masters, Inc.</b><br><b>Contract No. PSC-11-2884</b>   | <b>\$7,440,274.00</b> | <b><u>Staff Summary Attached</u></b> |
|     | Perform additional design work and render design changes under Project RK-23, Reconstruction and Rehabilitation of the Manhattan Approach Ramps to the Robert F. Kennedy Bridge.   |                       |                                      |
| 12. | <b>Ammann and Whitney Consulting Engineers, PC</b><br><b>Contract No. PSC-12-2915</b>  | <b>\$2,216,410.26</b> | <b><u>Staff Summary Attached</u></b> |
|     | Perform construction management and inspection services under Project VN-80C, Construction of a New Ramp at the Verrazano Narrows Bridge (VNB) and add the scope of work under Project VN-35, Miscellaneous Steel Repairs and Painting at the VNB. |                       |                                      |



## Staff Summary

Page 1 of 2

<b>Item Number 1 (Final)</b>						<b>SUMMARY INFORMATION</b>																							
<b>Dept &amp; Dept Head Name:</b> <i>Joe Keane</i> Engineering and Construction, Joe Keane, P.E.						<b>Vendor Name</b> N/A		<b>Contract Number</b> MP-03																					
<b>Division &amp; Division Head Name:</b> Engineering and Construction, Aris Stathopoulos, P.E. <i>Aris Stathopoulos</i>						<b>Description</b> Design-Build Services for Project MP-03S, Replacement and Relocation of Marine Parkway – Gil Hodges Memorial Bridge North Abutment Electrical Equipment Room																							
<b>Board Reviews</b>						<b>Total Amount</b> \$6,800,000 (Design Build Budget)																							
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 5%;">Order</th> <th style="width: 15%;">To</th> <th style="width: 10%;">Date</th> <th style="width: 15%;">Approval</th> <th style="width: 10%;">Info</th> <th style="width: 10%;">Other</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>President</td> <td>8/30/13</td> <td><i>[Signature]</i></td> <td></td> <td></td> </tr> <tr> <td>2</td> <td>MTA B&amp;T Committee</td> <td>9/18/13</td> <td></td> <td></td> <td></td> </tr> <tr> <td>3</td> <td>MTA Board</td> <td>9/18/13</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Order	To	Date	Approval	Info	Other	1	President	8/30/13	<i>[Signature]</i>			2	MTA B&T Committee	9/18/13				3	MTA Board	9/18/13				<b>Contract Term (Including Options, If any)</b> 2 years				
Order	To	Date	Approval	Info	Other																								
1	President	8/30/13	<i>[Signature]</i>																										
2	MTA B&T Committee	9/18/13																											
3	MTA Board	9/18/13																											
<b>Internal Approvals</b>						<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																							
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 5%;">Order</th> <th style="width: 20%;">Approval</th> <th style="width: 5%;">Order</th> <th style="width: 20%;">Approval</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Chief Financial Officer <i>[Signature]</i></td> <td>4</td> <td>Chief of Staff <i>[Signature]</i></td> </tr> <tr> <td>2</td> <td>General Counsel <i>[Signature]</i></td> <td>5</td> <td>Executive Vice President <i>[Signature]</i></td> </tr> <tr> <td>3</td> <td>Chief Procurement Officer <i>[Signature]</i></td> <td>6</td> <td>President <i>[Signature]</i></td> </tr> </tbody> </table>						Order	Approval	Order	Approval	1	Chief Financial Officer <i>[Signature]</i>	4	Chief of Staff <i>[Signature]</i>	2	General Counsel <i>[Signature]</i>	5	Executive Vice President <i>[Signature]</i>	3	Chief Procurement Officer <i>[Signature]</i>	6	President <i>[Signature]</i>	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No							
Order	Approval	Order	Approval																										
1	Chief Financial Officer <i>[Signature]</i>	4	Chief of Staff <i>[Signature]</i>																										
2	General Counsel <i>[Signature]</i>	5	Executive Vice President <i>[Signature]</i>																										
3	Chief Procurement Officer <i>[Signature]</i>	6	President <i>[Signature]</i>																										
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive						<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:																							
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:																													

## Narrative

**I. PURPOSE/RECOMMENDATION**

B&T is seeking Board approval under the All-Agency 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 (RFP) process for Design-Build Services for the Replacement and Relocation of the Electrical Equipment in the North Abutment at the Marine Parkway Bridge (MPB).

**II. DISCUSSION**

Storm surges from Super Storm Sandy flooded and damaged electrical equipment located in the North Abutment of the MPB revealing vulnerabilities of the equipment in its current location. The equipment provides critical power for the lift span and other power needs for the MPB. It is recommended that the damaged electrical equipment be replaced to restore the MPB to a pre-storm state of repair and relocated to a higher elevation to mitigate the exposure to future flood related events. B&T has determined that it is prudent to accelerate this project in order to ensure a reliable power source for lift span operations, mitigate risk to the public, maintain critical transportation and evacuation infrastructure and for reasons of public safety.

The Scope of Work includes designing and constructing a new pre-engineered substation enclosure and installing new electrical switchgear, transformers, and emergency generator. The design/build procurement process will allow this work to be awarded and completed approximately twelve months sooner than the typical design/bid/build procurement method and take advantage of currently favorable construction market conditions. The design and construction budget is \$6,800,000 and the Contract duration is 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.

### **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 2010-2014 Capital Program under Project D604MP03 (\$3,300,000) and ED040207 Sandy Restoration (\$3,500,000).

### **V. ALTERNATIVES**

Utilize the conventional design/bid/build procurement process. This process is impractical due to B&T's requirements to expedite mitigation projects at its facilities to minimize its exposure to future weather related events.



## Staff Summary

Page 1 of 2

Item Number 2 (Final)		SUMMARY INFORMATION	
Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E.		Vendor Name N/A	Contract Number CB-99S
Division & Division Head Name: Engineering and Construction, Aris Stathopoulos, P.E.		Description Design-Build Services for the Replacement and Relocation of Mechanical and Electrical Equipment from the Service Building and South Abutment at the Cross Bay-Veterans Memorial Bridge	
Board Reviews		Total Amount \$6,300,000 (Design Build Budget)	
Order	To	Date	Approval
1	President	8/30/13	<i>[Signature]</i>
2	MTA B&T Committee	9/16/13	
3	MTA Board	9/18/13	
Internal Approvals		Contract Term (including Options, if any) 2 years	
Order	Approval	Order	Approval
1	Chief Financial Officer <i>[Signature]</i>	4	Chief of Staff
2	General Counsel <i>[Signature]</i>	5	Executive Vice President <i>[Signature]</i>
3	Chief Procurement Officer <i>[Signature]</i>	6	President <i>[Signature]</i>
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 (RFP) process for Design-Build Services for the Replacement and Relocation of the Mechanical and Electrical Equipment currently located in the Service Building and South Abutment at the Cross Bay-Veterans Memorial Bridge (CBB).

## II. DISCUSSION

Storm surges from Super Storm Sandy flooded and damaged mechanical and electrical equipment located in the CBB service building and South Abutment. The equipment provides critical facility power, emergency power and heating needs. The equipment has proven to be unreliable due to the infiltration of salt water, debris and contaminant-laden floodwaters entering the service building and the south abutment. Temporary repairs are continuously required. It is recommended that the damaged mechanical and electrical equipment be replaced to restore the CBB to a pre-storm state of repair and relocated to a higher elevation to mitigate the exposure to future flood related events. Rooms that contain equipment that cannot be relocated will be flood proofed. B&T has determined that it is prudent to accelerate this project in order to ensure a reliable power source and heating for bridge operations, safe work environment for employees, to mitigate risk to the public, maintain critical transportation and evacuation infrastructure and for public safety.

The Scope of Work includes designing and constructing a new pre-engineered substation enclosure, installation of new electrical equipment consisting of new switchgear and transformers, and new heating equipment. The design/build procurement process will enable the project to be awarded and completed approximately twelve months sooner than the typical design/bid/build procurement method and take advantage of currently favorable construction market conditions.

The design and construction budget is \$6,300,000 and the Contract duration is 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.

### **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 ED040210 in the Sandy Restoration Program.

### **V. ALTERNATIVES**

Utilize the conventional design/bid/build procurement process. This process is impractical due to B&T's requirements to expedite mitigation projects at its facilities to minimize its exposure to future weather related events.



## Staff Summary

Page 1 of 2

Item Number <b>3</b> (Final)					
Dept & Dept Head Name: <i>Joe Keane</i> Engineering and Construction, Joe Keane, P.E.					
Division & Division Head Name: Engineering and Construction, Romolo DeSantis, P.E.					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	8/30/13	<i>[Signature]</i>		
2	MTA B&T Committee	9/16/13			
3	MTA Board	9/18/13			
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 N/A	Contract Number
Description Construction for Project BB-28S, Sandy Restoration and Projects BB-28, Ph II/BB-54, Rehabilitation of the Tunnel and Brooklyn Plaza at the Hugh L. Carey Tunnel (HCT) and Construction for Project QM-40S, Sandy Restoration and Projects QM-40/QM-18, Rehabilitation of the Tunnel and Manhattan Exit Plaza at the Queens Midtown Tunnel (QMT)	
Total Amount HCT - \$350,000,000 and QMT - \$250,000,000 (project budgets)	
Contract Term (including Options, if any) 5 years (HCT) and 4 years (QMT)	
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 two-step competitive Request For Proposal (RFP) process for the Super Storm Sandy Restoration and Capital Program construction projects at the Hugh L. Carey Tunnel (HCT) and Queens Midtown Tunnel (QMT). This measure will be enacted in order to pre-qualify prospective bidders based on their prior tunnel experience, responsibility as well as their technical and financial capabilities due to the magnitude and complexities of these projects.

**II. DISCUSSION**

Designs of the Super Storm Sandy restoration construction projects as well as Projects BB-28 Phase II, BB-54 and QM-40 are underway for the HCT and QMT. B&T determined it is judicious to pre-qualify experienced tunnel contractors to mitigate risk to the public and to minimize the duration of the Sandy restoration projects. The initial step in this RFP process is to pre-qualify responsible construction firms or teams of firms who meet requisite levels of experience, technical and financial capability in order to maximize competition while advancing the procurement phase as the designs are finalized. The second step to this RFP process shall be to issue the final bid documents to the qualified contractors for pricing, submission of bids and award of the Contracts to the low responsive responsible bidder in accordance with standard procurement practice.

The scopes of work required to restore the HCT and the QMT to a pre-storm state of good repair include system replacements as follows: tunnel pumping; electrical; lighting; communications, monitoring and control systems; tunnel structural and civil repairs; tunnel wall tile, ceiling panels, polymer panels, curbs and gutters; and tunnel ventilation building rehabilitation. Also, Capital Program Projects BB-28, Ph II and BB-54 scopes include fire line replacements; and rehabilitation of the Brooklyn Plaza. QMT Projects QM-40 and QM-18 scopes include fire line replacements; and rehabilitation of the Manhattan Exit Plaza. These Capital Program projects are being included with the Super Storm Sandy Restoration construction for reasons of facility operational coordination, scheduling and to minimize the construction impact on the public. The construction project budgets are HCT - \$350,000,000 and QMT - \$250,000,000 and the project duration are 5 years for the HCT and 4 years for QMT.

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 and/or inappropriate 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 for these projects as follows.

Sandy Restoration Program - HCT Projects: ED010228; ED020202; ED040243; ED050202; ED050221; and the 2010 – 2014 Capital Program under Projects BB-28, Ph II and BB-54.

Sandy restoration Program - QMT Projects: ED010240; ED020203; ED040203; ED040281; ED050203; and the 2010 – 2014 Capital Program under Projects QM-40 and QM-18.

### **V. ALTERNATIVES**

Utilize the conventional construction bid procurement process. This process is considered impractical due to the need to advance the procurement phase to pre-qualifying responsible, experienced, technically and financially capable contractors prior to bidding the construction projects at the HCT and QMT.



## Staff Summary

Item Number <b>4</b> (Final)					
Dept & Dept Head Name:  <div style="text-align: center; font-size: 2em; margin-top: 50px;"> </div> Engineering and Construction, Joseph Keane, P.E.					
Division & Division Head Name:  Engineering and Construction, Aris Stathopoulos, P.E. <div style="text-align: center; font-size: 1.5em; margin-top: 20px;"> </div>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	8/30/13			
2	MTA B&T Committee	9/16/13			
3	MTA Board	9/18/13			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer 	4	Chief of Staff 		
2	General Counsel 	5	Executive Vice President 		
3	Chief Procurement Officer 	6	President 		

## SUMMARY INFORMATION

<b>Vendor Name</b> A) Ahern Painting Contractors, Inc. B) Defoe Corp. C) Ecco III Enterprises/Transit Construction JV D) El Sol Contracting & Construction Corp. E) Judlau Contracting, Inc. F) Maracap Construction Industries, Inc. G) Navillus Tile, Inc. dba Navillus Contracting H) Restani Construction Corp. I) Paul J. Scariano, Inc. J) Unicorn Construction Enterprises, Inc.	<b>Contract Number</b> GFM-509A /A-F GFM-509B /B-F GFM-509C /C-F GFM-509D /D-F GFM-509E /E-F GFM-509F /F-F GFM-509G /G-F GFM-509H /H-F GFM-509I /I-F GFM-509J /J-F
<b>Description</b>  Miscellaneous Construction on an As-Needed Basis at Various Bridge and Tunnel Facilities	
<b>Total Amount</b>  Aggregate Total: \$80,000,000 Contract Term (including Options, if any) Four (4) years	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Funding Source to be allocated by Work Order. Each firm will be awarded a Federal Contract and a non-Federal Contract.	

## Narrative

**I. PURPOSE/RECOMMENDATION**

B&T is seeking Board approval under the All-Agency Procurement Guidelines to award public work contracts via the competitive RFP process for Miscellaneous Construction on an As-Needed Basis at Various Bridge and Tunnel Facilities to the ten firms listed above for the aggregate amount of \$80,000,000 for a duration of four years.

**II. DISCUSSION**

In January 2013, the Board authorized B&T's use of the competitive Request for Proposal (RFP) process in order to procure miscellaneous construction services on an as-needed basis. The requirements were publicly advertised. A RFP was issued and the committee selection process was conducted. The selected firms will be awarded a Federal contract and a non-Federal Contract. The contracts containing federal provisions will be used primarily to provide construction services for which B&T will be seeking reimbursement from the Federal Emergency Management Agency (FEMA), which includes but may not be limited to costs associated with Superstorm Sandy.

During the contract term, as a Scope of Work for each miscellaneous work order is identified, the contracted firms will be provided with the scope, a site tour will be conducted and bids shall be submitted. The contractor submitting the lowest bid shall be awarded that specific work order. Since most of the construction projects are small-scale and/or involve urgently needed repairs, it would be inefficient, time-consuming and not meet B&T's expedited needs at times to conduct separate competitively bid solicitations for each project.

The selection of contractors to be awarded these as-needed contracts was accomplished by a one step RFP process. Eighteen proposals were received. These eighteen proposals were evaluated against established criteria including proposer's record of performance, qualifications of firm's specific personnel proposed, safety record and quality assurance program. Based on the established criteria, B&T's Selection Committee chose eleven firms: (Ahern Painting Contractors, Inc., Defoe Corp., Ecco III Enterprises/Transit Construction JV, El Sol Contracting and Construction Corp., Judlau Contracting, Inc., Halmar International, LLC, Maracap Construction Enterprises, Inc., Navillus Tile Inc. dba Navillus Contracting, Restani Construction Corp., Paul J. Scariano, Inc. and Unicorn Construction Enterprises, Inc.). On August 26, 2013, Halmar International, LLC withdrew its proposal. Nine of the selected ten firms, except for Judlau Contracting, Inc. (Judlau), were determined to be responsive and responsible contractors with extensive background of prior and current public agency work. A Contract award will not be made to Judlau until the remaining responsibility issues are resolved and Judlau is deemed a responsible contractor.

It is recommended that the Board authorize the B&T to enter into contracts with the selected firms.

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

The MTA Department of Diversity and Civil Rights (DDCR) has established goals of 10% MBE and 10% WBE for each of these contracts to be applied over each Contract. The Contracts will not be awarded until the M/WBE requirements are satisfied. It is noted that the Federal contracts will utilize the MTA M/WBE goals established by DDCR. The ten selected firms were in compliance with the M/WBE goals on their most recently completed contract.

**IV. IMPACT ON FUNDING**

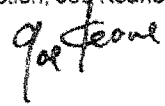
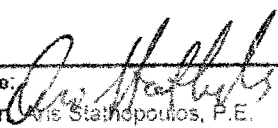



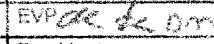


Funding will be established for each individual work order prior to their issuance.

**V. ALTERNATIVES**

There are no recommended alternatives. The Authority does not have the resources to perform this work with in-house forces.

# Staff Summary

Page 1 of 3

Item Number 5 (Final)					
Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E. <div style="text-align: center; margin-top: 10px;">  </div>					
Division & Division Head Name: Engineering and Construction, Chris Stathopoulos, P.E. <div style="text-align: center; margin-top: 10px;">  </div>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	8/29/13			
2	MTA B&T Committee	9/18/13			
3	MTA Board	9/18/13			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer 	4	Chief of Staff		
2	General Counsel 	5	EVP 		
3	Chief Procurement Officer 	6	President 		

SUMMARY INFORMATION	
Vendor Name A) AECOM USA, Inc. B) Dewberry Engineers, Inc. C) Gannett Fleming Engineers and Architects, PC D) Haks Engineers, Architects and Land Surveyors, PC E) Henningson, Durham and Richardson, PC F) HNTB NY Engineering and Architecture, PC G) Jacobs Civil Consultants, Inc. H) Parsons Brinckerhoff, Inc. I) Parsons Transportation Group of New York, Inc. J) STV, Incorporated K) URS Corporation - New York L) WSP USA Corp. M) Ysrael A. Seinuk, PC N) Gandhi Engineering, Inc.	Contract Number PSC-12-2891A /A-F PSC-12-2891B /B-F PSC-12-2891C /C-F PSC-12-2891D /D-F PSC-12-2891E /E-F PSC-12-2891F /F-F PSC-12-2891G /G-F PSC-12-2891H /H-F PSC-12-2891I /I-F PSC-12-2891J /J-F PSC-12-2891K /K-F PSC-12-2891L /L-F PSC-12-2891M /M-F PSC-12-2891N/N-F
Description Authority-Wide As-Needed Engineering Services	
Total Amount Aggregate total: \$40,000,000	
Contract Term (including Options, if any) Six Years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Funding Source to be allocated by Work Order. Each firm will be awarded a Federal Contract and a non-Federal Contract.	

## Narrative

### I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to award personal service contracts to the fourteen firms listed above for the aggregate amount of \$40,000,000. Each of the fourteen firms will be awarded a Federal contract and a non-Federal Contract for a duration of six years.

### II. DISCUSSION

B&T requires the services of multiple consultant firms to provide as-needed inspection and design services, expert engineering services, biddability, constructability and operability reviews and technical assignments for supplemental

## Staff Summary

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engineering support services. The services under these contracts will be awarded via work orders as needs arise. The contracts containing federal provisions will be used primarily to provide engineering and architectural services for which B&T will be seeking reimbursement under the Federal Emergency Management Agency (FEMA), which includes but may not be limited to costs associated with Superstorm Sandy. To increase efficiency and effectiveness, the services under these new contracts are renewals of three separate groups of contracts that will be expiring or have expired.

The requirements were publicly advertised. Nineteen firms submitted qualification information for review and evaluation by the selection committee. Based on a review of those qualifications, sixteen firms were selected to receive the RFP as follows: AECOM USA, Inc. (AECOM), Ove Arup & Partners, P.C. (Arup), Dewberry Engineers, Inc. (Dewberry), Gandhi Engineering, Inc. (Gandhi), Gannett Fleming Engineers and Architects, PC (GF), Haks Engineers, Architects and Land Surveyors, PC (Haks), Henningson, Durham and Richardson, PC (HDR), HNTB NY Engineering and Architecture, PC (HNTB), Jacobs Civil Consultants, Inc. (Jacobs), Parsons Brinckerhoff, Inc. (PB), Parsons Transportation Group of New York, Inc. (PTG), Stantec Consulting Services, Inc. (Stantec), STV, Incorporated (STV), URS Corporation – New York (URS), WSP USA Corp. (WSP), and Ysrael A. Seinuk, PC (Seinuk). Of these firms, fourteen (all except Arup and Stantec) submitted proposals. The proposals were evaluated against established criteria set forth in the RFP including technical work proposed, depth of understanding of the project, qualifications of the firm for specific personnel proposed and cost. Based on the committee's review of all submittals and its consideration of proposed costs, the committee selected all fourteen firms to receive contracts under the referenced contracts. The committee's selections were based on the following:

- In light of the needs planned in 2013 and the next capital program, the committee found that using a larger pool of consultants would provide additional flexibility, competition and depth of talent.
- Many firms like AECOM, HDR, Jacobs, Parsons Brinckerhoff, Parsons Transportation, STV and URS offered a very large organization with significant diversity of engineering and architectural disciplines that could provide services for almost every conceivable task. Other firms like Dewberry, GF, Haks, HNTB, and WSP were multi-disciplinary firms that can handle almost any task that B&T will require. Additionally, all of these firms have performed successfully under contracts with B&T.
- HNTB, Jacobs, STV and WSP are incumbents on the current as-needed Design Engineering contract.
- Seinuk and Gandhi are smaller structural engineering firms that the committee thought capable of performing a number of tasks that B&T will require, including structural design reviews and smaller bridge tasks.
- Several of the selected firms have a history of providing value engineering services for B&T in the past, including HNTB and Jacobs. Several other firms also had in-house value engineering capabilities and others proposed subconsultant specialists to perform these services. Several other firms, like STV and URS have performed peer review services in the past.
- Costs were reviewed by the Committee through the use of sample tasks. While there was a wide array of costs for given tasks, all of the firms submitted costs that the committee generally found acceptable.

Services under these Contracts will be awarded via work orders utilizing the negotiated Contract labor, overhead and profit rates. These negotiated rates are considered fair and reasonable. The cost elements for individual work orders will be reviewed separately to ensure that they are fair and reasonable. Depending on a variety of factors including type and estimated value of the services, some of the work orders will be issued based on competition between some or all of the firms being awarded these contracts. There is no direct comparison of costs between these Contracts and the contracts being renewed since services are performed as unique tasks arise and there are no repetitive tasks. All fourteen firms are considered to be responsible consultants.

## Staff Summary

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### III. D/M/WBE INFORMATION

The MTA Department of Diversity and Civil Rights has established goals of 10% MBE and 10% WBE for each of these contracts to be applied over each contract. These contracts will not be awarded until the M/WBE requirements are satisfied. It is noted that the Federal contracts will utilize M/WBE goals in accordance with the standards set by FEMA. Gandhi and Seinuk have no recently completed contracts with B&T. All of the other twelve consultants were found to be in compliance with the M/WBE goals on recently completed contracts.

### IV. IMPACT ON FUNDING

Funding will be established for each individual work order prior to their issuance.

### V. ALTERNATIVES

The determination regarding B&T's alternatives will be made prior to issuing the work orders.



## Staff Summary

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Item Number 6 (Final)					
Dept & Dept Head Name: Joe Keane, P.E. <i>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	8/30/13	<i>[Signature]</i>		
2	MTA B&T Committee	9/16/13			
3	MTA Board	9/18/13			
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 Weidlinger Associates, Inc.	Contract Number PSC-13-2925
Description Design and Construction Support Services for Project BW-14, Various Repairs and Removal of Tuned Mass Damper and Project BW-84, Inspection of Select Main Cable Panels at the Bronx-Whitestone	
Total Amount \$3,375,821.44	
Contract Term (including Options, if any) Three (3) years, six (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 Guidelines for Procurement of Services to award a personal service contract for the Design and Construction Support Services for Project BW-14, Various Repairs and Removal of Tuned Mass Damper and Project BW-84, Inspection of Select Main Cable Panels at the Bronx-Whitestone Bridge (BWB) to Weidlinger Associates, Inc. (WAI) located at 40 Wall Street, New York, New York 10005 in the amount of \$3,375,821.44 for a period of two (2) years.

## II. DISCUSSION

B&T requires the services of an engineering consultant to provide complete design services and preparation of construction plans and specifications for these phased projects at the Bronx-Whitestone Bridge for: Project BW-14 - various structural repairs at the suspended spans and anchorages resulting from the biennial bridge inspections, the sequenced removal of the mass tuned damper, extending/retrofitting the existing traveler systems and an allowance for additional design services; Project BW-84 - opening and in-depth inspection of select main cable panels, removal and testing of select cable wire specimens, and main cable strength evaluations, analyses, modeling and reporting.

The service requirements were publicly advertised and four firms submitted qualification information. All four firms were shortlisted: WAI; Parsons Brinckerhoff (PB); Modjeski & Masters, Inc. (M&M) and Parsons Transportation Group of NY, Inc. (PTG) to receive the RFP based on a review of their qualifications. Three firms submitted proposals. PTG did not submit a proposal due to the business decision to team as a subconsultant with PB. 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 scope issues (Main Cable Investigation, Various Structural Repairs, Tuned Mass Damper Removal, Traveler System and Bridge Clearance Survey) that distinguished their proposal based extensive experience at the BWB and engineering capabilities. WAI demonstrated the best understanding regarding the removal of the tuned mass damper and its aerodynamic impacts to the bridge as compared to the other consultants. Both PB and M&M understated the overall levels of effort in terms of hours by approximately 20% as compared to the estimate.

The Engineer's estimate is \$4,087,781. WAI submitted a cost proposal in the amount of \$3,585,070.07. Negotiations resulted in the parties agreeing to the negotiated amount of \$3,375,821.44, which is below the estimate and is considered fair and reasonable. WAI is a responsible consultant.

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

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

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

Funding is available under in the 2010-2014 Capital Program under Project BW-14 (\$2,056,444.43) and Project BW-84 (\$1,319,377.01).

### **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 7 (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	8/30/13			<i>[Signature]</i>
2	MTA B&T Committee	9/16/13			
3	MTA Board	9/18/13			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>[Signature]</i>	4	Chief of Staff		
2	General Counsel <i>[Signature]</i>	5	Executive Vice President <i>[Signature]</i>		
3	Chief Procurement Officer <i>[Signature]</i>	6	President <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name HNTB New York Engineering and Architecture, PC	Contract Number PSC-12-2922
Description: Scoping Services for Toll Plaza Layouts at Various Facilities	
Total Amount \$3,364,897.00	
Contract Term (including Options, if any) Two 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, Contract PSC-12-2922, for Scoping Services for Toll Plaza Layouts at Various Facilities to HNTB New York Engineering and Architecture, PC (HNTB). The total value of this procurement is \$3,364,897 over a period of two years.

II. DISCUSSION

B&T requires the services of a consultant to conceptually design toll plaza layouts at various facilities. The design services under this project include: (i) evaluating various methods of toll collection at all plazas; such methods encompass the use of gates vs. gateless, cash vs. cashless (automatic electronic tolling or AET), two-way tolling and utilization of hybrid toll plazas (which would incorporate a variety of toll collection methods at one plaza). This process is essential in order to optimize toll collection operations as this technology evolves over the next 20 years.; (ii) examining and producing toll plaza layouts based on multiple toll options at eight (8) toll plazas so that our goal of operating safe, efficient, modern toll plazas that are in compliance with environmental laws is achieved; (iii) identifying civil improvements needed for safe and efficient traffic flow through our toll collection systems, nearby ramps, roadways, intersections, and approaches; and (iv) designing a weigh-in-motion system to measure the weight of the trucks traveling over B&T bridges.

The service requirements were publicly advertised; eight firms submitted qualification information. Five firms were chosen to receive the RFP based on a review of those qualifications and five firms, AECOM USA Inc. (AECOM), Henningson, Durham & Richardson Architects and Engineering, PC (HDR), HNTB New York Engineering and Architecture, PC (HNTB), Stantec Consulting Services, Inc. (Stantec) and URS Corporation-New York (URS) submitted proposals. 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. Three firms were chosen to provide oral presentations: HNTB, Stantec and URS. The committee unanimously selected HNTB on the basis that its proposal: (i) described in detail its experience with regard to performing projects of a similar nature, in particular, its current efforts under Project RK-65 which covers plaza layout design services at the RFK Bronx facility and Henry Hudson Bridge and (ii) a highly qualified team with outstanding expertise in designing toll plaza configurations. Although HNTB proposed the second lowest cost the committee determined that its proposal most closely met the requirements of the RFP. Stantec presented a satisfactory understanding of the project, however, its proposal was geared toward concurrently working at all facilities, which the committee determined may have an adverse impact on toll collection operations. URS demonstrated a thorough understanding of traffic flow and toll booth configuration requirements under this project, however its proposed cost was significantly higher than the Engineer's estimate.

HNTB proposed an amount of \$3,449,017. The Engineer's estimate is \$3,349,406 which includes an allowance for additional design services in the event that additional work is required beyond the original scope of the contract. Negotiations were conducted and the parties agreed to an amount of \$3,364,897, which is considered fair and reasonable. HNTB 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. HNTB has achieved its previous MWBE goals on previous MTA contracts.

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

Funding is available under Project AW-48 in the 2010-2014 Capital Budget.

### **V. ALTERNATIVES**

There are no recommended alternatives. B&T does not possess the resources required to perform these services.



## Staff Summary

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Item Number 8 (Final)					
Dept & Dept Head Name: Joe Keage, P.E. <i>Joe Keage</i>					
Division & Division Head Name: Asst Stathopoulos, P.E. <i>Chris Stathopoulos</i>					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	President	8/30/13	<i>[Signature]</i>		
2	MTA B&T Committee	9/16/13			
3	MTA Board	9/18/13			
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>Joe Keage</i>	4	Chief of Staff <i>[Signature]</i>		
2	General Counsel <i>MMT</i>	5	Executive Vice President <i>[Signature]</i>		
3	Chief Procurement Officer <i>[Signature]</i>	6	President <i>[Signature]</i>		

<b>SUMMARY INFORMATION</b>	
Vendor Name AECOM USA, Inc.	Contract Number PSC-12-2917
Description Scope Development, Environmental Assessment and Permit Acquisition for Project BW-07, Installation of Fender Protection at Towers and Anchorages of the Bronx-Whitestone and Throgs Neck Bridges	
Total Amount \$2,186,282.49	
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 the Scope Development, Environmental Assessment and Permit Acquisition for Project BW-07, Installation of Fender Protection at Towers and Anchorages of the Bronx-Whitestone (BWB) and Throgs Neck Bridges (TNB) to AECOM USA, Inc. (AECOM) located at 20 Exchange Place, New York, New York 10005 in the amount of \$2,186,282.49 for a period of two (2) years.

**II. DISCUSSION**

B&T requires the services of an engineering consultant to provide scoping development, environmental assessments and permit acquisition services in support of Project BW-07, Installation of Fender Protection for Towers and Anchorages at the BWB and TNB. The services required include but are not limited to the following: review of existing reports and fender alternatives; development of new alternative(s) through 40% design for each location; conducting a flood elevation study; an allowance for risk mitigation services; environmental assessment and permit acquisitions.

The service requirements were publicly advertised; seven firms submitted qualification information. Five firms were shortlisted: AECOM, CH2M Hill, Moffatt & Nichol (M&N), Meuser Rutledge (MR), and Modjeski & Masters, Inc. (M&M) were chosen to receive the RFP based on a review of their qualifications. Three firms submitted proposals. Two firms (MR and M&M) did not submit proposals for reasons of personnel unavailability and the RFP's scope requirements. 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 AECOM. Their proposal thoroughly addressed the key issues pertinent to this project. AECOM's proposed permitting specialist demonstrated direct regulatory and permitting experience with the Army Corps of Engineers and NYS Department of Environmental Conservation, which the Committee considers critical to the success of the Project; the technical proposal demonstrated a thorough understanding of the fender system scoping; AECOM proposed additional advanced computational analyses for the structures; and AECOM demonstrated the strongest understanding of the methodology for the successful completion of the flood elevation study as compared to the other proposers. CH2M Hill and Moffatt & Nichol did not demonstrate as thorough an understanding of the environmental permitting requirements as compared to AECOM.

The Engineer's estimate is \$2,430,034. AECOM submitted a cost proposal in the amount of \$2,305,820. Negotiations resulted in the parties agreeing to the negotiated amount of \$2,186,282.49, which is 10.0% below the estimate and is considered fair and reasonable. AECOM is deemed a responsible consultant.

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

The MTA DDCR has established goals of 10% MBE and 10% WBE for the Contract. This contract will not be awarded without approval of MTA DDCR. AECOM was in compliance with the M/WBE goals on its most recently completed contract, PSC-05-2749A.

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

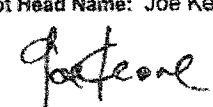
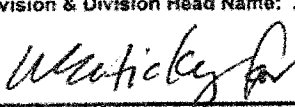




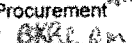
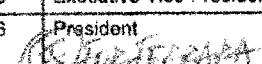
Funding is available under Project BW-07 in the amount of \$2,186,282.49 in the 2010-2014 Capital Budget.

### **V. ALTERNATIVES**

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

# Staff Summary

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<b>Item Number 9 (Final)</b>						<b>SUMMARY INFORMATION</b>	
<b>Dept &amp; Dept Head Name:</b> Joe Keane, P.E. 						<b>Vendor Name</b> Ammann & Whitney Consulting Engineers, PC	
<b>Division &amp; Division Head Name:</b> Aris Stathopoulos, P.E.  2-20-13						<b>Contract Number</b> PSC-13-2924	
<b>Board Reviews</b>						<b>Description:</b> Construction Administration and Inspection Services for Project MP-06, Substructure and Under Water Work at the Marine Parkway – Gil Hodges Memorial Bridge (MPB)	
Order	To	Date	Approval	Info	Other	<b>Total Amount</b> \$1,395,189	
1	President	8/29/13				<b>Contract Term (Including Options, if any)</b> One (1) year, nine (9) months	
2	MTA B&T Committee	9/16/13				<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
3	MTA Board	9/18/13				<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Internal Approvals</b>						<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Order	Approval	Order	Approval			<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
1	Chief Financial Officer 	4	Chief of Staff			<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
2	General Counsel 	5	Executive Vice President 				
3	Chief Procurement Officer 	6	President 				

## Narrative

### I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Guidelines for Procurement of Services to award a personal service contract for Construction Administration and Inspection Services for Project MP-06, Substructure and Under Water Work at the Marine Parkway – Gil Hodges Memorial Bridge (MPB) to Ammann & Whitney Consulting Engineers, PC (A&W) located at 96 Morton Street, New York, NY 10014 for a period of one (1) year, nine (9) months in the amount of \$1,395,189.

### II. DISCUSSION

B&T requires the services of a consulting engineering firm to provide the construction administration and inspection services necessary to assist B&T's Engineering and Construction Department in the supervision of the construction work required under Project MP-06, Substructure and Under Water Work at the MPB. The services that shall be provided include: i) pre-construction services, which shall include, but not be limited to verifying contractor and subcontractor qualifications; (ii) construction administration and inspection services to include diving inspections, supervision and incidental lead abatement and (iii) project closeout.

The service requirements were publicly advertised; five firms submitted qualification information. All five firms, Ammann & Whitney Consulting Engineers, PC (A&W), A DiCesare Associates, PC (ADA), B&H Engineering, PC (B&H), CH2MHill New York, Inc. (CH2MHill) and HAKS Engineers, Architects and Land Surveyors, PC (HAKS) were

approved to receive the RFP based on a review of their qualifications. All five 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 the two highest rated firms A&W and ADA, followed by submission of best and final offers (BAFO's).

Based on evaluation of BAFO's, the Committee unanimously recommended the selection of A&W. The Committee felt that both firms were technically qualified to perform the Work, however, A&W's proposal was deemed the best value for B&T in terms of cost and staffing. A&W proposed 25 more diving crew days than ADA and they proposed the lowest cost. A&W has assembled an inspection team that is experienced and has performed satisfactorily on similar projects for B&T. A&W's BAFO cost is \$1,395,189 and is 13.7% below the Engineer's estimate totaling \$1,616,800. The BAFO in the amount of \$1,395,189 is fair and reasonable. A&W is deemed a responsible consultant.

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

The MTA DDCR has established goals of 10% MBE and 10% WBE for the referenced contract. This contract will not be awarded without approval of MTA DDCR. A&W was in full compliance with the M/WBE goals on its most recently completed contract, PSC-06-2787.

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

Funding is available under Project MP-06 in the amount of \$1,395,189.

### **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 : 11 (Final)

<b>Vendor Name (&amp; Location)</b> Modjeski & Masters, Inc., Poughkeepsie, NY		<b>Contract Number</b> PSC-11-2884	<b>AWO/Modification #</b>
<b>Description</b> Design and Construction Support Services for Project RK-23, Reconstruction and Rehabilitation of the Manhattan Approach Ramps to the Robert F. Kennedy Bridge			
<b>Contract Term (including Options, if any)</b> June 15, 2012 – June 14, 2018			
<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> \$8,227,266.53	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		<b>Prior Modifications:</b> \$500,124.16	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>Prior Budgetary Increases:</b> \$0.00	
<b>Requesting Dept/Div. &amp; Dept/Div Head Name:</b> Engineering & Construction, Joe Keane, P.E.		<b>Current Amount:</b> \$8,727,390.69	
		<b>This Request:</b> \$7,440,274.00	
		<b>% of This Request to Current Amount:</b> 85%	
		<b>% of Modifications (including This Request) to Original Amount:</b> 97%	

### Discussion:

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to amend this contract with Modjeski and Masters, Inc. (M&M) for additional funding in the amount of \$7,440,274. Consistent with the Procurement Guidelines, this amendment constitutes a substantial change.

Pursuant to Board approval in June 2012, Contract PSC-11-2884 was awarded to Modjeski and Masters, Inc. in the amount of \$8,227,266.53 for a six-year duration to perform design and construction support services for Project RK-23, Reconstruction and Rehabilitation of the Manhattan Approach Ramps to the Robert F. Kennedy Bridge (RFKB). In its 20-year needs assessment, B&T identified the need to construct a new ramp to permit traffic to go directly from the Harlem River Lift Span of the RFKB to the Northbound Harlem River Drive (HRD) instead of the accessing the HRD via very busy local streets. In response to the Governor's 2010 Report recommending improved system connections and resiliency of regional transportation routes and with recently acquired information regarding a New York City Department of Transportation (NYCDOT) Project for the reconstruction of the HRD (NYCDOT Project) just north of the RFKB, B&T issued a previous amendment for M&M to perform a study to determine the feasibility of constructing a ramp from the RFKB to the Northbound HRD. One of the outcomes of that study was the realization that tens of millions of dollars in construction costs can be saved by accelerating the design of the planned ramp so that it is fully coordinated with the final design and construction of the NYCDOT Project and thereby minimize demolition and additional reconstruction work on the HRD at a later date. The NYCDOT Project design is 100% complete and will be put out for bid this Fall with construction scheduled to begin June 2014. In order to take advantage of this opportunity, it is necessary to immediately begin redesigning the new HRD Ramp and associated changes to the currently proposed NYCDOT Project.

This proposed amendment is to: (i) perform a preliminary design of the new HRD Ramp, which is required to determine the design changes that must be made to the NYCDOT project; (ii) perform a complete design of footings for the new HRD Ramp (which the City has agreed to construct on behalf of B&T pursuant to a memorandum of understanding to be developed by both parties); (iii) modify the off-bound 125<sup>th</sup> Street Ramp design which is necessary to accommodate the new HRD ramp; (iv) perform complete design of five spans of the new HRD ramp where the new HRD Ramp structure ties into the existing off-bound 125<sup>th</sup> Street Ramp structure (to be constructed under Project RK-23A at the same time as the 125<sup>th</sup> Street off-bound ramp); (v) prepare the necessary environmental documentation for the new ramp; and (vi) in cooperation with NYCDOT, re-design the NYCDOT Project plans to realign the northbound viaduct to the east to accommodate the new ramp, and revise the environmental documentation for the overall improvements. The re-design of the northbound viaduct must be completed and accepted by the Federal Highway Administration by the end of 2015 in order to maintain NYCDOT's construction schedule.

In order to meet this aggressive schedule and minimize future costs, on August 1, 2013, B&T authorized M&M to proceed with design of the Northbound HRD Ramp and design changes to the NYCDOT Project in an amount not to exceed \$400,000. For all of the proposed amendment services, M&M proposed \$8,688,985; the Engineer's estimate is \$7,500,000. The negotiated price of \$7,440,274 is 0.8% below the estimate and is considered fair and reasonable. Funding for this amendment is available in the 2010-2014 Capital Program under Project RK-23.

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

<b>Vendor Name (&amp; Location)</b> Ammann & Whitney Consulting Engineers, P.C., NY, NY	<b>Contract Number</b> PSC-12-2915	<b>AWO/Modification #</b>
<b>Description</b> Construction Management and Inspection Services for VN-80C, Construction of a New Ramp at the Verrazano-Narrows Bridge	<b>Original Amount:</b>	\$5,693,203.79
<b>Contract Term (Including Options, if any)</b> April 30, 2013- February 28, 2017	<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>	\$5,693,203.79
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	<b>This Request:</b>	\$2,216,410.26
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b>	38.9%
<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>	38. %

**Discussion:**

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to amend this contract with Ammann & Whitney Consulting Engineers, P.C. (A&W) for additional services and associated funding in the amount of \$2,216,410.26. Consistent with the Procurement Guidelines, this amendment constitutes a substantial change.

Pursuant to Board approval in April 2013, Contract PSC-12-2915 was awarded to A&W in the negotiated amount of \$5,693,203.79 for a duration of three years, ten months to provide Construction Management and Inspection Services for VN-80C, Construction of a New Ramp at the Verrazano-Narrows Bridge (VNB). Subsequent to the receipt of bids for VN-80C, a bid mistake by the lowest apparent bidder ultimately led to a determination to reject all bids. This enabled B&T to add the scope of work under Project VN-35, Miscellaneous Steel Repairs and Painting at the VNB to that of VN-80C. This assimilation of work into the VN-80C package would allow B&T to realize significant savings, as combining these two projects will result in cost savings by eliminating redundancies from separate inspection projects at the same locations and improve overall coordination and staging of the work. Therefore, it would also be a financial benefit for B&T to combine the separate construction management and inspection tasks into one contract.

The proposed services under this amendment consist of providing all pre-construction and construction administration, inspection, testing and support services necessary to coordinate and independently monitor the project from commencement through completion and final acceptance. These services shall be required for Work that includes: i) structural steel and concrete repairs at six Brooklyn ramps, suspended span catwalks, and main span flag repairs; ii) removal and replacement of the paint coating system on the Brooklyn and Staten Island lower level approaches; and iii) repairs to guide rails at the Belt Parkway bridges and seismic upgrades to the saddles within the Staten Island and Brooklyn Towers. A&W proposed \$2,216,410.26 for these services; the Engineer's estimate is \$2,763,000. A&W's cost proposal is 19.8% below the estimate and is accepted as fair and reasonable. Funding for this amendment is available in the 2010-2014 Capital Program under VN-35 (\$746,663.88 for steel repair and \$1,469,746.38 for painting).



# **Bridges and Tunnels**

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## **Diversity Report Second Quarter 2013**



The Agency has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing the Agency's June 30, 2013 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

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

# 2013 SECOND QUARTER EEO REPORT

AGENCY NAME: Bridges and Tunnels

## WORKFORCE UTILIZATION ANALYSIS AS OF 6/30/2013

JOB CATEGORY	FEMALES*			BLACKS			HISPANICS			ASIANS			AI/AN**			NHOP***			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	30.0%	23.1%	No	10.0%	22.0%	Yes	4.0%	6.5%	Yes	6.0%	9.7%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	1.0%	0.5%	No
Professionals	31.0%	35.0%	Yes	10.0%	19.0%	Yes	6.0%	16.9%	Yes	10.0%	22.8%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	1.0%	0.0%	No
Technicians	10.0%	19.7%	Yes	9.0%	18.9%	Yes	6.0%	17.3%	Yes	1.0%	4.7%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	1.0%	0.0%	No
Protective Services	18.0%	21.0%	Yes	16.0%	32.4%	Yes	21.0%	22.9%	Yes	2.0%	4.2%	Yes	0.0%	0.2%	Yes	0.0%	0.0%	Yes	1.0%	0.0%	No
Paraprofessionals	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes
Administrative Support	61.0%	57.1%	No	18.0%	60.0%	Yes	19.0%	24.3%	Yes	4.0%	1.4%	No	0.0%	0.0%	Yes	0.0%	0.0%	Yes	2.0%	0.0%	No
Skilled Craft	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes
Service Maintenance	2.0%	1.4%	No	14.0%	14.0%	Yes	18.0%	12.1%	No	2.0%	3.9%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	2.0%	0.0%	No

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

\*\*American Indian/Alaskan Native

\*\*\*Native Hawaiian Other Pacific Islander

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

### **Officials & Administrators**

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

### **Professionals**

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

### **Technicians**

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

### **Protective Services**

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

### **Paraprofessionals**

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

### **Administrative Support**

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

### **Skilled Craft**

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

### **Service Maintenance**

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

# 2013 SECOND QUARTER EEO REPORT

AGENCY NAME: Bridges and Tunnels

## NEW HIRES AS OF 6/30/2013

JOB CATEGORY	TOTAL <sup>1</sup>	FEMALES <sup>2</sup>		Minorities		Non-Minorities		BLACKS		HISPANICS		ASIANS		AI/AN		NHOP		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	4		0.0%	2	50.0%		100.0%		0.0%		0.0%	2	50.0%		0.0%		0.0%		0.0%
Professionals	12	6	50.0%	9	75.0%	3	25.0%	1	8.3%	5	41.7%	3	25.0%		0.0%		0.0%		0.0%
Technicians			0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Protective Services			0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Paraprofessionals			0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Administrative Support			0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Skilled Craft			0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Service Maintenance			0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%
Total	16	6	37.5%	11	68.8%	3	18.8%	1	6.3%	5	31.3%	5	31.3%	0	0.0%	0	0.0%	0	0.0%

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

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

## 2013 SECOND QUARTER EEO REPORT

AGENCY NAME: Bridges and Tunnels

### EEO AND TITLE VI COMPLAINTS AS OF 6/30/2013

165

Category	Race	Disability	Gender	National Origin	Age	Sexual Harassment	Religion	Other <sup>1</sup>	Total Issues <sup>2</sup>	Total Cases	Status (# Open)
EEO											
External Complaints	2	1	3	1	1	0	1	3	12	6	6
Internal Complaints	0	0	0	0	0	0	0	0	0	0	NONE

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

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

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

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