



Bridges and Tunnels

Bridges and Tunnels Committee Meeting

November 2013

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

November 12, 2013 – 12:00 p.m.

347 Madison Avenue
Fifth Floor Board Room
New York, NY

AGENDA ITEMS

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Date of next meeting: Monday, December 16, 2013 at 12:00 p.m.



Bridges and Tunnels

Minutes of Committee Meeting September 2013

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

September 16, 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
Gloria Colon, Chief Equal Employment Opportunity Officer
James Elkin, Controller
James Fortunato, Executive Vice President and Chief of Operations
Joseph Keane, Vice President and Chief Engineer
Anthony Koestler, Chief Procurement Officer, Service Unit & Special Projects
David Moretti, Executive Vice President
Patrick J. Parisi, Acting Vice President Operations
Andrew Petrovich, Chief Health and Safety Officer
Donald Spero, Chief Financial Officer
Catherine Sweeney, Vice President Staff Services/Chief of Staff
M. Margaret Terry, Senior Vice President and General Counsel
Brian A. Walsh, Director Sandy Capital Procurement

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

September 16, 2013

Minutes of TBTA Committee held September 16, 2013 at 12:00 p.m. A list of those in attendance is attached.

Public Speakers

There were no public speakers.

Minutes

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

Committee Work Plan

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

Report on Operations

With regard to the Report on Operations, Mr. Moretti stated that in June there were 24.7 million crossings, which was a decrease of 511,000 or 2% against the prior June. Rainfall was more than eight inches versus four inches during the same period in 2012.

In July, there were 24 million crossings, which was only 7,000 fewer crossings against the prior July. Weather was slightly drier while the average gas prices were 14 cents per gallon higher than a year ago.

As compared to the prior June and July, E-ZPass volumes were up in June by 0.6% and in July by 3%, while cash crossings were down in June by 13.2% and July by 12%. Passenger car travel was down in June by 2.2% and in July by 0.5%, while truck traffic was lower in June by 0.2% and higher in July by 6.5%.

Year-to-date through July, Mr. Moretti stated that there were 163.8 million crossings, which was 2.1 million or 1.3% fewer than the same period a year ago. Finally, Mr. Moretti stated that an early estimate of August traffic is 25.6 million crossings or 0.2% lower than the same period a year ago.

Commissioner Moerdler asked whether the crossings were down due to alternative non-tolling bridges and what impact these diversions have on the public streets. He also inquired whether TBTA has ever considered imposing some lesser toll for bicycles that cross TBTA bridges. Mr. Moretti responded that the TBTA predicted that traffic at its crossings would be lower this year due to the March 2013 toll increase. Mr. Ferrara stated that diversions and impacts are analyzed as part of a toll increase and that TBTA does not track diversions to non-tolling alternative bridge crossings. Mr. Ferrara also commented that imposing tolls on bicyclists has never been considered.

Customer Environment Survey – Second Quarter 2013

During the second quarter of 2013, Mr. Fortunato reported the following:

- TBTA striped 72,623 linear feet of roadway at the Robert F. Kennedy, Verrazano-Narrows and Henry Hudson Bridges;
- 90% of roadway lights were in service at TBTA facilities, which was an 8% reduction from the same period in 2012 as restoration and repairs continued at the Hugh L. Carey Tunnel due to Superstorm Sandy;
- Temporary repairs were completed at the Queens Midtown Tunnel with 100% of its lights in service;
- TBTA swept 3,698 miles of roadway, which was down 18% from the same period in 2012 due to above average rainfall resulting in fewer suitable sweeping days; and
- Approximately 514,000 linear feet of walls and ceilings were washed at the Queens Midtown and Hugh L. Carey Tunnels, which was down by 37% from the same period in 2012 as a result of ongoing restoration work due to Superstorm Sandy.

Commissioner Moerdler asked if TBTA has any data on payment of tolls at the Henry Hudson Bridge by non-E-ZPass motorists. Mr. Ferrara responded that, while the data is still being collected, he anticipates that he will have statistical data for the November meeting.

Report on Safety

With regard to the Report on Safety, Mr. Petrovich referred the Committee to the graphs and charts on pages 55 to 58 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 June and July. Compared to the same June and July period last year, Mr. Petrovich stated that the injury rate per million vehicles increased slightly due to vehicles following too closely and making unsafe lane changes. For employee injuries in June and July, while there was one lost time injury, the frequency rate remained low.

Commissioner Moerdler wanted to know what TBTA was doing about the increase in vehicle collisions. Mr. Ferrara and Mr. Fortunato responded that accident reports are reviewed quarterly and law enforcement forces are deployed to address the causes of these accidents.

E-ZPass

Mr. Spero stated that the June and July E-ZPass market share was up significantly 2.2% and 2.4%, respectively, from a year ago. Year-to-date the E-ZPass market share is approximately 83%. More than 21,000 E-ZPass accounts were opened in June and more than 25,000 accounts were opened in July, bringing the year-to-date total to almost 129,000. Approximately 11,000 E-ZPass On-The-Go accounts were opened in June and more than 13,000 accounts were opened in July, which is more than 53% of the total. Since the On-The-Go program began, approximately 227,000 tags have been sold in the lanes.

Finance

Mr. Spero stated that through July, toll revenue was up by approximately 3.1% against the mid-year forecast or \$4.4 million and year-to-date toll revenue is up approximately \$5.5 million or 0.6% against the budget. Total expenses through July were about \$1.8 million or 0.8% lower than the midyear forecast year-to-date through July primarily due to lower labor expenses of approximately \$1.9 million and the timing of maintenance and other operating expenses of approximately \$2.5 million. Non-labor spending is flat year-to-date. Overtime was about \$900,000 or 7.8% below budget through July.

Total support to mass transit through July was more than \$593 million, which was \$9.7 million or 1.7% better than plan.

Commissioner Lebow congratulated TBTA for being the only MTA agency thus far to report a decline in overtime.

Capital Program

With regard to the Capital Program Status Report for July and August, Mr. Keane stated that there were 11 Capital Program commitments made with a total value of \$18.7 million. Year-to-date, TBTA has made 77 commitments with a total value of \$68.6 million against a year-to-date plan of 72 commitments with a total value of \$185.7 million. The variance in planned versus actual dollar commitments is largely attributable to TBTA's decision to re-program the planned award of Project VN-80C, Bus and HOV Ramp Improvements at Verrazano-Narrows Bridge, from May to October. This re-programming allows for better coordination with another Verrazano-Narrows Bridge project for miscellaneous repairs and painting on the Belt Parkway ramps and potential realization of efficiency savings by combining the work of these two projects.

Mr. Keane stated that major commitments made in July and August included the award of a main cable lighting and monitoring construction project at Bronx-Whitestone Bridge and design of an anchorage de-humidification project at Throgs Neck Bridge. During July, construction project HH-10 for structural repairs to the upper level of the Henry Hudson Bridge reached substantial completion two months earlier than the planned substantial completion date of September. Another structural steel repair at the Henry Hudson Bridge is on target for completion by year-end. Overall, we are on target to achieve our 2013 completion goals of completing two projects with a cumulative value of \$51.4 million.

Finally, Mr. Keane stated that year-to-date, TBTA has had 36 task closeouts with a total value of \$113 million and that, while there are a number of forecasted changes to remaining 2013 commitment dates, overall TBTA remains on target to achieve most of our planned commitments.

Procurements

Mr. Walsh stated that there are 13 procurements totaling approximately \$140.1 million.

Non-Competitive Procurements

Mr. Walsh stated that there is one non-competitive procurement for a no-cost extension of time for civil service test validation services unique to Bridge and Tunnel occupational titles.

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

Catherine S. Cline, PHD

Contract No. 3000001095

\$0.00

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.

Competitive Procurements

Mr. Walsh stated that there are 12 competitive procurements totaling approximately \$140.1 million. Three (3) procurements are for the use of a competitive proposal process rather than a sealed bid process. Two of the three involve design-build projects - one for the replacement and relocation of electrical equipment from the north abutment at the Marine Parkway Bridge and the other for the replacement and relocation of mechanical and electrical equipment in the service building and south abutment of the Cross Bay Bridge. The third procurement involves using the competitive proposal process for Superstorm Sandy restoration and capital construction projects at the Queens Midtown and Hugh L. Carey Tunnels. There are no funds committed at this time for the three procurements.

The rest of the competitive procurements are as follows:

- One (1) is for a public work contract, awarded to 10 contractors, for miscellaneous as-needed construction services for an aggregate not to exceed amount of \$80 million.
- Five (5) are for new personal services contracts totaling approximately \$50.3 million: one for as-needed miscellaneous design and inspection services awarded to 14 consultants; one is for scoping services for toll plaza layouts at various facilities; one is for design and construction support services for various structural repairs and removal of the tuned mass damper and inspection of main cable panels at the Bronx-Whitestone Bridge; one is for scoping development, environmental assessments and permit acquisitions involving fender protection at the Bronx-Whitestone and Throgs Neck Bridges; and one is for inspection services for substructure and underwater work at the Marine Parkway Bridge.
- One (1) is for a new miscellaneous service contract for removal, transport and disposal of hazardous or industrial wastes at various facilities as-needed totaling approximately \$110,000.
- Two (2) procurements are for amendments to existing personal service contracts totaling approximately \$9.7 million: one is for additional design services and modifying existing designs for the work associated with the northbound Harlem River Drive Ramp at the Robert F. Kennedy Bridge, and the other is for additional inspection services for painting and miscellaneous steel repairs at the Verrazano-Narrows Bridge.

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

Contractor to be Determined	Contract No. MP-03S 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 Replacement and Relocation of the Electrical Equipment from the North Abutment at the Marine Parkway Bridge.	Cost to be Determined
Contractor to be Determined	Contract No. CB-99S 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 Bridge.	Cost to be Determined
Contractors to be Determined	Contract No. BB-28S/QM-40S 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.	Costs to be Determined

**Competitive Requests for Proposals (Award of Purchase
and Public Work Contracts)**

Various Contractors	Contract Nos. GFM-509A through J And A-F through J-F Miscellaneous construction services on an as-needed basis.	\$80,000,000.00 (Aggregate not to exceed amount)
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Personal Service Contracts

	Contract Nos.	\$40,000,000.00
	PSC-12-2891A -- N and A-F through N-F	(Aggregate not to exceed amount)
	Provide miscellaneous design and inspection services on an as-needed basis.	
A) AECOM USA, Inc	PSC-12-2891A /A-F	
B) Dewberry Engineers, Inc.	PSC-12-2891B /B-F	
C) Gannett Fleming Engineers and Architects, PC	PSC-12-2891C /C-F	
D) Haks Engineers, Architects & Land Surveyors, PC	PSC-12-2891D /D-F	
E) Henningson, Durham and Richardson, PC	PSC-12-2891E /E-F	
F) HNTB NY Engineering and Architecture, PC	PSC-12-2891F /F-F	
G) Jacobs Civil Consultants, Inc.	PSC-12-2891G /G-F	
H) Parsons Brinckerhoff, Inc.	PSC-12-2891H /H-F	
I) Parsons Transportation Group of New York, Inc.	PSC-12-2891I /I-F	
J) STV, Incorporated	PSC-12-2891J /J-F	
K) URS Corporation -- New York	PSC-12-2891K /K-F	
L) WSP USA Corp.	PSC-12-2891L /L-F	
M) Ysrael A. Seinuk, PC	PSC-12-2891M /M-F	
N) Gandhi Engineering, Inc.	PSC-12-2891N /N-F	
Weidlinger Associates, Inc.	Contract No. PSC-13-2925	\$3,375,821.44
	Provide 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.	
HNTB New York Engineering and Architecture, PC	Contract No. PSC-12-2922	\$3,364,897.00
	Provide scoping services for toll plaza layouts at various facilities.	
AECOM USA, Inc.	Contract No. PSC-12-2917	\$2,186,282.49
	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.

Ammann and Whitney Consulting Engineers, PC	Contract No. PSC-13-2924 Provide construction administration and inspection services for Project MP-06, Substructure and Underwater Work at the Marine Parkway Bridge.	\$1,395,189.00
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Miscellaneous Service Contracts

Cycle Chem, Inc.	Contract No. 12-HS-2908 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, 2013, six bids were submitted as follows:	\$109,982.00
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<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, 2013, 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 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

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

Modjeski and Masters, Inc.	Contract No. PSC-11-2884 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.	\$7,440,274.00
Ammann and Whitney Consulting Engineers, PC	Contract No. PSC-12-2915 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.	\$2,216,410.26

Upon a motion duly made and seconded, the Committee approved and moved to the Board the non-competitive and competitive procurements. Commissioner Ballan abstained from competitive procurement items #5 and #7, which are listed in the Committee Book.

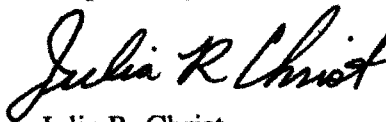
Diversity Report Second Quarter 2013

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

Adjournment

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

Respectfully submitted,

A handwritten signature in 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

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

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

II. SPECIFIC AGENDA ITEMS

	<u>Responsibility</u>
<u>December 2013</u>	
2014 Proposed Committee Work Plan	Committee Chair & Members
2014 Proposed Final Budget	Planning & Budget
<u>January 2014</u>	
Approval of 2014 Work Plan	Committee Chair & Members
<u>February 2014</u>	
Preliminary Review of 2013 Operating Budget Results	Planning & Budget
2014 Adopted Budget/Financial Plan 2014-2017	Planning & Budget
2013 B&T Operating Surplus	Controller
Customer Environment Survey – 4 th Quarter 2013	Operations
<u>March 2014</u>	
Diversity Report – 4 th Quarter 2013	EEO
Annual Procurement Contracts Report	Procurement & Materials/ Finance
<u>April 2014</u>	
Final Review of 2013 Year-End Operating Results	Planning & Budget
<u>May 2014</u>	
Customer Environment Survey – 1 st Quarter 2014	Operations
<u>June 2014</u>	
Diversity Report – 1 st Quarter 2014	EEO

July 2014

No items scheduled.

August 2014

No meeting scheduled.

September 2014

Customer Environment Survey – 2nd Quarter 2014
2015 Preliminary Budget
Diversity Report – 2nd Quarter 2014

Operations
Planning & Budget
EEO

October 2014

2015 Preliminary Budget

Planning & Budget

November 2014

Customer Environment Survey – 3rd Quarter 2014
2015 Preliminary Budget
B&T Committee Charter – Review
Diversity Report – 3rd Quarter 2014

Operations
Planning & Budget
MTA Board
EEO

BRIDGES & TUNNELS COMMITTEE WORK PLAN

Detailed Summary

I. RECURRING

Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

Report on Operations/Safety

Summary of B&T's major service indicators, which includes graphs and tables depicting total traffic for all facilities, manual traffic, and E-ZPass traffic volume for the most recent rolling 12 months compared to the previous year's rolling 12 months. Customer and employee safety indicators are included in various graphs and tables. The Report on Operations/Safety is reported on a two-month lag, except in the month of September, at which time it includes the statistics for June and July.

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, except in the month of September, at which time it includes the June and July reports.

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, except in the month of September, at which time it includes the June and July reports.

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, except in the month of September, at which time it includes the July and August reports.

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; in the month of September, the August and September procurements are included.

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

II. SPECIFIC AGENDA ITEMS

DECEMBER 2013

2014 Proposed Final Budget

The Committee will recommend action to the Board.

JANUARY 2013

Approval of Work Plan for 2014

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

FEBRUARY 2014

Preliminary Review of 2013 Operating Budget Results

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

2014 Adopted Budget and February Financial Plan 2014-2017

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

2013 B&T Operating Surplus

The Committee will recommend action to the Board.

Customer Environment Survey – 4th Quarter 2013

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

MARCH 2014

Diversity Report – 4th Quarter 2013

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

Annual Procurement Contracts Report

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

APRIL 2014

Final Review of 2013 Year-End Operating Result

The customary review of prior year's budget results and their implications for current and future budget performance will be presented to the Committee. Each Agency will present for inclusion in the Agenda materials, and be prepared to answer questions on, a review of its experience. The MTA Budget Division will prepare an overall review, also for inclusion in the materials that draws MTA-wide conclusions.

MAY 2014

Customer Environment Survey – 1st Quarter 2014

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

JUNE 2014

Diversity Report – 1st Quarter 2014

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

JULY 2014

No items scheduled.

AUGUST 2014

No meeting scheduled.

SEPTEMBER 2014

Customer Environment Survey – 2nd Quarter 2014

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

2015 Preliminary Budget

Agency will present highlights of the Preliminary Budget to the Committee. Public comment will be accepted on the 2015 Preliminary Budget.

Diversity Report – 2nd Quarter 2014

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

OCTOBER 2014

2015 Preliminary Budget

Public comment will be accepted on the 2015 Preliminary Budget.

NOVEMBER 2014

Customer Environment Survey – 3rd Quarter 2014

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

2015 Preliminary Budget

Public comment will be accepted on the 2015 Preliminary Budget.

B&T Committee Charter - Review

Review and assess the adequacy of the Charter annually.

Diversity Report – 3rd Quarter 2014

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



Bridges and Tunnels

Review of B&T Committee Charter

THE METROPOLITAN TRANSPORTATION AUTHORITY

COMMITTEE ON OPERATIONS OF THE TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

This Charter for the Committee on Operations of the Triborough Bridge and Tunnel Authority was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the "MTA"), on July 24, 2013.

I. PURPOSE

The Committee on Operations of the Triborough Bridge and Tunnel Authority (the "Committee") shall assist the Board Chair and the Board in fulfilling their responsibility to monitor and oversee the operations of the Triborough Bridge and Tunnel Authority (together with its subsidiaries, "B&T").

II. COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA and/or the B&T. The foregoing is not intended to alter or curtail existing rights of individual board members to access books, records or staff in connection with the performance of their fiduciary duties as board members.

III. COMMITTEE MEMBERSHIP

The Committee shall consist of 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an *ex officio* member of the Committee. The Board Chair shall appoint the chairperson of the Committee. In the absence of the chairperson at a meeting of the Committee, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

IV. COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information at the Committee requests. The President of the B&T shall (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to his or her organization, (2) provide the chairperson of the Committee with all information regarding the affairs of his or her organization that is material to the Committee's monitoring and oversight of the operations of such organization, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the operations of his or her organization.

V. COMMITTEE REPORTS.

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. KEY RESPONSIBILITIES

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall:

1. monitor and update the Board Chair and the Board on the operating performance of B&T, including information on the service and conditions of the bridges and tunnels operated by B&T and the operation, maintenance, construction and reconstruction of B&T projects;
2. monitor and update the Board Chair and the Board on the safety record of B&T; such monitoring shall include reviewing and monitoring customer and employee safety;
3. monitor and update the Board Chair and the Board on the implementation of security programs pertaining to B&T operations and facilities;
4. monitor and update the Board Chair and the Board on the finances of B&T, including financial reports the use of funds by the B&T, and the collection and distribution of B&T revenue, such as tolls, fees and rentals charged for the use of B&T projects;
5. review and make recommendations to the Board Chair and the Board regarding proposed procurement contracts of B&T that require Board approval;
6. review and make recommendations to the Board Chair and the Board on proposed projects of B&T and monitor the status of such projects;
7. review and make recommendations to the Board Chair and the Board regarding B&T policy changes;

8. facilitate the identification of approaches and solutions that address B&T security issues, including best practices in national and international security respecting transportation operations and facilities and review and make recommendations to the Board Chair and the Board regarding B&T security issues;
9. review periodically with the Counsel of the MTA, the Chief Compliance Officer, and the Counsel of B&T: (i) legal and regulatory matters that may have a material impact on B&T; and(ii) the scope and effectiveness of compliance policies and programs;
10. conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter; and
11. review and assess the adequacy of this Charter annually; and report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.



Bridges and Tunnels

Report on Operations August 2013

MTA Bridges and Tunnels August 2013 Traffic Trends

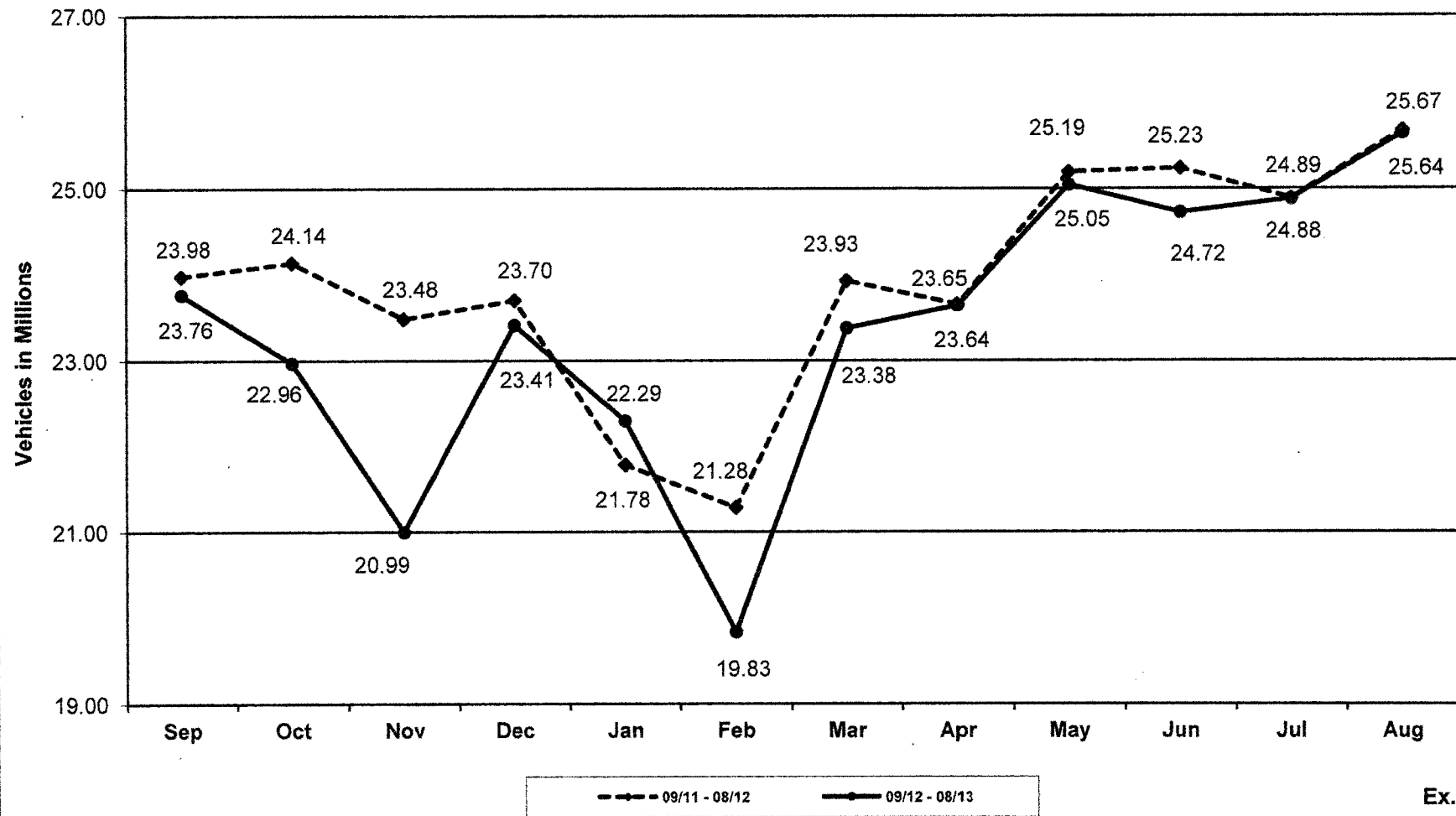
Summary

Traffic was almost identical on a year-to-year basis, with 25.64 million traffic crossings this month vs. 25.67 million crossings in August 2012 (Exhibit 1).

Rainfall in August was 2.0 inches compared to 3.0 inches in 2012. Gas prices averaged \$3.82 per gallon, which was \$0.06 less than last year at this time. B&T tolls were higher this year due to a March toll increase.

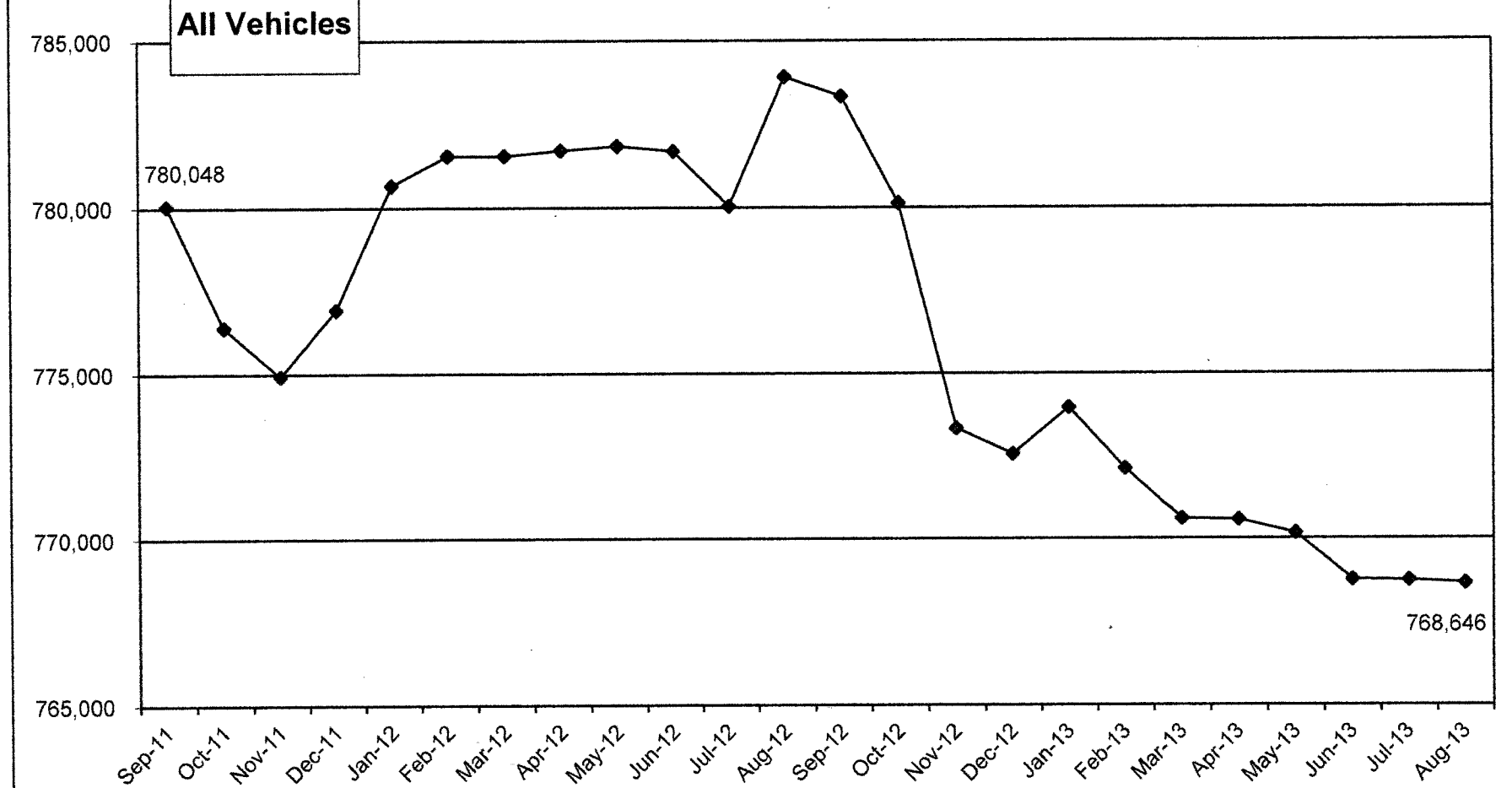
E-ZPass volume increased by 2.4% compared to August 2012 while crossings using cash and other payment methods declined 10.5% for the month (Exhibit 7). Passenger car travel was down 0.2% while other vehicle travel increased 1.1% from August of 2012 (Exhibit 8).

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

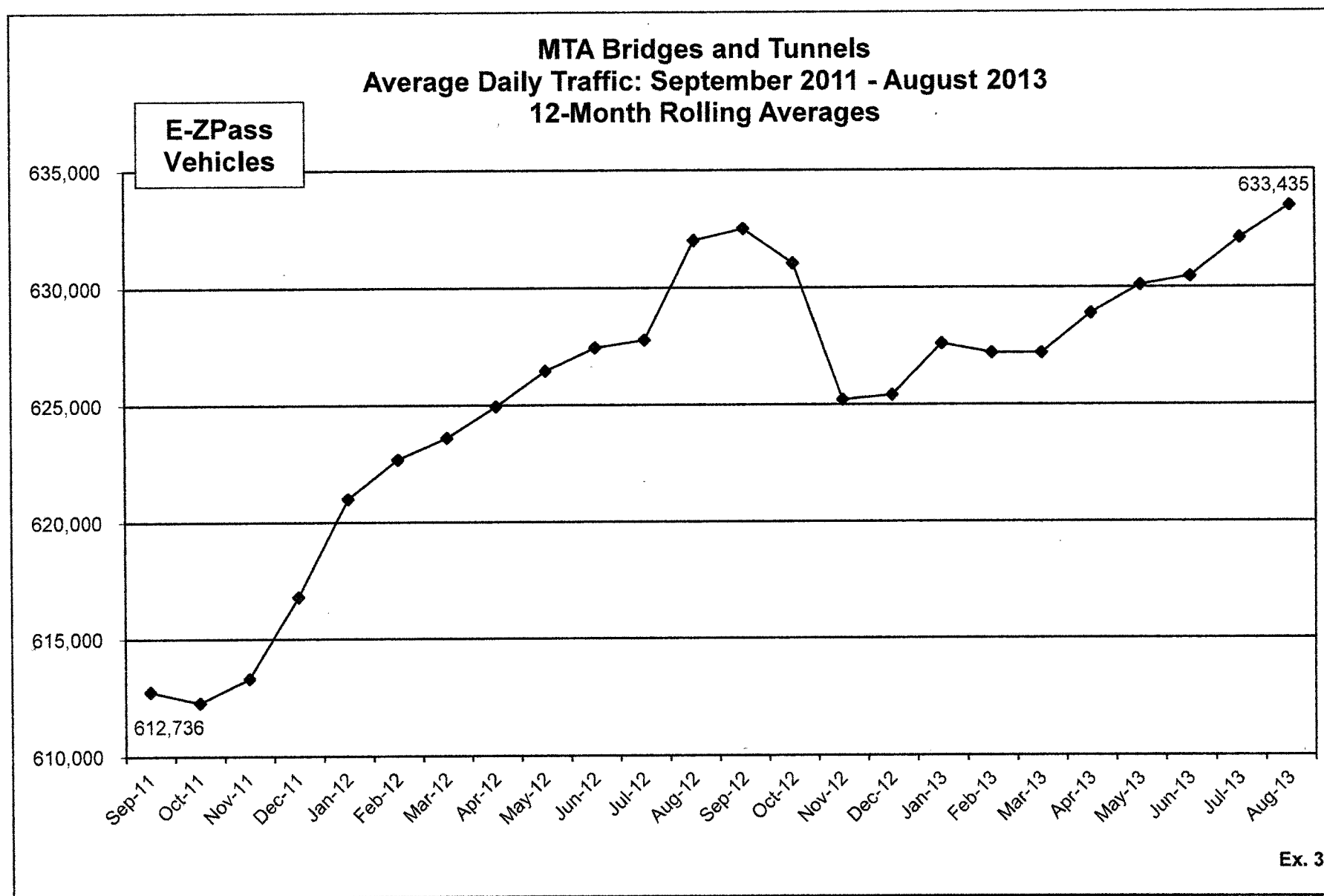


Ex. 1

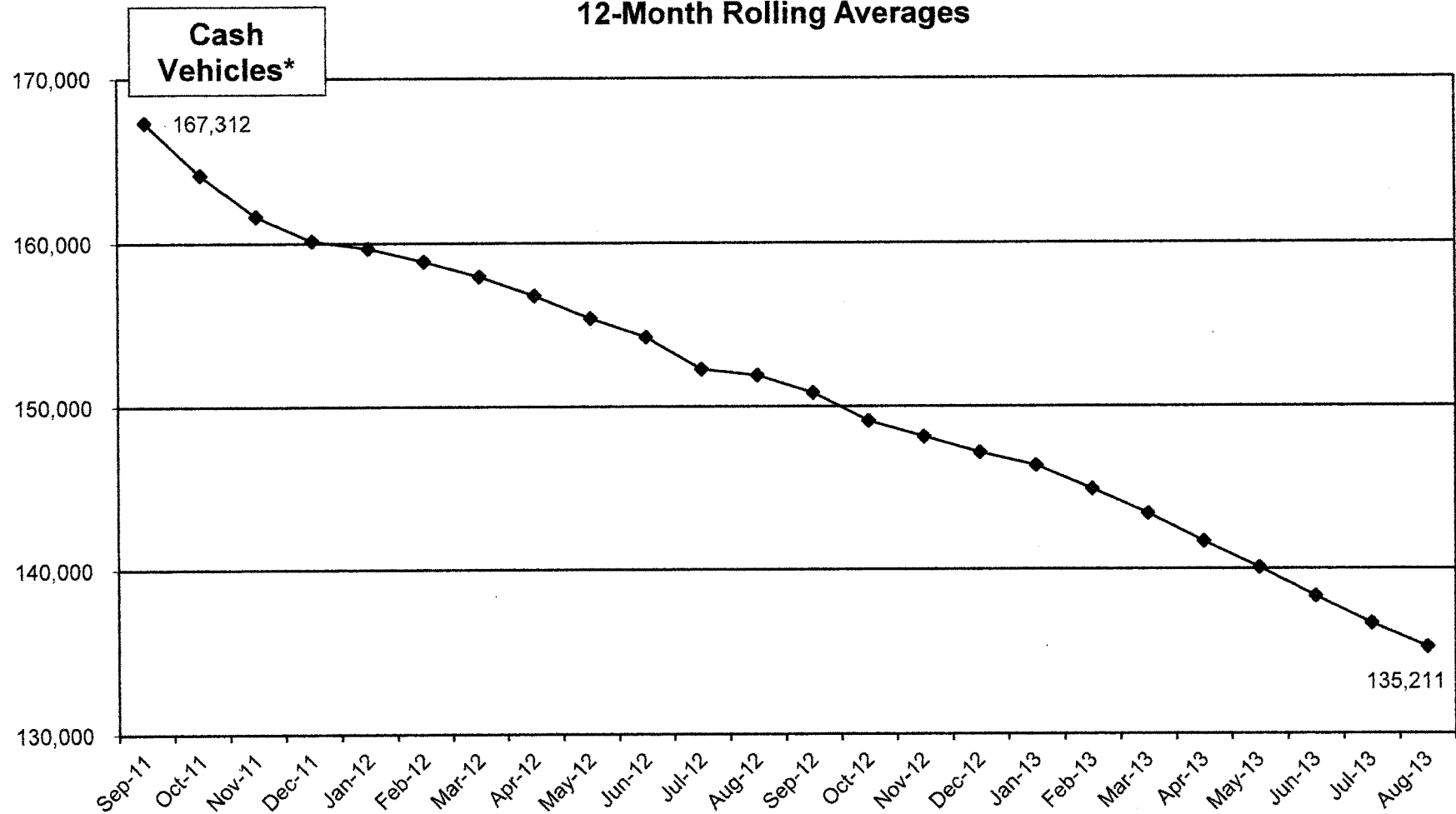
MTA Bridges and Tunnels
Average Daily Traffic: September 2011 - August 2013
12-Month Rolling Averages



Ex. 2



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

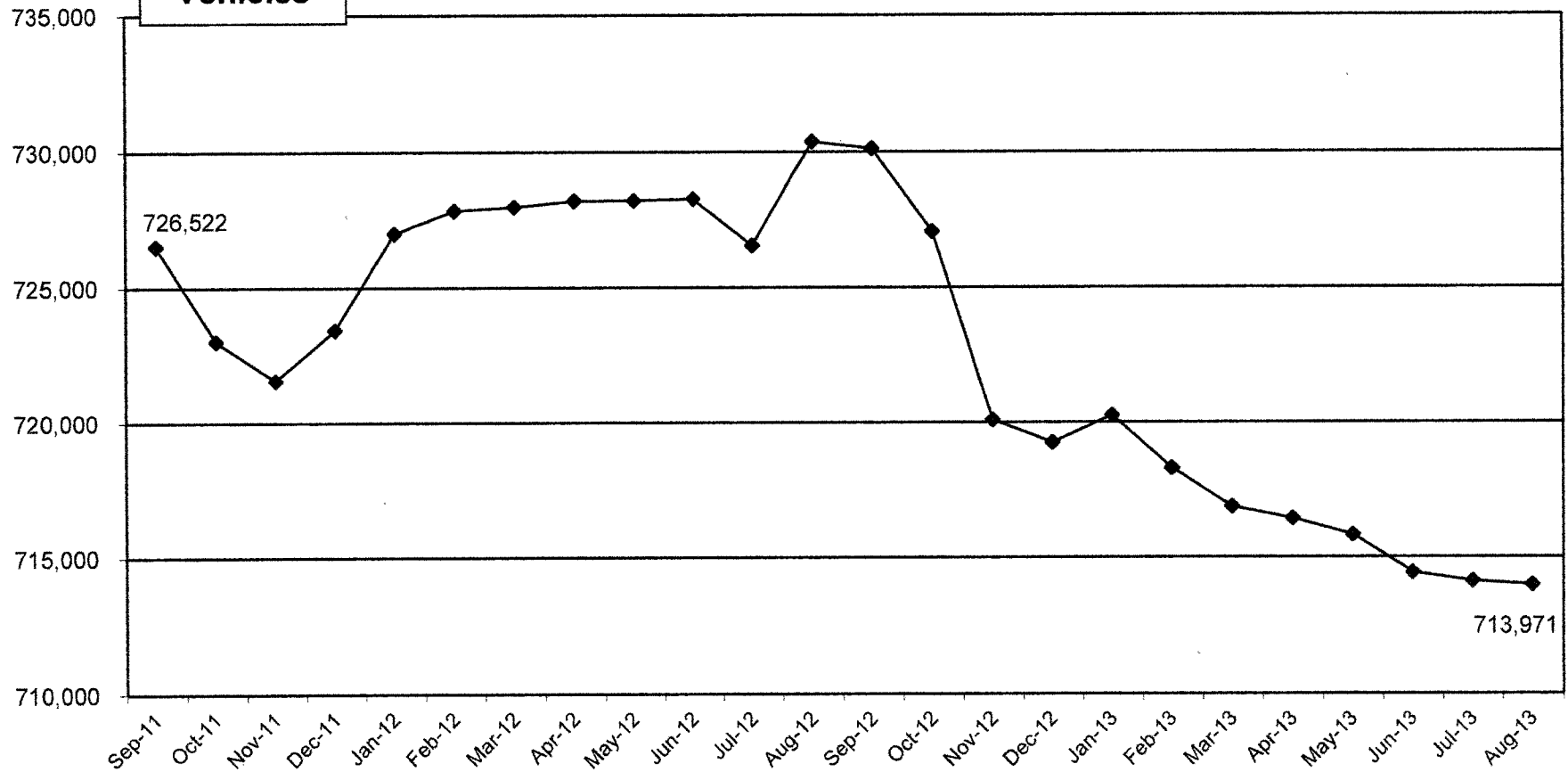


*Includes token, ticket and Tolls By Mail transactions.

Ex. 4

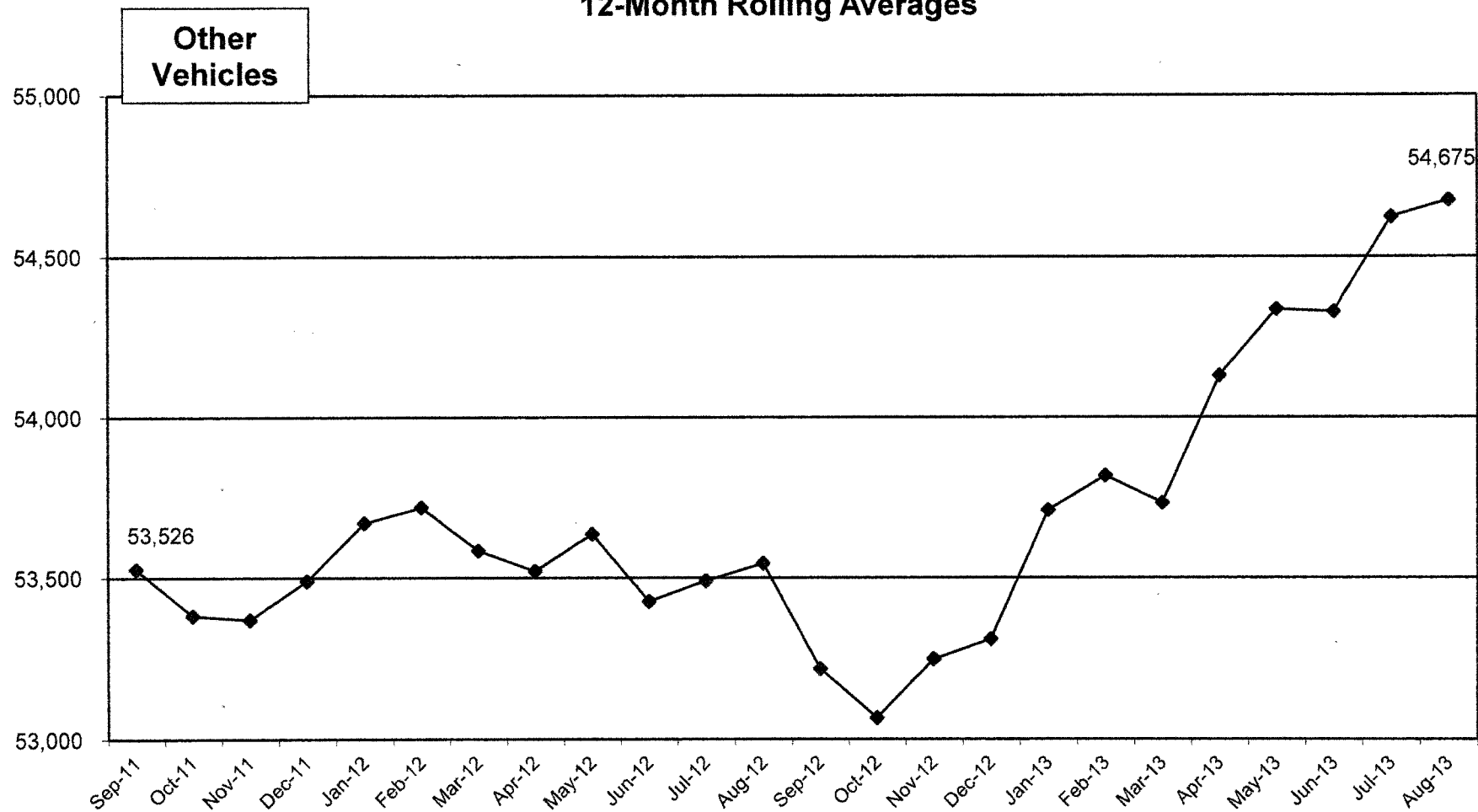
MTA Bridges and Tunnels
Average Daily Traffic: September 2011 - August 2013
12-Month Rolling Averages

**Passenger
Vehicles**



Ex. 5

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



Ex. 6

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

Corridor	Toll Media	August ⁽¹⁾	3 Months ⁽²⁾ (June-Aug)	6 Months ⁽³⁾ (Mar-Aug)	9 Months ⁽⁴⁾ (Dec-Aug)	12 Months ⁽⁵⁾ (Sept-Aug)
All Facilities	Total Vehicles	-0.1%	-0.7%	-0.9%	-0.8%	-1.9%
	E-ZPass	2.4%	2.0%	1.9%	1.7%	0.2%
	Cash ⁽⁶⁾	-10.5%	-11.9%	-12.3%	-11.4%	-11.0%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	1.4%	1.1%	0.8%	0.5%	-0.2%
	E-ZPass	4.2%	4.2%	4.0%	3.6%	2.6%
	Cash ⁽⁶⁾	-7.4%	-8.6%	-9.2%	-8.9%	-9.0%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel ⁽⁷⁾	Total Vehicles	-0.5%	-2.3%	-2.8%	-2.7%	-5.0%
	E-ZPass	0.9%	-0.4%	-0.7%	-0.6%	-3.0%
	Cash ⁽⁶⁾	-8.0%	-12.6%	-14.1%	-13.6%	-15.3%
Verrazano-Narrows Bridge	Total Vehicles	-1.1%	-1.2%	-1.3%	-1.2%	-1.9%
	E-ZPass	0.5%	0.6%	0.6%	0.5%	-0.4%
	Cash ⁽⁶⁾	-8.3%	-9.7%	-10.1%	-9.0%	-9.1%
Henry Hudson Bridge	Total Vehicles	-0.5%	-2.3%	-3.1%	-3.7%	-4.3%
	E-ZPass	8.2%	5.1%	3.6%	2.6%	0.9%
	Cash ⁽⁸⁾	-55.6%	-50.2%	-48.9%	-47.3%	-40.2%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-3.6%	-1.2%	2.2%	5.2%	4.8%
	E-ZPass	-1.5%	1.0%	4.3%	6.1%	3.3%
	Cash ⁽⁶⁾	-12.8%	-9.9%	-7.1%	0.8%	11.9%

(1) August 2013 vs. August 2012.

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

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

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

(5) September 2012 to August 2013 vs. September 2011 to August 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	August ⁽¹⁾	3 Months ⁽²⁾ (June-Aug)	6 Months ⁽³⁾ (Mar-Aug)	9 Months ⁽⁴⁾ (Dec-Aug)	12 Months ⁽⁵⁾ (Sept-Aug)
All Facilities	Total Vehicles	-0.1%	-0.7%	-0.9%	-0.8%	-1.9%
	Passenger	-0.2%	-1.0%	-1.1%	-1.1%	-2.2%
	Other	1.1%	2.4%	3.1%	3.6%	2.1%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	1.4%	1.1%	0.8%	0.5%	-0.2%
	Passenger	1.5%	1.0%	0.7%	0.4%	-0.4%
	Other	0.1%	1.5%	2.0%	2.1%	1.1%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel ⁽⁶⁾	Total Vehicles	-0.5%	-2.3%	-2.8%	-2.7%	-5.0%
	Passenger	-0.4%	-2.4%	-2.9%	-2.8%	-5.0%
	Other	-2.4%	-1.3%	-1.0%	-1.4%	-4.9%
Verrazano-Narrows Bridge	Total Vehicles	-1.1%	-1.2%	-1.3%	-1.2%	-1.9%
	Passenger	-1.5%	-1.7%	-1.7%	-1.7%	-2.4%
	Other	4.8%	5.4%	5.7%	6.6%	4.9%
Henry Hudson Bridge	Total Vehicles	-0.5%	-2.3%	-3.1%	-3.7%	-4.3%
	Passenger	-0.5%	-2.4%	-3.2%	-3.8%	-4.4%
	Other	9.7%	17.2%	15.9%	13.5%	10.4%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-3.6%	-1.2%	2.2%	5.2%	4.8%
	Passenger	-4.5%	-2.2%	0.9%	3.5%	2.7%
	Other	16.6%	21.4%	28.7%	38.1%	46.1%

(1) August 2013 vs. August 2012.

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

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

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

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

(6) Formerly Brooklyn-Battery Tunnel

Ex. 8

Supplemental Data Page for the Report on Operations

Traffic & Average Gas Price ¹			Weather ²			
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
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 ⁴	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 ⁵	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 ⁶	23,376,021	\$3.88	41	2.4	6.1	9
Apr-13	23,638,588	\$3.73	53	1.2	-	10
May-13	25,045,252	\$3.70	64	5.0	-	10
Jun-13	24,721,506	\$3.71	74	8.2	-	13
Jul-13	24,880,575	\$3.82	81	2.8	-	11
Aug-13	25,637,795	\$3.82	76	2.0	-	10

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences⁷

Traffic & Gas Monthly Inc/(Dec)			Weather Monthly Inc/(Dec)			
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
2012 vs. 2011						
September	(213,049)	\$0.27	1	(4.0)	-	(5)
October	(1,172,009)	\$0.36	1	(2.7)	(1.7)	(3)
November	(2,486,266)	\$0.32	(7)	(1.5)	1.1	(2)
December	(285,053)	\$0.30	(1)	0.4	0.4	9
2013 vs. 2012						
January	513,673	\$0.11	(2)	(0.8)	(1.5)	0
February	(1,448,172)	\$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	(147,512)	(\$0.25)	(2)	0.3	-	(7)
June	(511,857)	\$0.00	1	4.0	-	0
July	(7,047)	\$0.14	0	(1.0)	-	1
August	(32,029)	(\$0.06)	(3)	(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

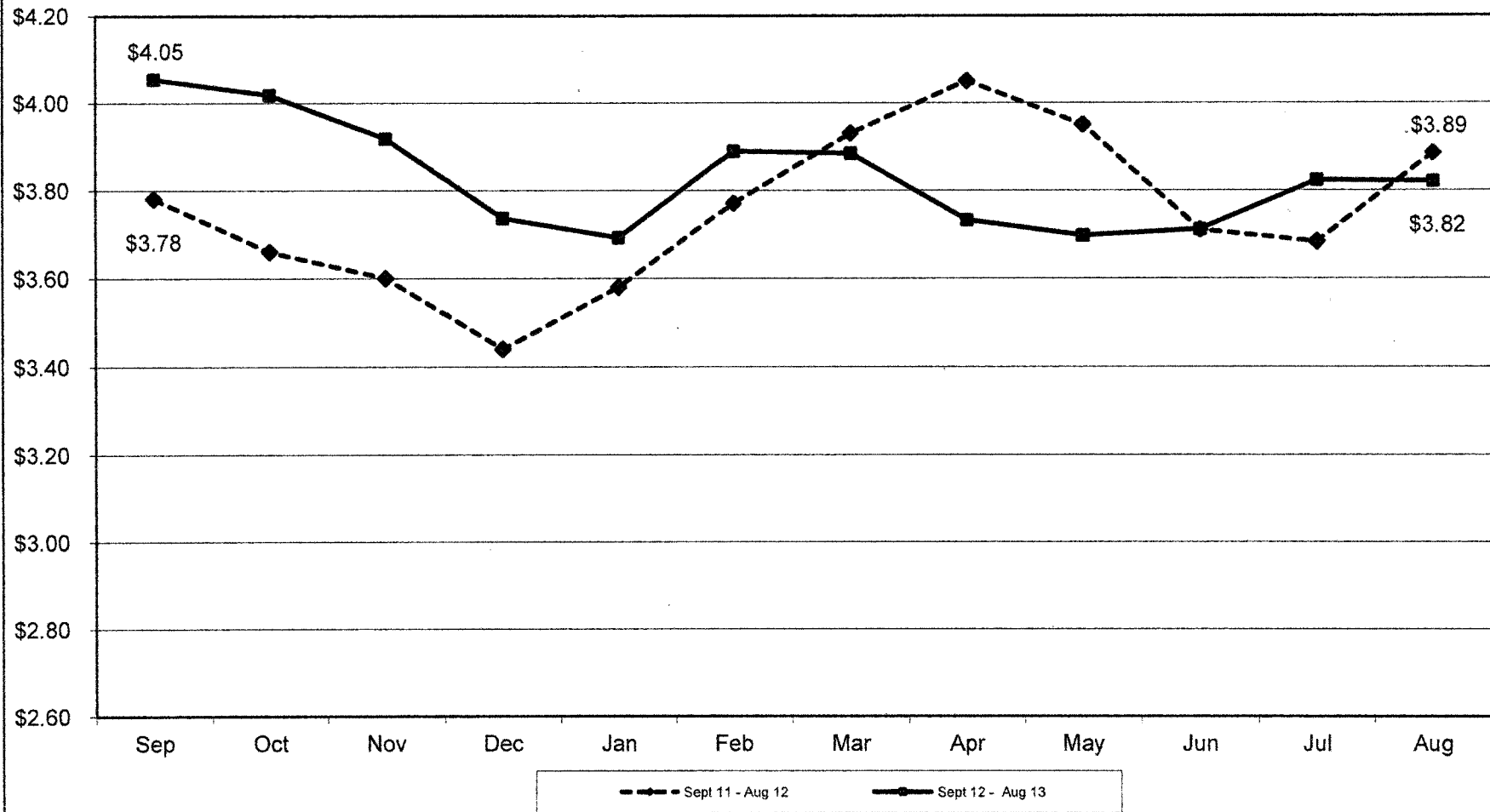
Average Daily Traffic: 12-Month Rolling Averages

<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Cash²</u>	<u>Passenger</u>	<u>Other</u>
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	770,155	630,084	140,071	715,819	54,336
Jun-13	768,753	630,446	138,307	714,424	54,329
Jul-13	768,734	632,083	136,650	714,111	54,623
Aug-13	768,646	633,435	135,211	713,971	54,675

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
September 2011 - August 2013**

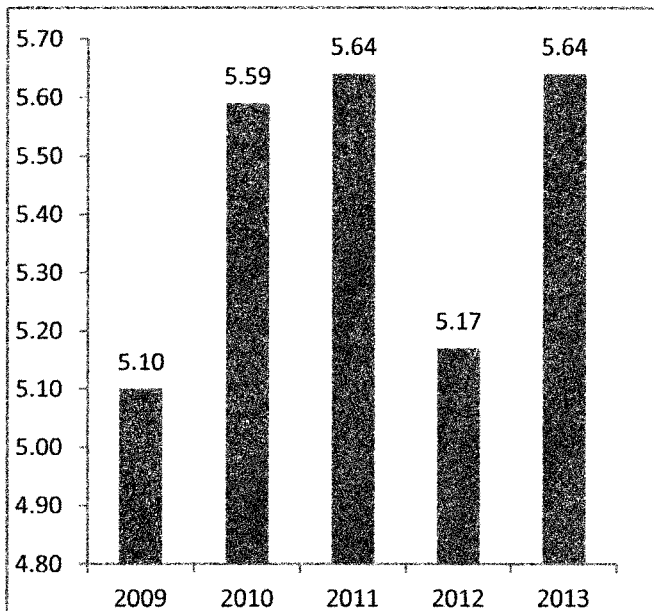




Bridges and Tunnels

Safety Report August 2013

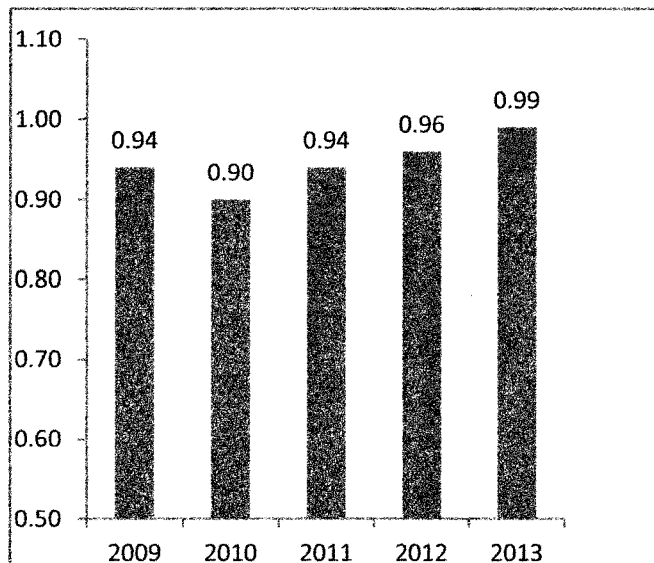
5 Yr Summary of Customer Collisions & Injuries thru August



Total Customer Collisions

Year	Total Collisions	Collision Rate/M Vehicles
2009	1005	5.10
2010	1100	5.59
2011	1074	5.64
2012	1002	5.17
2013	1080	5.64

% change from last year: 9.1%
5 year Average 5.43



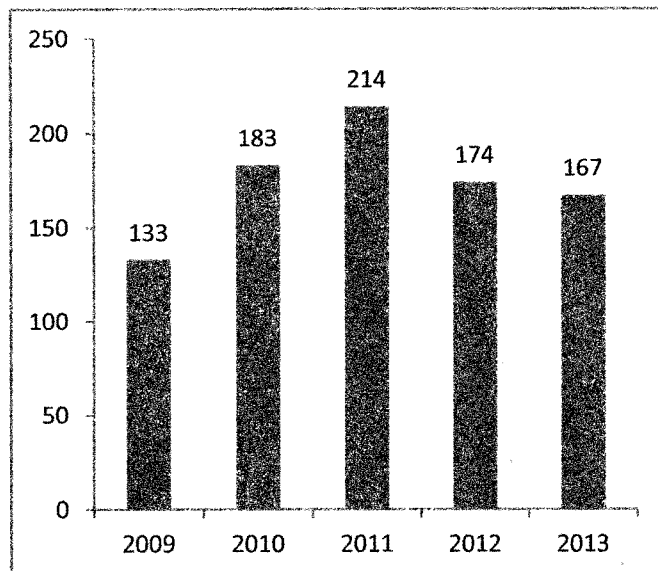
Total Injury Collisions

Year	Injury Collisions	Injury Rate/M Vehicles
2009	186	0.94
2010	177	0.90
2011	179	0.94
2012	186	0.96
2013	190	0.99

% change from last year: 3.1%
5 year Average 0.95

MTA Bridges and Tunnels

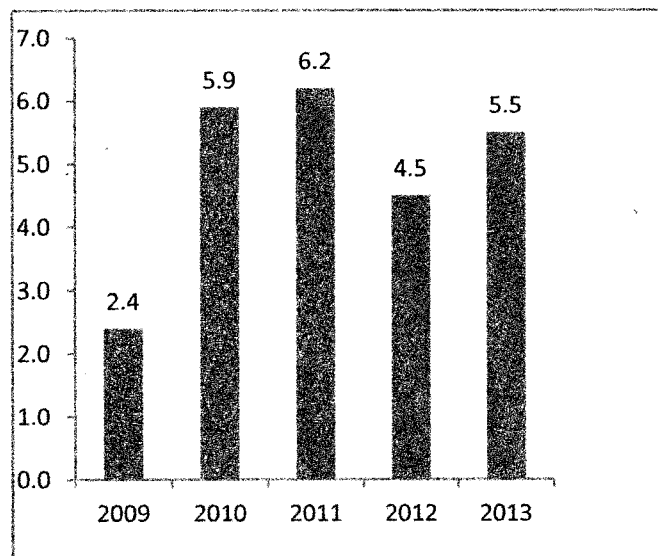
5 Yr Summary of Employee Accident Reports & Injuries thru August



Total Employee Accident Reports (C-2's)

Year	Total
2009	133
2010	183
2011	214
2012	174
2013	167

% change from last year: -4.0%
5 year Average 174



Employee Lost Time Injuries

Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2009	30	2.4
2010	67	5.9
2011	67	6.2
2012	49	4.5
2013	55	5.5

% change from last year: 22.2%
5 year Average 4.9



Bridges and Tunnels

Customer Environment Survey 3rd Quarter 2013





KEY CUSTOMER SERVICE AREAS

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

SCOPE OF THE OPERATIONS DEPARTMENT

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

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

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

CRITICAL OBJECTIVES

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

EXECUTIVE SUMMARY

The following is a summary of third quarter 2013 results:

Customer Environment

In the third quarter 2013 B&T striped a total of 71,494 linear feet of roadway at the Robert F. Kennedy, Verrazano-Narrows, Bronx-Whitestone and Henry Hudson Bridges as well as at the Queens-Midtown Tunnel. B&T repaired 398 potholes and swept 3,021 miles of roadway in the third quarter 2013 to enhance the customer environment.

Customer Safety

The overall collisions per million vehicles rate was 6.09 in the third quarter 2013, 13.0% higher than the third quarter 2012. The collision with injury rate per million vehicles in the third quarter 2013 was 1.05, which is 14.1% higher than the same period in 2012.

Customer Service

Bridges and Tunnels exceeded its E-ZPass toll lane availability goal of 99.5% in the third 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 was either scheduled or requested. An emergency work order relates to high priority conditions that directly impact customers. During the third quarter 2013, B&T completed 3,625 work orders, 8 of which were for emergencies. The average time to complete emergency work orders was 0.4 days during this period.

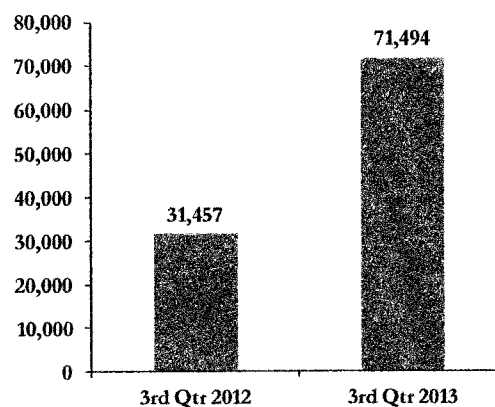
Tunnel Cleaning

In the third quarter 2013, B&T cleaned 539,364 linear feet at the Queens Midtown and Hugh L. Carey tunnels, 40.7% 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 71,494 linear feet of roadway at the Robert F. Kennedy, Verrazano-Narrows, Bronx-Whitestone and Henry Hudson Bridges as well as at the Queens-Midtown Tunnel during the third quarter 2013, up from 31,457 linear feet striped during the same period in 2012.

Roadway Striping Replaced
3rd Quarter 2012 vs. 3rd Quarter 2013

**Roadway Lights in Service (%)**

Roadway lights in service are down 7.1% in the third quarter 2013 compared to the third quarter 2012 primarily due to damage sustained from Superstorm Sandy at the Hugh L. Carey Tunnel.

Roadway Sweeping

B&T swept 3,021 miles of roadway in the third quarter of 2013, down from 4,548 miles swept last year. Nonetheless, B&T is on pace to reach its year-end goal of 12,500 miles swept.

Performance Statistics	ACTUAL							GOAL
	Year End				3rd Qtr	3rd Qtr	% Chg	YE
	2009	2010	2011	2012	2012	2013	B/(W)	2013
Completed Maintenance Work Orders (All)	20,260	16,757	15,476	13,247	3,775	3,625	(4.0%)	N/A
Maintenance Work Orders (Emergency)	34	36	36	30	6	8	33.3%	N/A
Avg. days to completion for emergency work order	0.4	0.3	0.4	0.4	0.5	0.4	17.4%	1
Potholes repaired	8,353	6,361	8,323	3,254	701	398	(43.2%)	N/A
Roadway sweeping (miles)	29,166	12,480	11,795	15,104	4,548	3,021	(33.6%)	12,500
Roadway lights in service (%)	95.9%	95.2%	97.2%	89.7%	98.1%	91.1%	(7.1%)	95.0%
Tunnel cleaning - walls and ceilings (linear ft.)*	3,408,927	3,682,328	3,577,420	2,493,042	909,855	539,364	(40.7%)	1,015,256

Roadway Striping Performance	ACTUAL							GOAL
	Year End				3rd Qtr	3rd Qtr	% Chg	YE
	2009	2010	2011	2012	2012	2013	B/(W)	2013
Roadway striping replaced (linear ft.)	359,454	213,044	314,369	303,098	31,457	71,494	127.3%	N/A
Roadway striping replacement plan (linear ft.)	200,000	200,000	100,000	250,000	50,000	66,000	32.0%	106,000
% Completed versus plan	179.7%	106.5%	314.4%	121.2%	62.9%	108.3%	72.2%	N/A

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

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

Travel Time

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

Percentage of Vehicles Traveling Above 30 Miles per Hour During Weekday Peak Periods			
	3rd Qtr 2012	3rd Qtr 2013	YE 2012
<u>Bridges</u>			
Henry Hudson Bridge	95.4%	98.8%	95.0%
Throgs Neck Bridge	97.9%	95.4%	97.2%
Bronx-Whitestone Bridge	96.8%	79.9%	96.3%
Robert F. Kennedy Bridge	84.8%	79.5%	84.9%
Verrazano-Narrows Bridge	96.6%	94.2%	91.8%
Marine Parkway Bridge	99.2%	99.8%	99.2%
Cross Bay Bridge	100.0%	100.0%	99.9%
<i>All Bridges Combined</i>	<i>94.1%</i>	<i>89.2%</i>	<i>92.5%</i>
Percentage of Vehicles Traveling Above 25 Miles per Hour During Weekday Peak Periods			
	3rd Qtr 2012	3rd Qtr 2013	YE 2012
<u>Tunnels</u>			
Queens Midtown Tunnel	54.5%	54.8%	56.1%
Hugh L. Carey Tunnel	90.9%	96.7%	90.6%
<i>All Tunnels Combined</i>	<i>68.1%</i>	<i>70.4%</i>	<i>68.7%</i>

Third Quarter 2013 Highlights

During the third quarter 2013, 89.2% of vehicle crossings at bridges during weekday peak periods traveled above 30 mph Authority-wide versus 94.1% in the third quarter 2012. At the tunnels, 70.4% of vehicles during weekday peak periods traveled above 25 miles per hour compared to 68.1% in the third quarter 2012.

Travel time at the Bronx-Whitestone Bridge was impacted due to the next phase of work on the Queens approach project, which began in June 2013. The project requires an around-the-clock closure of one approach roadway. A movable barrier is being used to maintain three traffic lanes northbound in the morning peak period and southbound in the afternoon peak period while lane-by lane demolition and reconstruction of the approach is completed.

Travel time at the Robert F. Kennedy Bridge was impacted due to several off property delays during the third quarter and also due to ongoing construction projects.

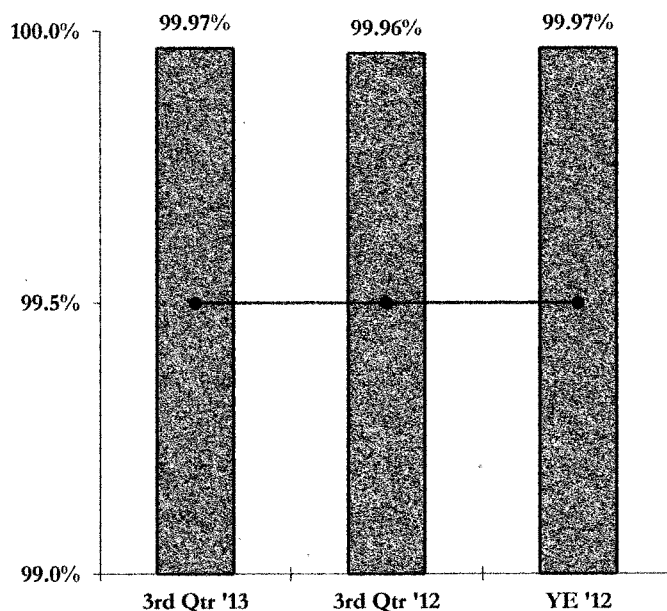


E-ZPass Toll Lane Availability

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 third quarter 2013 performance against third 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				3rd Qtr	3rd Qtr	% Chg	YE
	2009	2010	2011	2012	2012	2013	B/(W)	2013
E-ZPass toll lane availability	99.90%	99.89%	99.94%	99.97%	99.96%	99.97%	0.01%	99.50%

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

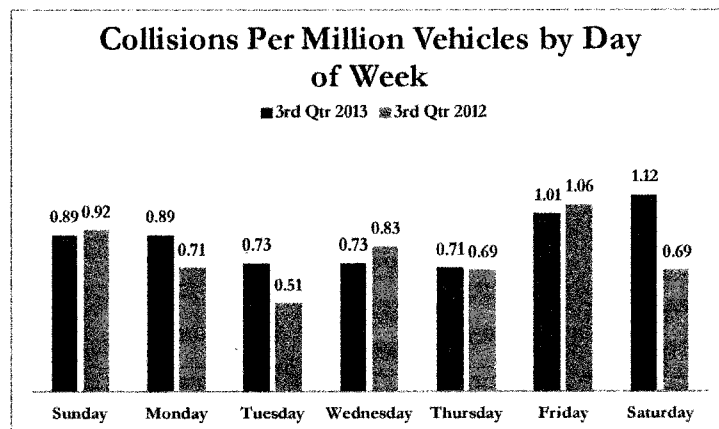
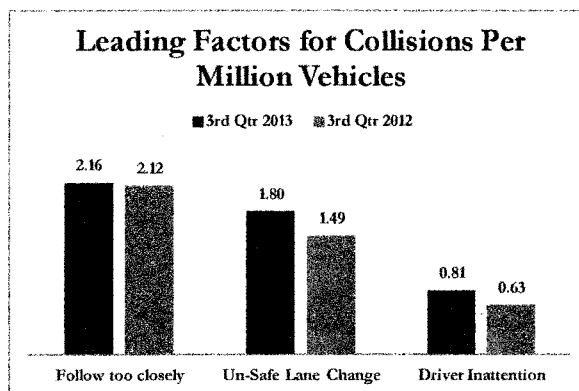
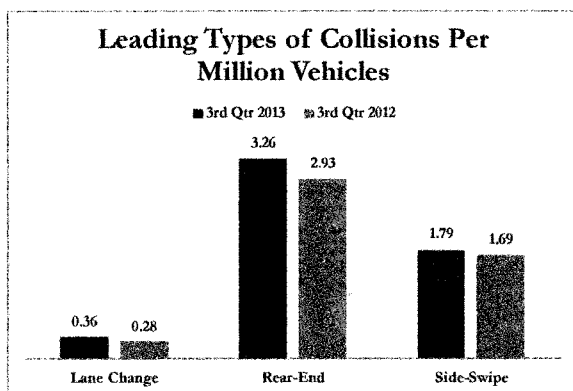


- ✓ Ensure the safety of customers traveling over bridges and tunnels.

Customer Safety

In the third quarter 2013, the collision rate per million vehicles was 6.09 and the collision with injury rate per million vehicles was 1.05. Approximately half of the collisions on B&T facilities during the third quarter 2013 were rear-end, with following too closely being the lead cause. Close to 11,000 summonses were issued for vehicle traffic law infractions during the third quarter 2013.

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



Bridges and Tunnels Captains are leading Collision Task Force meetings with facility management, facility engineering, and the Special Operations Division to implement coordinated strategies to reduce collisions and maintain a safe environment for customers. These strategies include targeted enforcement efforts, construction mitigation reviews, and evaluations of roadway conditions in areas that have increased collisions.

Customer Safety continued

Performance Statistics	ACTUALS							GOAL
	Year End				3rd Qtr	3rd 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	5.39	6.09	(13.0%)	5.21
Collision with injury rate per million vehicles	0.96	0.90	0.88	0.90	0.92	1.05	(14.1%)	0.84
Speeding summonses	5,471	5,194	5,811	5,933	1,525	1,149	(24.7%)	N/A
Truck summonses	4,012	2,601	2,213	2,575	600	748	24.7%	N/A
Emergency wrecker response time (min:sec)	6:53	6:45	7:02	6:34	6:33	6:27	1.5%	N/A

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

- LED test fixtures were installed in the east tube of the Hugh L. Carey Tunnel, providing better lighting for motorists at a lower cost.
- At the Henry Hudson Bridge, all upper-level lighting fixtures on the bridge span were relamped.
- Extensive repairs and lane striping on the upper-level eastbound roadway was completed at the Verrazano-Narrows Bridge.

**INDICATOR DEFINITIONS**

CUSTOMER ENVIRONMENT

Indicator Name:	Roadway striping replaced % completed versus plan
Description:	Roadway striping is measured in linear feet. Percentage of roadway striping completed versus plan. Beginning in 2010, the Engineering and Construction Department's roadway striping figures are included in the total.
Source:	Central Maintenance Contracts – Project Management group and Engineering & Construction Department
Indicator Name:	Potholes repaired
Description:	Number of potholes repaired
Source:	Central Maintenance North and South through the Computerized Maintenance Management System (CMMS) and Engineering & Construction Department
Indicator Name:	Roadway sweeping (miles)
Description:	Length of roadway swept measured in miles (both contracted and in-house)
Source:	Central Maintenance Project Management and Central Maintenance South through the Computerized Maintenance Management System (CMMS)
Indicator Name:	Completed Maintenance work order
Description:	The completion of a maintenance task that is either scheduled or requested.
Source:	Computerized Maintenance Management System (CMMS)
Indicator Name:	Average days to completion for emergency work orders
Description:	The average time to complete emergency 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)

CUSTOMER SERVICE

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

**INDICATOR DEFINITIONS - (CONTINUED)**

CUSTOMER SAFETY

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

E-ZPass Performance Report August 2013

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

E-ZPass Performance at All B&T Facilities¹			
	August 2013	Year to Date	August 2012
Total E-ZPass Traffic ²	21,146,260	157,124,267	20,652,939
E-ZPass Market Share: Total	82.5%	82.9%	80.5%
Cars	81.8%	82.3%	79.7%
Trucks	91.3%	91.4%	90.7%

Weekday E-ZPass Performance by Facility^{1,2}			
Facility	August Average E-ZPass Weekday Traffic and Market Share		
	2013 Average Traffic	2013 Market Share	2012 Market Share
Bronx-Whitestone Bridge	90,891	78.6%	76.1%
Cross Bay Veterans Memorial Bridge	18,515	83.0%	80.4%
Henry Hudson Bridge	58,525	94.4%	87.5%
Hugh L. Carey Tunnel ³	43,704	88.8%	87.1%
Marine Parkway-Gil Hodges Memorial Bridge	21,147	86.5%	85.5%
Queens Midtown Tunnel	73,830	88.0%	86.7%
Robert F. Kennedy Bridge - Bronx Plaza	62,074	76.1%	73.0%
Robert F. Kennedy Bridge - Manhattan Plaza	76,576	84.4%	82.8%
Throgs Neck Bridge	99,134	83.2%	81.6%
Verrazano-Narrows Bridge	<u>160,640</u>	<u>85.1%</u>	<u>83.7%</u>
All Facilities	705,036	84.2%	82.0%

Notes:

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

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

Weekday Peak Hour E-ZPass Performance by Facility⁴				
Facility	August E-ZPass Market Share			
	2013 AM Peak	2012 AM Peak	2013 PM Peak	2012 PM Peak
Bronx-Whitestone Bridge	84.1%	82.4%	80.3%	78.0%
Cross Bay Veterans Memorial Bridge	86.9%	85.7%	82.1%	79.8%
Henry Hudson Bridge	95.1%	90.9%	94.5%	88.3%
Hugh L. Carey Tunnel ³	92.3%	90.9%	89.2%	87.5%
Marine Parkway-Gil Hodges Memorial Bridge	86.3%	88.4%	86.5%	85.9%
Queens Midtown Tunnel	90.9%	89.4%	88.8%	87.6%
Robert F. Kennedy Bridge - Bronx Plaza	81.4%	79.2%	76.7%	74.7%
Robert F. Kennedy Bridge - Manhattan Plaza	87.9%	86.4%	85.1%	83.9%
Throgs Neck Bridge	87.5%	86.2%	83.8%	82.5%
Verrazano-Narrows Bridge ⁵	N/A	N/A	88.5%	87.5%
All Facilities	87.7%	86.1%	85.4%	83.6%

Weekend E-ZPass Performance by Facility¹			
Facility	August Average E-ZPass Weekend Traffic and Market Share		
	2013 Avg. Traffic	2013 Market Share	2012 Market Share
Bronx-Whitestone Bridge	88,588	73.0%	69.8%
Cross Bay Veterans Memorial Bridge	16,741	75.6%	72.4%
Henry Hudson Bridge	51,758	92.7%	83.4%
Hugh L. Carey Tunnel ³	34,482	82.4%	81.6%
Marine Parkway-Gil Hodges Memorial Bridge	19,351	81.6%	79.4%
Queens Midtown Tunnel	57,927	82.8%	81.8%
Robert F. Kennedy Bridge - Bronx Plaza	55,178	68.9%	64.8%
Robert F. Kennedy Bridge - Manhattan Plaza	64,244	78.8%	76.8%
Throgs Neck Bridge	92,512	77.1%	76.1%
Verrazano-Narrows Bridge	145,380	78.9%	77.0%
All Facilities	626,161	78.2%	75.7%

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
August 2013**

Preliminary data subject to final audit

E-ZPass Interoperability Statistics

B&T E-ZPass Transactions From Other Agencies ⁶			
Customer's E-ZPass Agency	August 2013 Total B&T E-ZPass Transactions	August 2013 Percentage of B&T Total Transactions	August 2012 Percentage of B&T Total Transactions
New York State Thruway Authority ⁷	1,815,957	7.99%	7.70%
New Jersey Toll Agencies ⁸	1,316,687	5.79%	5.63%
Port Authority of NY and NJ	1,213,455	5.34%	5.39%
Massachusetts Turnpike Authority ⁹	135,892	0.60%	0.53%
Pennsylvania Turnpike Commission	91,932	0.40%	0.36%
Maryland Transportation Authority	43,027	0.19%	0.18%
Virginia Department of Transportation ¹⁰	29,687	0.13%	0.11%
Delaware River Joint Toll Bridge Commission	12,927	0.06%	0.06%
New Hampshire Department of Transportation	15,113	0.07%	0.06%
Delaware Department of Transportation	13,762	0.06%	0.07%
Other ¹¹	48,957	0.22%	0.18%
Total	4,737,396	20.84%	20.29%

Other Agency B&T E-ZPass Transactions			
Agency Used By B&T Customers	August 2013	YTD 2013	August 2012
New York State Thruway Authority ⁷	3,074,974	20,026,663	3,042,076
New Jersey Toll Agencies ⁸	6,200,564	39,596,256	5,840,780
Port Authority of NY and NJ	3,522,654	25,481,306	3,486,574
New York State Bridge Authority	290,218	1,875,800	285,605
Massachusetts Turnpike Authority ⁹	627,507	3,920,549	545,975
Pennsylvania Turnpike Commission	287,262	1,898,672	267,601
Maryland Transportation Authority	352,938	2,161,694	309,951
Virginia Department of Transportation ¹⁰	167,766	1,023,639	131,394
Delaware River Joint Toll Bridge Commission	310,563	1,759,757	281,274
New Hampshire Department of Transportation	172,337	817,895	149,092
Delaware Department of Transportation	352,703	1,956,111	326,859
Other ¹¹	499,029	2,564,473	470,575
Total	15,858,515	103,082,815	15,137,756

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

August 2013

Preliminary data subject to final audit

E-ZPass Customer Service Statistics

MTA Bridges and Tunnels Customers			
	August 2013	YTD 2013	YTD 2012
Accounts Opened:			
Internet	9,541	57,028	49,179
Walk-In	2,216	15,500	16,058
Mail/Phone ¹²	326	5,884	8,823
On-The-Go	<u>13,534</u>	<u>76,281</u>	<u>95,695</u>
Total Accounts Opened	25,617	154,693	169,755
Total Active Accounts		2,565,190	2,343,815
Number of E-ZPass Tags Issued ¹³	56,333	355,779	393,834
Total Active Tags ¹⁴		4,165,949	3,878,087
Total Reload Cards Distributed ¹⁵	3,831	67,015	N/A
Reload Card % of Cash Replenishments ¹⁵	12.57%	11.96%	N/A

Customer Service Indicators			
	August 2013	YTD 2013	YTD 2012
Phone Calls Answered by Customer Service Center:			
Customer Service Representatives	299,465	1,953,003	1,922,916
Automated System	<u>464,633</u>	<u>2,979,065</u>	<u>2,735,045</u>
Total Phone Calls Answered	764,098	4,932,068	4,657,961
Average Phone Call Waiting Time (in min.):			
Customer Service Representatives	0.20	0.17	0.25
Commercial Unit	0.36	0.33	0.36
Avg. Monthly B&T E-ZPass Trips Per Account	6.44	6.40	6.65
Average Number of Active Tags Per Account	1.62	1.62	1.66

E-ZPass Tag Replacement Program			
	August 2013	YTD 2013	2011-2013
Number of Replacement Tags Mailed ¹⁶	4,940	183,624	1,333,936
Number of Tags Returned ¹⁷	1,981	181,656	1,303,224
Number of Tags Pending Return	N/A	N/A	30,712

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.

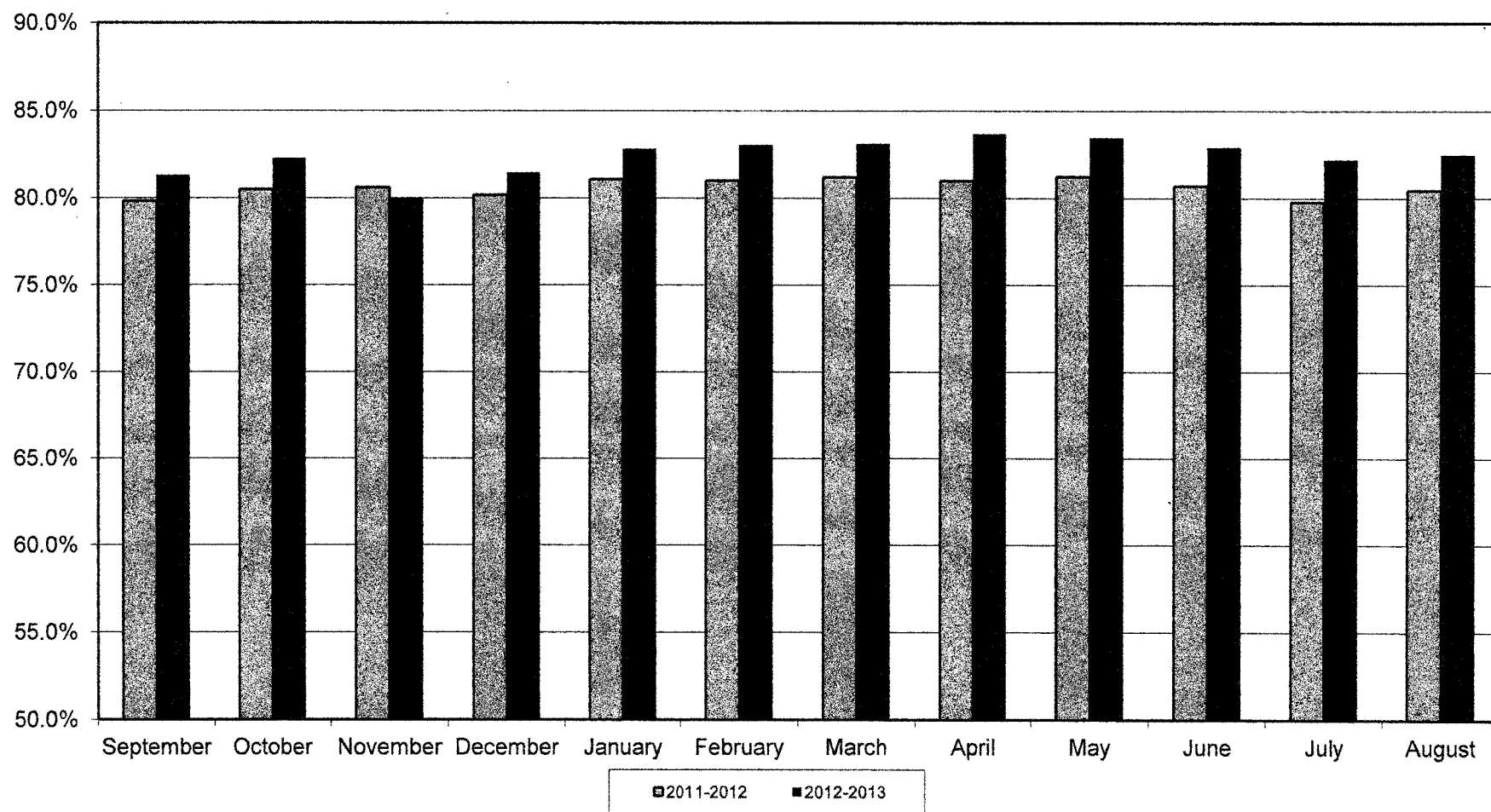
14. Includes tags linked to active accounts, new tags issued through the E-ZPass Tag Replacement Program, and the associated replaced tags currently moving through the program's return process.

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. Private tags were not mailed in August

17. 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
September 2011 through August 2013**





Bridges and Tunnels

Financial Report August 2013

MTA BRIDGES & TUNNELS**STATEMENT OF NET POSITION****As of August 31, 2013**

(in thousands)

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

Cash-Unrestricted	\$22,525
Investments:	
Unrestricted	126,903
Restricted	251,007
Accrued interest receivable	693
Insurance receivable/Sandy	126,325
Accounts receivable	13,485
Tolls due from other agencies	26,391
Prepaid expenses	2,976
	<hr/>
Total current assets	570,305

NONCURRENT ASSETS:

Investments:	
Unrestricted	12,510
Restricted	516,859
Facilities, less acc.dep of \$1,131,909	4,033,487
Capital lease 2 Broadway net acc. dep.	44,153
Derivative Hedge Assets	3,629
Security Deposits	11,250
	<hr/>
Total noncurrent assets	4,621,888

TOTAL ASSETS:

5,192,193**DEFERRED OUTFLOWS OF RESOURCES:**

Accumulated decreases in fair value of derivative instruments	125,953
Defeasance costs	242,332
	<hr/>

TOTAL DEFERRED OUTFLOWS OF RESOURCES:

368,285**TOTAL ASSETS AND DEFERRED OUTFLOWS
OF RESOURCES**

\$5,560,478

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of August 31, 2013
(in thousands)

LIABILITIES

CURRENT LIABILITIES:

Current portion-long term debt	\$160,205
Interest Payable	98,720
Accounts Payable	35,700
Payable to MTA-CAP	32,057
Due to MTA-Operating Expenses	4,205
Due to NYCTA-Operating Expenses	768
Accrued salaries	33,837
Accrued Vac & Sick Benefits	15,689
Current portion of estimated liability arising from injury	9,928
Current portion of capital lease obligation	6,276
Pollution remediation projects	1,829
Due to New York City Transit Authority	42,511
Due to Metropolitan Transportation Authority	59,194
Pension Contribution Payable	5,656
Unredeemed Tolls	132,153
Tolls due to other agencies	41,215
E-ZPass Airport Toll Liability	<u>5,223</u>
Total current liabilities	<u>685,166</u>

NONCURRENT LIABILITIES:

Long term debt	8,875,850
Post Employment Benefits Other than Pensions	426,855
Estimated liability arising from injury	15,998
Capital lease obligations	134,707
Derivative Hedge Liabilities	130,668
Security deposits-Contra	<u>11,250</u>
Total noncurrent liabilities	<u>9,595,328</u>

TOTAL LIABILITIES 10,280,494

NET POSITION (4,720,016) *

TOTAL LIABILITIES & NET POSITION \$5,560,478

*The negative Net Position of \$4,720,016 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
August 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
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	145.197	151.779	6.582	4.5	0.000	0.000	0.000	-	145.197	151.779	6.582	4.5
Other Operating Revenue	1.228	1.759	0.531	43.2	0.000	0.000	0.000	-	1.228	1.759	0.531	43.2
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.644	1.193	(0.451)	(27.4)	1.644	1.193	(0.451)	(27.4)
Investment Income	0.009	0.012	0.003	33.3	0.000	0.000	0.000	-	0.009	0.012	0.003	33.3
Total Revenue	\$146.434	\$153.550	\$7.116	4.9	\$1.644	\$1.193	(\$0.451)	(27.4)	\$148.078	\$154.743	\$6.665	4.5
Expenses												
Labor:												
Payroll	\$10.374	\$9.731	\$0.643	6.2	\$0.737	\$0.466	\$0.271	36.8	\$11.111	\$10.197	\$0.914	8.2
Overtime	1.879	1.410	0.469	25.0	0.057	0.018	0.039	68.4	1.936	1.428	0.508	26.2
Health and Welfare	2.574	2.262	0.312	12.1	0.143	0.096	0.047	32.9	2.717	2.358	0.359	13.2
OPEB Current Payment	1.293	1.268	0.025	1.9	0.000	0.000	0.000	-	1.293	1.268	0.025	1.9
Pensions	2.641	2.706	(0.065)	(2.5)	0.187	0.122	0.065	34.8	2.828	2.828	0.000	0.0
Other Fringe Benefits	0.921	0.776	0.145	15.7	0.083	0.062	0.021	25.3	1.004	0.838	0.166	16.5
Reimbursable Overhead	(0.437)	(0.429)	(0.008)	(1.8)	0.437	0.429	0.008	1.8	0.000	0.000	0.000	-
Total Labor Expenses	\$19.245	\$17.724	\$1.521	7.9	\$1.644	\$1.193	\$0.451	27.4	\$20.889	\$18.917	\$1.972	9.4
Non-Labor:												
Electric Power	\$0.838	\$0.631	\$0.207	24.7	\$0.000	\$0.000	\$0.000	-	\$0.838	\$0.631	\$0.207	24.7
Fuel	0.135	0.124	0.011	8.1	0.000	0.000	0.000	-	0.135	0.124	0.011	8.1
Insurance	0.802	1.006	(0.204)	(25.4)	0.000	0.000	0.000	-	0.802	1.006	(0.204)	(25.4)
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	9.458	6.791	2.667	28.2	0.000	0.000	0.000	-	9.458	6.791	2.667	28.2
Professional Service Contracts	2.347	6.907	(4.560)	*	0.000	0.000	0.000	-	2.347	6.907	(4.560)	*
Materials & Supplies	0.410	0.146	0.264	64.4	0.000	0.000	0.000	-	0.410	0.146	0.264	64.4
Other Business Expenses	2.525	2.386	0.139	5.5	0.000	0.000	0.000	-	2.525	2.386	0.139	5.5
Total Non-Labor Expenses	\$16.515	\$17.991	(\$1.476)	(8.9)	\$0.000	\$0.000	\$0.000	-	\$16.515	\$17.991	(\$1.476)	(8.9)
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$35.760	\$35.715	\$0.045	0.1	\$1.644	\$1.193	\$0.451	27.4	\$37.404	\$36.908	\$0.496	1.3
Depreciation	\$7.924	\$7.447	\$0.477	6.0	\$0.000	\$0.000	\$0.000	-	\$7.924	\$7.447	\$0.477	6.0
OPEB Obligation	6.388	6.388	0.000	0.0	0.000	0.000	0.000	-	6.388	6.388	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$50.072	\$49.550	\$0.522	1.0	\$1.644	\$1.193	\$0.451	27.4	\$51.716	\$50.743	\$0.973	1.9
Less: Depreciation	\$7.924	\$7.447	\$0.477	6.0	\$0.000	\$0.000	\$0.000	-	\$7.924	\$7.447	\$0.477	6.0
Less: OPEB Obligation	6.388	6.388	0.000	0.0	0.000	0.000	0.000	-	6.388	6.388	0.000	0.0
Total Expenses	\$35.760	\$35.715	\$0.045	0.1	\$1.644	\$1.193	\$0.451	27.4	\$37.404	\$36.908	\$0.496	1.3
Net Surplus/(Deficit)	\$110.674	\$117.835	\$7.161	6.5	\$0.000	\$0.000	\$0.000	-	\$110.674	\$117.835	\$7.161	6.5

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
August 2013
(\$ 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)									\$110.674	\$117.835	\$7.161	6.5
Less: Capitalized Assets									1.000	1.766	(0.766)	(76.6)
Reserves									2.118	2.118	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$107.556	\$113.951	\$6.395	5.9
Less: Debt Service									48.549	49.652	(1.103)	(2.3)
Income Available for Distribution									\$59.007	\$64.299	\$5.292	9.0
Distributable To:												
MTA - Investment Income									0.009	0.012	0.003	33.3
MTA - Distributable Income									34.213	37.106	2.893	8.5
NYCTR - Distributable Income									24.785	27.181	2.396	9.7
Total Distributable Income									\$59.007	\$64.299	\$5.292	9.0
Support to Mass Transit:												
Total Revenues									148.078	154.743	6.665	4.5
Less: Total Operating Expenses									<u>37.404</u>	<u>36.908</u>	<u>0.496</u>	1.3
Net Operating Income/(Deficit)									\$110.674	\$117.835	\$7.161	6.5
Deductions from Net Operating Income:												
Capitalized Assets									1.000	1.766	(0.766)	(76.6)
Reserves									2.118	2.118	0.000	0.0
B&T Debt Service									18.463	17.366	1.097	5.9
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$21.581	\$21.250	\$0.331	1.5
Total Support to Mass Transit									\$89.093	\$96.585	\$7.492	8.4

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
August 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
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	1,075.207	1,087.348	12.141	1.1	0.000	0.000	0.000	-	1,075.207	1,087.348	12.141	1.1
Other Operating Revenue	14.433	15.116	0.683	4.7	0.000	0.000	0.000	-	14.433	15.116	0.683	4.7
Capital & Other Reimbursements	0.000	0.000	0.000	-	10.655	9.685	(0.970)	(9.1)	10.655	9.685	(0.970)	(9.1)
Investment Income	0.074	0.076	0.002	2.7	0.000	0.000	0.000	-	0.074	0.076	0.002	2.7
Total Revenue	\$1,089.714	\$1,102.540	\$12.826	1.2	\$10.655	\$9.685	(\$0.970)	(9.1)	\$1,100.369	\$1,112.225	\$11.856	1.1
Expenses												
Labor:												
Payroll	\$76.853	\$75.868	\$0.985	1.3	\$4.405	\$4.026	\$0.379	8.6	\$81.258	\$79.894	\$1.364	1.7
Overtime	13.136	11.900	1.236	9.4	0.171	0.018	0.153	89.5	13.307	11.918	1.389	10.4
Health and Welfare	18.041	17.368	0.673	3.7	1.005	0.840	0.165	16.4	19.046	18.208	0.838	4.4
OPEB Current Payment	10.211	10.163	0.048	0.5	0.000	0.000	0.000	-	10.211	10.163	0.048	0.5
Pensions	21.030	21.117	(0.087)	(0.4)	1.119	1.032	0.087	7.8	22.149	22.149	0.000	0.0
Other Fringe Benefits	9.538	9.285	0.253	2.7	0.589	0.529	0.060	10.2	10.127	9.814	0.313	3.1
Reimbursable Overhead	(3.366)	(3.240)	(0.126)	(3.7)	3.366	3.240	0.126	3.7	0.000	0.000	0.000	-
Total Labor Expenses	\$145.443	\$142.461	\$2.982	2.1	\$10.655	\$9.685	\$0.970	9.1	\$156.098	\$152.146	\$3.952	2.5
Non-Labor:												
Electric Power	\$5.183	\$4.938	\$0.245	4.7	\$0.000	\$0.000	\$0.000	-	\$5.183	\$4.938	\$0.245	4.7
Fuel	2.095	2.033	0.062	3.0	0.000	0.000	0.000	-	2.095	2.033	0.062	3.0
Insurance	4.984	6.108	(1.124)	(22.6)	0.000	0.000	0.000	-	4.984	6.108	(1.124)	(22.6)
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	59.779	57.589	2.190	3.7	0.000	0.000	0.000	-	59.779	57.589	2.190	3.7
Professional Service Contracts	18.585	22.980	(4.395)	(23.6)	0.000	0.000	0.000	-	18.585	22.980	(4.395)	(23.6)
Materials & Supplies	2.469	1.730	0.739	29.9	0.000	0.000	0.000	-	2.469	1.730	0.739	29.9
Other Business Expenses	17.156	16.515	0.641	3.7	0.000	0.000	0.000	-	17.156	16.515	0.641	3.7
Total Non-Labor Expenses	\$110.251	\$111.893	(\$1.642)	(1.5)	\$0.000	\$0.000	\$0.000	-	\$110.251	\$111.893	(\$1.642)	(1.5)
Other Expense Adjustments												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$255.694	\$254.354	\$1.340	0.5	\$10.655	\$9.685	\$0.970	9.1	\$266.349	\$264.039	\$2.310	0.9
Depreciation	\$62.734	\$61.360	\$1.374	2.2	\$0.000	\$0.000	\$0.000	-	\$62.734	\$61.360	\$1.374	2.2
OPEB Obligation	51.100	51.100	0.000	0.0	0.000	0.000	0.000	-	51.100	51.100	0.000	0.0
Environmental Remediation	0.000	(0.009)	0.009	-	0.000	0.000	0.000	-	0.000	(0.009)	0.009	-
Total Expenses after Non-Cash Liability Adjs.	\$369.528	\$366.805	\$2.723	0.7	\$10.655	\$9.685	\$0.970	9.1	\$380.183	\$376.490	\$3.693	1.0
Less: Depreciation	\$62.734	\$61.360	\$1.374	2.2	\$0.000	\$0.000	\$0.000	-	\$62.734	\$61.360	\$1.374	2.2
Less: OPEB Obligation	51.100	51.100	0.000	0.0	0.000	0.000	0.000	-	51.100	51.100	0.000	0.0
Total Expenses	\$255.694	\$254.345	\$1.349	0.5	\$10.655	\$9.685	\$0.970	9.1	\$266.349	\$264.030	\$2.319	0.9
Net Surplus/(Deficit)	\$834.020	\$848.195	\$14.175	1.7	\$0.000	\$0.000	\$0.000	-	\$834.020	\$848.195	\$14.175	1.7

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
August 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)									\$834.020	\$848.195	\$14.175	1.7
Less: Capitalized Assets									4.831	7.740	(\$2.909)	(60.2)
Reserves									16.943	16.943	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$812.246	\$823.512	\$11.266	1.4
Less: Debt Service									392.354	385.737	6.617	1.7
Income Available for Distribution									\$419.892	\$437.775	\$17.883	4.3
Distributable To:												
MTA - Investment Income									0.074	0.076	0.002	2.7
MTA - Distributable Income									248.961	257.229	8.268	3.3
NYCTR - Distributable Income									170.857	180.470	9.613	5.6
Total Distributable Income									\$419.892	\$437.775	\$17.883	4.3
Support to Mass Transit:												
Total Revenues									1,100.369	1,112.225	11.856	1.1
Less: Total Operating Expenses									<u>266.349</u>	<u>264.030</u>	<u>2.319</u>	0.9
Net Operating Income/(Deficit)									\$834.020	\$848.195	\$14.175	1.7
Deductions from Net Operating Income:												
Capitalized Assets									4.831	7.740	(2.909)	(60.2)
Reserves									16.943	16.943	0.000	0.0
B&T Debt Service									139.947	134.010	5.937	4.2
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$161.721	\$158.693	\$3.028	1.9
Total Support to Mass Transit									\$672.299	\$689.502	\$17.203	2.6

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		August 2013	Favorable/ (Unfavorable) Variance		Year-to-Date
	\$	%	Reason for Variance	\$	%	Reason for Variance
Nonreimbursable						
Vehicle Toll Revenue	6.582	4.5%	Higher toll revenue primarily due to increase in traffic (\$5.201 million) and a higher than estimated average toll (\$1.381 million).	12.141	1.1%	Higher toll revenue primarily due to increase in traffic (\$8.203 million) and a higher than estimated average toll (\$3.938 million).
Other Operating Revenue	0.531	43.2%	Higher Other Operating Revenue primarily due to higher E-ZPass administrative fees (\$0.154M) and higher revenues from the Battery Parking Garage (\$0.126M).	0.683	4.7%	Higher Other Operating Revenue primarily due to higher revenues from the Battery Parking Garage (\$0.390M) and higher E-ZPass administrative fees (\$0.271M) .
Investment Income	0.003	33.3%	Minor variance.	0.002	2.7%	Minor variance.
Payroll	0.643	6.2%	Lower payroll expenses against the monthly forecast allocation due to vacancies.	0.985	1.3%	Lower payroll expenses against the YTD forecast allocation due to vacancies.
Overtime	0.469	25.0%	See overtime tables	1.236	9.4%	See overtime tables
Health and Welfare	0.312	12.1%	Lower Welfare Plan expenses primarily due to vacancies and the timing of expenses against the monthly forecast allocation.	0.673	3.7%	Lower Welfare Plan expenses primarily due to vacancies and the timing of expenses against the YTD forecast allocation.
OPEB Current Payment	0.025	1.9%	Minor variance.	0.048	0.5%	Minor variance.
Pensions	(0.065)	-2.5%	Minor variance.	(0.087)	-0.4%	Minor variance.
Other Fringe Benefits	0.145	15.7%	Minor variance.	0.253	2.7%	Minor variance.
Electric Power	0.207	24.7%	Lower electricity expenses against the monthly forecast allocation.	0.245	4.7%	Minor variance.
Fuel	0.011	8.1%	Minor variance.	0.062	3.0%	Minor variance.
Insurance	(0.204)	-25.4%	Higher expenses primarily due to timing of expenses for Property Insurance (-\$0.206M) against the monthly forecast allocation.	(1.124)	-22.6%	Higher expenses primarily due to timing of expenses for Property Insurance (-\$1.105M) against the YTD forecast allocation.
Maintenance and Other Operating Contracts	2.667	28.2%	Lower expenses primarily due to the timing of expenses for E-ZPass tag purchases (\$1.672M), E-ZPass Customer Service Center costs (\$0.564M), Maintenance and Repair for Sandy-related expenses (\$0.166M), Auto & Other Vehicle Purchases (\$0.151M), Heat, Vent & Air-condition Maintenance (\$0.143M), Telephone Service (\$0.106M), Facility Maintenance & Repair Services (\$0.105M) and other expenses, offset by higher expenses for Major Maintenance and Painting (-\$0.731M).	2.190	3.7%	Lower expenses primarily due to the timing of expenses for E-ZPass tag purchases (\$1.672M), Maintenance and Repair for Sandy-related expenses (\$0.881M), Security/Surveillance Equipment (\$0.406M), E-ZPass Customer Service Center costs (\$0.396M), Facility Maintenance & Repair Services (\$0.282M), Telephone Service (\$0.220M), Auto & Other Vehicle Purchases (\$0.196M), Heat, Vent & Air-condition Maintenance (\$0.142M) and other expenses, offset by higher expenses for Major Maintenance and Painting (-\$2.609M).
Professional Service Contracts	(4.560)	-194.3%	Higher expenses primarily for Bond Issuance Costs (-\$5.385M), due to GASB 65 required accounting adjustments.	(4.395)	-23.6%	Higher expenses primarily for Bond Issuance Costs (-\$5.385M), due to GASB 65 required accounting adjustments.
Materials & Supplies	0.264	64.4%	Lower expenses across a variety of small equipment and supply categories against the monthly forecast allocation.	0.739	29.9%	Lower expenses primarily for Roadway Equipment (\$0.169M), De-icing Materials (\$0.118M) and across a variety of small equipment and supply categories against the YTD forecast allocation.
Other Business Expense	0.139	5.5%	Lower expenses primarily due to lower Credit/Debit Card Fees (\$0.101M) against the monthly forecast allocation.	0.641	3.7%	Lower expenses primarily due to lower Credit/Debit Card Fees (\$0.611M) against the YTD forecast allocation.
Depreciation	0.477	6.0%	Minor variance.	1.374	2.2%	Minor variance.
Other Post Employment Benefits	0.000	-	No variance.	0.000	-	No variance.
Reimbursable						
Capital and Other Reimbursements	(0.451)	-27.4%	Lower capital reimbursements against the monthly forecast allocation.	(0.970)	-9.1%	Lower capital reimbursements against the YTD forecast allocation.
Payroll	0.271	36.8%	Lower than planned reimbursable expenses against the monthly forecast allocation.	0.379	8.6%	Lower than planned reimbursable expenses against the YTD forecast allocation.
Overtime	0.039	68.4%	See overtime tables	0.153	89.5%	See overtime tables
Health and Welfare	0.047	32.9%	Lower than planned reimbursable expenses against the monthly forecast allocation.	0.165	16.4%	Lower than planned reimbursable expenses against the YTD forecast allocation.
OPEB Current Payment	0.000	-	No variance.	0.000	-	No variance.
Pensions	0.065	34.8%	Lower than planned reimbursable expenses against the monthly forecast allocation.	0.087	7.8%	Lower than planned reimbursable expenses against the YTD forecast allocation.
Other Fringe Benefits	0.021	25.3%	Lower than planned reimbursable expenses against the monthly forecast allocation.	0.060	10.2%	Lower than planned reimbursable expenses against the YTD forecast allocation.
Reimbursable Overhead	0.008	1.8%	Lower than planned reimbursable expenses against the monthly forecast allocation.	0.126	3.7%	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)

	August						August Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
OPERATIONS & MAINTENANCE												
<u>Scheduled Service</u>	3,956	\$0.230	3,690	\$0.220	267	\$0.009	28,939	\$1.764	27,689	\$1.672	1,251	\$0.093
					6.7%	4.1%					4.3%	5.3%
<u>Unscheduled Service</u>	1,066	\$0.062	858	\$0.051	208	\$0.011	6,787	\$0.410	5,528	\$0.333	1,259	\$0.078
					19.5%	17.6%					18.6%	18.9%
<u>Programmatic/Routine Maintenance</u>	22	\$0.001	23	\$0.002	(1)	(\$0.000)	458	\$0.028	422	\$0.026	36	\$0.002
					-2.3%	-24.6%					7.9%	6.6%
<u>Unscheduled Maintenance</u>	2,330	\$0.142	2,051	\$0.153	280	(\$0.011)	14,836	\$0.903	14,556	\$0.949	280	(\$0.046)
					12.0%	-7.7%					1.9%	-5.1%
<u>Vacancy/Absentee Coverage</u>	16,724	\$1.001	9,956	\$0.596	6,769	\$0.405	100,057	\$6.240	81,776	\$5.190	18,282	\$1.050
					40.5%	40.5%					18.3%	16.8%
<u>Weather Emergencies</u>	0	\$0.000	6	\$0.000	(6)	(\$0.000)	11,083	\$0.685	11,418	\$0.706	(335)	(\$0.021)
											-3.0%	-3.1%
<u>Safety/Security/Law Enforcement</u>	4,198	\$0.249	2,090	\$0.126	2,108	\$0.123	22,929	\$1.427	16,360	\$1.027	6,570	\$0.400
					50.2%	49.4%					28.7%	28.0%
<u>Other</u>	745	\$0.052	911	\$0.064	(166)	(\$0.012)	4,502	\$0.299	5,127	\$0.335	(625)	(\$0.036)
					-22.3%	-22.7%					-13.9%	-11.9%
<u>*All Other Departments and Accruals</u>		\$0.141		\$0.198		(\$0.057)		\$1.380		\$1.662		(\$0.282)
						-40.1%						-20.4%
Subtotal	29,041	\$1.879	19,583	\$1.410	9,459	\$0.469	189,591	\$13.136	162,875	\$11.900	26,717	\$1.236
					32.6%	25.0%					14.1%	9.4%
REIMBURSABLE OVERTIME	1,029	\$0.057	286	\$0.018	743	\$0.039	3,087	\$0.171	286	\$0.018	2,801	\$0.153
					72.2%	68.5%					90.8%	89.5%
TOTAL OVERTIME	30,070	\$1.936	19,868	\$1.428	10,202	\$0.508	192,678	\$13.307	163,160	\$11.918	29,518	\$1.389
					33.9%	26.2%					15.3%	10.4%

Figures are preliminary.

Totals may not add due to rounding

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

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

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

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
OPERATIONS & MAINTENANCE						
<u>Scheduled Service</u>	267 6.7%	\$0.009 4.1%	Lower than planned expenses	1,251 4.3%	\$0.093 5.3%	Lower than planned expenses
<u>Unscheduled Service</u>	208 19.5%	\$0.011 17.6%	Lower than planned expenses	1,259 18.6%	\$0.078 18.9%	Lower than planned expenses
<u>Programmatic/Routine Maintenance</u>	(1) -2.3%	(\$0.000) -24.6%	Higher than planned expenses	36 7.9%	\$0.002 6.6%	Lower than planned expenses
<u>Unscheduled Maintenance</u>	280 12.0%	(\$0.011) -7.7%	Higher than planned expenses	280 1.9%	(\$0.046) -5.1%	Higher than planned expenses
<u>Vacancy/Absentee Coverage</u>	6,769 40.5%	\$0.405 40.5%	Lower than planned expenses	18,282 18.3%	\$1.050 16.8%	Lower than planned expenses
<u>Weather Emergencies</u>	(6) 0.0%	(\$0.000) 0.0%	Higher than planned expenses	(335) -3.0%	(\$0.021) -3.1%	Higher than planned expenses
<u>Safety/Security/Law Enforcement</u>	2,108 50.2%	\$0.123 49.4%	More efficient use of law enforcement related overtime	6,570 28.7%	\$0.400 28.0%	More efficient use of law enforcement related overtime
<u>Other</u>	(166) -22.3%	(\$0.012) -22.7%	Higher than planned expenses	(625) -13.9%	(\$0.036) -11.9%	Higher than planned expenses
*All Other Departments and Accruals		(\$0.057) -40.1%	Primarily due to adjustments for the 28-day OT payroll lag		(\$0.282) -20.4%	Primarily due to adjustments for the 28-day OT payroll lag
Subtotal	9,459 32.6%	\$0.469 25.0%		26,717 14.1%	\$1.236 9.4%	
REIMBURSABLE OVERTIME	743 72.2%	\$0.039 68.5%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program	2,801 90.8%	\$0.153 89.5%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program
TOTAL OVERTIME	10,202	\$0.508		29,518	\$1.389	

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 August

Year to date ending August 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
3.6	\$21.9	3.6	\$24.6	0.0%	12.5%	Bronx-Whitestone	26.5	\$160.9	26.6	\$176.6	0.5%	9.7%
0.7	1.4	0.7	1.5	-3.3%	7.6%	Cross Bay	5.1	10.0	5.3	11.7	5.0%	16.7%
1.9	5.0	1.9	5.5	-0.5%	10.7%	Henry Hudson	14.9	39.4	14.3	40.6	-3.8%	3.0%
1.5	7.9	1.5	8.5	-2.8%	7.6%	Hugh L. Carey*	11.3	59.9	10.8	61.9	-4.7%	3.3%
0.8	1.5	0.8	1.7	-3.9%	9.8%	Marine Parkway	5.2	9.9	5.4	11.6	3.2%	17.5%
2.5	14.1	2.5	15.3	-1.7%	8.4%	Queens Midtown	19.3	107.0	18.2	109.7	-5.4%	2.6%
2.4	15.4	2.5	17.9	4.0%	16.3%	RFK - Bronx	18.2	115.6	18.3	126.9	0.4%	9.7%
2.7	14.7	2.7	16.7	1.7%	14.1%	RFK - Manhattan	20.2	110.0	20.3	120.5	0.4%	9.6%
3.7	24.2	3.7	27.3	1.0%	13.1%	Throgs Neck	26.7	176.0	26.7	193.3	-0.1%	9.8%
5.9	29.7	5.8	32.6	-1.1%	9.8%	Verrazano-Narrows	44.2	219.1	43.5	234.7	-1.6%	7.1%
25.7	\$135.8	25.6	\$151.8	-0.1%	11.7%	Total	191.6	\$1,007.8	189.4	\$1,087.3	-1.1%	7.9%
	<u>\$5.291</u>		<u>\$5.920</u>		<u>11.9%</u>	Revenue Per Vehicle		<u>\$5.260</u>		<u>\$5.740</u>		<u>9.1%</u>

*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		Aug Actual		Percentage Change			Mid-Year Forecast		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
24.8	145.2	25.6	151.8	3.6%	4.5%	Total All	188.0	\$1,075.2	189.4	\$1,087.3	0.8%	1.1%
	<u>\$5.866</u>		<u>\$5.920</u>		<u>0.9%</u>	Revenue Per Vehicle		<u>\$5.719</u>		<u>\$5.740</u>		<u>0.4%</u>

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
August 2013

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	2	2	-	
Law ⁽¹⁾	19	17	2	1 Managerial vacancy and 1 Professional vacancy
CFO ⁽²⁾	32	22	10	2 Managerial and 8 Professional vacancies
Labor Relations	5	5	-	
Staff Services ⁽³⁾	29	17	12	2 Managerial vacancies; 10 Professional vacancies
EEO	1	1	-	
Total Administration	88	64	24	
Operations				
Revenue Management	40	36	4	1 Bridge and Tunnel Officer (BTO) vacancy, 3 Managerial vacancies
Operations (Non-Security)	747	617	130	97 BTO vacancies, 34 Superior Officer vacancies, 1 Maintainer overage; 1 Professional vacancy; 1 Managerial overage
Total Operations	787	653	134	
Maintenance				
Maintenance	171	164	7	3 Managerial vacancies, 2 Professional vacancies and 2 Maintainer vacancies
Operations - Maintainers	172	155	17	17 Maintainer vacancies
Technology	54	53	1	1 Managerial vacancy
Internal Security - Tech Svcs	8	10	(2)	2 Maintainer overages
Total Maintenance	405	382	23	
Engineering/Capital				
Engineering & Construction	169	144	25	9 Managerial vacancies and 16 Professional vacancies
Law ⁽¹⁾	17	11	6	4 Managerial vacancies and 2 Professional vacancies
Health & Safety	10	8	2	1 Managerial vacancy and 1 Professional vacancy
CFO-Planning & Budget Capital	21	17	4	2 Managerial vacancies and 2 Professional vacancies
Total Engineering/Capital	217	180	37	
Public Safety				
Operations (Security)	232	232	-	
Internal Security - Operations	37	36	1	1 Professional vacancy
Total Public Safety	269	268	1	
Total Positions	1,766	1,547	219	
Non-Reimbursable	1,678	1,459	219	
Reimbursable	88	88	-	
Total Full-Time	1,766	1,547	219	

(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
NOVEMBER FINANCIAL PLAN - 2013 FINAL FORECAST
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
August 2013

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	28	23	5	5 Managerial vacancies (2 in CFO, 1 in Law and 2 in Staff Services)
Professional, Technical, Clerical	60	41	19	19 Professional vacancies (8 in CFO, 1 in Law and 10 in Staff Services)
Operational Hourlies	-	-	-	
Total Administration	88	64	24	
Operations				
Managers/Supervisors	56	54	2	3 Managerial vacancies in Revenue Management and 1 Managerial Overage in Operations
Professional, Technical, Clerical	52	51	1	1 Professional vacancy in Operations
Operational Hourlies ⁽¹⁾	679	548	131	97 BTO vacancies, 34 Superior Officer vacancies and 1 Maintainer overage in Operations; 1 BTO vacancy in Revenue Management
Total Operations	787	653	134	
Maintenance				
Managers/Supervisors	38	34	4	4 Managerial vacancies (1 in Technology, 3 in Maintenance)
Professional, Technical, Clerical	48	46	2	2 Professional vacancies in Maintenance
Operational Hourlies ⁽²⁾	319	302	17	17 Maintainer vacancies in Operations, 2 in Maintenance and 2 overages in Internal Security
Total Maintenance	405	382	23	
Engineering/Capital				
Managers/Supervisors	52	36	16	9 vacancies in Engineering, 1 in Health and Safety, 4 in Law and 2 in Planning and Budget
Professional, Technical, Clerical	165	144	21	16 vacancies in Engineering, 2 in Law, 1 in Health and Safety, and 2 in Planning and Budget
Operational Hourlies	-	-	-	
Total Engineering/Capital	217	180	37	
Public Safety				
Managers/Supervisors	7	7	-	
Professional, Technical, Clerical	28	27	1	1 Professional vacancy in Internal Security.
Operational Hourlies ⁽³⁾	234	234	-	
Total Public Safety	269	268	1	
Total Positions				
Managers/Supervisors	181	154	27	
Professional, Technical, Clerical	353	309	44	
Operational Hourlies	1,232	1,084	148	
Total Positions	1,766	1,547	219	

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

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

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



Bridges and Tunnels

Capital Program Project Status Report September 2013

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
STATUS REPORT
SEPTEMBER 30, 2013

Introduction

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

Year to Date Progress

Commitments

In September there were 14 commitments made with a total value of \$33.2 million (See *Attachment 1, 2013 Commitment Chart; Attachment 7 – 2013 Commitment Plan*). Year-to-date, 91 commitments have been made with a total value of \$101.7 million against a plan calling for 88 commitments with a total value of \$259.6 million.

Noteworthy commitments made in September are:

- **AW48**, 2nd Generation E-ZPass In-Lane Equipment, Scope Development, Toll Plaza layouts, for \$3.5 million.
- **BW14/BW84**, Miscellaneous Structural Repairs and Main Cable Investigation, Design for \$3.5 million.
- **TN52**, Miscellaneous Structural Rehabilitation, Construction for \$2.7 million.
- **BW07**, Tower and Pier Fender Protection, Study/Scope Development for \$2.2 million.
- **MP06**, Substructure and Underwater Scour Protection, Construction Administration for \$1.5 million.

Completions

There were two project completions planned in September that were achieved earlier than planned. 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 seven task level closeouts in September for \$41.9 million. Year-to-date there have been 43 task-level closeouts with a total value of \$154.9 million (See *Attachment 6 – 2013 Task Level Closeouts*).

Award Date Changes for Remaining Commitments

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

AW12, Hazardous Materials Abatement (Air Monitoring), four tasks forecasted for total \$0.4 million commitment in September, are now forecast for commitment in November. Procurement documents are being finalized.

BB21, Service Building Rehabilitation (Design During Construction), planned for \$0.09 million commitment in September is now forecast for commitment in November. Commitment date changed to align with construction award.

MP06, Substructure and Underwater Scour Protection (Construction), planned for \$17 million commitment in September is now forecast for commitment in October. Procurement documents are being finalized.

QM01, Service and FE Building Rehabilitation (Construction Administration and Design During Construction), planned for \$0.7 million and \$0.1 million commitments in September are now forecast for commitment in November to coordinate with construction award.

QM81, Controls/Communication System (Design), planned for \$3.1 million commitment in September is now forecast for commitment in December due to re-solicitation.

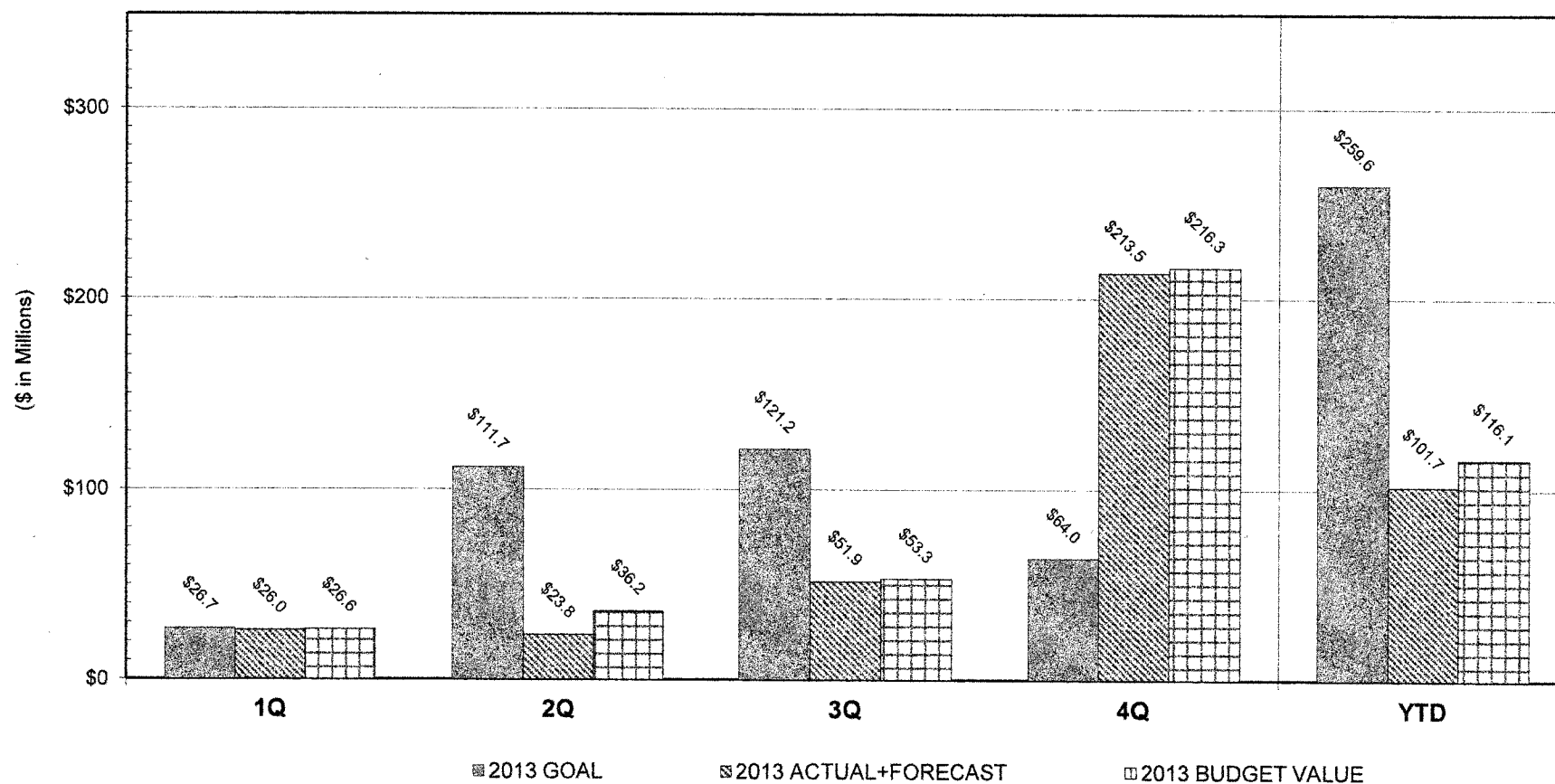
Completion Date Change for Remaining Project

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

MTA Bridges and Tunnels

Commitments as of September 30, 2013

2013 Budget Goal:	\$323.6	
2013 Annual Forecast	\$315.2	
YTD Goal:	\$259.6	
YTD Actual:	\$101.7	(39.2% of YTD Goal)
YTD Budgeted Value:	\$116.1	(44.7% of YTD Goal)
Left to Commit:	\$213.5	



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

Project		Budget (\$ in Millions)			Award Date			Notes
		2013 Goal	Actual / Forecast*	Budgeted Value	2013 Goal	Advertisement Date	Actual / Forecast	
VN80C	Bus & HOV Ramp Improvement (Construction)	\$80.2	\$80.2	\$80.2	May-13	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	Oct-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

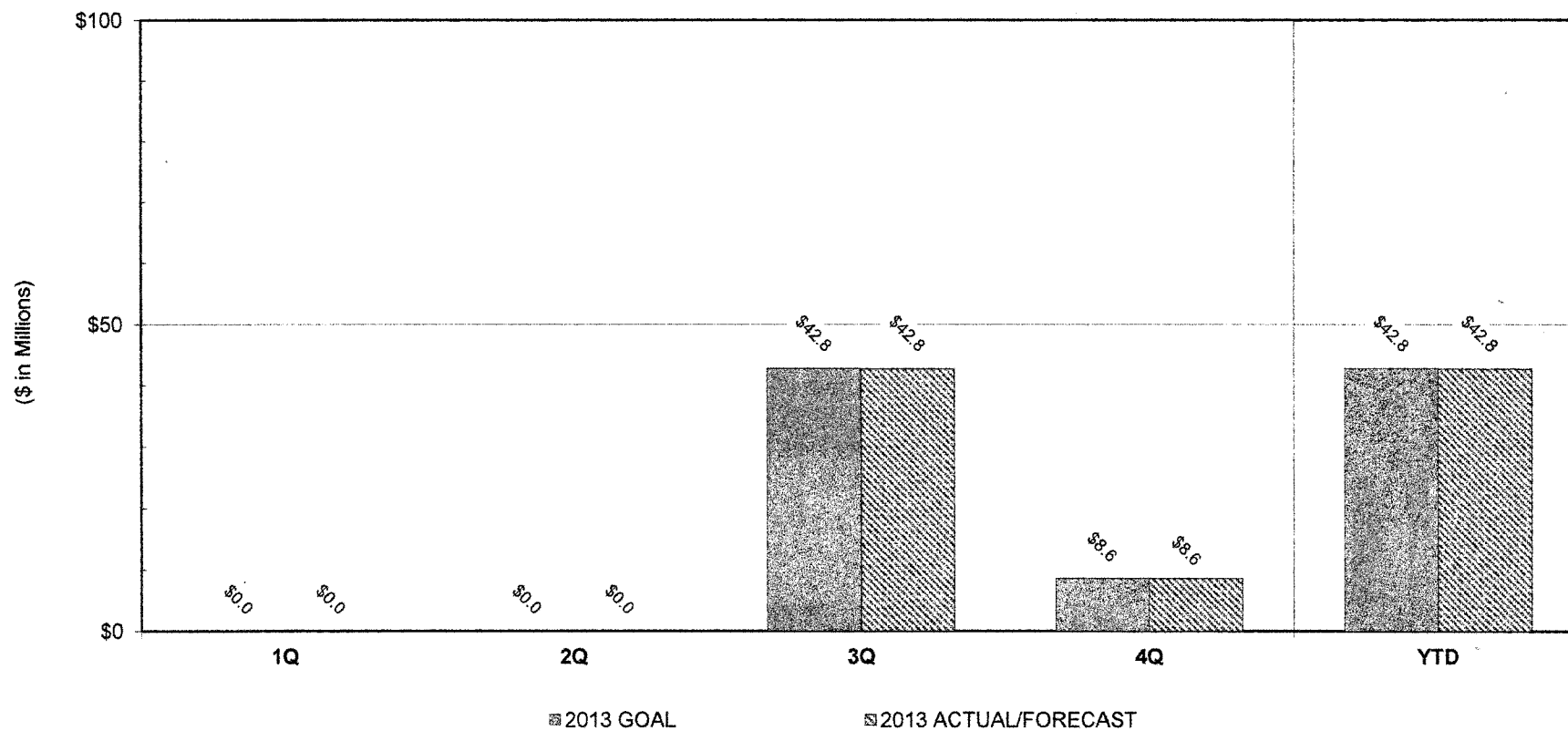
* Forecast is equal to the most current approved engineer's estimate at award for a project that is scheduled to be committed.

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 was awarded in the security program, project G5140108 - Electronic Security System.

MTA Bridges and Tunnels

Completions as of September 30, 2013

2013 Budget Goal:	\$51.4
2013 Annual Forecast:	\$51.4
YTD Goal:	\$42.8
YTD Actual:	\$42.8 (100.0% of YTD Goal)
Left to Complete:	\$8.6



MTA Bridges and Tunnels: Status of Major Completions as of September 30, 2013

Project	Budget (\$ in Millions)		Completions Status		Completion Date			Notes
	2013 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2013 Goal	Actual / Forecast		
HH10 Upper Level Sidewalk / Curb Stringers	\$42.8	\$42.8	97%	70%	Sep-13	Jul-13	A	
HH07 Structural Rehabilitation - Phase I	\$8.6	\$8.6	87%	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		
			Sep-13 Total	\$42,809,654	\$42,809,654				
D601HH07	Structural Rehabilitation - Phase I	Construction	Dec-13	\$8,578,850	\$8,578,850			Dec-13	\$8,578,850
			Dec-13 Total	\$8,578,850	\$8,578,850				
			Grand Total	\$51,388,504	\$51,388,504	Total	\$42,809,654		
								Remaining	\$8,578,850

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

2013 TASK LEVEL CLOSEOUTS

PROJECT	PROJECT DESCRIPTION	TASK	TASK DESCRIPTION	CLOSEOUT WAR	CERTIFICATE DATE	CERTIFICATE AMOUNT
D601BW97	Concrete Anchorage Repairs	D02897	BC Development F/A(TBTA-D1418)	D00001418A	7-Jan-2013	\$6,060.19
D603AW36	Installation of CCTV / Fiber Optic Cable	D02887	BC Development F/A	D00001381A	7-Jan-2013	\$0.00
D603AW48	2nd Generation E-Zpass In-Lane	D02815	AET-Phl-Maint/Ops F/A(TBTA-D1265)	D00001265A	7-Jan-2013	\$131,582.65
D504AW80	Variable Message Signs	D02869	VMS Spec. Design (PSC-06-2809A)	D00001330A	8-Jan-2013	\$18,835.37
D501CB08	Deck and Structural Rehab	D01998	Construction CB-08X	D00001128C	3-Apr-2013	\$58,263,437.96
D502VN17	Rehabilitation of Approach	D02079	VN17LP-Construction	D00001072B	3-Apr-2013	\$15,400,272.57
D602RK74	Replace T-48 Wearing Surface	D02713	PM Const F/A(TBTA-D1277)	D00001277A	19-Apr-2013	\$557,302.40
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control	D02908	BC Development F/A(TBTA-D1458)	D00001458A	19-Apr-2013	\$8,701.39
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	D02890	BC Development F/A(TBTA-D1447)	D00001447A	19-Apr-2013	\$26,430.68
D504QM30	Electric Upgrade - Vent Bldgs	D02138	PM Design F/A(TBTA-D1124)	D00001124C	19-Apr-2013	\$1,096,037.37
D504AW82	Alternate Fuel Storage	D02333	PM Const F/A - VN(TBTA-D1182)	D00001182E	19-Apr-2013	\$426,845.56
D502HH80	Replace Lower Level Deck	D01835	PM Const F/A(TBTA-D990)	D00000990E	19-Apr-2013	\$1,659,981.59
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D02846	RK65R-PM Const F/A (TBTA-D1299)	D00001299A	19-Apr-2013	\$308,032.69
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D03001	RK65R-Maint.Fac.DsgnRFP F/A	D00001432A	19-Apr-2013	\$239,154.79
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D02847	RK65R-I/H -CM(TBTA-D1332)	D00001332A	19-Apr-2013	\$246,003.98
D503HH85	Upper Level Toll Plaza Deck	D01845	P.M. Design F/A(TBTA-D988)	D00000988C	19-Apr-2013	\$816,926.46
D601MP16	Miscellaneous Steel Repairs	D02904	BC Development F/A(TBTA-D1448)	D00001448A	19-Apr-2013	\$23,576.44
D604VN87	Substation #1 Rehabilitation	D02919	BC Development F/A(TBTA-D1422)	D00001422A	19-Apr-2013	\$11,160.66
D603AW52	Advanced Traffic Detection / Management System	D02885	BC Development F/A(TBTA-D1359)	D00001359A	19-Apr-2013	\$11,209.69
D502TB64	Replace Deck-RI Viaduct	D01837	PM Const F/A(TBTA-D991)	D00000991D	19-Apr-2013	\$4,654,624.30
D502TN82	Rehab of Orthotropic Deck	D02066	TN82B- PM Const F/A(TBTA-D1209)	D00001209B	19-Apr-2013	\$267,040.80
D503AW36	Installation of CCTV/Fiber Opt	D01911	PM Design F/A(TBTA-D1120)	D00001120A	23-Apr-2013	\$136,538.50
D405BB43	Rehab Battery Parking Garage	D02949	BB43 IVA-Elev PMDsgn F/A(TBTA-D1424)	D00001424A	23-Apr-2013	\$81,462.08
D603AW48	2nd Generation E-Zpass In-Lane	D02873	AET-RAAS System Developer	D00001328A	27-Jun-2013	\$0.00
D603AW48	2nd Generation E-Zpass In-Lane	D02874	AET-RAAS SQL Developer	D00001329A	27-Jun-2013	\$0.00
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-Phl-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
G5140102	B&T Throgs Neck Hardening	G01668	Constr(B&T): Structural Retrofits	G00001177B	3-Sep-2013	\$40,881,165.59
D502TN50	Replace Concrete Deck	D02872	Cns-C-52051 -Fire Claim Settlement	D00001352B	12-Sep-2013	\$170,115.00
D502TN49	Suspended Span Deck Repl	D02280	P.M. Design F/A(TBTA-D1109)	D00001109B	24-Sep-2013	\$752,144.73
D601BW84	Cable Investigation / Monitoring	D02896	BC Development F/A(TBTA-D1500)	D00001500A	24-Sep-2013	\$7,949.68
D601TN60	Anchorage Dehumidification	D02913	BC Development F/A(TBTA-D1517)	D00001517A	24-Sep-2013	\$18,663.88
D601BW14	Miscellaneous Structural Rehabilitation	D02894	BC Development F/A(TBTA-D1499)	D00001499A	24-Sep-2013	\$13,981.98
D601BW07	Tower and Pier Fender Protection	D02892	BC Development F/A(TBTA-D1419)	D00001419A	24-Sep-2013	\$6,095.04
Total					43	\$154,898,447.22

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

ACEP	Project Description	Task	Task Description	Goal	Goal Value	Budget Value	Actual	Actual Value	Forecast	Forecast Value
				Start Date			Start Date		Start Date	
G5140110	B&T 2008 BZPP Grant	G02996	VNB - BZPP Grant Cns.	Jan-13	\$355,609	\$355,609	Jan-13	\$355,609		
G5140110	B&T 2008 BZPP Grant	G02998	TNB - BZPP Grant Cns.	Jan-13	\$244,650	\$244,650	Jan-13	\$244,650		
G5140110	B&T 2008 BZPP Grant	G03421	BWB - BZPP Grant - Equip Purchase	Jan-13	\$9,384	\$9,384	Jan-13	\$9,384		
G5140110	B&T 2008 BZPP Grant	G03484	PM Design F/A-VNB(TBTA-G2481)	Jan-13	\$72,540	\$72,540	Jan-13	\$72,538		
G5140110	B&T 2008 BZPP Grant	G03486	PM Design F/A-TNB(TBTA-G2482)	Jan-13	\$69,741	\$69,741	Jan-13	\$69,713		
G5140110	B&T 2008 BZPP Grant	G03488	PM Const F/A-VNB(TBTA-G2483)	Jan-13	\$8,000	\$8,000	Jan-13	\$7,924		
G5140110	B&T 2008 BZPP Grant	G03489	Operations F/A-BWB(TBTA-G2485)	Jan-13	\$91,917	\$91,917	Jan-13	\$7,975		
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	\$104,977		

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

ACEP	Project Description	Task	Task Description	Goal	Goal Value	Budget Value	Actual	Actual Value	Forecast	Forecast Value
				Start Date			Start Date		Start Date	
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D03002	RK65R-Maint.Fac. CM (PSC-12-2902)	Apr-13	\$2,041,200	\$2,041,200	Apr-13	\$2,030,642		
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			Nov-13	\$100,000
D605AW12	Hazardous Materials Abatement	D02982	Air Monit/DsgnMgt	Jun-13	\$100,000	\$100,000			Nov-13	\$100,000
D605AW12	Hazardous Materials Abatement	D02983	Air Monit/DsgnMgt	Jun-13	\$100,000	\$100,000			Nov-13	\$100,000
D605AW12	Hazardous Materials Abatement	D02984	Air Monit/DsgnMgt	Jun-13	\$100,000	\$100,000			Nov-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	\$2,295,597		
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	\$2,705,253		
D601TN52	Miscellaneous Structural Rehabilitation	D03023	Construction Admin. (TN-52A)	Jun-13	\$300,000	\$300,000	Sep-13	\$308,316		
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 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	\$3,533,142		
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	\$2,159,267		
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	\$1,385,346		
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	\$1,464,948		
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	Sep-13	\$14,640,641		

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

ACEP	Project Description	Task	Task Description	Goal	Goal Value	Budget Value	Actual	Actual Value	Forecast	Forecast Value
				Start Date			Start Date		Start Date	
G5140108	08TSG ThrogsNeck ElectSecurity	G03419	Constr. Support Services	Jul-13	\$470,400	\$470,400	Mar-13	\$232,349		
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	D02772	P.M. Construction F/A	Jul-13	\$839,235	\$839,235	Jul-13	\$839,235		
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			Nov-13	\$90,000
D601MP06	Substructure & Underwater Scour Protection	D02647	Construction	Sep-13	\$17,000,000	\$17,000,000			Oct-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			Nov-13	\$1,716,000
D505QM01	Service & FE Building Rehab	D02019	Const. Adm.	Sep-13	\$700,000	\$700,000			Nov-13	\$700,000
D505QM01	Service & FE Building Rehab	D03039	Design during CNS-CSS	Sep-13	\$98,700	\$98,700			Nov-13	\$98,700
D604QM81	Controls / Communication System	D02684	Design	Sep-13	\$3,051,527	\$3,051,527			Dec-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			Nov-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	Sep-13	\$379,901		

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

ACEP	Project Description	Task	Task Description	Goal			Actual		Forecast	
				Start Date	Goal Value	Budget Value	Start Date	Actual Value	Start Date	Forecast Value
D601RK76	Miscellaneous Structural Repair	D03080	Design	Nov-13	\$500,000	\$500,000			Nov-13	\$500,000
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				
Unplanned Commitments										
D603AW36	Installation of CCTV / Fiber Optic Cable	D03140	Cns-Fiber Ins TN-TN85C			\$999,600	Mar-13	\$999,600		
D603AW36	Installation of CCTV / Fiber Optic Cable	D03141	Cns-Fiber Ins TN-TN82B			\$1,312,500	Mar-13	\$1,312,500		
G5140111	B&T 2009 BZPP Grant	G03564	Equipment Purchase for BWB			\$226,584	Mar-13	\$226,584		
G5140111	B&T 2009 BZPP Grant	G03565	Equipment Purchase for RFK			\$640,633	Mar-13	\$640,633		
G5140109	08PSGP TN ElectSecurity	G03576	Equipment Purchase for BBT			\$394,229	Apr-13	\$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	\$101,724,217	Remaining	\$213,454,092
									Grand Total	\$315,178,309



Bridges and Tunnels

Procurements
November 2013

Staff Summary

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

Date	October 23, 2013
Vendor Name	
Contract Number	
Contract Manager Name	
Table of Contents Ref #	

Board Action					
Order	To	Date	Approval	Info	Other
1	President	10/23/13	<i>[Signature]</i>		
2	MTA B&T Committee	11/12/13			
3	MTA Board	11/13/13			

Internal Approvals			
Order	Approval	Order	Approval
	President <i>[Signature]</i>		EVP Operations
	Executive Vice President <i>[Signature]</i>		Chief Procurement Officer
	VP Administration		Chief Engineer
	SVP & General Counsel		

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

PURPOSE:

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

DISCUSSION:

MTA B&T proposes to award Non-Competitive procurements in the following categories: None.

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

Schedules Requiring Majority Vote		# of Actions	\$ Amount
Schedule F	Personal Service Contracts	4	\$25.008M
Schedule G	Miscellaneous Service Contracts	4	\$ 1.596M
Schedule I	Modifications to Purchase & Public Works Contracts	1	\$ 1.215M
SUBTOTAL		9	\$27.819M

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

Schedules Requiring Majority Vote		# of Actions	\$ Amount
Schedule D	Ratification of Completed Procurement Actions (Involving Schedule A-C)	2	\$15.265M
Schedule K	Ratification of Completed Procurement Actions (Involving Schedule E-J)	1	\$ 1.400M
SUBTOTAL		3	\$ 16.665M
TOTAL		12	\$44.484M

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

BUDGET IMPACT:

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

RECOMMENDATION:

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

MTA BRIDGES & TUNNELS
TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

MTA BRIDGES & TUNNELS

F: Personal Service Contracts

1.

A) Ammann & Whitney Consulting Engineers, Inc. B) Gannett Fleming Engineers and Architects, PC C) Hardesty & Hanover Construction Services, LLC D) Haks Engineers, Architects and Land Surveyors, PC E) LiRo Engineers, Inc. F) Michael Baker Engineering, Inc. G) Parsons Brinckerhoff, Inc.	- PSC-13-2923A /A-F - PSC-13-2923B /B-F - PSC-13-2923C /C-F - PSC-13-2923D /D-F - PSC-13-2923E /E-F - PSC-12-2923F /F-F - PSC-13-2923G /G-F	\$18,000,000.00 (aggregate not to exceed amount for the seven contracts)	<u>Staff Summary Attached</u>
Contract Nos. PSC-13-2923A - G and A-F through G-F			
6 yr. contract - Competitive RFP - 8 Proposals			
Provide construction administration, inspection and support services on an as-needed basis.			

2.

Ammann & Whitney Consulting Engineers, P.C. Contract No. PSC-13-2929	\$4,075,700.00	<u>Staff Summary Attached</u>
6 yr. 1 mo. contract - Competitive RFP - 5 Proposals		
Provide Design and Design Support Services during construction for Project HH-89 Retrofit/Repair of Skewbacks, Approach Concrete Piers and North Abutment at the Henry Hudson Bridge.		

3.

URS Corporation - New York Contract No. PSC-13-2932	\$2,182,300.00	<u>Staff Summary Attached</u>
2 yr. 6 mo. contract - Competitive RFP - 4 Proposals		
Provide construction management and inspection services for Project VN-87, Design and Construction of a New 5kv Electrical Switchgear Substation at the Verrazano-Narrows Bridge.		

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
NOVEMBER 2013

4. **Environmental Planning - PSC-12-2907A** **\$750,000.00**
and Management, Inc. **(Aggregate not to**
ATC Group Services - PSC-12-2907B **exceed amount)**
d/b/a Cardno ATC
Creative Environment - PSC-12-2907D
Solutions Corp.
Contract No. PSC-12-2907A, B, D

4 yr. contract - Competitive RFP – 11 Proposals

B&T requires the services of several multi-disciplined environmental firms to provide design, supervision and air monitoring services for asbestos and incidental lead abatement projects on an as-needed basis. The required services will be assigned to the firms on a rotating basis through the issuance of work orders. Each work order will be negotiated separately based on the labor, overhead and profit rates in each contract. The total amount for work performed under these three contracts is in an aggregate not to exceed amount of \$750,000.

The service requirements were publicly advertised. Eleven (11) firms submitted proposals for review and evaluation by the selection committee. The proposals were evaluated against established criteria set forth in the RFP including cost, record of performance of the firm, qualifications of the firm/personnel, and depth of understanding of project scope. The committee recommended four firms that were determined to be in the competitive range: Environmental Planning and Management, Inc. (EPM), ATC Group Services Inc. d/b/a Cardno ATC (ATC), and Creative Environment Solutions Corp. (CES). The fourth firm's (Louis Berger Group's) proposal is currently under evaluation. B&T anticipates that this contract will be presented to the Board for approval at a later date.

A Fully Loaded Rate ("FLR"), comprised of direct labor, overhead and profit, was developed. The FLR, which is based on seven job classifications for each consultant, is \$73.68 (ATC), \$102.85 (EPM) and \$106.42 (CES) per hour. The FLR under our current contracts with ATC, Louis Berger Group and EPM, which takes into account six job classifications, is \$80.06, \$81.68 and \$84.52 per hour, respectively. The average FLR for the prospective contracts with ATC, EPM and CES represents an increase of 14.9% compared with the average FLR under the current contracts. The average FLR estimated by the user reflected substantially higher labor rates. The rates are considered fair and reasonable. EPM, ATC and CES are deemed to be responsible consultants.

The MTA DDCR has established M/WBE goals of 10% and 10%, respectively, for these contracts. Such contracts will not be awarded without approval of MTA DDCR. No goals were assigned under the prior solicitation for these services. Funding is available for these services in the Major Maintenance and Capital Budgets under GFM-505 and AW-12, respectively.

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL NOVEMBER 2013

G: Miscellaneous Service Contracts

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

5. **Triport International A.G.E.R. Inc.** **\$828,300.00**
Contract No. 12-MNT-2900

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

In May 2013 B&T issued a solicitation for a Contractor to maintain and repair our heavy-duty vehicles. The service requirements were publicly advertised. The solicitation notice was sent to 160 firms and four firms requested a copy of the solicitation. On June 25 two bids were submitted as follows:

<u>Bidders</u>	<u>Bid Amount</u>
Triport International A.G.E.R. Inc.	\$828,300.00
A to Z Automotive Inc. d/b/a Reaction Auto Service Center	\$990,600.00

The scope of services for the first three years of the five year prospective contract with Triport for the maintenance and repair work is the same as that compared with the current contract. The labor rate over the initial three year period is 11.4% higher than the current rate. This increase is consistent with that projected by the user for such three year period and will remain fixed through the five year duration of the contract. After evaluation of the bids, it was determined that Triport is a responsive, responsible bidder. Based on competition, the price is 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 #710901.

6. **Lund Fire Products Co., Inc.** **\$232,540.00 – MTA B&T**
Contract No. 12-MNT-2896Y **\$ 84,628.00 – MTABC**
\$ 97,068.00 - DOB
\$414,236.00 - Total

5 yr. contract – Competitive Bid – 1 Bid

In June 2013 B&T issued a solicitation for a contractor(s) to provide inspection, maintenance and repair of fire suppressant systems located at various B&T, MTA Bus Company (MTABC) and Department of Buses (DOB) facilities since the agencies do not have the equipment, personnel or professional certifications required to perform this work. The service requirements were publicly advertised. The solicitation notice was sent to 107 firms and one firm requested a copy of the solicitation. On July 17 one bid was submitted as follows:

<u>Bidders</u>	<u>Bid Amount</u>			
	<u>B&T</u>	<u>MTABC</u>	<u>DOB</u>	<u>Total</u>
Lund Fire Products Co., Inc.	\$232,540.00	\$84,628.00	\$97,068.00	\$414,236.00

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
NOVEMBER 2013

Our market survey disclosed that two other firms initially expressed interest in submitting bids, however after further consideration each elected not to participate. Given that one responsive bid was received negotiations were initiated with Lund, however, the contractor declined to offer any price reductions. The scope of services under the prospective contract differs from that compared with the current contract. This is based on the addition of five locations at B&T; both MTABC and DOB had no prior contract for these services. The term of the contract has increased from three to five years and rates for the services are fixed for the five year period. The user's estimates are \$213,000, \$65,560 and \$75,160 for each agency, respectively. Lund's bid is 9.2% higher compared with B&T's estimate. However, the contractor's overall bid price is 17.1% higher than the agencies' total estimate of \$353,720. The disparity with the total estimate may, in part, be attributed to an unanticipated increase in the contractor's indirect expenses. After evaluation of Lund's bid, it was determined that this firm is a responsive, responsible bidder. Since award of the original contract in October 2006 the CPI adjusted over a five year period equates to a 13% increase. The overall price is therefore considered fair and reasonable. Funding is available in each Agency's Operating Budget: B&T - GL #713302; MTABC and DOB - GL #711315.

7. **Blackler Air Compressor Corp.** **\$185,575.00**
Contract No. 13-MNT-2912

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

In July 2013 B&T issued a solicitation for a Contractor to provide hydrostatic testing, preventive maintenance and repair to air compressors located at various facility garages. The air compressor equipment is used to power air-driven tools, for example those used to remove lug nuts from tire wheels. The service requirements were publicly advertised. The solicitation notice was sent to thirty (30) firms. Five (5) firms requested copies of the solicitation. On August 9 two bids were submitted as follows:

<u>Bidders</u>	<u>Bid Amount</u>
Blackler Air Compressor Corp	\$185,575.00
Scales Industrial Technologies, Inc.	\$273,070.00

The scope of services for the first three years of the prospective five year contract differs from that compared with the current three year contract. The estimated quantities for preventive maintenance and repair hours as well as the number of units serviced (mobile air compressors were excluded) for the initial three year period under the prospective contract compared with the same period under the current contract reflects a 14.6% decrease. Blackler's overall bid is 11.3% lower than the user's estimate of \$209,265.80. The rates are fixed over the five year period. After evaluation of the bids, it was determined that Blackler Air Compressor Corp. is a responsive, responsible bidder. Based on competition, the price is considered fair and reasonable. Funding is available in the Operating Budget under GL #713008.

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
NOVEMBER 2013

8. **Integrated Power Services, LLC** **\$168,176.00**
Contract No. 13-MNT-2915

5 yr. contract – Competitive Bid – Low responsive bid/4 Bids

On July 15, 2013 B&T issued a solicitation for a Contractor to overhaul, refurbish and rewind electrical induction fan motors located at the Hugh L. Carey and Queens Midtown Tunnels. This contract is structured so that services will be performed only on an as needed basis. The service requirements were publicly advertised. The solicitation notice was sent to four hundred and twenty (420) firms. Twelve (12) firms requested copies of the solicitation. On August 23 four bids were submitted as follows:

<u>Bidders</u>	<u>Bid Amount</u>
Integrated Power Services, LLC	\$168,176.00
Waco Electrical Company	\$458,083.63
Longo Electrical-Mechanical Inc.	\$532,489.49
Precision Electric Motor Works, Inc.	\$559,040.00

The scope of services for the first three years of the five year prospective contract is the same as that compared with the current contract. The rates under the prospective contract have not increased and are fixed over the five year period. Integrated Power Services, LLC's overall bid is 8.4% lower than the user's estimate of \$183,657.26. After evaluation of the bids, it was determined that Integrated Power Services, LLC is a responsive, responsible bidder. Based on competition, the price is considered fair and reasonable. Funding is available in the Operating Budget under GL #713302.

I: Modifications to Purchase & Public Works Contracts

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

9. **TAP Electrical Contracting Service** **\$1,214,807.00** **Staff Summary Attached**
Inc.
Contract No. BB-45

Reconcile quantities of cable and conductors required to complete Contract BB-45, Replacement of Switchgear and Power Distribution System at the Hugh L. Carey Tunnel (formerly Brooklyn Battery Tunnel).

Staff Summary

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Item Number 1 (Final)					
Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E. <i>Joe Keane</i>					
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	10/23/13	<i>[Signature]</i>		
2	MTA B&T Committee	11/12/13			
3	MTA Board	11/13/13			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>[Signature]</i>	4	Chief of Staff		
2	General Counsel <i>[Signature]</i>	5	EVP <i>[Signature]</i>		
3	Chief Procurement Officer <i>[Signature]</i>	6	President <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name	Contract Number
A) Ammann & Whitney Consulting Engineers, Inc.	PSC-13-2923A /A-F
B) Gannett Fleming Engineers and Architects, PC	PSC-13-2923B /B-F
C) Hardesty & Hanover Construction Services, LLC	PSC-13-2923C /C-F
D) Haks Engineers, Architects and Land Surveyors, PC	PSC-13-2923D /D-F
E) LiRo Engineers, Inc.	PSC-13-2923E /E-F
F) Michael Baker Engineering, Inc.	PSC-13-2923F /F-F
G) Parsons Brinckerhoff, Inc.	PSC-13-2923G /G-F
Description As-Needed Construction Administration, Inspection And Support Services	
Total Amount Aggregate total: \$18,000,000	
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 seven firms listed above for the aggregate amount of \$18,000,000. Each of the seven 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 construction administrative, inspection and 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. The prospective awards are renewals of current contracts that will be expiring in 2014. The effectiveness of these contracts has resulted in an increasing demand to use these services and therefore remaining funding is limited.

The requirements were publicly advertised. Fourteen firms submitted qualification information for review and evaluation by the selection committee. Based on a review of those qualifications, eight firms were selected to receive the RFP as



Staff Summary

Page 2 of 2

follows: Ammann & Whitney Consulting Engineers, Inc. (A&W), Gannett Fleming Engineers and Architects, PC (GF), Hardesty & Hanover Construction Services, LLC (H&H), Haks Engineers, Architects and Land Surveyors, PC (Haks), LiRo Engineers, Inc. (LiRo), Michael Baker Engineering, Inc. (MBE), Parsons Brinckerhoff, Inc. (PB) and STV Group, Inc. (STV). All eight firms submitted proposals, which 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 Agency is recommending seven firms to receive contracts under the referenced RFP. The eighth firm, STV, is currently under evaluation. B&T anticipates that this contract will be presented to the Board at a later date. The committee's selections were based on the following:

- In light of the needs planned in 2014 and the next capital program, the committee found that using a larger pool of consultants would provide additional flexibility, competition and depth of talent to benefit B&T.
- Firms such as Haks, LiRo and PB offer a large organizational structure with significantly diverse engineering and architectural disciplines.
- A&W and LiRo are incumbents on the current as-needed contract. A&W, H&H, LiRo and PB have successfully performed various contracts with similar services for B&T.
- GF and MBE are firms that have not provided these types of services to B&T in the past ten years which will add desired experience and competition to serve B&T's needs.
- 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 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 seven firms are considered to be responsible consultants.

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. All of the contractors listed have achieved its previous MWBE goals on previous MTA contracts with the exception of Michael Baker Engineering, Inc. Michael Baker Engineering, Inc. has not completed any B&T or MTA contract; therefore, no assessment of the firm's MWDBE performance can be determined at this time.

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 2 (Final)					
Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E. <i>Joe Keane</i>					
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	10/23/13	<i>[Signature]</i>		
2	MTA B&T Committee	11/12/13			
3	MTA Board	11/13/13			
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	6	President <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name Ammann & Whitney Consulting Engineers, P.C.	Contract Number PSC-13-2929
Description: Design and Design Support Services During Construction for Project HH-89, Retrofit/Repair of Skewbacks, Approach Concrete Piers and North Abutment at the Henry Hudson Bridge	
Total Amount \$4,075,700	
Contract Term (including Options, if any) Six years, one month	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other	

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Guidelines for Procurement of Services to award a personal service contract for Design and Design Services During Construction for Project HH-89, Retrofit/Repair of Skewbacks, Approach Concrete Piers and North Abutment at the Henry Hudson Bridge (HHB) to Ammann & Whitney Consulting Engineers, PC (A&W) in the amount of \$4,075,700 for a period of six years, one month.

II. DISCUSSION

B&T requires the services of a consultant to provide design and design support services for Project HH-89 as described above. The work is generally described as performing a design to rehabilitate the skewbacks (base supports for the steel bridge arches).

The service requirements were publicly advertised; five firms submitted qualification information. five firms were chosen to receive the RFP based on a review of those qualifications and all five firms submitted proposals: Ammann & Whitney Consulting Engineers, P.C. (A&W), Hardesty & Hanover, LLC (H&H), Modjeski & Masters, Inc. (M&M), STV Incorporated (STV) and URS Corporation-New York (URS). The proposals were evaluated against established criteria set forth in the RFP, including an understanding of the technical requirements, technical expertise, proposed personnel, oral presentations and cost.

Based on the committee's evaluation of the proposals, A&W, H&H and M&M were determined to be in the competitive range and oral presentations were conducted. The committee selected A&W based on: (i) a highly qualified team with experience that includes B&T Contract PSC-06-2807A, Task 32 Report, Investigation and Rehabilitation Recommendations for the Arch Skewback and Approach Span Substructures of the Henry Hudson Bridge; (ii) A&W's proposed robust geotechnical investigation program; (iii) A&W's proposed expert to interpret the concrete chemical reaction data; and (iv) the proposed development of detailed, site specific seismic models that may result in lower seismic requirements and therefore significantly reduced construction retrofit costs. Although A&W's proposed cost was the highest of the three firms, it was less than the Engineer's estimate. The committee believes that the additional services in A&W's proposal shall result in a better design as compared to the other short listed firms. While M&M and H&H had acceptable proposals, the committee determined that they did not produce the same long-term benefits that would be achieved by the A&W team.

A&W submitted a proposal of \$4,149,567. The Engineer's estimate is \$4,322,000. Negotiations were conducted and the parties agreed to the proposed amount of \$4,075,700, which is 6% below the Engineer's estimate and is considered fair and reasonable. A&W is deemed to be a responsible consultant. At a future date, the cost for design services during construction will be presented to the Board for approval.

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 HH-89 in the 2010-14 Capital Budget.

V. ALTERNATIVES

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

Staff Summary

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Item Number 3 (Final)					
Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E. <i>Joe Keane</i>					
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	10/23/13			
2	MTA B&T Committee	11/12/13			
3	MTA Board	11/13/13			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>D.S.</i>	4	Chief of Staff		
2	General Counsel <i>MNT</i>	5	Executive Vice President <i>[Signature]</i>		
3	Chief Procurement Officer	6	President <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name URS Corporation- New York	Contract Number PSC-13-2932
Description: Construction Management and Inspection Services for Project VN-87, Design and Construction of a New 5kv Electrical Switchgear Substation at the Verrazano-Narrows Bridge	
Total Amount \$2,182,300	
Contract Term (including Options, if any) Two years, six months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Guidelines for Procurement of Services to award a personal service contract for Construction Management and Inspection Services for Project VN-87, Design and Construction of a New 5kv Electrical Switchgear Substation at the Verrazano-Narrows Bridge to URS Corporation- New York (URS) in the amount of \$2,182,300 for a period of two (2) years, six (6) months.

II. DISCUSSION

B&T requires the services of a consultant to provide construction administration and inspection services for VN-87, the design and construction (Design-Build) of a new 5kv switch gear substation, upgrade of the power monitoring system and installation of a new 5kv standby generator at the Verrazano-Narrows Bridge facility. The work includes, but is not limited to: design review and inspection services, quality assurance, construction oversight and all other services to ensure that the cost, schedule, quality, safety and other contract criteria are met.

The service requirements were publicly advertised; four firms submitted qualification information and all firms were chosen to receive the RFP based on a review of those qualifications. Three firms submitted proposals: URS, HAKS and Hardesty & Hanover Consulting Services (H&H). The proposals were evaluated against established criteria set forth in the RFP, including an understanding of the technical requirements, technical expertise, proposed personnel, oral presentations and cost. The selection committee unanimously recommended that B&T enter into negotiations with the two highest rated firms, H&H and URS, followed by submissions of best and final offers (BAFOs).

Based on the evaluations of BAFOs, the committee unanimously recommended the selection of URS. URS' team is highly qualified to perform these services, had the lowest cost and had desired electrical coordination and support. Although H&H was qualified to perform these services, it proposed a higher BAFO cost (\$2,298,927) and did not offer as high a level of electrical expertise as URS.

URS submitted a proposal of \$2,182,300 is 3.4% below the Engineer's estimate of \$2,260,000 and considered fair and reasonable. URS is deemed to be a responsible consultant.

III. D/M/WBE INFORMATION

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

IV. IMPACT ON FUNDING

Funding is available under the 2010-2014 Capital Budget under VN-87.

V. ALTERNATIVES

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

Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: 9 (Final)

Vendor Name (& Location) TAP Electrical Contracting Service, Inc.		Contract Number BB-45	AWO/Modification #
Description Replacement of Switchgear and Power Distribution System at the Brooklyn Battery Tunnel		Original Amount: \$43,650,000.00	
Contract Term (including Options, if any) December 29, 2010 – September 30, 2014		Prior Modifications: \$4,113,593.09	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Budgetary Increases: \$0.00	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Current Amount: \$47,763,593.09	
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		This Request: \$1,214,807.00	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount: 2.5%	
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.		% of Modifications (including This Request) to Original Amount: 12.2%	

Discussion:

B&T is seeking the Board's approval under the All-Agency Procurement Guidelines to modify this Contract with TAP Electrical Contracting Service, Inc. (TAP) to reconcile quantities of cable and conductors required to complete Contract BB-45, Replacement of Switchgear and Power Distribution System at the Hugh L. Carey Tunnel (formerly Brooklyn Battery Tunnel). Underrun items have been reconciled to reduce the cost of the additional work, making the net increase for this amendment \$1,214,807.00.

Additional cables and conductors are required due to actual field conditions. Detailed field surveys for the final cable routing identified a 350 foot difference between the original estimated scope of work and the actual distance between the Manhattan Ventilation Building and Manhattan Exhaust Building. The cost for additional cables and conductors is based upon existing unit price items in the amount of \$1,562,359.00, however due to a reduction of \$347,552.00 in quantities for other unit price items, the net additional cost for this amendment is \$1,214,807.00. The Engineer has determined that there is no inequity to either party under Article 3.02 Variable Quantities Clause. Being that the contractor will be paid the contract unit price for each item, the price is considered fair and reasonable. Funding for this amendment is available in the 2010 to 2014 Capital Program.

LIST OF RATIFICATIONS FOR BOARD APPROVAL
NOVEMBER 2013

MTA BRIDGES & TUNNELS

Procurements Requiring Majority Vote:

D: Ratification of Completed Procurement Actions

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

1. **Hellman Electric Corp.** **\$13,943,467.30** **Staff Summary Attached**
Contract No. TN Task 26
1 yr. 10 mo. contract – Low responsive bid/3 bids
Furnish and installation of an Integrated Electronic Security System at the Throgs Neck Bridge.

2. **Schiavone Construction Co., LLC** **\$1,321,951.86** **Staff Summary Attached**
Contract No. QMM-342S
7 mo. contract – Non-Competitive
Provide labor, materials, equipment, superintendence and the project management required to complete the emergency de-watering and cleaning of the Queens Midtown Tunnel damaged as a result of Superstorm Sandy.

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

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

3. **John P. Picone, Inc.** **\$ 450,000.00 (QMT)** **Staff Summary Attached**
Contract No. CB-09 **\$ 950,000.00 (HCT)**
Amendment for recovery and restoration work at the Queens Midtown Tunnel and Hugh L. Carey Tunnel (formerly BBT) as a result of Superstorm Sandy. John P. Picone, Inc. was already mobilized at the Cross Bay Veterans Memorial Bridge under Contract CB-09 and deemed the most qualified source to perform the Work.

Schedule D: Ratification of Completed Procurement Actions

Item Number: **1** (Final)

Vendor Name (& Location) Hellman Electric Corp., Bronx, NY		Contract Number TN Task 26	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description Furnish and Installation of an Integrated Electronic Security System at the Throgs Neck Bridge		Total Amount: \$13,943,467.30	
Contract Term (including Options, if any) September 26, 2013-July 25, 2015		Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Contract Manager: Gavin Masterson	
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:			

Discussion:

In accordance with the All-Agency Procurement Guidelines, ratification is requested from the Board for the award of Contract TN Task 26, Furnish and Installation of an Integrated Electronic Security System at the Throgs Neck Bridge to Hellman Electric Corp., (HEC), 855 Brush Avenue, Bronx, NY in the low bid amount of \$13,943,467.30 over a duration of one year, ten months. The effective date of this contract was September 26, 2013.

The Work to be performed under this contract includes, but is not limited to access control, perimeter monitoring, camera installation and installation of a new fiber cable from the Service Building to the Queens Approach ramp. Solicitation of this contract was conducted pursuant to the Security Initiative Emergency Declaration adopted by all MTA Agencies whereby security-related contracts are not required to be formally advertised and bid, but are to be competitive to the most extent practicable. As such, an Invitation to Bid was extended to six firms based on their acceptable technical qualifications and security background reviews. Three bids were received and the lowest bid of \$13,943,467.30 was accepted as fair and reasonable from HEC, deemed a responsible contractor. The MTA DDCR established a DBE goal of 17% for the referenced contract. HEC has not completed a contract with assigned goals; therefore, no assessment of the firm's MWDBE performance can be determined at this time. HEC's DBE Plan for this contract has been approved by the Department of Diversity and Civil Rights. Funding is available under a 2010 Federal Transit Security Grant, Project G5140108.

Schedule D: Ratification of Completed Procurement Actions

Item Number: **2** (Final)

Vendor Name (& Location) Schiavone Construction Co., LLC, Secaucus, New Jersey		Contract Number QMM-342S	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description Tropical Storm Sandy Emergency De-Watering and Cleaning at the Queens Midtown Tunnel		Total Amount: \$1,321,951.86	
Contract Term (including Options, if any) October 29, 2012 – May 31, 2013		Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive		Contract Manager: Brian A. Walsh	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Emergency Declaration			

Discussion:

As a result of Tropical Storm Sandy, B&T is seeking the Board's ratification under the All-Agency Procurement Guidelines under the Declaration of Emergency issued by the President effective on October 29, 2012 for the recovery work performed by Schiavone Construction Co., LLC, Inc. (Schiavone) at the Queens Midtown Tunnel in an amount totaling \$1,321,951.86. Schiavone mobilized at B&T's request and performed the required emergency de-watering and initial cleaning of the Queens Midtown Tunnel (QMT) prior to B&T re-opening the tunnel to bus traffic on November 6, 2012. The QMT is a critical infrastructure facility, vital to the New York City, Long Island and regional economies. Furthermore, these operations were essential prior to determining the extent of the damages and to assess the immediate emergency repairs required. Schiavone has extensive expertise in tunnel projects and has performed work on the Second Avenue Subway, South Ferry Terminal, Northern Boulevard Crossing Tunnel, the Port Authority of New York and New Jersey tunnels and water tunnel work for the New York City Department of Environmental Protection. Based on its prior experience Schiavone was qualified to perform the de-watering work at the QMT.

Tropical Storm Sandy resulted in extensive tunnel flooding. Salt water, debris and contaminant-laden flood waters from the East River and Newtown Creek overflowed their banks and entered the tunnel through the Queens Plaza and Queens Ventilation Building. It was imperative that immediate recovery efforts to de-water and clean the tunnel commence prior to assessing the damage and eventual safe re-opening of the tunnel to traffic. Schiavone provided labor, materials, equipment, superintendence, project management and all items deemed necessary to complete the Work. Schiavone submitted costs to substantiate billings in the amount of \$1,325,289.46. Costs were reviewed and negotiations resulted in B&T and Schiavone agreeing to the amount of \$1,321,951.86, which included pumping equipment and pipe purchased by Schiavone with an approximate value of \$621,000 and transferred to B&T for its future use. The negotiated amount is fair and reasonable based on prevailing wages in effect at that time and the other costs to perform the Work. Funding was made available from the Operating Budget, Sandy-B&T Emergency Repairs to Critical Infrastructure Projects.

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

Item Number: 3 (Final)

Vendor Name (& Location) John P. Picone, Inc., Lawrence, New York	Contract Number CB-09	AWO/Modification #
Description Substructure and Underwater Work at the Cross Bay Veterans Memorial Bridge		
Contract Term (including Options, if any) November 29, 2010 – November 30, 2013		
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Sandy		
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.		
	Original Amount:	\$13,182,300.00
	Prior Modifications:	\$6,238,620.73
	Prior Budgetary Increases:	N/A
	Current Amount:	\$19,420,920.73
	This Request:	
	Queens Midtown Tunnel	\$450,000.00
	Hugh L. Carey Tunnel	\$950,000.00
	% of This Request to Current Amount:	7.2%
	% of Modifications (including This Request) to Original Amount:	57.9%

Discussion:

As a result of Superstorm Sandy, B&T is seeking the Board's ratification under the All-Agency Procurement Guidelines under the Declaration of Emergency issued by the President effective on October 29, 2012 for the recovery and restoration work performed by John P. Picone, Inc. (Picone) at the Queens Midtown Tunnel (QMT) and Hugh L. Carey Tunnel (HCT), formerly known as the Brooklyn Battery Tunnel, in an amount totaling \$1,400,000. After the storm, Picone was directed to provide exigent temporary repairs to various tunnel systems, Picone was already mobilized at the Cross Bay Veterans Memorial Bridge under Contract CB-09, was familiar with the Work from previous contracts and was deemed the most qualified and effective means of performing the Work.

Queens Midtown Tunnel:

High winds and storm surges from Superstorm Sandy caused significant damage to the mechanical, electrical and pumping systems at the QMT. Work included: (i) Cleaning and removal of debris from the fresh air ducts; (ii) Repairs to pumping equipment in the Mid River Pump Room; (iii) repairs to the fire standpipe including heat trace; and (iv) repairs to the electrical system providing power to the pump rooms. These repairs were necessary to re-open the tunnel in an expedited manner, ensure safe operation of the tunnel to the public and employees, and to protect the facility should another significant weather event occur. The Engineer has verified the hours worked and the material quantities. Equipment and other costs have been reviewed and negotiated. The negotiated cost of \$450,000 is considered fair and reasonable.

Hugh L. Carey Tunnel:

High winds and storm surges from Superstorm Sandy caused significant damage to the mechanical, electrical and pumping systems at the HCT. Work included: (i) Cleaning and removal of debris from the fresh air ducts; (ii) Repairs to pumping equipment in the Governor's Island Pump Room; (iii) repairs to the fire standpipe / water supply line including heat trace; and (iv) repairs to the electrical system providing power to the Governor's Island pump room. These repairs were necessary to re-open the tunnel in an expedited manner, ensure safe operation of the tunnel to the public and employees, and to protect the facility should another significant weather event occur. The Engineer has verified the hours worked and the material quantities. Equipment and other costs have been reviewed and negotiated. The negotiated cost of \$950,000 is considered fair and reasonable.

Funds are available in the Operating Budget, Sandy-B&T Emergency Repairs to Critical Infrastructure Projects.



Bridges and Tunnels

Diversity Report Third 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 September 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 THIRD QUARTER EEO REPORT

AGENCY NAME: Bridges and Tunnels

WORKFORCE UTILIZATION ANALYSIS AS OF 9/30/2013

JOB CATEGORY	FEMALES*			BLACKS			HISPANICS			ASIANS			AI/AN**			NHOPI***			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	30.0%	24.1%	No	10.0%	20.5%	Yes	4.0%	6.2%	Yes	6.0%	10.8%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	1.0%	0.5%	No
Professionals	31.0%	36.2%	Yes	10.0%	19.7%	Yes	6.0%	16.5%	Yes	10.0%	21.7%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	1.0%	0.0%	No
Technicians	10.0%	19.5%	Yes	9.0%	18.7%	Yes	6.0%	17.9%	Yes	1.0%	4.9%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	1.0%	0.0%	No
Protective Services	18.0%	20.9%	Yes	16.0%	32.4%	Yes	21.0%	23.1%	Yes	2.0%	4.3%	Yes	0.0%	0.2%	Yes	0.0%	0.0%	Yes	1.0%	0.0%	No
Paraprofessionals	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes
Administrative Support	61.0%	55.1%	No	18.0%	58.0%	Yes	19.0%	26.1%	Yes	4.0%	1.5%	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%	1.0%	No	14.0%	14.1%	Yes	18.0%	11.7%	No	2.0%	3.8%	Yes	0.0%	0.0%	Yes	0.0%	0.0%	Yes	2.0%	0.0%	No

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

**American Indian/Alaskan Native

***Native Hawaiian Other Pacific Islander

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

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

Professionals

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

Technicians

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

Protective Services

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

Paraprofessionals

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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

2013 THIRD QUARTER EEO REPORT

AGENCY NAME: Bridges and Tunnels

NEW HIRES AS OF 09/30/2013

JOB CATEGORY	TOTAL ¹	FEMALES ²		Minorities		Non-Minorities		BLACKS		HISPANICS		ASIANS		AI/AN		NHOP1		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	12	3	25.0%	3	25.0%	9	75.0%	1	8.3%		0.0%	2	16.7%		0.0%		0.0%		0.0%
Professionals	39	17	43.6%	23	59.0%	16	41.0%	6	15.4%	8	20.5%	9	23.1%		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	2	1	50.0%	2	100.0%		0.0%	1	50.0%	1	50.0%		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	11		0.0%	3	27.3%	8	72.7%	2	18.2%	1	9.1%		0.0%		0.0%		0.0%		0.0%
Total	64	21	32.8%	31	48.4%	33	51.6%	10	15.6%	10	15.6%	11	17.2%	0	0.0%	0	0.0%	0	0.0%

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

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

2013 SECOND QUARTER EEO REPORT

AGENCY NAME: Bridges and Tunnels

EEO AND TITLE VI COMPLAINTS

AS OF 9/30/2013

Category	Race	Disability	Gender	National Origin	Age	Sexual Harassment	Religion	Other ¹	Total Issues ²	Total Cases	Status (# Open)
EEO											
External Complaints	3	3	4	0	1	0	1	5	17	9	7
Internal Complaints	0	1	1	0	0	0	0	0	2	2	NONE

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

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

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

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

EFFORTS TO IMPROVE THE REPRESENTATION OF UNDERUTILIZED PROTECTED GROUPS

EEO Program Management and Evaluation

MTA B&T's overall workforce on September 30, 2013 consisted of 1,563 bi-weekly employees with minority representation of 50.9% and female representation of 21.5%. B&T met or exceeded utilization goals for 27 out of 32 job categories for Females, Blacks, Hispanics, and Asians, and 18 out of 24 job categories for American Indian/Alaskan Natives, Native Hawaiian Other Pacific Islanders, and Others. Underutilization occurred primarily in the following areas:

- There was Female underutilization in the Officials and Administrators job category (estimated availability of 30.0% vs. actual representation of 24.1%), and of Other (estimated availability of 1.0% vs. actual representation of 0.5%).
- There was Female underutilization in the Administrative Support job category (estimated availability of 61.0% vs. actual representation of 55.1%), and of Asians (estimated availability of 4.0% vs. actual representation of 1.5%).
- In the Service Maintenance job category, there was Female underutilization (estimated availability of 2.0% vs. actual representation of 1.0%), as well as of Hispanics (estimated availability of 18.0% vs. actual representation of 11.7%).

B&T launched the following recruitment and outreach efforts to achieve improvements in these areas as described below.

Targeted Recruitment and Outreach Efforts

1) Officials and Administrators Job Category:

The March 19, 2013 Engineering & Construction Job Fair was organized by B&T's Human Resources Department, who performed outreach efforts to minority and professional organizations, colleges, and universities. It netted 424 screened applicants from whom 39 were hired beginning on April 1, 2013. These 39 applicants included 29 minorities and 13 females. This initiative is a collaboration of the Engineering & Construction, Planning & Budget, Law & Procurement, and Human Resources Departments.

The Management Associates Program (MAP), a succession planning/diversity initiative that is the first of its kind in the MTA family, completed the first of its 2.5 years on May 10, 2013. Proposed by the Agency President, it was planned, implemented and administered by the MAP Council, comprised of the Chief EEO Officer, Human Resources and Operations Managers. The program was designed to give the Management Associates experience in performing analytical work in several of B&T's larger departments with the goal of potential employment within the MTA. Management Associate supervisors and mentors report meaningful contributions by these employees.

2) Administrative Support Job Category:

Many Human Resources, Payroll and Finance administrative duties were transferred to the MTA Business Service Center (BSC) as it continues to evaluate, update, and streamline the MTA's critical transactional functions. Going forward, B&T's focus will be on analysts with quantitative and qualitative skills and experience who can conduct research, gather and interpret data, and assist in conducting the agency's initiatives and reporting on them.

3) Service Maintenance Job Category:

The civil service examination for Maintainer (Bridges and Tunnels) was conducted on October 27, 2012. The Maintainer position requires two years of pertinent full-time satisfactory experience within the last five years, or one year of such experience plus an associate or higher degree from an accredited college or university, or graduation from a trade or technical school totaling 600 hours, or a vocational high school in a related course of study. The position requires that, under close supervision, employees perform tasks that include:

- climbing and performing work on bridge structures and main suspension cables;
- operating and maintaining motor vehicles, trucks, and heavy-duty equipment;
- maintaining and repairing electrical wiring systems, power and control and mechanical equipment, such as fans, pumps and heating boilers;
- maintaining all elements of, clearing debris from, and removing snow at bridges, approaches, tunnels, and service buildings; and
- fabricating and installing signs and operating specialized welding and burning equipment.

Extensive recruitment was conducted by B&T Human Resources and Maintenance personnel with assistance from NYCT's Human Resources Department. Specific outreach to veterans, non-profits, community service organizations and technical schools, as well as advocates for Winter Women, Non-traditional Employment for Women, Women in Construction, Women's Automotive Association, Association of Women in Aviation Maintenance, etc., drew a total of 416 applicants, of whom 342 took the Civil Service examination and 149 passed. There were 146 Hispanic applicants, and 132 took the exam and 67 passed it. There were eight female applicants, and four took the exam and none passed it. When the certified eligibility list is issued, B&T will proceed with hiring for this essential function.

Out of a total Maintenance Division of 323 headcount, there are currently two female Maintainers, Level I (Hispanic) and Level II (Caucasian), and five female Custodial Assistants, three of whom are Hispanic. B&T will continue to exercise its best efforts to attract females and Hispanics and encourage them to take civil service examinations, and will develop outreach programs that will emphasize the benefits of working for the country's largest toll collecting entity.



Bridges and Tunnels

Customer Satisfaction Survey

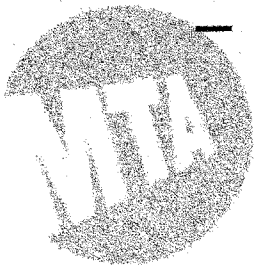


2013 Customer Satisfaction Survey MTA Bridges and Tunnels



Context

- Key events which occurred over the last 12 months include:
 - Superstorm Sandy in October 2012
 - Caused major damage at B&T facilities particularly the two tunnels and the Rockaway bridges
 - Tolls on the Rockaway Bridges were suspended during the month of November 2012 following the storm
 - The Cashless phase of the AET pilot implemented at the Henry Hudson Bridge in November 2012
 - March 2013 Toll Increase
 - Ongoing construction at the VNB, BWB and RFK bridges

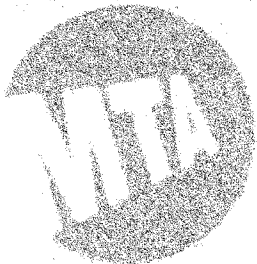


Methodology Overview

- **Approximately 60,000 surveys were distributed to MTA B&T customers in June of 2013**
 - E-ZPass surveys were randomly distributed (electronically or via USPS) to a subset of E-ZPass customers who traveled on one of the facilities during the survey period
 - Cash surveys were distributed on the toll plazas for one weekday and half a day on both Saturday and Sunday
- **Additionally, email invitations were sent to nearly 19,000 screened B&T ePanelists from past research projects**
- **A total of 6,607 completed surveys were obtained**

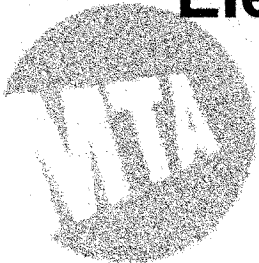
Payment Type	New Recruit	e-Panelist	Total
E-ZPass	1,774	4,071	5,845
Cash	528	196	724

MTA Bridges and Tunnels



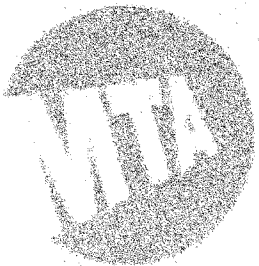
Key Findings

- **Overall B&T satisfaction levels are similar to 2012 levels**
 - The March 2013 toll increase did not impact overall satisfaction which remains stable
 - Overall satisfaction at the Rockaway bridges has increased significantly most likely as a result of the residency rebate being reinstated.
- **95% of Henry Hudson Bridge Customers are satisfied with their travel experience post All-Electronic Tolling**

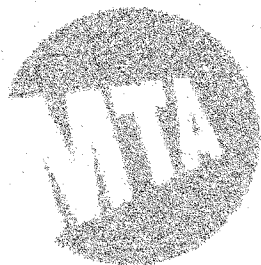


Key Findings

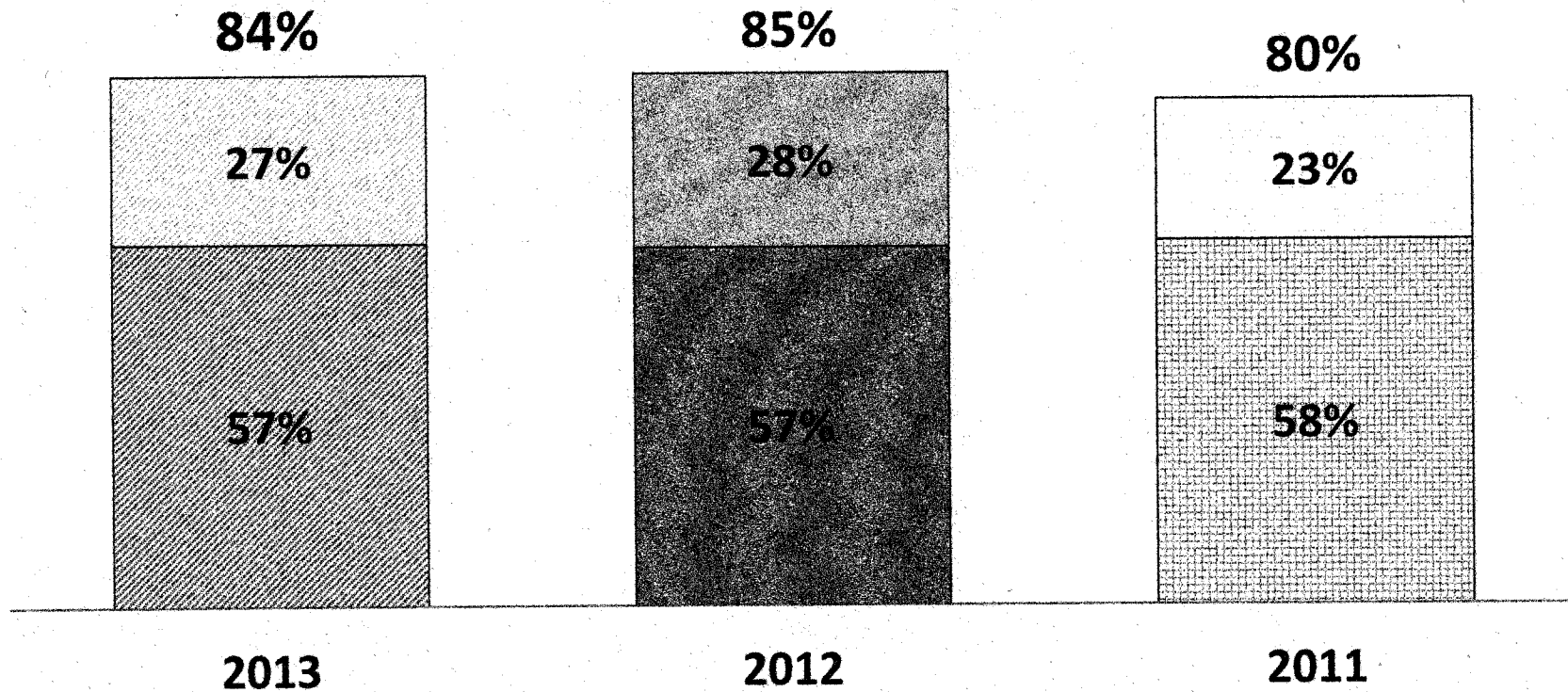
- **Consistent with previous years, travelers are most satisfied with the following service attributes: E-ZPass performance, appearance and cleanliness, lighting, and safety and security**
 - The only statistically significant changes in service attributes were ease of crossing (↑) and road signs (↓)
 - Road signs decreased to 2010 levels.
 - Construction at the VNB and at the BWB likely affected their overall scores, but not significantly.



MTA BRIDGES & TUNNELS SURVEY RESULTS



Overall Satisfaction



Top Area = Very Satisfied Bottom Area = Satisfied



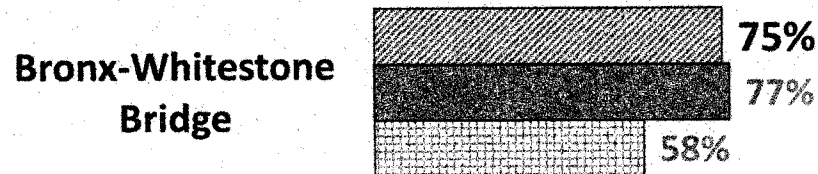
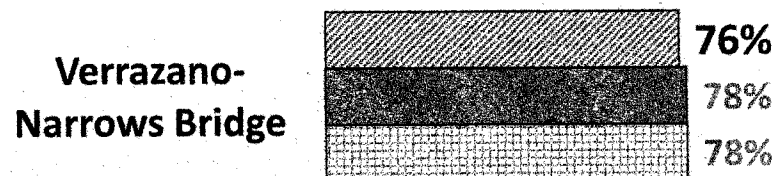
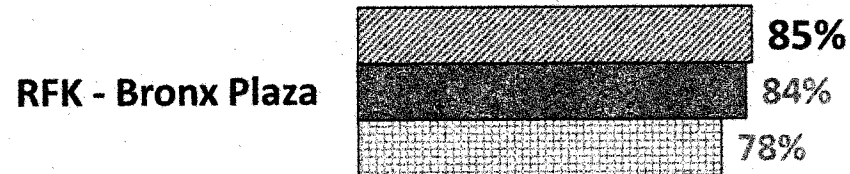
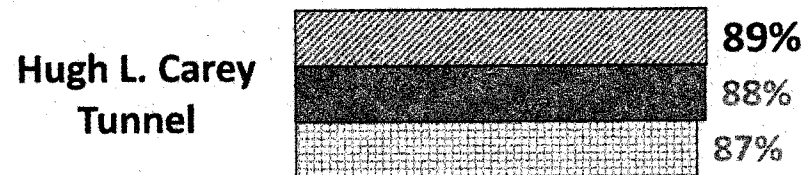
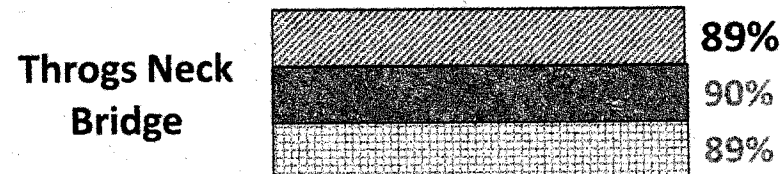
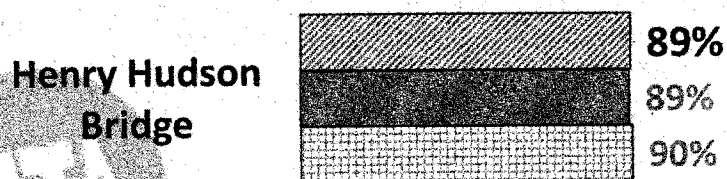
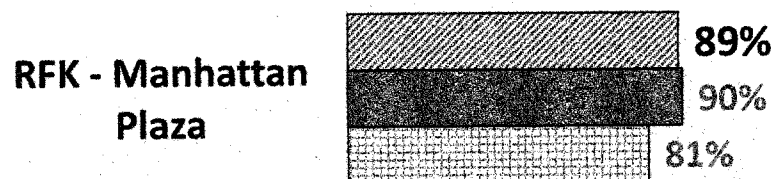
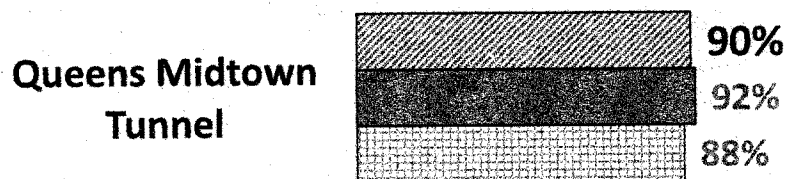
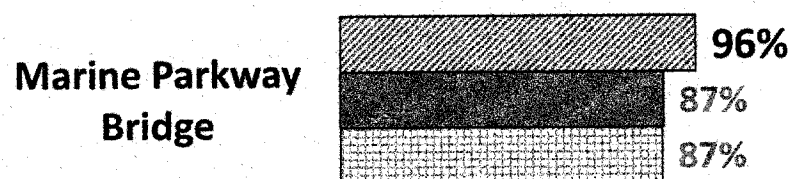
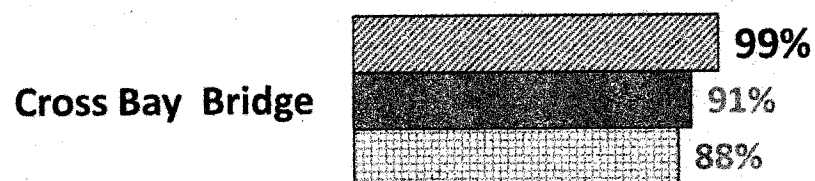
MTA Bridges and Tunnels

Scale of 1-10; satisfied customers are coded as respondents who rate overall satisfaction between 6 and 10

Boxed numbers indicate statistical change from 2012 at the 95% confidence level

Overall Satisfaction by Facility

112

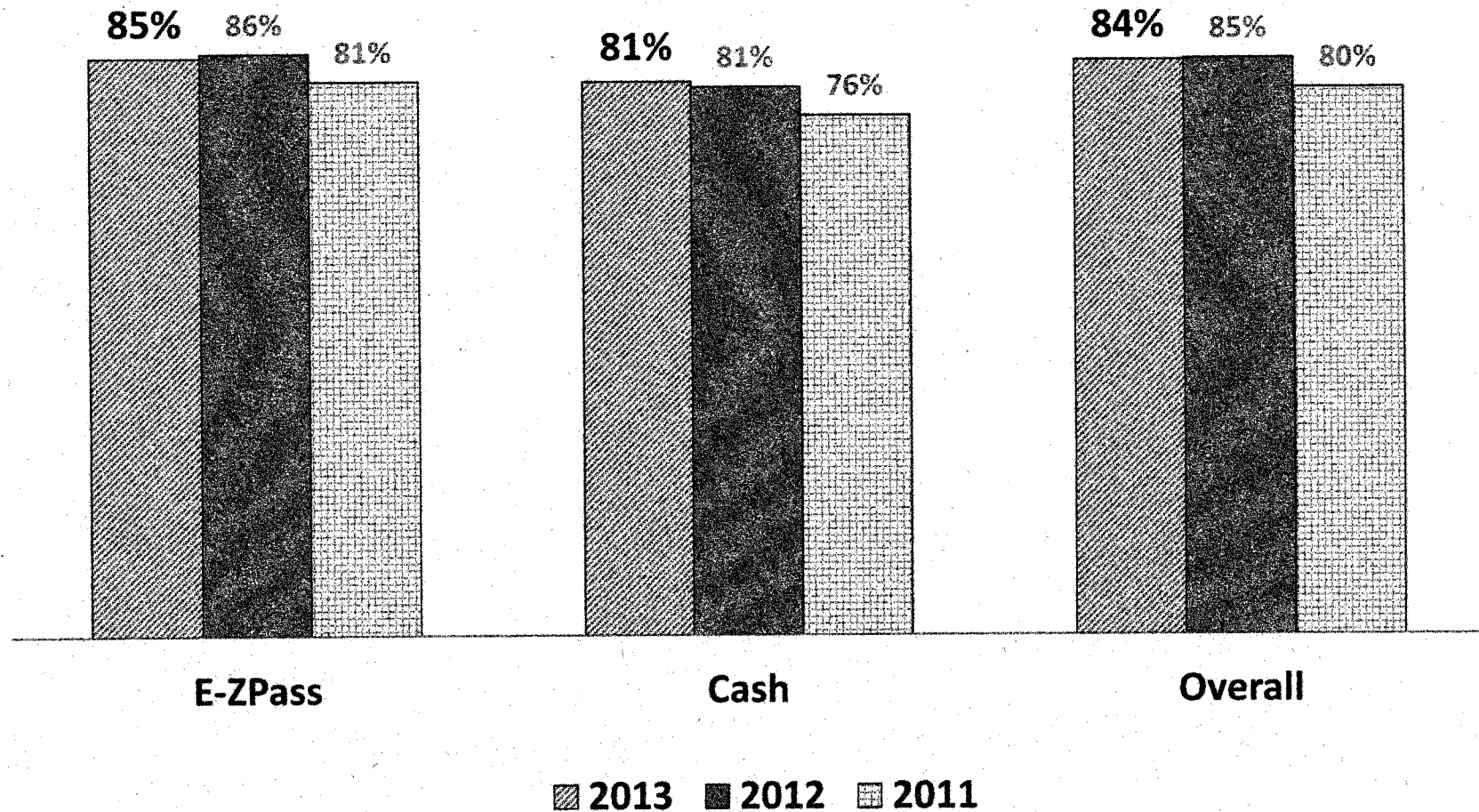


 2013
  2012
  2011

MTA Bridges and Tunnels

Boxed numbers indicate statistical change from 2012 at the 95% confidence level

Overall Satisfaction by Payment Type

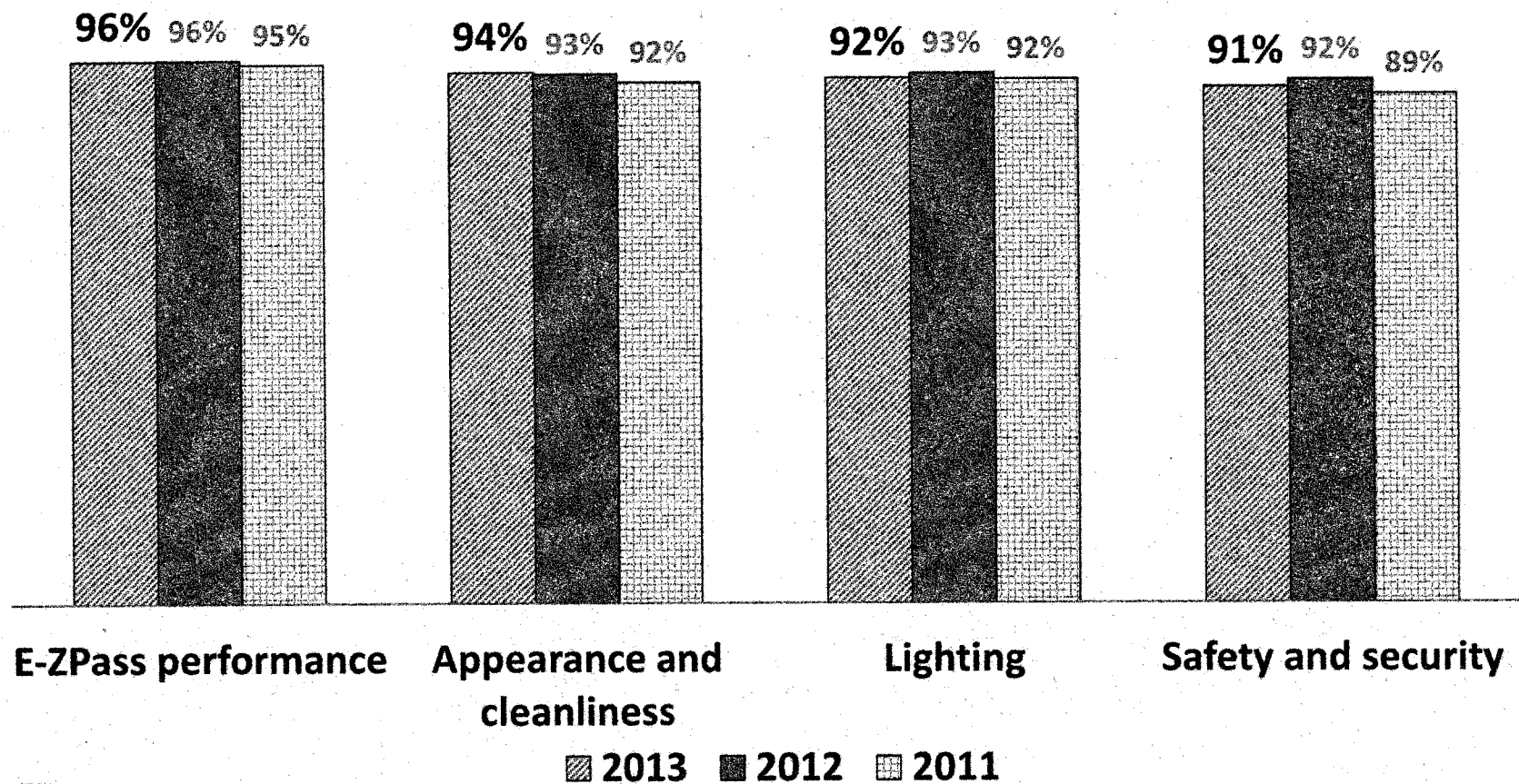


Boxed numbers indicate statistical change from 2012 at the 95% confidence level
Tolls by Mail was not implemented until 2013 with AET at the Henry Hudson Bridge

MTA Bridges and Tunnels

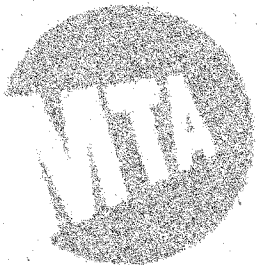


Overall Category Satisfaction



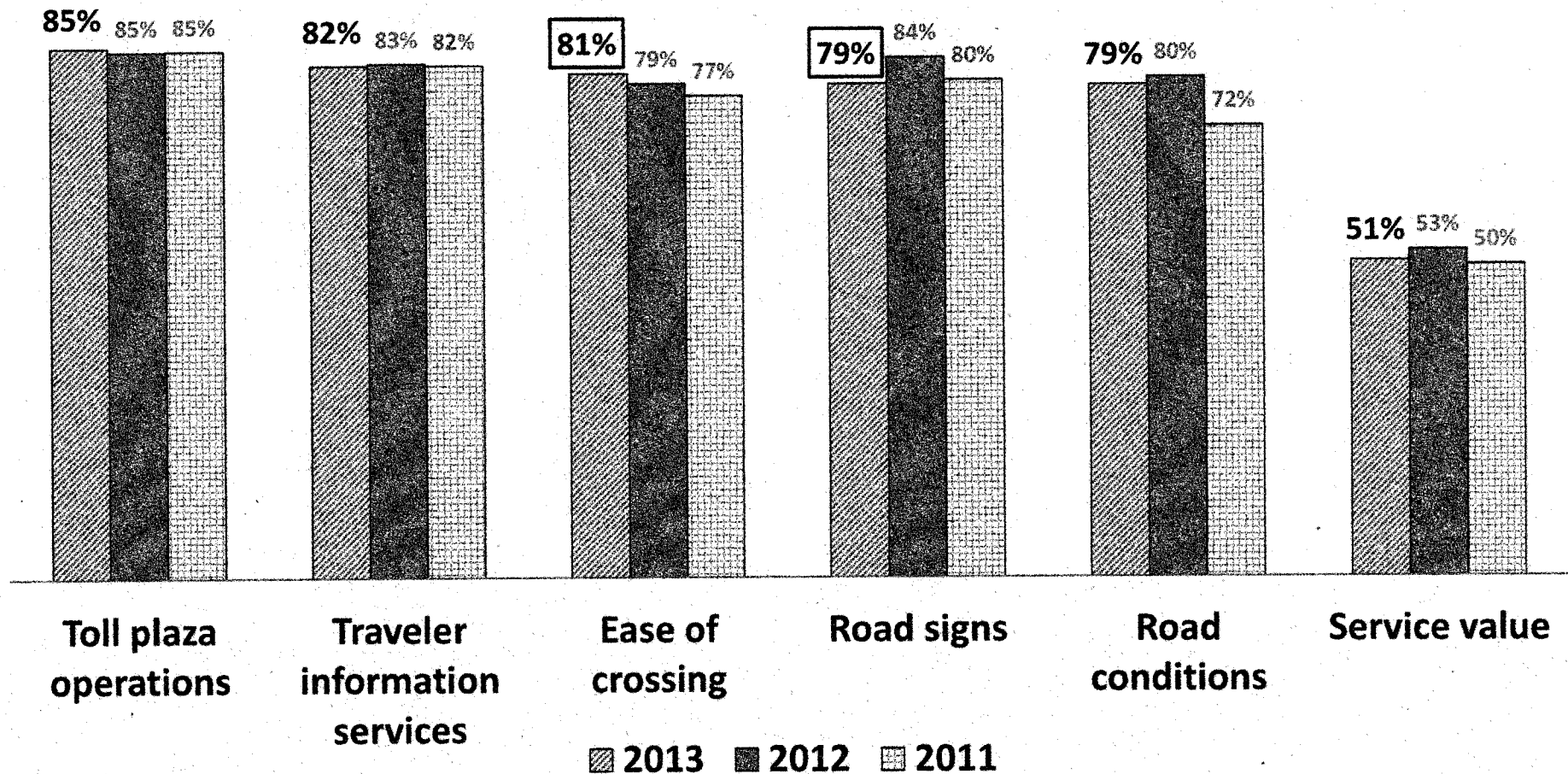
Boxed numbers indicate statistical change from 2012 at the 95% confidence level

MTA Bridges and Tunnels



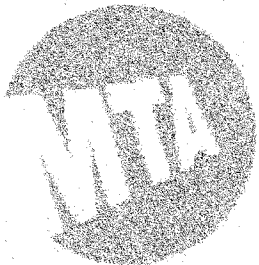
Overall Category Satisfaction (cont'd)

115



Boxed numbers indicate statistical change from 2012 at the 95% confidence level

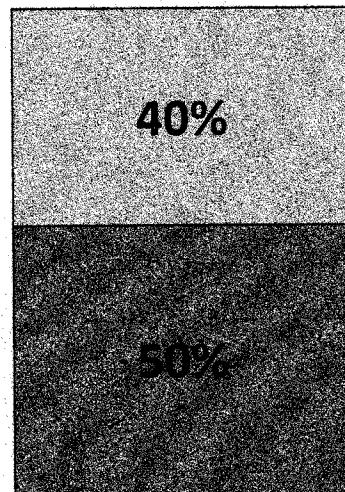
MTA Bridges and Tunnels



AET Satisfaction

**Overall satisfaction
with the Henry Hudson Bridge**

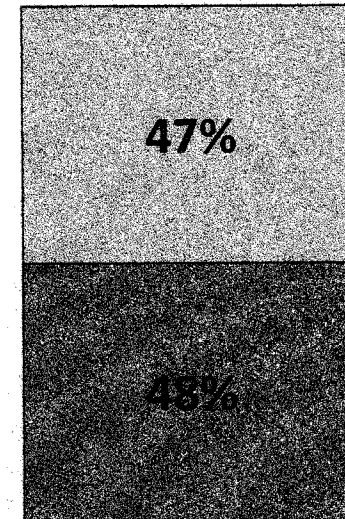
89%



Overall

**Travel experience now that
AET has been implemented**

95%



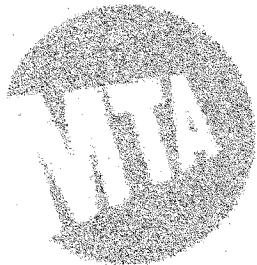
Overall

Top Area = Very Satisfied Bottom Area = Satisfied

MTA Bridges and Tunnels

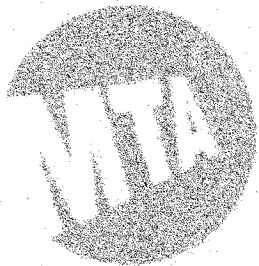
Scale of 1-10; satisfied customers are coded as respondents who rate overall satisfaction between 6 and 10

Boxed numbers indicate statistical difference from E-ZPass at the 95% confidence level

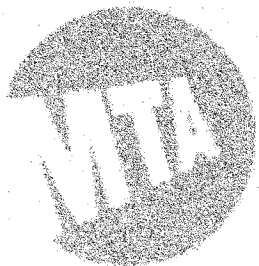


APPENDICES

- Attribute Ratings by Year

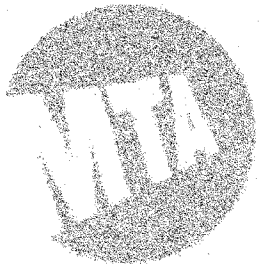


Attribute Ratings by Year



Overall Satisfaction by Year

	2010	2011	2012	2013
Overall satisfaction	81%	80%	85%	84%

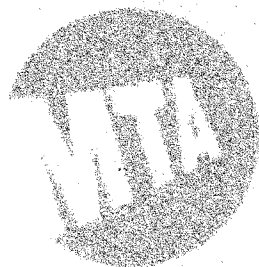


MTA Bridges and Tunnels

Scale of 1-10; satisfied customers are coded as respondents who rate overall satisfaction between 6 and 10

Service Value Attribute Satisfaction by Year

	2010	2011	2012	2013
Availability of discount pricing options	57%	58%	62%	60%
Variety of payment methods available	81%	90%	90%	90%
Overall value for the money	54%	50%	53%	51%

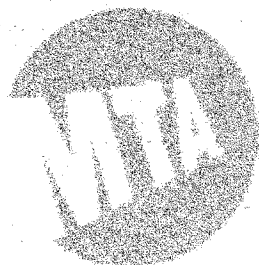


MTA Bridges and Tunnels

Scale of 1-10; satisfied customers are coded as respondents who rate overall satisfaction between 6 and 10

Lighting Attribute Satisfaction by Year

	2010	2011	2012	2013
Level of lighting approaching and at toll plaza	93%	92%	93%	93%
Level of lighting on actual crossing	92%	92%	93%	92%
Overall lighting	93%	92%	93%	92%

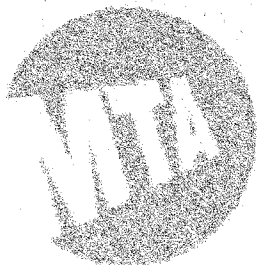


MTA Bridges and Tunnels

Scale of 1-10; satisfied customers are coded as respondents who rate overall satisfaction between 6 and 10

Safety and Security Attribute Satisfaction by Year

	2010	2011	2012	2013
Availability of emergency road service	86%	85%	85%	82%
Signs and roadway markings to improve traffic safety	81%	80%	85%	81%
Width of lanes leading to and through the toll plaza	81%	77%	80%	81%
Enforcement of speed and traffic rules	86%	86%	86%	85%
Uniformed security presence at this facility	90%	88%	89%	87%
Safety from traffic accidents while driving on this facility	85%	83%	86%	84%
Personal security while driving on this facility	93%	91%	93%	92%
Overall level of safety and security at this facility	91%	89%	92%	91%

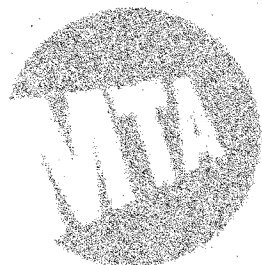


Road Signs Attribute Satisfaction by Year

	2010	2011	2012	2013
Ability to choose proper lane when approaching toll plaza	74%	73%	76%	77%
Signs indicating what lanes to use	86%	88%	89%	80%
Signs providing current roadway or construction information	74%	74%	76%	73%
Overall usefulness of road signs	79%	80%	84%	79%

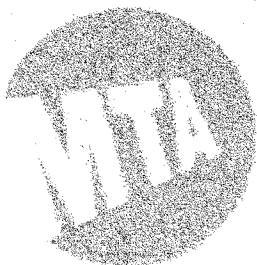
MTA Bridges and Tunnels

Scale of 1-10; satisfied customers are coded as respondents who rate overall satisfaction between 6 and 10



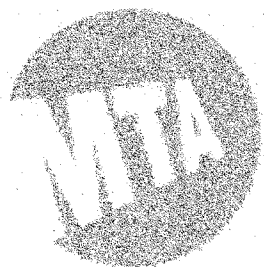
Road Conditions Attribute Satisfaction by Year

	2010	2011	2012	2013
Condition of the road surface	71%	62%	71%	69%
Road-handling when surface is wet	81%	76%	80%	78%
Removal of snow in the winter	89%	85%	90%	89%
Overall road conditions	80%	72%	80%	79%



Toll Plaza Operations Attribute Satisfaction by Year

	2010	2011	2012	2013
Courtesy and helpfulness of employees	83%	83%	82%	81%
Speed in completing the toll transaction	82%	76%	77%	84%
Overall personnel performance	86%	85%	85%	85%



MTA Bridges and Tunnels

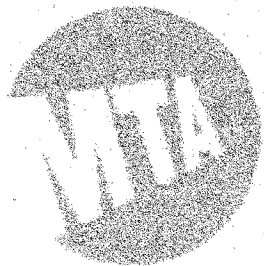
Scale of 1-10; satisfied customers are coded as respondents who rate overall satisfaction between 6 and 10

Ease of Crossing Attribute Satisfaction by Year

	2010	2011	2012	2013
Arrangement of toll plaza	76%	75%	77%	78%
Number of lanes in operation	77%	74%	76%	75%
Speed and operation of tollbooth	78%	76%	74%	73%
Traffic on the facility during rush hours	53%	52%	52%	52%
Traffic on the facility during non-rush hours	.	.	.	85%
Travel experience now that All-Electronic Tolling has been implemented	.	.	.	95%
Scheduling of construction to minimize delays	60%	62%	62%	64%
Predictability of travel time on this facility during rush hours	60%	60%	63%	62%
Predictability of travel time on this facility during non-rush hours	78%	77%	78%	80%
Overall ease of crossing this facility	77%	77%	79%	81%

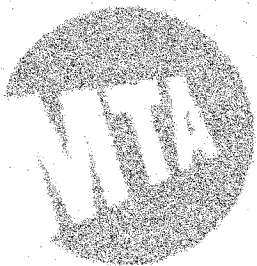
MTA Bridges and Tunnels

Scale of 1-10; satisfied customers are coded as respondents who rate overall satisfaction between 6 and 10



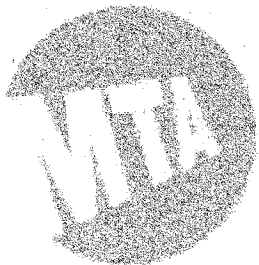
Appearance and Cleanliness Attribute Satisfaction by Year

	2010	2011	2012	2013
Cleanliness of lanes in toll plaza	92%	91%	92%	92%
Absence of graffiti	96%	96%	96%	97%
Overall appearance and cleanliness	92%	92%	93%	94%



Traveler Information Services Satisfaction by Year

	2010	2011	2012	2013
Electronic signs displaying current travel times or construction info	69%	72%	78%	75%
Email alerts about MTA Bridges and Tunnels	63%	74%	70%	69%
Information available about Bridges and Tunnels on the MTA website	.	84%	82%	81%
Travel time information available on the MTA website	.	80%	81%	78%
MTA B&T's Travel Time app	.	.	.	79%
Information available on the E-ZPass website	.	84%	82%	80%
Overall availability of information	67%	82%	83%	82%



MTA Bridges and Tunnels

Scale of 1-10; satisfied customers are coded as respondents who rate overall satisfaction between 6 and 10

E-ZPass Attribute Satisfaction by Year

	2010	2011	2012	2013
Sign-up procedures and documentation	94%	93%	94%	95%
E-ZPass statement accuracy	95%	95%	95%	96%
Frequency of statement	93%	94%	94%	95%
Usefulness of statement information	93%	94%	95%	94%
Response of customer service center to inquiries	84%	85%	86%	86%
Length of time on hold when calling customer service	76%	76%	80%	81%
Reduction of waiting time at toll plaza	84%	85%	86%	89%
Reliability of E-ZPass tag	95%	95%	96%	96%
Discounts offered to E-ZPass users	65%	61%	66%	69%
Access to your E-ZPass account online	90%	90%	92%	91%
Locations of walk-in centers	75%	74%	78%	77%
Ease of adding funds to your E-ZPass account			95%	95%
Overall E-ZPass performance	94%	95%	96%	96%

MTA Bridges and Tunnels

Scale of 1-10; satisfied customers are coded as respondents who rate overall satisfaction between 6 and 10

