



**Bridges and Tunnels**

# **Bridges and Tunnels Committee Meeting**

## **December 2013**

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### **Committee Members**

A. Cappelli, Chair  
F. Ferrer, MTA Vice Chairman  
A. Albert  
J. Ballan  
J. Banks  
R. Bickford  
N. Brown  
J. Kay  
M. Lebow  
C. Moerdler  
M. Page  
M. Pally



## MEETING AGENDA

### MTA BRIDGES AND TUNNELS COMMITTEE

December 16, 2013 – 12:00 p.m.

347 Madison Avenue  
Fifth Floor Board Room  
New York, NY

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Date of next meeting: Monday, January 27, 2014 at 12:00 p.m.



# **Bridges and Tunnels**

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## **Minutes of Committee Meeting November 2013**



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

**November 12, 2013**

**12:00 p.m.**

In attendance were the Honorable:

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

Also in Attendance:  
Fernando Ferrer, Vice Chairman, MTA  
David Paterson

James Ferrara, President  
Anne Marie Bressler, Director, E-ZPass  
James Elkin, Controller  
James Fortunato, Executive Vice President and Chief of Operations  
Sharon Gallo-Kotcher, Vice President Administration  
Joseph Keane, Vice President and Chief Engineer  
Anthony Koestler, Chief Procurement Officer, Service Unit & Special Projects  
Donald Look, Chief Security Officer, Internal Security Department  
Gavin Masterson, Chief Procurement Officer, Capital & Major Maintenance  
David Moretti, Executive Vice President  
Patrick J. Parisi, Acting Vice President Operations  
Eric Perry, Deputy Chief Equal Employment Opportunity Officer  
Andrew Petrovich, Chief Health and Safety Officer  
Robert Redding, Senior Director, New Toll Initiatives  
Donald Spero, Chief Financial Officer  
M. Margaret Terry, Senior Vice President and General Counsel

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

**November 12, 2013**

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

**Public Speakers**

There was one public speaker, Murray Bodin of Concerned Grandparents. He stated that the Manual of Uniform Traffic Control Devices is flawed and that toll booths and lane markings are costing economic growth because the transportation system is not efficient or effective.

**Minutes**

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on September 16, 2013 were approved.

**Committee Work Plan**

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

**Enforcement of New VNB HOV Lane**

Mr. Fortunato stated that in conjunction with the New York State Department of Transportation's (NYSDOT) Staten Island Expressway work, the planned re-decking of the upper level of the Verrazano Narrows Bridge (VNB) will include a reversible Bus/High Occupancy Vehicle (HOV) lane to handle eastbound traffic (to Brooklyn) during the weekday morning rush hours and westbound traffic (to Staten Island) during the evening rush hours. The Bus/HOV lane on the VNB will also connect to the single Bus/HOV lane on the Gowanus Expressway in Brooklyn. TBTA has been working with NYSDOT and the NYPD on plans for a safe and effective enforcement strategy for the Bus/HOV lane to include regular roving patrols, safe pull-over enforcement areas to stop vehicles out of the flow of traffic, fixed posts at the Hugh L. Carey Tunnel for morning operations, random posts at the VNB toll plaza for evening operations, signage (fixed and electronic) and pavement markings. The Bus/HOV lane will be monitored using video surveillance to oversee the safe operation of the lane and to expedite response time to an incident. Camera enforcement for occupant requirements is not feasible because an officer would need to physically verify the number of occupants. The ultimate goal is to move traffic, reduce collisions, prevent accidents and avoid fatalities.

**Review of TBTA Committee Charter**

Upon a motion duly made and seconded, the TBTA Committee Charter was amended to provide that TBTA Committee Meetings would be held on a regularly-scheduled basis at least 11 times per year commencing in 2014.

**Report on Operations**

With regard to the Report on Operations, Mr. Moretti stated that in August there were 25.6 million crossings, which was a slight decrease of 32,000 or 0.12% against the prior August. Some of the factors that affected traffic was the toll increase implemented on March 3, 2013,

average gas prices were slightly lower and weather was slightly drier and cooler than the prior August.

As compared to the prior August, E-ZPass volumes were up 2.4% (almost 500,000 transactions), while cash crossings were down by 10.5%. Passenger car travel was down in August by 0.2%, while truck traffic was up by 1.1%.

Year-to-date through August, Mr. Moretti stated that there were 189.4 million crossings, which was 2.2 million or 1.1% fewer than the same period a year ago. Finally, Mr. Moretti stated that an early estimate of September traffic is 23.8 million crossings or 0.3% higher than the same period a year ago.

### **Presentation: All Electronic Tolling (AET) Pilot**

Mr. Ferrara stated that four years ago, TBTA initiated an All Electronic Tolling (AET) Pilot Program at the Henry Hudson Bridge (HHB) the purpose of which was to test new technologies required to collect video images, develop business rules and assess back-office systems used to bill non-E-ZPass customers. In January 2011, TBTA removed the gates from the HHB E-ZPass lanes. In November 2012, cash collection was eliminated and All-Cashless Tolling was implemented so that customers could proceed through the HHB toll plaza without stopping.

From January through June 2013, TBTA has processed 10.6 million AET transactions; increased mobility through the HHB facility; increased E-ZPass market share; implemented a reloadable card for cash customers; equipment and technology has met expectations; and, most importantly, a recent Customer Satisfaction Survey reports 95% customer satisfaction with AET.

In conjunction with regional toll agencies, Mr. Ferrara stated that TBTA is proposing new AET toll enforcement legislation. TBTA will continue to work to increase the HHB's E-ZPass market share in an effort to reduce Tolls By Mail. TBTA also needs to develop a comprehensive AET marketing strategy in conjunction with regional toll agencies.

At this point in time, the HHB AET Pilot Program is not a blueprint for build-out to other facilities operated by TBTA. While TBTA remains on course to successfully complete the HHB AET Pilot Program, TBTA expects the pilot to continue through 2014. TBTA has also begun the process necessary to formulate a recommendation to the Board on whether to adopt AET as the permanent method of toll collection at the HHB.

Commissioner Moerdler asked whether the inability to roll out AET to other TBTA facilities hinges on the New York State Legislature passing AET toll enforcement legislation. Mr. Ferrara responded that motorists traveling through the HHB without E-ZPass are billed. The TBTA is looking at the percentage of customers that are billed, how many of those customers pay their bills and when during the billing cycle.

Mr. Parisi discussed regional mobility and E-ZPass market share. AET has improved mobility through the HHB with more than 99% of traffic moving at a speed of more than 30 mph during morning and evening weekday rush hour periods. With the implementation of AET at the HHB, E-ZPass market share has soared up to 94% while at all of the other TBTA facilities E-ZPass market share is 83.9%. E-ZPass market share and customer convenience have increased through the use of Reload Cards that allow customers to use an alternative to checking or credit cards to fund their E-ZPass accounts. Reload Card usage accounts for 14% of the cash replenishments. More than 17,325 Pay-Per-Trip accounts have been opened, which allows customers to pay their tolls daily through their checking accounts. E-ZPass On-The-Go is available as a convenient means of introducing cash customers to E-ZPass. Approximately,

245,000 E-ZPass On-The-Go tags have been sold in the toll lanes with 78% of the tags registered.

Mr. Redding discussed the in-lane AET equipment performance. TBTA installed high resolution cameras to capture license plate images of those vehicles without E-ZPass. Of the 10.6 million total vehicle trips, 9.5 million E-ZPass trips required no image to collect the toll. Approximately 1.1 million trips (10%) required a photo image to collect the toll and the readable image rate was 99.8%. There were no unscheduled lane closures due to the technology so that the lane availability was 100%.

Mr. Spero and Ms. Bressler discussed the customer experience. Mr. Spero stated that the Customer Satisfaction Survey indicated that 89% of customers expressed overall satisfaction with the HHB and 95% of customers expressed satisfaction with their travel experience since AET was implemented. Ms. Bressler stated that the E-ZPass Customer Service Center (CSC) receives approximately 5,000 telephone calls per month from customers inquiring about the Tolls By Mail Program. She discussed the top five customer inquiries as follows:

- (1) How do I pay my toll bill? Customers can pay using the on-line CSC Tolls By Mail (English/Spanish) website, telephone voice response system (English/Spanish), telephoning a customer service representative (English/Spanish), credit/debit card, checking account, mailing payment to a lockbox, walk-in centers and retail payment network that was established for the reload card.
- (2) When will my bill be mailed? Bills will be mailed 30 and 60 days from the date of the transaction depending on the balance due. We are moving towards a 30 day billing cycle. All bills have a due date 30 days from the invoice date and customers get an additional 30 days to pay overdue bills.
- (3) How do I become an E-ZPass customer? Every bill shows the amount of savings by becoming an E-ZPass customer so they can sign up for E-ZPass through the CSC website, mail in an application, visit a walk-in location, purchase an E-ZPass On-The-Go tag in TBTA toll lanes and register the tag.
- (4) Why did I receive a toll bill? CSC representatives explain that use of the HHB without an E-ZPass tag will result in a toll bill being mailed to the registered owner of the vehicle.
- (5) Can I have my late fees waived? Provided that the tolls are paid, first time courtesies are given to customers: who request a waiver (automatic waivers for returned mail, DMV address not updated, customer states they did not receive the bills) and we either waive or reduce violation fees for first time violators.

Mr. Spero discussed the HHB AET Pilot Revenue Summary from January through June 2013. Approximately, \$29.6 million tolls were transacted (E-ZPass \$26.2 million and Tolls By Mail \$3.3 million) of which TBTA collected over 95% - almost all of the E-ZPass revenue at \$26.1 million and the Tolls By Mail revenue at nearly \$2.08 million. By adding the \$1.3 million in late and violation fees collected to the \$28.2 million in tolls collected, TBTA is collecting 99.8% or approximately \$29.5 million. There is approximately \$1.13 million in the collection process. While TBTA is staying whole, legislation is needed to reduce the \$1.3 million in late and violation fees and increase the \$2.08 million Tolls By Mail number. By having AET toll legislation in place, it will strengthen the enforcement mechanisms to encourage TBTA customers to pay their tolls when they receive the first toll bill.

Ms. Terry discussed the AET toll violation enforcement legislation. TBTA chose not to use the existing toll violation law enacted in 1992 for E-ZPass because it does not apply to violations under AET when customers fail to pay toll invoices and the penalties are insufficient to deter toll evasion in the 21<sup>st</sup> century. After a customer is given two opportunities to pay their toll bills, a Notice of Violation (NOV) is issued for the unpaid tolls plus a \$50 violation fee for each violation. Violation fees are imposed under a TBTA regulation adopted by the Board in 2010. If unpaid, the accounts are sent to a collection agency. Scofflaw violator accounts are also being sent to outside collection counsel for the commencement of civil lawsuits. For the first six months in 2013, the money TBTA collected from late and violation fees exceeded the amount of unpaid AET tolls. TBTA wants its customers to pay their tolls in a timely fashion. As a result, TBTA and the other New York toll agencies (Port Authority of New York and New Jersey and New York State Thruway Authority) have proposed legislation to revise the existing law so that it would more effectively deter toll violations and encourage customers to pay their tolls in the first instance. The most important part of the legislation would be to revise the existing law to include violations incurred during AET, which would allow the Transit Adjudication Bureau (TAB), which acts as TBTA's tribunal under the law, to impose liability for toll violations under AET, as well as E-ZPass violations. The revised law would require owners to pay all of the evaded tolls and half of the monetary penalties to TBTA. The DMV would be able to suspend or deny vehicle registrations if the registered owner fails to appear or pay TAB-imposed penalties three times within 18 months. TBTA, unlike other states, will not be suspending driver's licenses. The existing law already states that a toll violation under the statute is not considered a conviction, it is not part of the owner's driving record and it cannot be used for insurance purposes. Finally, the revised law would permit New York's DMV to enter into reciprocity agreements with other state DMVs to enforce toll evasion across state lines by having a violator's vehicle registration suspended by their home state DMV for toll violations committed in a different state.

Chairman Cappelli asked what rate a customer is charged if their tag is not read. Mr. Moretti responded that if the tag is not read, but the license plate matches the license plate on the account, then the transaction is charged to their E-ZPass account. Ms. Terry stated that if the license plate is not on the E-ZPass account then the customer will be sent a toll bill.

From January to June 2013, Commissioner Lebow asked what percentage of customers crossing the HHB never paid the toll and are unlikely to pay based on TBTA's collection efforts. Mr. Spero responded that it is too soon to tell what percentage of customers will never pay but that the bills are in the collection process.

Commissioner Albert asked whether most of the violators in the collection process are New York State registered vehicles or vehicles registered out of state. Ms. Bressler responded that 85% of the HHB toll bills are for vehicles registered to New York, New Jersey and Connecticut customers. Due to an agreement with Connecticut DMV, TBTA cannot refer their vehicle owners to collections so the majority of violators that are in collections have New York and New Jersey vehicle registrations. Commissioner Albert asked whether Connecticut violators are only pursued by mail. Ms. Terry explained that it is a condition of TBTA's agreement with Connecticut DMV in order for Connecticut DMV to release to TBTA DMV license plate, name and address information. Commissioner Pally asked for clarification. Ms. Terry stated that if a Connecticut registrant does not pay the toll in response to the Notice of Violation, TBTA is not allowed to send it to a collection agency or refer it to collection counsel as a condition of Connecticut DMV's agreement with TBTA to provide DMV information to TBTA and it is true for the other New York tolling agencies as well. Commissioner Pally expressed concern that Connecticut vehicle owners should not be treated differently from other non-Connecticut



motorists who may be referred to collections or sued for non-payment of tolls and violations. He suggested that perhaps the MTA could ask Connecticut to address these concerns as part of discussions between the MTA and the State of Connecticut with regard to transportation service agreements.

Commissioner Moerdler inquired about privacy and whether the cameras capture license plates and occupants when vehicles go through the HHB without paying. Ms. Terry responded that under the law, license plate images are captured and used only to send customers toll bills or for toll violation enforcement purposes. Commissioner Pally congratulated TBTA on the AET report which indicates that a large majority of customers are paying the toll either by way of E-ZPass or Tolls By Mail but stated that if the legislation is passed it could help us regarding our collection efforts with Connecticut. Chairman Cappelli asked whether the legislation is ready to be submitted to the State Legislature and Ms. Terry responded that it was ready. Commissioner Moerdler asked whether a list could be prepared of those motorists who continue to use the HHB without paying so that TBTA officers could stop them and issue summonses. Mr. Fortunato responded that there is a list that is used by TBTA officers to issue summonses against violators and that the current list indicated that TBTA officers interdicted 41 vehicles and issued a total of 34 summonses.

#### **Safety Report – August 2013**

Mr. Ferrara referred the Committee to the Safety Report contained in the Committee Book. There were no questions from the Committee Members.

#### **Customer Environment Survey – Third Quarter 2013**

Mr. Ferrara referred the Committee to the Customer Environment Survey contained in the Committee Book. There were no questions from the Committee Members.

#### **E-ZPass**

Mr. Spero stated that the August E-ZPass market share was up significantly by 2% from a year ago. Year-to-date the E-ZPass market share is approximately 83%. More than 25,000 E-ZPass accounts were opened in August bringing the year-to-date total to more than 154,000. More than 13,000 E-ZPass On-The-Go accounts were opened in August, which is more than 53% of the total. Since the On-The-Go program began, approximately 247,000 tags have been sold in the lanes.

#### **Finance**

Mr. Spero stated that through August, toll revenue was up by approximately 4.5% against the mid-year forecast or \$6.6 million and year-to-date toll revenue is up approximately \$12.1 million or 1.1% against the budget. Total expenses through August were about \$2.3 million or 0.9% lower than the midyear forecast year-to-date through August primarily due to lower labor expenses of approximately \$3.9 million. Non-labor spending was about \$1.5 million lower year-to-date. Overtime was down approximately \$1.4 million or 10.4% through August.

Total support to mass transit through August was almost \$689 million, which was \$17 million or 2.6% better than plan.

### **Capital Program**

Mr. Keane stated that in September there were 14 Capital Program commitments made with a total value of \$33.2 million. Year-to-date, TBTA has made 91 commitments with a cumulative value of \$101.7 million against a planned 88 commitments with a cumulative value of \$259.6 million. The variance between actual and planned commitments achieved year-to-date is largely attributable to the construction award of Projects VN-80C, Bus and HOV Ramp Improvements at Verrazano-Narrows Bridge (VNB), and VN-35, Steel Repair, Concrete Rehabilitation and Painting of VNB ramps. The budget for this now combined construction commitment is \$108.3 million. Favorable bids on the combined project were received on October 31, 2013 and TBTA is on target for a construction award by year-end.

Mr. Keane stated that there were two project completions planned for September, one of which was achieved in July (upper level repairs and painting at the HHB for \$12.8 million), and the other planned completion (structural rehabilitation at the HHB) has also been achieved earlier than planned.

### **Procurements**

Mr. Masterson stated that there are 12 procurements totaling approximately \$44.4 million.

### **Non-Competitive Procurements**

Mr. Masterson stated that there were no non-competitive procurements.

### **Competitive Procurements**

Mr. Masterson stated that there are nine (9) competitive procurements totaling approximately \$27.8 million of which four (4) are for the award of personal service contracts in the total amount of \$25 million. Four (4) procurements are for the award of miscellaneous service contracts, which total approximately \$1.5 million. The ninth competitive procurement is for a public work modification for the switchgear replacement and poser distribution system at the Hugh L. Carey Tunnel totaling \$1.2 million.

### **Personal Service Contracts**

	Contract Nos. PSC-13-2923A – G and A-F through G-F	\$18,000,000.00 (aggregate not to exceed amount)
	Provide construction administration, inspection and support services on an as-needed basis.	
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-12-2923F /F-F	
G) Parsons Brinckerhoff, Inc.	PSC-13-2923G /G-F	
Ammann & Whitney Consulting Engineers, P.C.	Contract No. PSC-13-2929 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.	\$4,075,700.00
URS Corporation – New York	Contract No. PSC-13-2932 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.	\$2,182,300.00
Environmental Planning and Management, Inc.	Contract Nos. PSC-12-2907A, B, D PSC-12-2907A	\$750,000.00 (aggregate not to exceed amount)
ATC Group Services d/b/a Cardno ATC	PSC-12-2907B	
Creative Environment Solutions Corp.	PSC-12-2907D  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 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.

#### **Miscellaneous Service Contracts**

Triport International A.G.E.R., Inc.	Contract No. 12-MNT-2900 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, 2013 two bids were submitted as follows:	\$828,300.00
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<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.

Lund Fire Products Co., Inc.

Contract No. 12-MNT-2896Y

\$232,540.00 – MTA B&T

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:

\$ 84,628.00 – MTABC  
\$ 97,068.00 – DOB  
\$414,236.00 – Total

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

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 to 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.

Blackler Air Compressor Corp.

Contract No. 13-MNT-2912

\$185,575.00

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, 2013 two bids were submitted as follows:

Bidders

Bid Amount

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 bids, it was determined that Blackler Air Compressor Corp. is a responsive, responsible bidder. Based on competition, the price is considered fair and reasonable.

Integrated Power Services, LLC	Contract No. 13-MNT-2915 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 420 firms. Twelve (12) firms requested copies of the solicitation. On August 23 four bids were submitted as follows:	\$168,176.00
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<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.

#### **Modifications to Purchase & Public Works Contracts**

TAP Electrical Contracting Services, Inc.	Contract No. BB-45	\$1,214,807.00
	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).	

Mr. Masterson stated that there were three (3) ratifications totaling approximately \$16.6 million. One is for the furnish and installation of an integrated electronic security system at the Throgs Neck Bridge and two (2) are Sandy-related procurements: one for various emergency mechanical and electrical repairs at both the Hugh L. Carey and Queens Midtown Tunnels, including the Governors Island pump room and for the dewatering and cleaning at the QMT prior to reopening the tunnel to traffic after Sandy.

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

Hellman Electric Corp.	Contract No. TN Task 26	\$13,943,467.30
	Furnish and installation of an Integrated Electronic Security System at the Throgs Neck Bridge.	
Schiavone Construction Co., LLC	Contract No. QMM-342S	\$1,321,951.86
	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.

John P. Picone, Inc.	Contract No. CB-09	\$450,000.00 (QMT)
	Amendment for recovery and restoration work at the Queens Midtown and Hugh L. Carey Tunnels 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.	\$950,000.00 (HCT)

Commissioner Ballan inquired about Lund Fire Products and why they were the only bidder. Mr. Koestler responded that it was the third solicitation and it was difficult to get competitive bids. Commissioners Ballan and Moerdler also inquired about the Schiavone Construction Company ratification and whether they were on a pre-existing list and if they had been engaged in discriminatory hiring practices. Mr. Masterson stated that he was not aware of any discriminatory hiring practices and that they had the requisite experience for doing the type of work needed and had done similar work at the Hugh L. Carey Tunnel and for other agencies.

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

#### **Diversity Report - Third Quarter 2013**

Mr. Ferrara stated that TBTA met or exceeded utilization goals by 84% for job categories for Females, Blacks and Hispanics. There was Female underutilization in the Officials and Administrators, Administrator Support and in the Service Maintenance job categories. In response, TBTA launched recruitment and outreach efforts to achieve improvements in these areas. With regard to the Officials and Administrators job category, Mr. Ferrara stated that in March 2013 the Engineering and Construction job fair was organized by TBTA, which resulted in 424 applicants from which 39 were hired, including 29 minorities and 13 Females. With regard to the Administrative Support job category, many Human Resources, Payroll and Finance duties were transferred to the MTA Business Service Center. Going forward, TBTA will focus on the recruitment of Female and minority analysts to support its retained functions. With regard to the Service Maintenance job category, the Civil Service title of Maintainer required significant technical and/or vocational experience and for this reason Female candidates have historically faced challenges meeting this requirement. Outreach efforts drew a total of 416 applicants, of which 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 (8) Female applicants, and

four took the exam and none passed it. The Management Associates Program, a succession planning/diversity initiative, completed the first of its 2-1/2 years in May 2013. The program was designed to give the Management Associates experience in performing analytical work in several of TBTA's larger departments with the goal of potential employment with the MTA. Finally, TBTA will continue to exercise its best efforts to attract Females 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.

**Adjournment**

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

Respectfully submitted,

A handwritten signature in black ink that reads "Julia R. Christ". The signature is written in a cursive, flowing style.

Julia R. Christ  
Acting Assistant Secretary



# Bridges and Tunnels

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## Committee Work Plan

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# BRIDGES & TUNNELS COMMITTEE WORK PLAN

## I. RECURRING AGENDA ITEMS

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

## II. SPECIFIC AGENDA ITEMS

	<u>Responsibility</u>
<u>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 <sup>th</sup> Quarter 2013	Operations
<u>March 2014</u>	
Diversity Report – 4 <sup>th</sup> 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 <sup>st</sup> Quarter 2014	Operations
<u>June 2014</u>	
Diversity Report – 1 <sup>st</sup> Quarter 2014	EEO
<u>July 2014</u>	
No items scheduled.	
<u>August 2014</u>	
No meeting scheduled.	

September 2014

Customer Environment Survey – 2nd Quarter 2014  
2015 Preliminary Budget  
Diversity Report – 2<sup>nd</sup> 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 – 3<sup>rd</sup> Quarter 2014

Operations  
Planning & Budget  
MTA Board  
EEO

December 2014

2015 Proposed Committee Work Plan  
2015 Proposed Final Budget

Committee Chair & Members  
Planning & Budget

## **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, and customer service 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**

### **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 – 4<sup>th</sup> Quarter 2013

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

#### Annual Procurement Contracts Report

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

### **APRIL 2014**

#### Final Review of 2013 Year-End Operating Result

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

### **MAY 2014**

#### 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 – 1<sup>st</sup> Quarter 2014

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

## **JULY 2014**

No items scheduled.

## **AUGUST 2014**

No meeting scheduled.

## **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 – 2<sup>nd</sup> 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 – 3<sup>rd</sup> Quarter 2014

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

**DECEMBER 2014**2015 Proposed Committee Work Plan

The Committee Chair will present a draft Bridges and Tunnels Committee Work Plan for 2015 that will address initiatives to be reported throughout the year.

2015 Proposed Final Budget

The Committee will recommend action to the Board.



# **Bridges and Tunnels**

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## **Report on Operations September 2013**



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

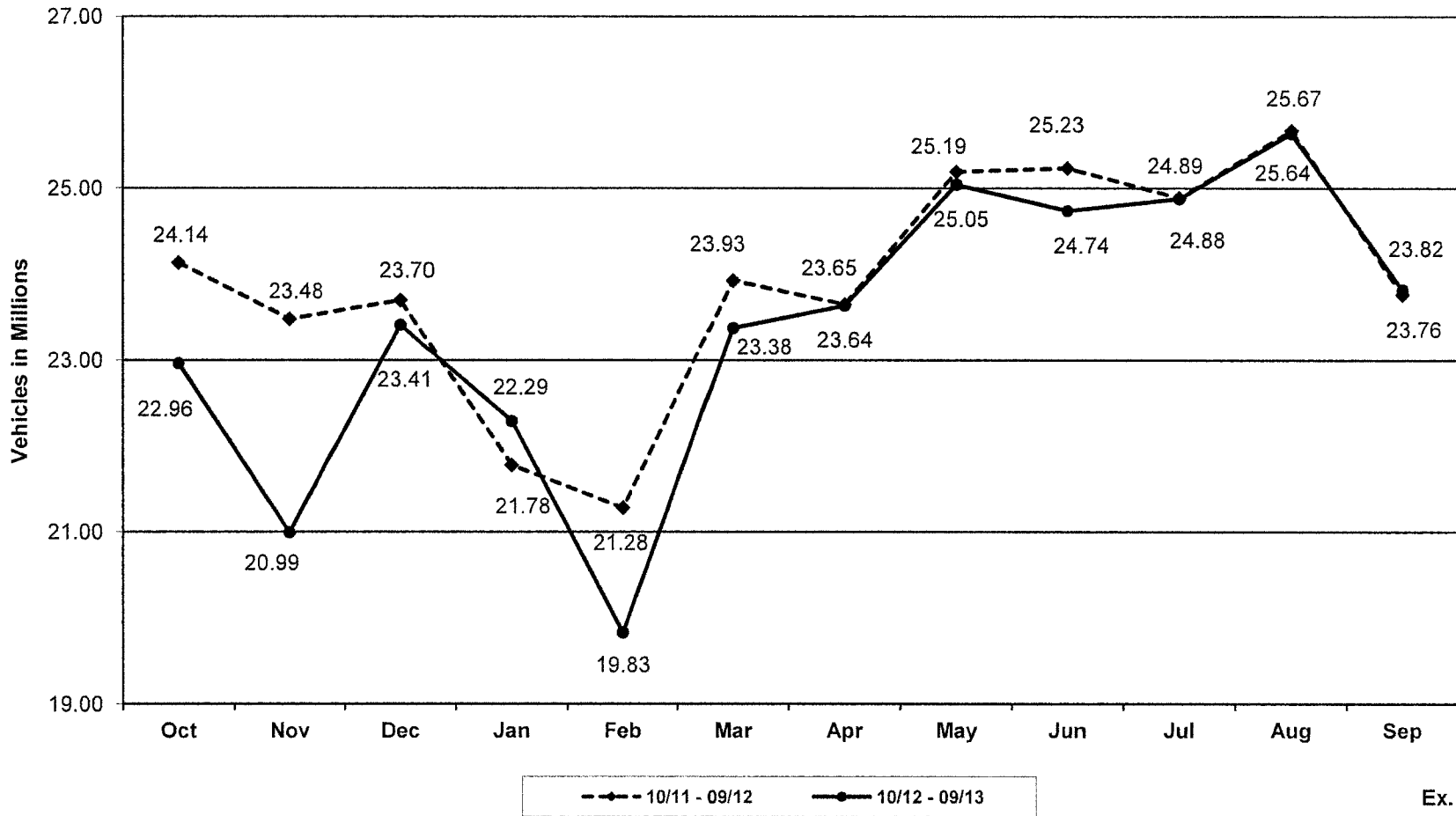
### **Summary**

Traffic was slightly higher on a year-to-year basis, with 23.82 million crossings this month vs. 23.76 million crossings in September 2012 (Exhibit 1).

Rainfall in September was 3.2 inches compared to 3.6 inches in 2012. Gas prices averaged \$3.76 per gallon, which was \$0.29 less than last year, when gas prices averaged \$4.05 per gallon. B&T tolls were higher this year due to a March toll increase.

E-ZPass volume increased by 3.2% compared to September 2012 while crossings using cash and other payment methods declined 12.4% for the month (Exhibit 7). Passenger car travel was down 0.1% while other vehicle travel increased 4.8% from September of 2012 (Exhibit 8).

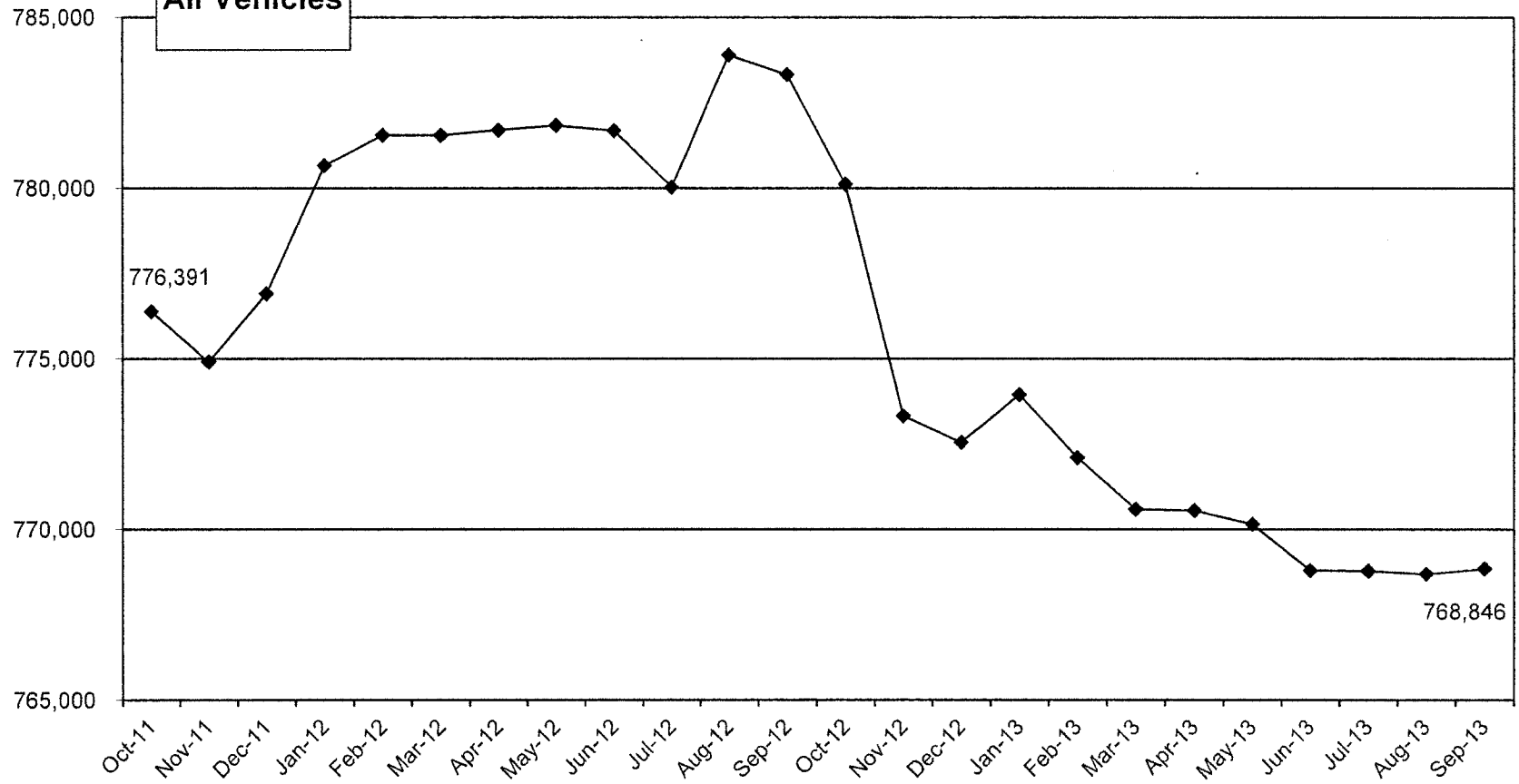
# MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending September 2013



Ex. 1

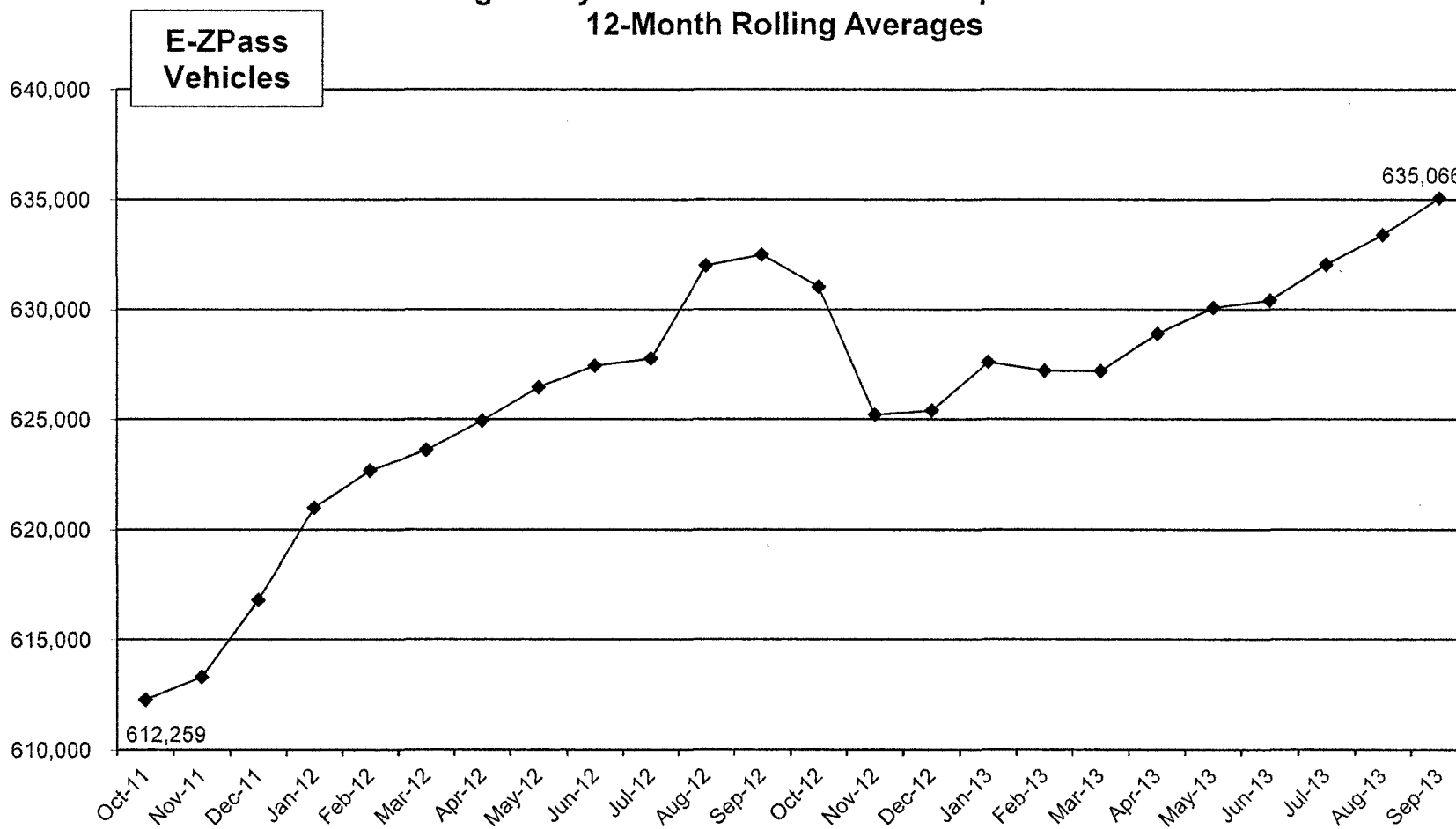
MTA Bridges and Tunnels  
Average Daily Traffic: October 2011 - September 2013  
12-Month Rolling Averages

All Vehicles



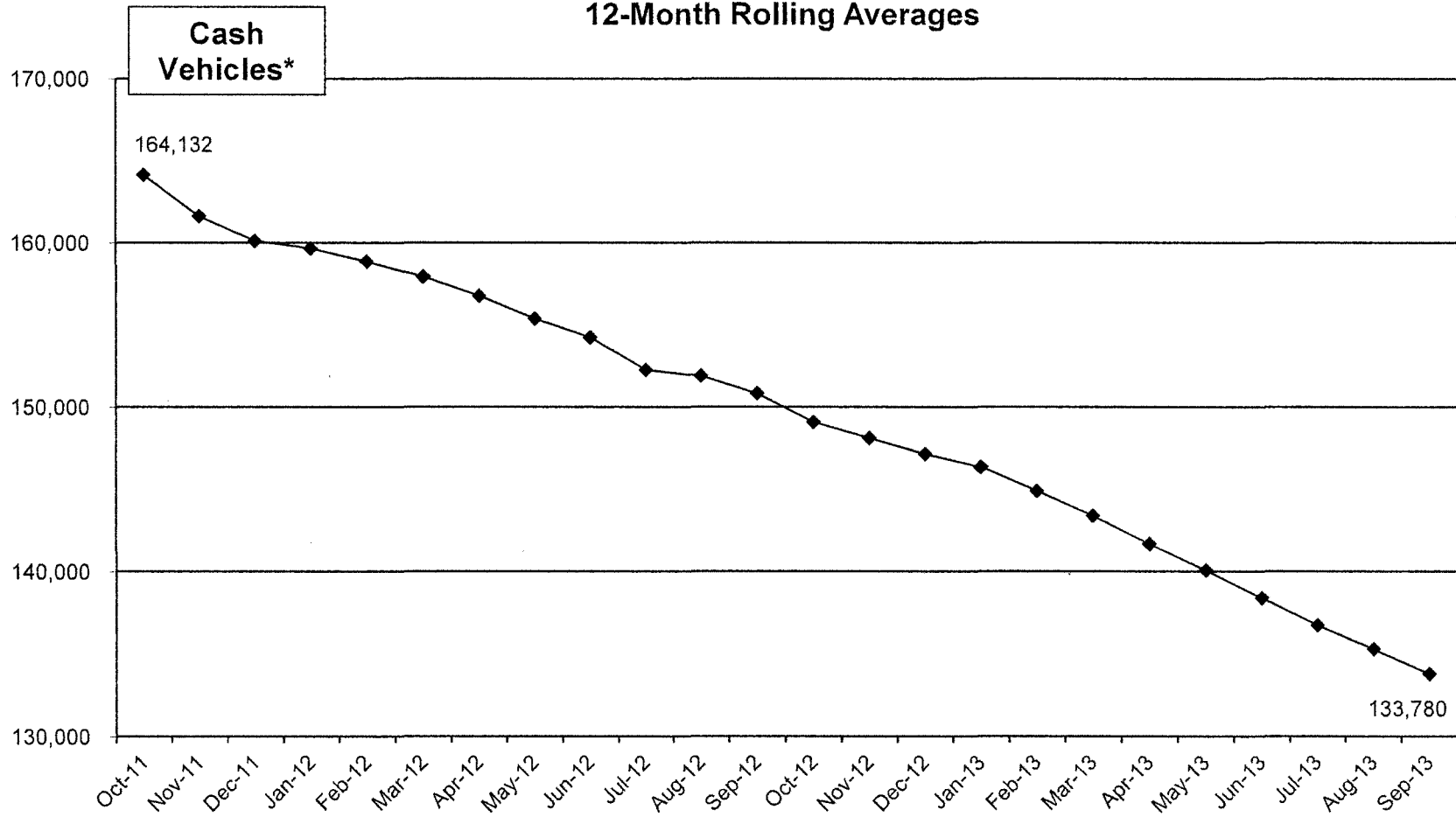
Ex. 2

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



Ex. 3

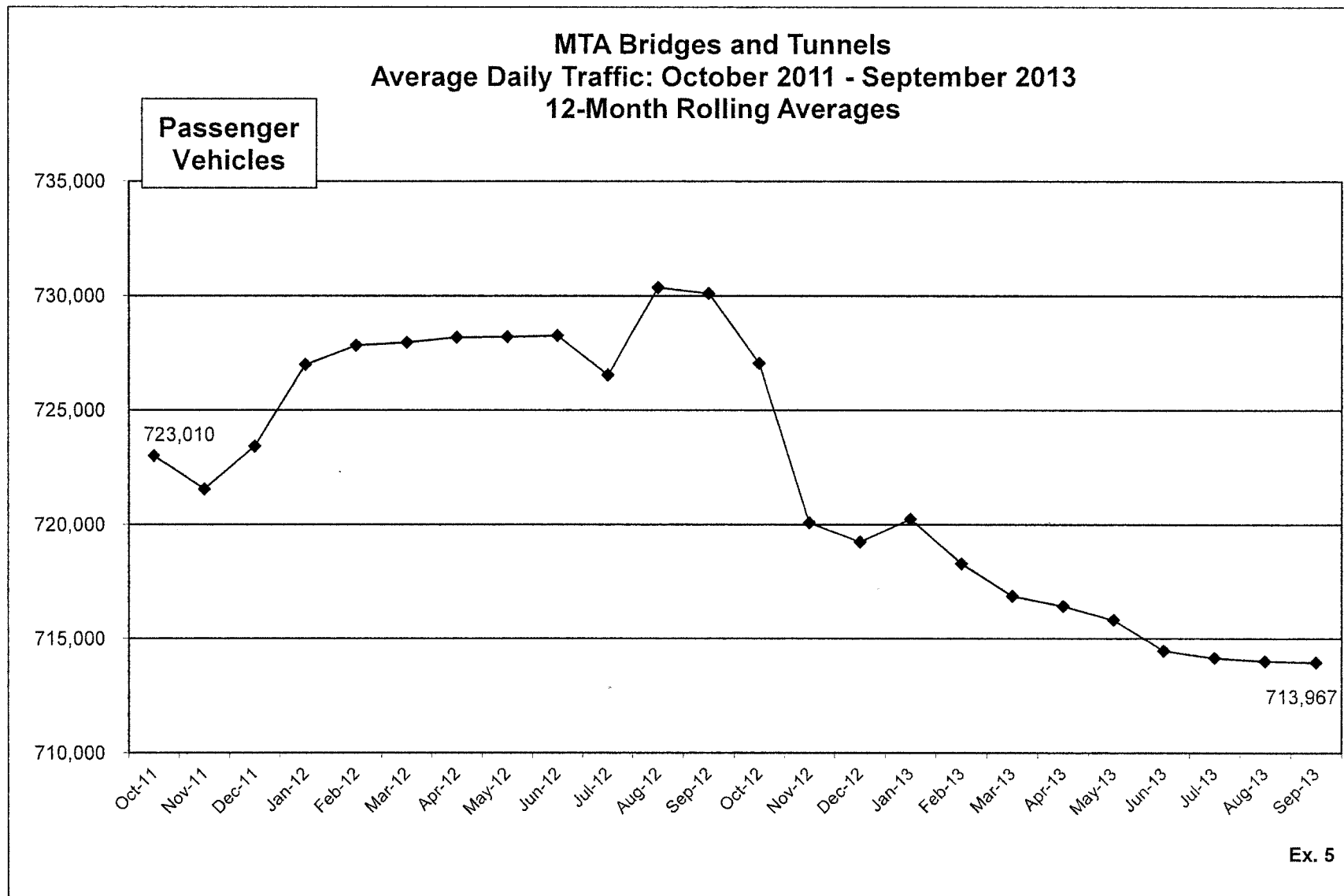
**MTA Bridges and Tunnels**  
**Average Daily Traffic: October 2011 - September 2013**  
**12-Month Rolling Averages**



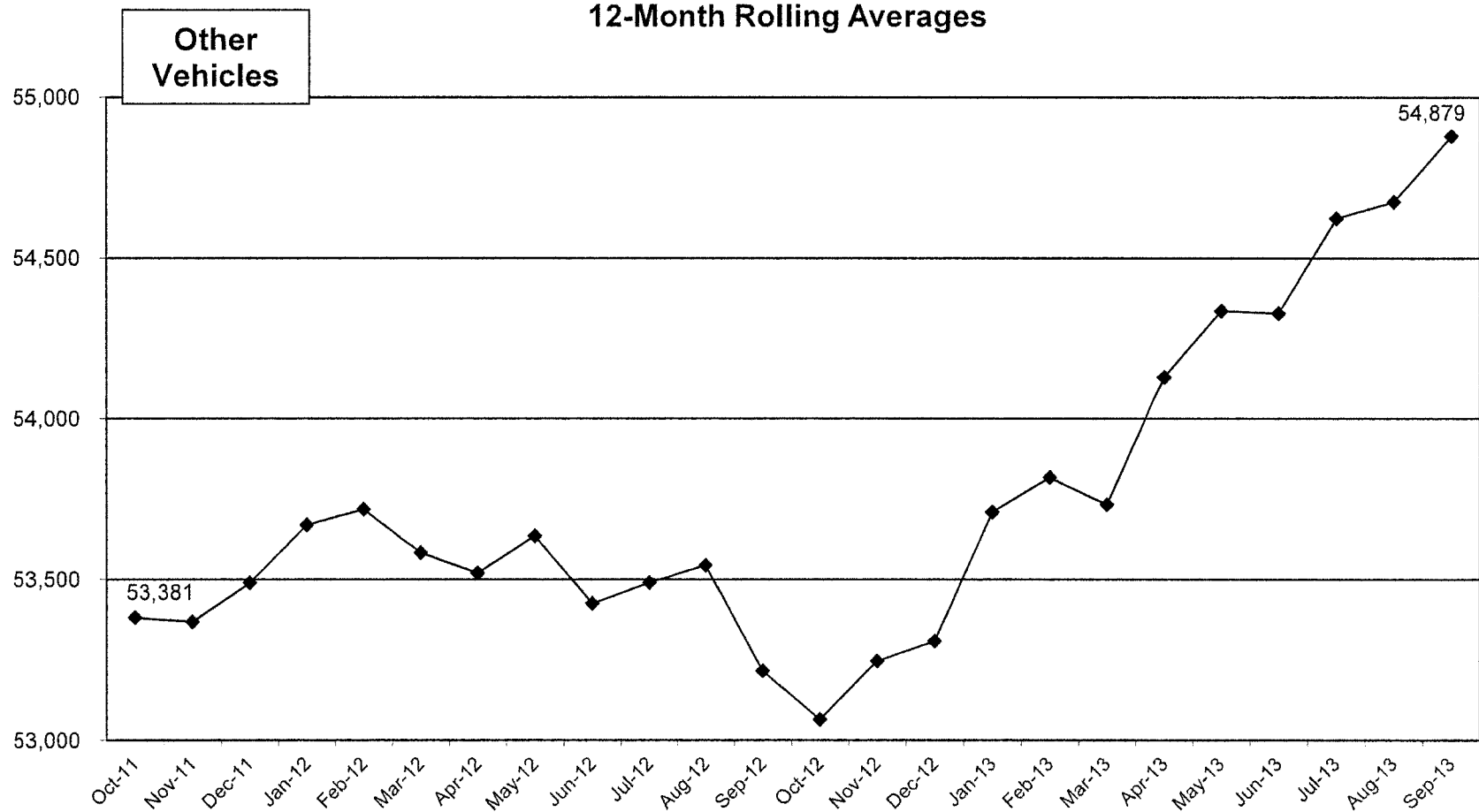
\*Includes token, ticket and Tolls by Mail transactions.

Ex. 4





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



Ex. 6

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

Corridor	Toll Media	September <sup>(1)</sup>	3 Months <sup>(2)</sup> (July-Sept)	6 Months <sup>(3)</sup> (Apr-Sept)	9 Months <sup>(4)</sup> (Jan-Sept)	12 Months <sup>(5)</sup> (Oct-Sept)
All Facilities	Total Vehicles	0.2%	0.0%	-0.4%	-0.6%	-1.8%
	E-ZPass	3.2%	2.8%	2.4%	2.0%	0.4%
	Cash <sup>(6)</sup>	-12.4%	-11.6%	-12.3%	-11.9%	-11.3%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	1.0%	1.4%	1.1%	0.7%	-0.1%
	E-ZPass	4.5%	4.7%	4.3%	3.9%	2.8%
	Cash <sup>(6)</sup>	-10.0%	-8.7%	-9.1%	-9.1%	-9.2%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel <sup>(7)</sup>	Total Vehicles	0.2%	-0.9%	-2.0%	-2.3%	-4.9%
	E-ZPass	2.2%	1.1%	0.1%	-0.2%	-3.0%
	Cash <sup>(6)</sup>	-11.2%	-11.1%	-13.2%	-13.4%	-15.3%
Verrazano-Narrows Bridge	Total Vehicles	-0.8%	-0.9%	-1.0%	-1.2%	-1.8%
	E-ZPass	1.2%	1.1%	1.0%	0.6%	-0.2%
	Cash <sup>(6)</sup>	-10.4%	-9.8%	-10.4%	-9.7%	-9.3%
Henry Hudson Bridge	Total Vehicles	0.0%	-0.4%	-2.1%	-3.0%	-4.4%
	E-ZPass	7.1%	7.2%	4.9%	3.5%	1.3%
	Cash <sup>(8)</sup>	-51.4%	-50.8%	-49.7%	-48.4%	-43.9%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-0.2%	-1.1%	1.7%	4.0%	4.8%
	E-ZPass	1.6%	0.8%	3.9%	5.6%	3.2%
	Cash <sup>(6)</sup>	-9.5%	-9.5%	-8.0%	-3.3%	12.3%

(1) September 2013 vs. September 2012.

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

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

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

(5) October 2012 to September 2013 vs. October 2011 to September 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	September <sup>(1)</sup>	3 Months <sup>(2)</sup> (July-Sept)	6 Months <sup>(3)</sup> (Apr-Sept)	9 Months <sup>(4)</sup> (Jan-Sept)	12 Months <sup>(5)</sup> (Oct-Sept)
All Facilities	Total Vehicles	0.2%	0.0%	-0.4%	-0.6%	-1.8%
	Passenger	-0.1%	-0.3%	-0.8%	-1.0%	-2.2%
	Other	4.8%	4.1%	4.2%	3.9%	3.1%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	1.0%	1.4%	1.1%	0.7%	-0.1%
	Passenger	0.7%	1.2%	0.9%	0.5%	-0.3%
	Other	4.8%	3.6%	3.3%	2.8%	2.2%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel <sup>(6)</sup>	Total Vehicles	0.2%	-0.9%	-2.0%	-2.3%	-4.9%
	Passenger	0.0%	-1.0%	-2.1%	-2.4%	-5.0%
	Other	2.6%	0.6%	0.3%	-0.4%	-4.3%
Verrazano-Narrows Bridge	Total Vehicles	-0.8%	-0.9%	-1.0%	-1.2%	-1.8%
	Passenger	-1.3%	-1.4%	-1.5%	-1.7%	-2.3%
	Other	5.8%	6.5%	6.6%	6.5%	6.1%
Henry Hudson Bridge	Total Vehicles	0.0%	-0.4%	-2.1%	-3.0%	-4.4%
	Passenger	-0.2%	-0.5%	-2.3%	-3.1%	-4.5%
	Other	28.3%	21.5%	20.5%	15.2%	12.7%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-0.2%	-1.1%	1.7%	4.0%	4.8%
	Passenger	-0.7%	-2.0%	0.5%	2.6%	2.6%
	Other	9.9%	17.5%	26.1%	31.1%	47.1%

(1) September 2013 vs. September 2012.

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

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

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

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

(6) Formerly Brooklyn-Battery Tunnel

Ex. 8

## Supplemental Data Page for the Report on Operations

Traffic & Average Gas Price <sup>1</sup>			Weather <sup>2</sup>			Precipitation
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Days</u>
Oct-11	24,135,980	\$3.66	59	4.6	1.7	11
Nov-11	23,480,109	\$3.60	52	2.9	-	7
Dec-11	23,697,995	\$3.44	44	3.9	-	9
Jan-12	21,776,550	\$3.58	38	3.4	2.5	10
Feb-12 <sup>3</sup>	21,280,142	\$3.77	42	1.3	-	10
Mar-12	23,927,645	\$3.93	51	1.0	-	9
Apr-12	23,651,425	\$4.05	56	3.2	-	9
May-12	25,192,764	\$3.95	66	4.7	-	17
Jun-12	25,233,363	\$3.71	73	4.2	-	13
Jul-12	24,887,622	\$3.68	81	3.8	-	10
Aug-12	25,669,824	\$3.89	79	3.0	-	9
Sep-12	23,763,047	\$4.05	72	3.6	-	6
Oct-12 <sup>4</sup>	22,963,971	\$4.02	60	1.8	-	8
Nov-12	20,993,843	\$3.92	45	1.4	1.1	5
Dec-12	23,412,942	\$3.74	43	4.3	0.4	18
Jan-13	22,290,223	\$3.69	36	2.6	1.0	10
Feb-13	19,831,970	\$3.89	34	3.8	13.1	13
Mar-13 <sup>5</sup>	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	24,738,988	\$3.71	74	8.2	-	13
<b>Jul-13</b>	<b>24,880,575</b>	<b>\$3.82</b>	<b>81</b>	<b>2.8</b>	-	<b>11</b>
<b>Aug-13</b>	<b>25,637,795</b>	<b>\$3.82</b>	<b>76</b>	<b>2.0</b>	-	<b>10</b>
<b>Sep-13</b>	<b>23,818,555</b>	<b>\$3.76</b>	<b>68</b>	<b>3.2</b>	-	<b>6</b>

Note: Bold numbers are preliminary.

**TABLE 2 - Year-over-Year Differences<sup>6</sup>**

Traffic & Gas Monthly Inc/(Dec)			Weather Monthly Inc/(Dec)			Precipitation
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Days</u>
<b>2012 vs. 2011</b>						
October	(1,172,009)	\$0.36	1	(2.7)	(1.7)	(3)
November	(2,486,266)	\$0.32	(7)	(1.5)	1.1	(2)
December	(285,053)	\$0.30	(1)	0.4	0.4	9
<b>2013 vs. 2012</b>						
January	513,673	\$0.11	(2)	(0.8)	(1.5)	0
February	(1,448,172)	\$0.12	(8)	2.4	13.1	3
March	(551,624)	(\$0.05)	(10)	1.4	6.1	0
April	(12,837)	(\$0.32)	(3)	(2.0)	-	1
May	(147,512)	(\$0.25)	(2)	0.3	-	(7)
June	(494,375)	\$0.00	1	4.0	-	0
July	(7,047)	\$0.14	0	(1.0)	-	1
August	(32,029)	(\$0.06)	(3)	(1.0)	-	1
September	55,508	(\$0.29)	(4)	(0.4)	-	0

1. Average gasoline (all types) price per gallon data are from the U.S. Bureau of Labor Statistics, NY-NJ-CT-PA area.
2. Local weather data are from the National Weather Service, LaGuardia Airport Station.
3. Leap Day, February 29, 2012
4. Tropical Storm Sandy, October 29, 2012
5. Toll Increase, March 3, 2013
6. Numbers may not add due to rounding.

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

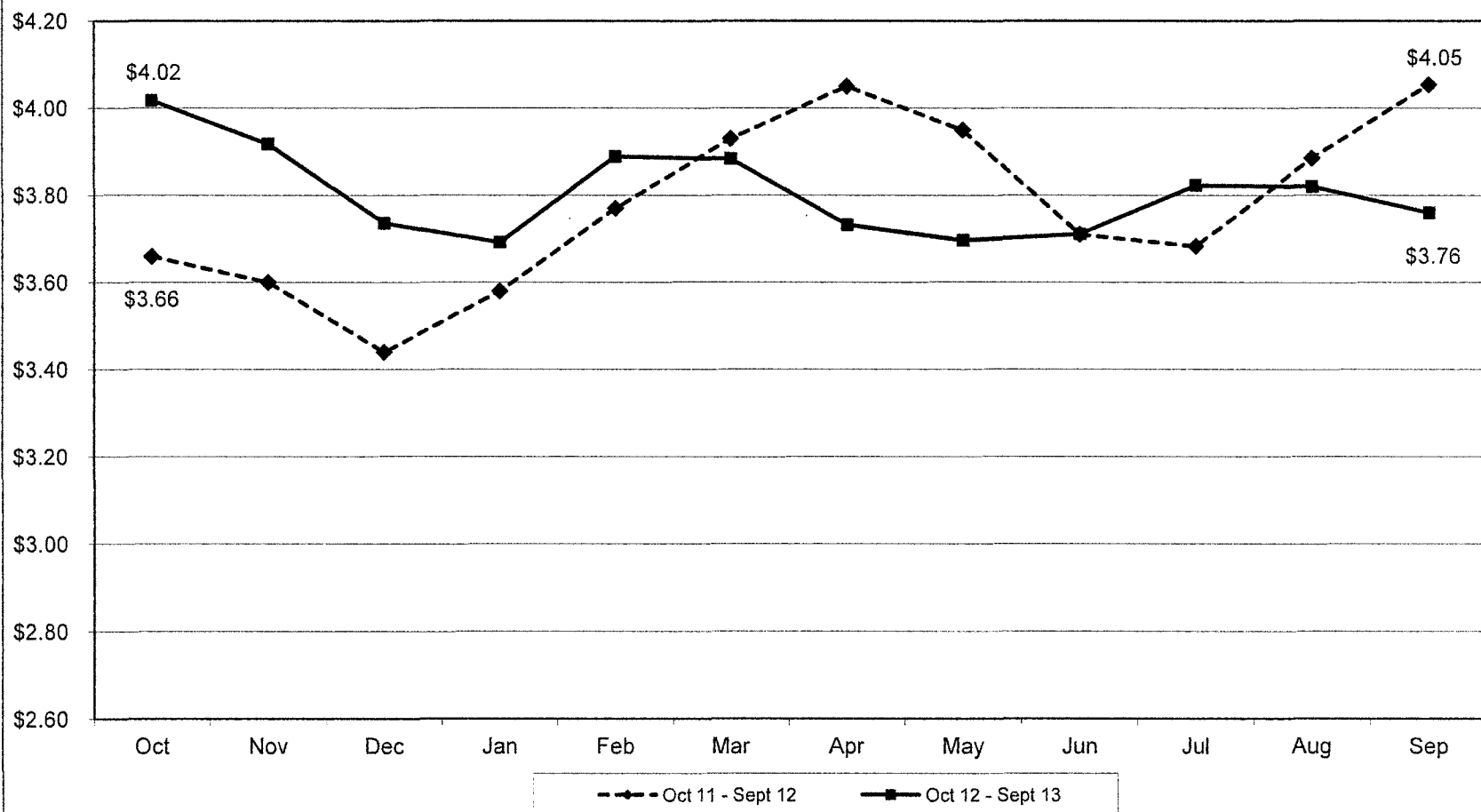
### ***Average Daily Traffic: 12-Month Rolling Averages***

<u>Month</u>	<u>All Vehicles<sup>1</sup></u>	<u>E-ZPass</u>	<u>Cash<sup>2</sup></u>	<u>Passenger</u>	<u>Other</u>
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	768,801	630,409	138,391	714,472	54,329
Jul-13	768,781	632,047	136,735	714,158	54,623
Aug-13	768,694	633,398	135,295	714,019	54,675
Sep-13	768,846	635,066	133,780	713,967	54,879

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**  
**October 2011 - September 2013**





# **Bridges and Tunnels**

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## **Report on Operations October 2013**

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

### **Summary**

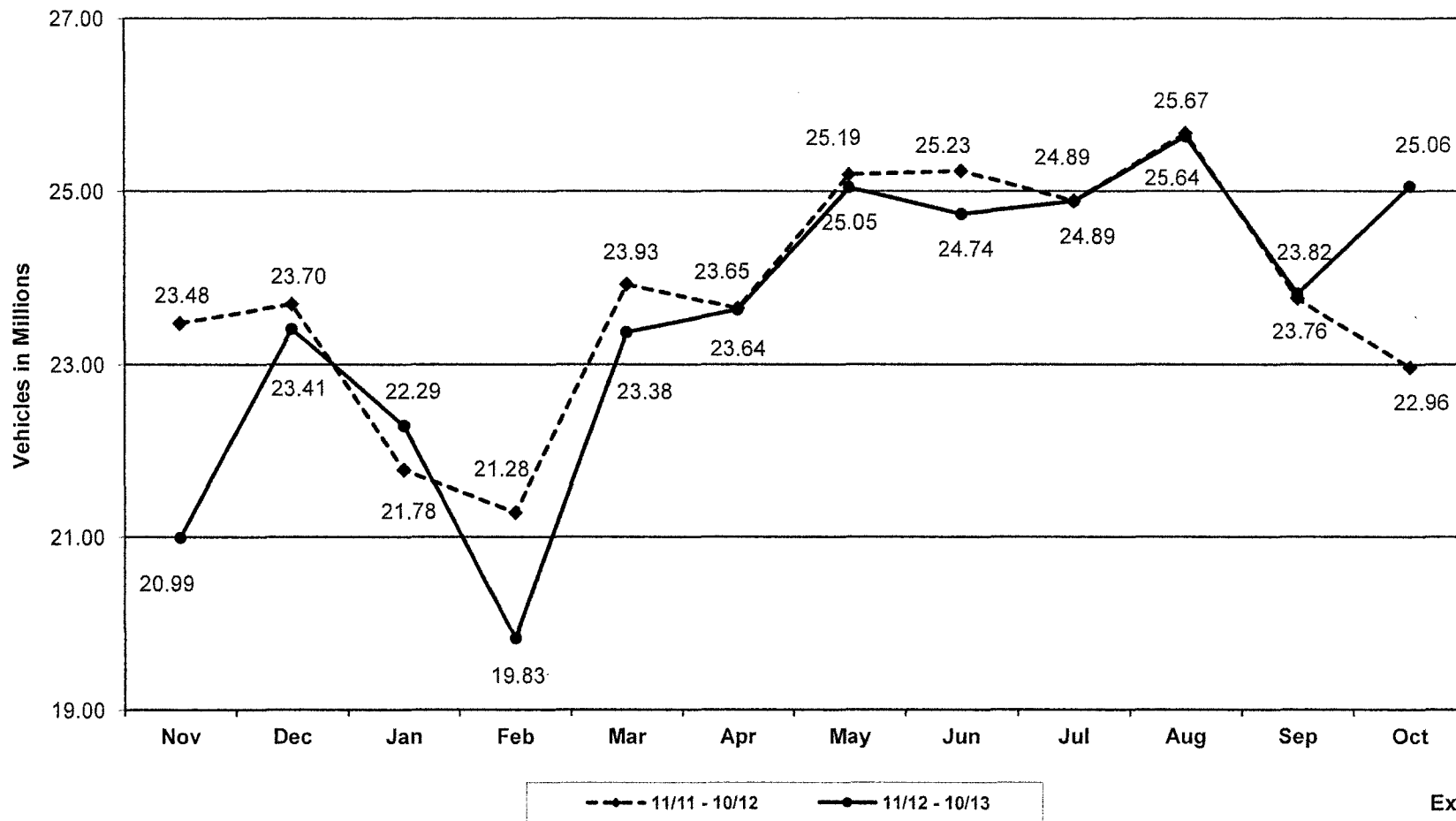
Traffic was higher on a year-to-year basis, with 25.1 million crossings this month vs. 23.0 million crossings in October 2012 (Exhibit 1).

Last year, a state of emergency was declared on October 27 and Superstorm Sandy hit the New York City area on October 29. All facilities were closed either in the afternoon or early evening on the 29th and most re-opened the following day, the exceptions being the Cross Bay Bridge, which re-opened on the 31st, and the Queens Midtown and Hugh L. Carey (formerly Brooklyn-Battery) tunnels, which remained closed into November. Other restrictions and disruptions throughout the regional transportation environment further suppressed traffic volumes.

Rainfall in October 2013 totaled 0.4 inches vs. 1.8 inches in October 2012. Gas prices averaged \$3.55 per gallon, which was \$0.47 less than last year, when gas prices averaged \$4.02 per gallon. B&T tolls were higher this year due to a March toll increase.

E-ZPass volume increased by 12.3% compared to October 2012 while crossings using cash and other payment methods declined 5.5% for the month (Exhibit 7). Passenger car travel was up 8.8% and other vehicle travel increased 13.7% from October of 2012 (Exhibit 8).

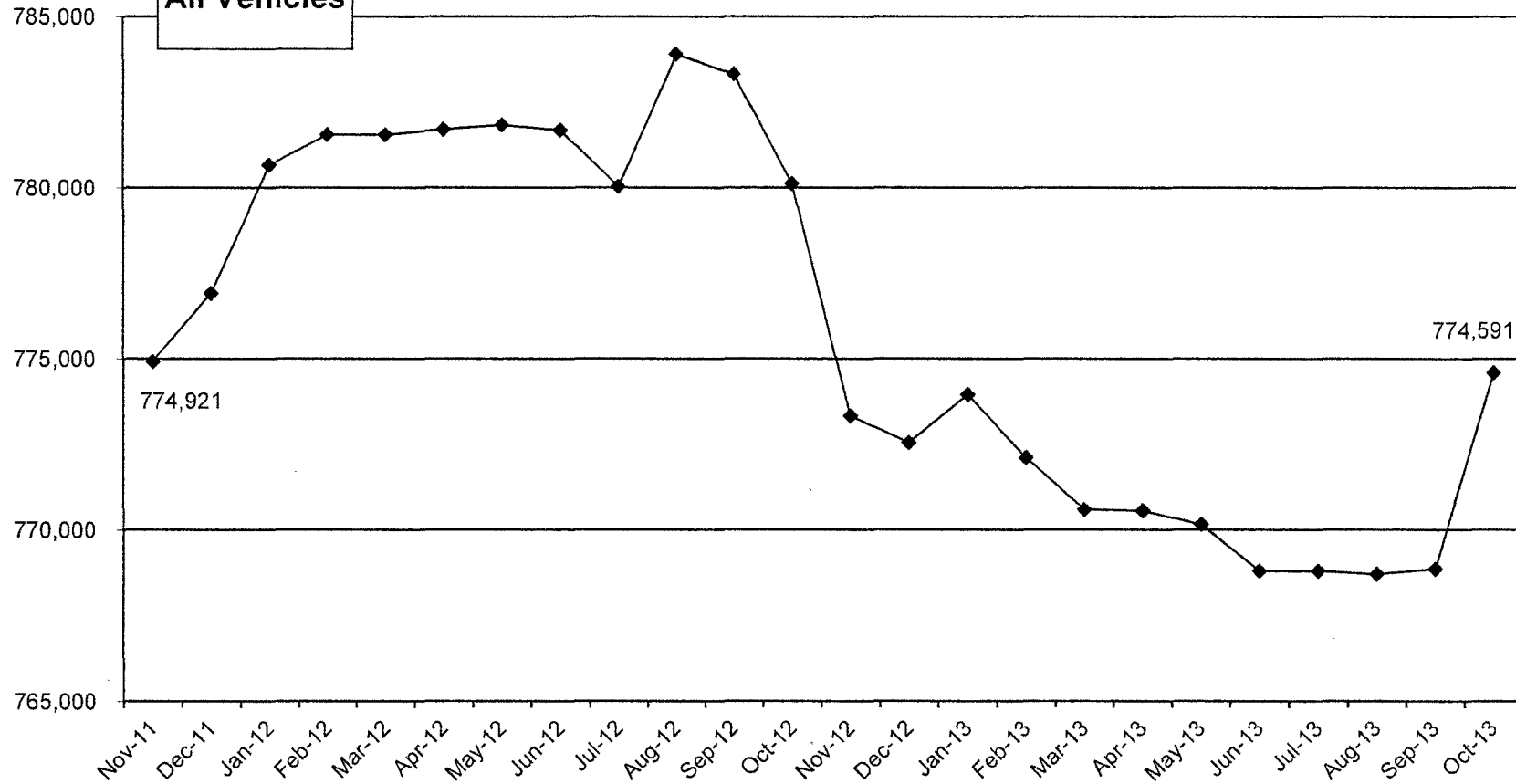
# MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending October 2013



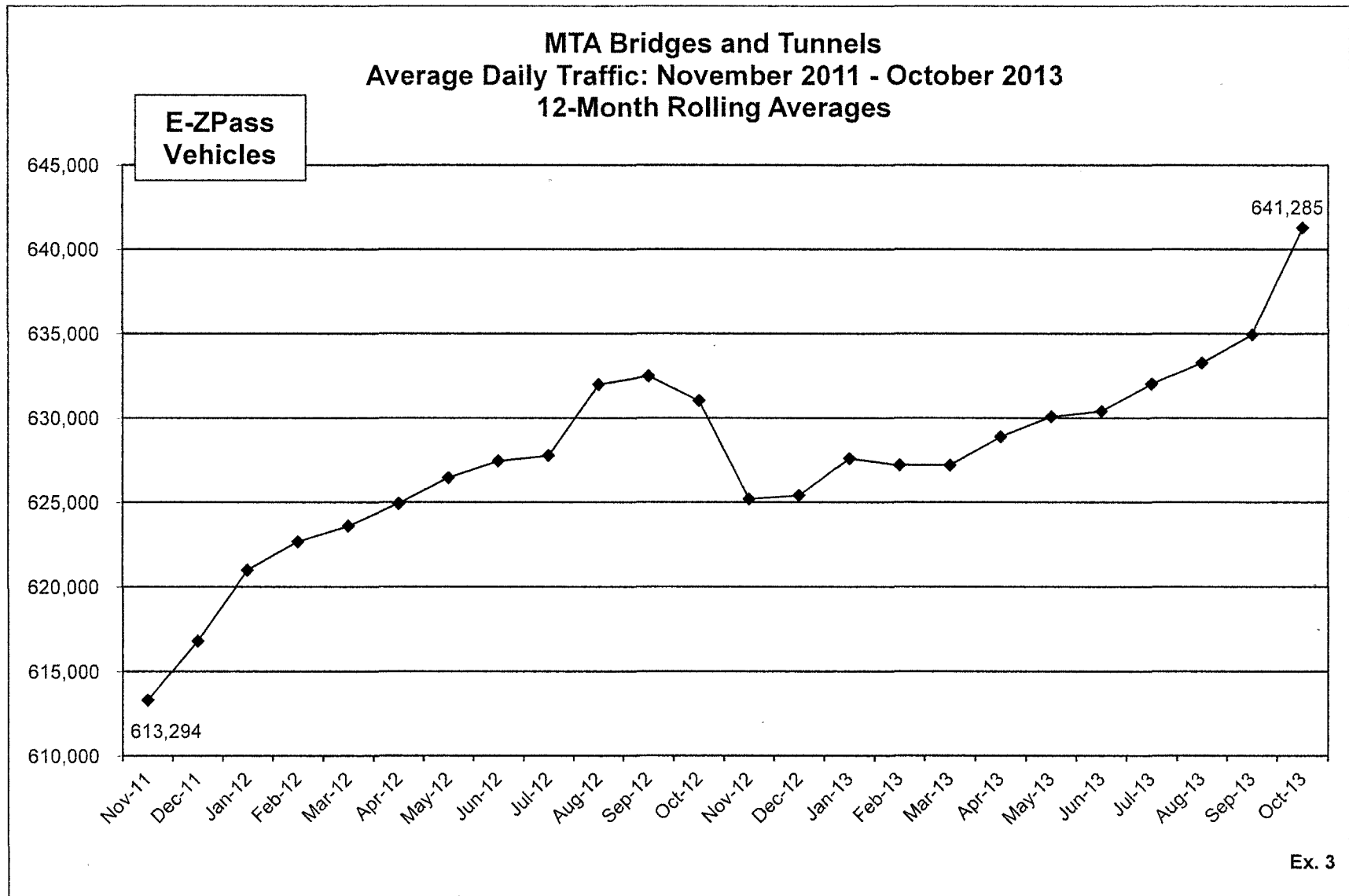
Ex. 1

MTA Bridges and Tunnels  
Average Daily Traffic: November 2011 - October 2013  
12-Month Rolling Averages

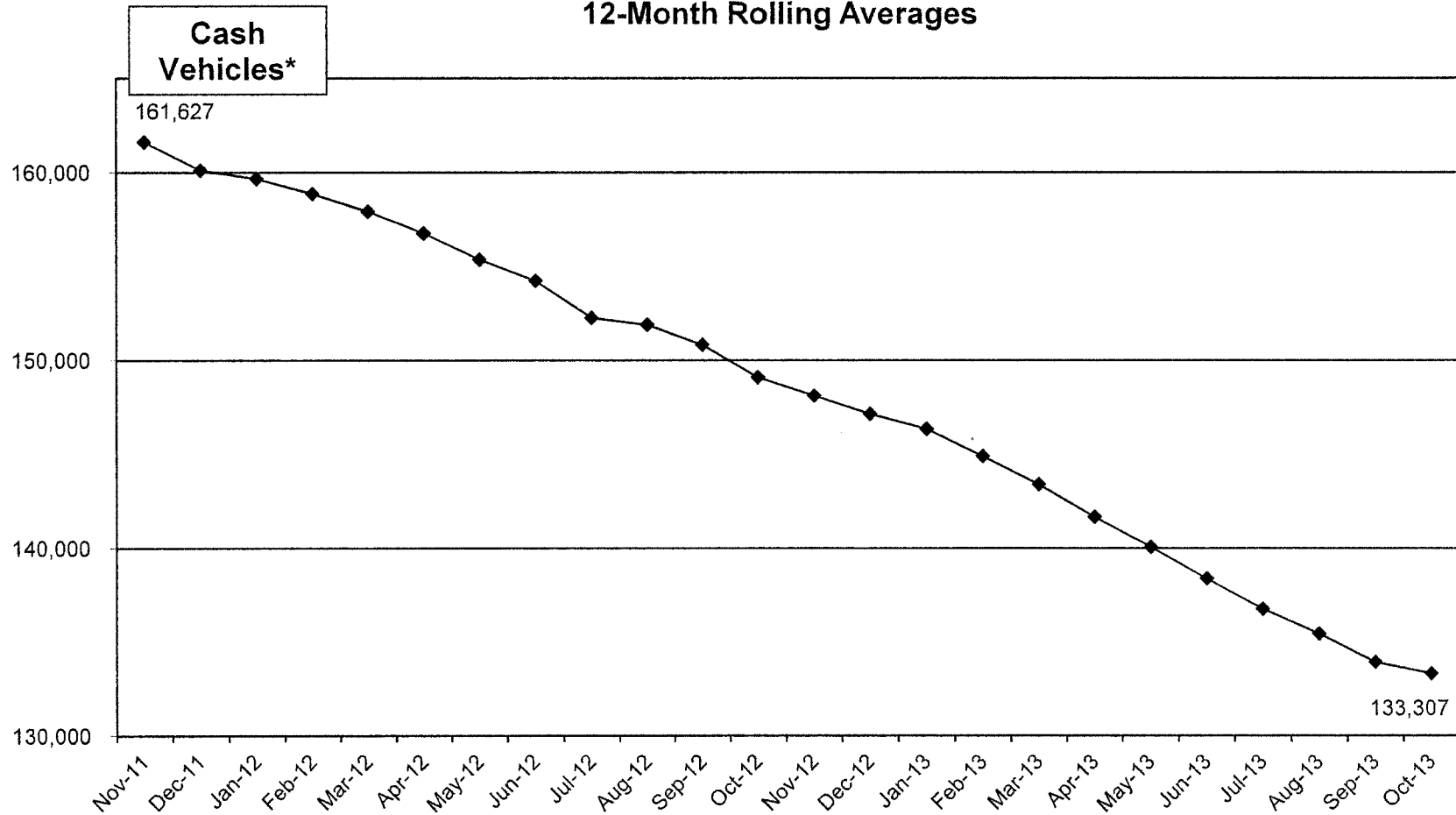
All Vehicles



Ex. 2



MTA Bridges and Tunnels  
Average Daily Traffic: November 2011 - October 2013  
12-Month Rolling Averages

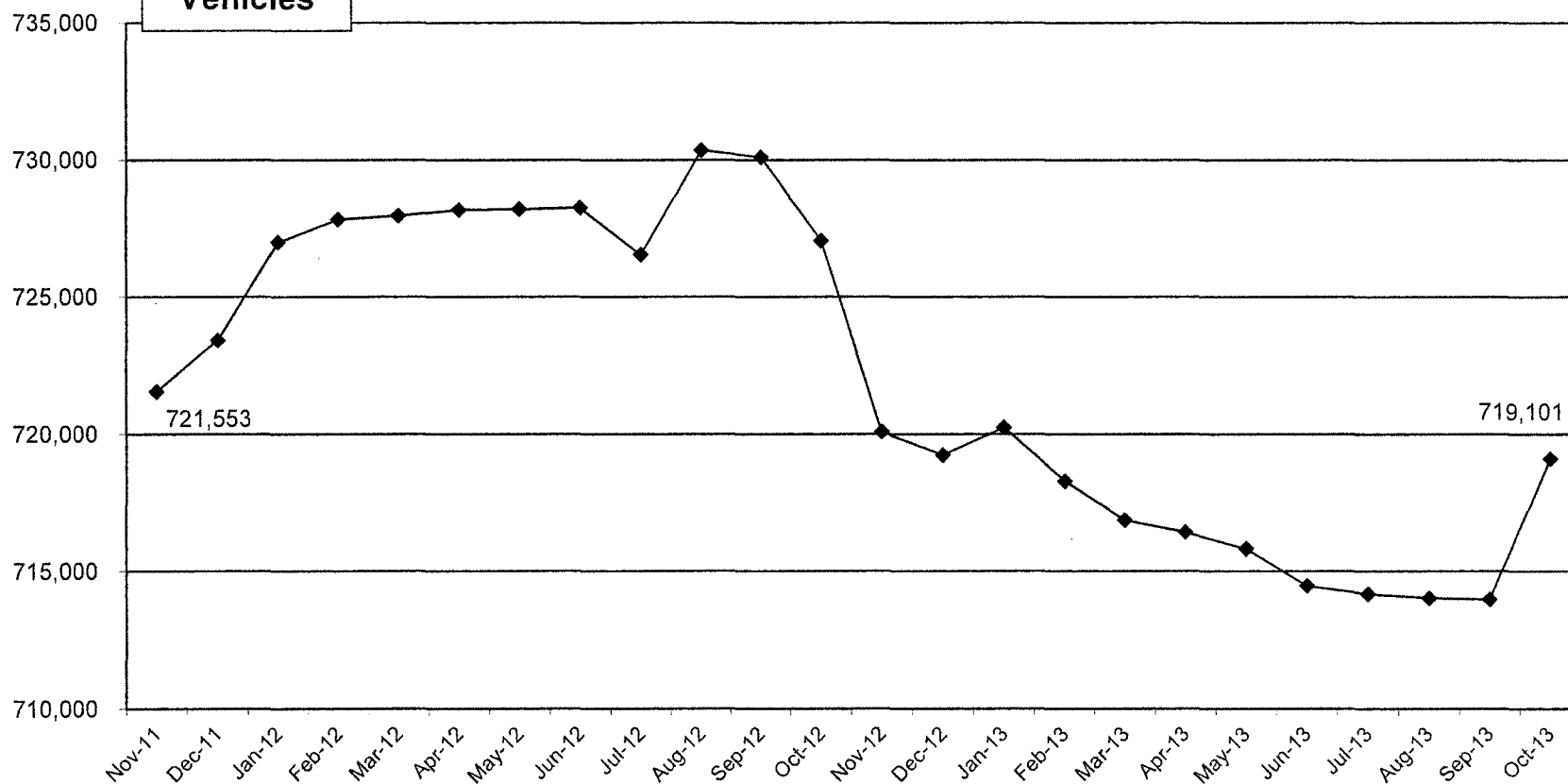


\*Includes token, ticket and Tolls by Mail transactions.

Ex. 4

MTA Bridges and Tunnels  
Average Daily Traffic: November 2011 - October 2013  
12-Month Rolling Averages

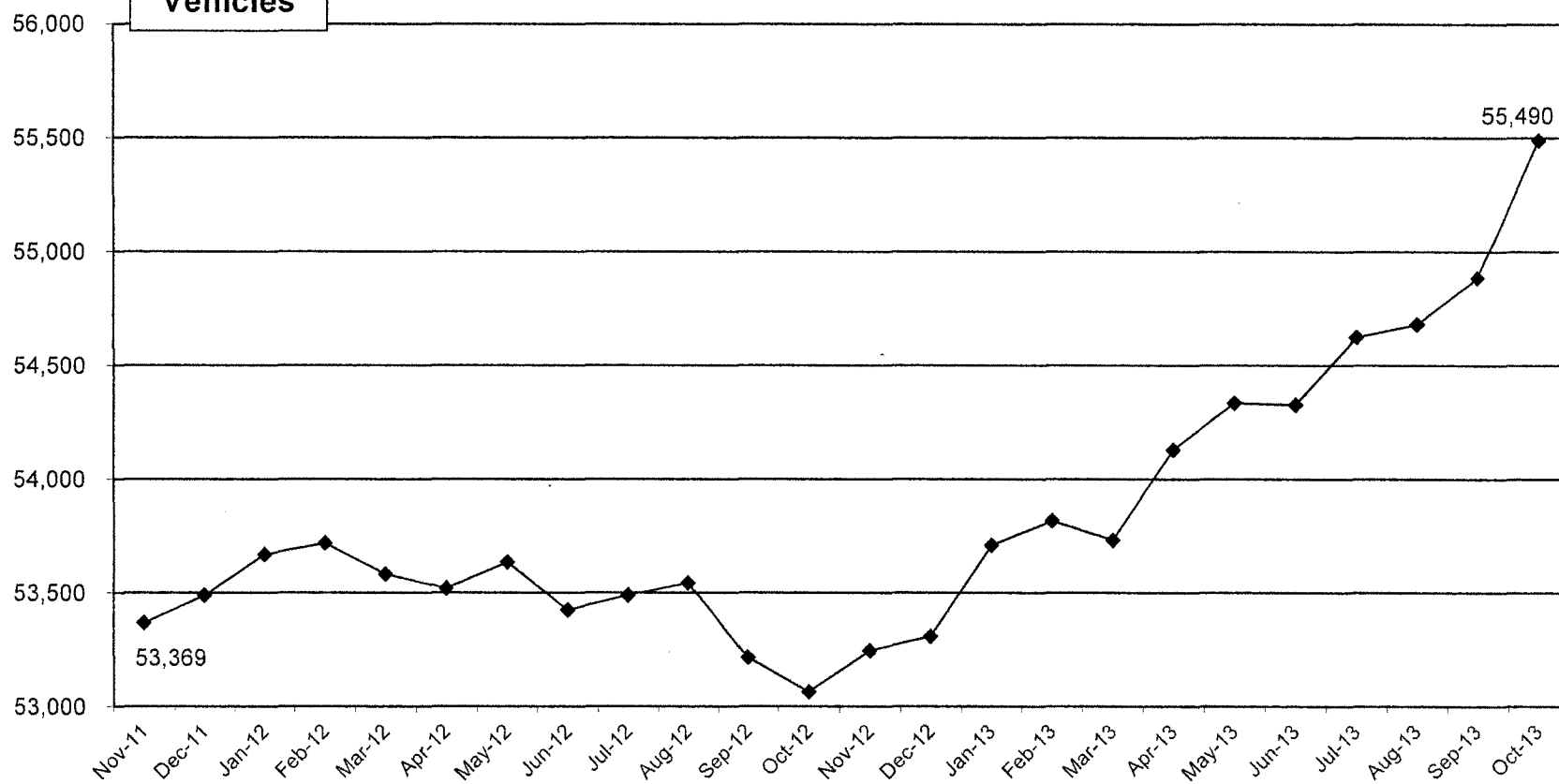
Passenger  
Vehicles



Ex. 5

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

**Other  
Vehicles**



Ex. 6

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

Corridor	Toll Media	October <sup>(1)</sup>	3 Months <sup>(2)</sup> (Aug-Oct)	6 Months <sup>(3)</sup> (May-Oct)	9 Months <sup>(4)</sup> (Feb-Oct)	12 Months <sup>(5)</sup> (Nov-Oct)
All Facilities	Total Vehicles	9.1%	2.9%	1.0%	0.1%	-0.7%
	E-ZPass	12.3%	5.7%	3.8%	2.9%	1.6%
	Cash <sup>(6)</sup>	-5.5%	-9.3%	-10.8%	-11.6%	-10.6%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	8.1%	3.4%	2.2%	1.3%	0.9%
	E-ZPass	11.7%	6.7%	5.4%	4.5%	3.9%
	Cash <sup>(6)</sup>	-4.4%	-7.2%	-8.0%	-8.9%	-8.5%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel <sup>(7)</sup>	Total Vehicles	11.9%	3.7%	0.2%	-1.0%	-3.5%
	E-ZPass	14.2%	5.6%	2.2%	1.1%	-1.5%
	Cash <sup>(6)</sup>	-1.5%	-6.9%	-10.8%	-12.3%	-14.2%
Verrazano-Narrows Bridge	Total Vehicles	6.9%	1.5%	0.2%	-0.6%	-0.8%
	E-ZPass	9.0%	3.4%	2.1%	1.3%	0.9%
	Cash <sup>(6)</sup>	-3.9%	-7.7%	-8.8%	-9.5%	-8.6%
Henry Hudson Bridge	Total Vehicles	10.7%	3.4%	0.0%	-1.7%	-3.1%
	E-ZPass	18.0%	10.6%	7.0%	4.9%	3.0%
	Cash <sup>(6)</sup>	-45.9%	-47.8%	-48.4%	-48.0%	-46.0%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	9.4%	-1.1%	1.7%	4.0%	4.8%
	E-ZPass	10.7%	0.8%	3.9%	5.6%	3.2%
	Cash <sup>(6)</sup>	1.8%	-9.4%	-8.0%	-3.3%	12.3%

(1) October 2013 vs. October 2012.

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

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

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

(5) November 2012 to October 2013 vs. November 2011 to October 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	October <sup>(1)</sup>	3 Months <sup>(2)</sup> (Aug-Oct)	6 Months <sup>(3)</sup> (May-Oct)	9 Months <sup>(4)</sup> (Feb-Oct)	12 Months <sup>(5)</sup> (Nov-Oct)
All Facilities	Total Vehicles	9.1%	2.9%	1.0%	0.1%	-0.7%
	Passenger	8.8%	2.7%	0.7%	-0.2%	-1.1%
	Other	13.7%	6.5%	5.0%	4.4%	4.6%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	8.1%	3.4%	2.2%	1.3%	0.9%
	Passenger	7.7%	3.2%	2.0%	1.1%	0.7%
	Other	12.0%	5.5%	4.0%	3.3%	3.4%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel <sup>(6)</sup>	Total Vehicles	11.9%	3.7%	0.2%	-1.0%	-3.5%
	Passenger	11.8%	3.6%	0.1%	-1.1%	-3.6%
	Other	13.6%	4.3%	1.8%	0.8%	-2.7%
Verrazano-Narrows Bridge	Total Vehicles	6.9%	1.5%	0.2%	-0.6%	-0.8%
	Passenger	6.3%	1.0%	-0.3%	-1.1%	-1.3%
	Other	15.9%	8.8%	7.4%	7.0%	7.8%
Henry Hudson Bridge	Total Vehicles	10.7%	3.4%	0.0%	-1.7%	-3.1%
	Passenger	10.5%	3.2%	-0.1%	-1.8%	-3.3%
	Other	37.9%	31.5%	25.4%	20.6%	17.1%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	9.4%	-1.1%	1.7%	4.0%	4.8%
	Passenger	8.8%	-2.0%	0.5%	2.6%	2.6%
	Other	20.7%	17.8%	26.3%	31.2%	47.1%

(1) October 2013 vs. October 2012.

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

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

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

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

(6) Formerly Brooklyn-Battery Tunnel

**Ex. 8**

## Supplemental Data Page for the Report on Operations

Traffic & Average Gas Price <sup>1</sup>			Weather <sup>2</sup>			Precipitation
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Days</u>
Nov-11	23,480,109	\$3.60	52	2.9	-	7
Dec-11	23,697,995	\$3.44	44	3.9	-	9
Jan-12	21,776,550	\$3.58	38	3.4	2.5	10
Feb-12 <sup>3</sup>	21,280,142	\$3.77	42	1.3	-	10
Mar-12	23,927,645	\$3.93	51	1.0	-	9
Apr-12	23,651,425	\$4.05	56	3.2	-	9
May-12	25,192,764	\$3.95	66	4.7	-	17
Jun-12	25,233,363	\$3.71	73	4.2	-	13
Jul-12	24,887,622	\$3.68	81	3.8	-	10
Aug-12	25,669,824	\$3.89	79	3.0	-	9
Sep-12	23,763,047	\$4.05	72	3.6	-	6
Oct-12 <sup>4</sup>	22,963,971	\$4.02	60	1.8	-	8
Nov-12	20,993,843	\$3.92	45	1.4	1.1	5
Dec-12	23,412,942	\$3.74	43	4.3	0.4	18
Jan-13	22,290,223	\$3.69	36	2.6	1.0	10
Feb-13	19,831,970	\$3.89	34	3.8	13.1	13
Mar-13 <sup>5</sup>	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	24,738,988	\$3.71	74	8.2	-	13
Jul-13	24,886,530	\$3.82	81	2.8	-	11
Aug-13	25,636,599	\$3.82	76	2.0	-	10
<b>Sep-13</b>	<b>23,818,555</b>	<b>\$3.76</b>	<b>68</b>	<b>3.2</b>	<b>-</b>	<b>6</b>
<b>Oct-13</b>	<b>25,056,350</b>	<b>\$3.55</b>	<b>61</b>	<b>0.4</b>	<b>-</b>	<b>5</b>

Note: Bold numbers are preliminary.

**TABLE 2 - Year-over-Year Differences<sup>6</sup>**

Traffic & Gas Monthly Inc/(Dec)			Weather Monthly Inc/(Dec)			Precipitation
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Days</u>
<b>2012 vs. 2011</b>						
November	(2,486,266)	\$0.32	(7)	(1.5)	1.1	(2)
December	(285,053)	\$0.30	(1)	0.4	0.4	9
<b>2013 vs. 2012</b>						
January	513,673	\$0.11	(2)	(0.8)	(1.5)	0
February	(1,448,172)	\$0.12	(8)	2.4	13.1	3
March	(551,624)	(\$0.05)	(10)	1.4	6.1	0
April	(12,837)	(\$0.32)	(3)	(2.0)	-	1
May	(147,512)	(\$0.25)	(2)	0.3	-	(7)
June	(494,375)	\$0.00	1	4.0	-	0
July	(1,092)	\$0.14	0	(1.0)	-	1
August	(33,225)	(\$0.06)	(3)	(1.0)	-	1
September	55,508	(\$0.29)	(4)	(0.4)	-	0
October	2,092,379	(\$0.47)	1	(1.4)	-	(3)

1. Average gasoline (all types) price per gallon data are from the U.S. Bureau of Labor Statistics, NY-NJ-CT-PA area.
2. Local weather data are from the National Weather Service, LaGuardia Airport Station.
3. Leap Day, February 29, 2012
4. Tropical Storm Sandy, October 29, 2012
5. Toll Increase, March 3, 2013
6. Numbers may not add due to rounding.

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

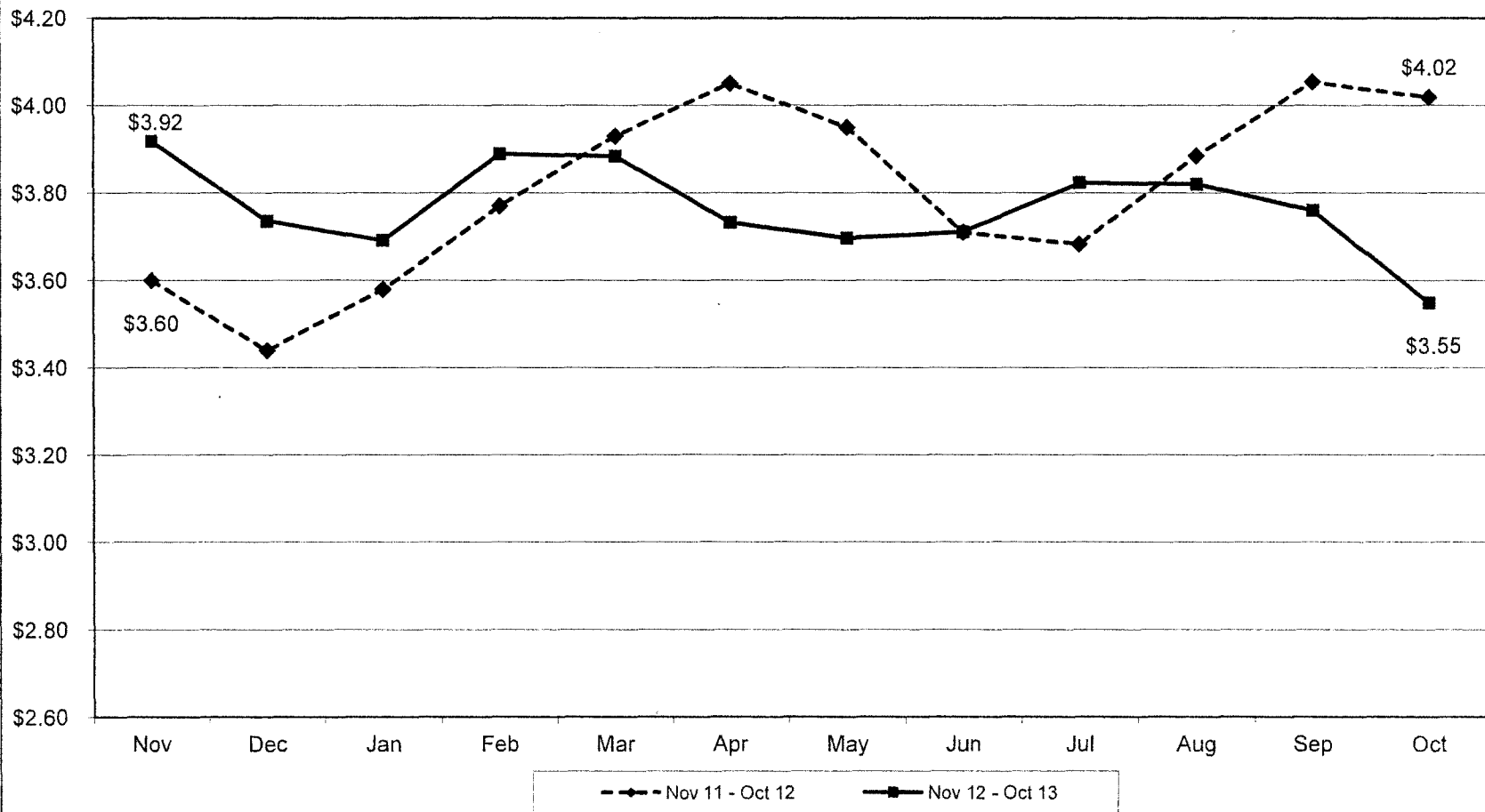
### ***Average Daily Traffic: 12-Month Rolling Averages***

<u>Month</u>	<u>All Vehicles<sup>1</sup></u>	<u>E-ZPass</u>	<u>Cash<sup>2</sup></u>	<u>Passenger</u>	<u>Other</u>
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	768,801	630,409	138,391	714,472	54,329
Jul-13	768,798	632,031	136,767	714,172	54,625
Aug-13	768,707	633,271	135,436	714,025	54,682
Sep-13	768,859	634,938	133,920	713,973	54,886
Oct-13	774,591	641,285	133,307	719,101	55,490

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  
November 2011 - October 2013





# **Bridges and Tunnels**

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## **Safety Report September 2013**

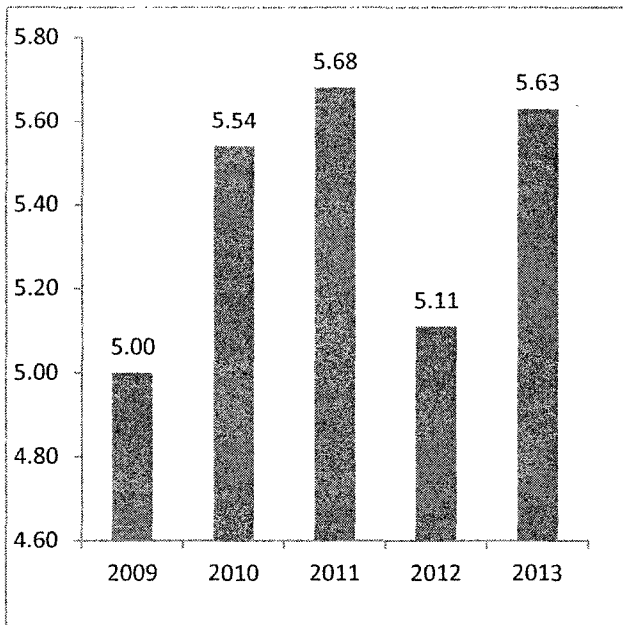
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## Bridges and Tunnels

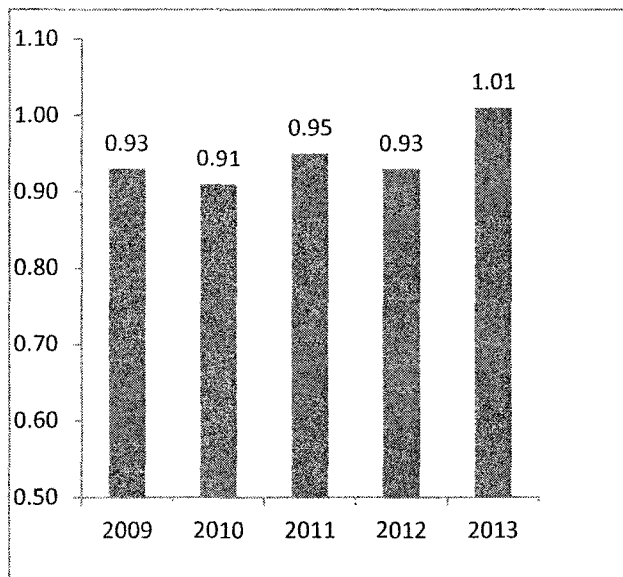
### 5 Yr Summary of Customer Collisions & Injuries thru September



#### Total Customer Collisions

Year	Total Collisions	Collision Rate/M Vehicles
2009	1109	5.00
2010	1228	5.54
2011	1220	5.68
2012	1113	5.11
2013	1215	5.63

% change from last year: 10.2%  
5 year Average 5.39



#### Total Injury Collisions

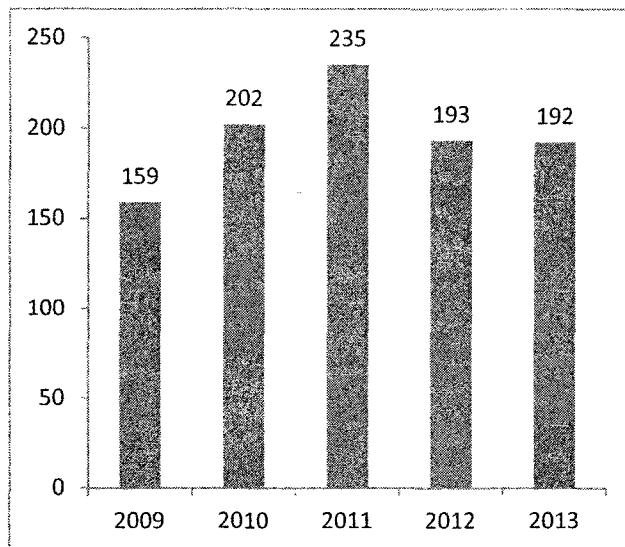
Year	Injury Collisions	Injury Rate/M Vehicles
2009	207	0.93
2010	202	0.91
2011	205	0.95
2012	203	0.93
2013	218	1.01

% change from last year: 8.6%  
5 year Average 0.95



## Bridges and Tunnels

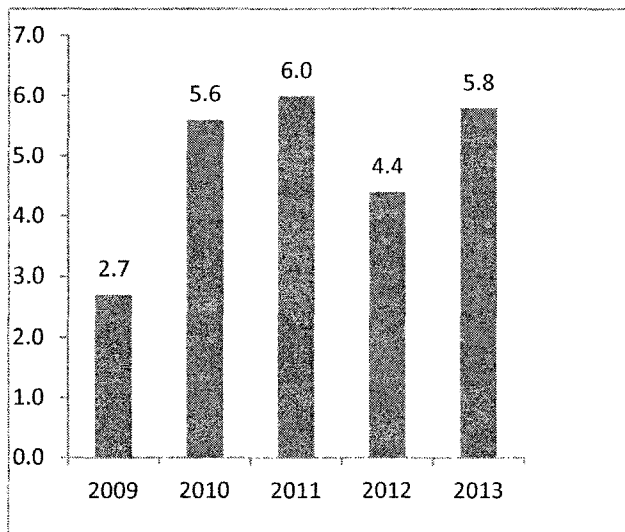
### 5 Yr Summary of Employee Accident Reports & Injuries thru September



Total Employee Accident Reports (C-2's)

Year	Total
2009	159
2010	202
2011	235
2012	193
2013	192

% change from last year: -0.5%  
5 year Average 196



Employee Lost Time Injuries

Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2009	37	2.7
2010	72	5.6
2011	73	6.0
2012	54	4.4
2013	66	5.8

% change from last year: 31.8%  
5 year Average 4.9



# Bridges and Tunnels

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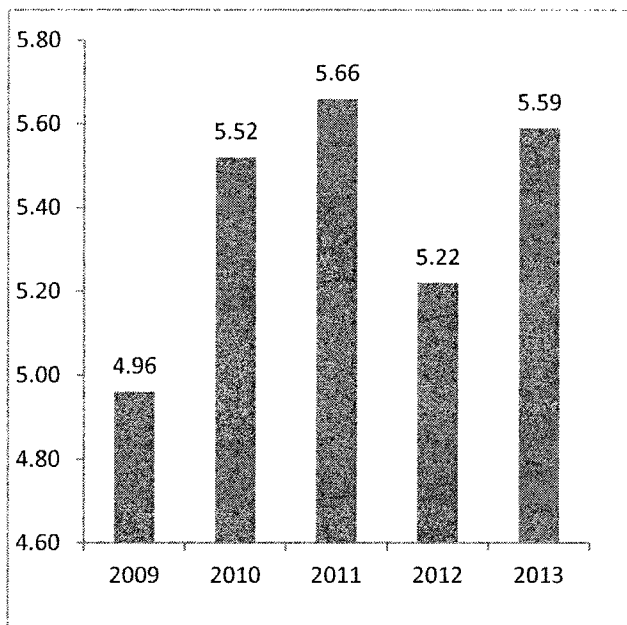
## Safety Report October 2013

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# **Bridges and Tunnels**

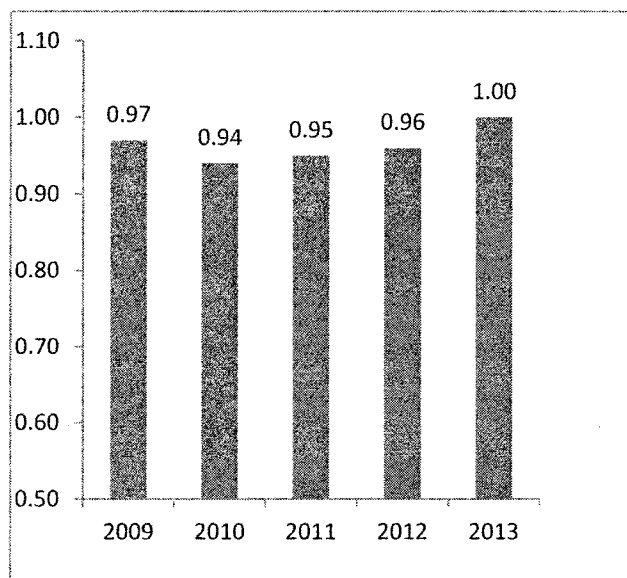
## 5 Yr Summary of Customer Collisions & Injuries thru October



Total Customer Collisions

Year	Total Collisions	Collision Rate/M Vehicles
2009	1226	4.96
2010	1367	5.52
2011	1353	5.66
2012	1258	5.22
2013	1348	5.59

% change from last year: 7.1%  
5 year Average 5.39



Total Injury Collisions

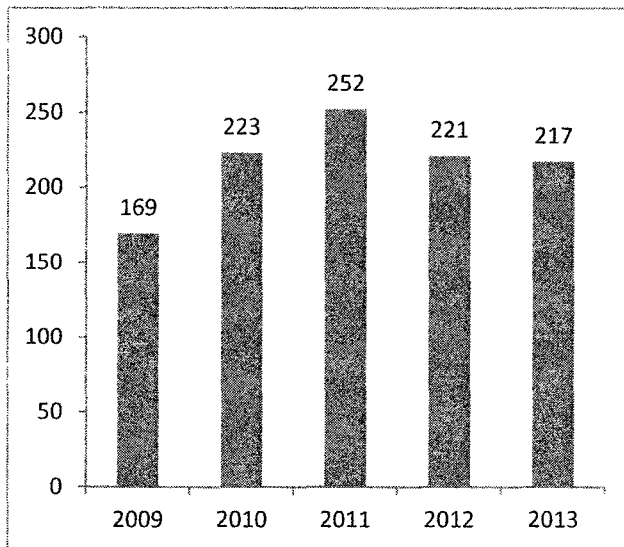
Year	Injury Collisions	Injury Rate/M Vehicles
2009	240	0.97
2010	232	0.94
2011	227	0.95
2012	231	0.96
2013	240	1.00

% change from last year: 4.2%  
5 year Average 0.96



## Bridges and Tunnels

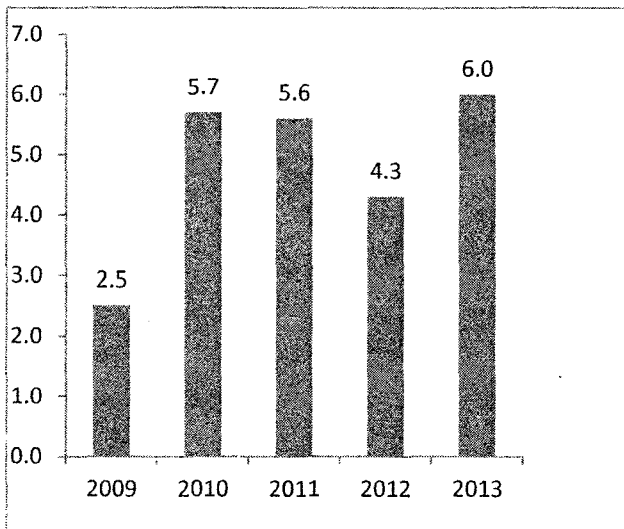
### 5 Yr Summary of Employee Accident Reports & Injuries thru October



Total Employee Accident Reports (C-2's)

Year	Total
2009	169
2010	223
2011	252
2012	221
2013	217

% change from last year: -1.8%  
5 year Average 216



Employee Lost Time Injuries

Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2009	39	2.5
2010	80	5.7
2011	75	5.6
2012	58	4.3
2013	76	6.0

% change from last year: 39.5%  
5 year Average 4.82



# **Bridges and Tunnels**

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

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

<b>E-ZPass Performance at All B&amp;T Facilities<sup>1</sup></b>			
	September 2013	Year to Date	September 2012
Total E-ZPass Traffic <sup>2</sup>	19,925,740	177,036,744	19,317,024
E-ZPass Market Share: Total	83.7%	83.0%	81.3%
Cars	83.1%	82.4%	80.6%
Trucks	91.7%	91.4%	90.8%

<b>Weekday E-ZPass Performance by Facility<sup>1,2</sup></b>			
Facility	September Average E-ZPass Weekday Traffic and Market Share		
	2013 Average Traffic	2013 Market Share	2012 Market Share
Bronx-Whitestone Bridge	87,200	80.5%	77.9%
Cross Bay Veterans Memorial Bridge	18,711	85.3%	84.3%
Henry Hudson Bridge	61,082	94.7%	89.2%
Hugh L. Carey Tunnel <sup>3</sup>	42,690	89.8%	88.3%
Marine Parkway-Gil Hodges Memorial Bridge	19,033	87.6%	87.7%
Queens Midtown Tunnel	75,067	89.1%	87.6%
Robert F. Kennedy Bridge - Bronx Plaza	61,350	77.7%	74.7%
Robert F. Kennedy Bridge - Manhattan Plaza	78,274	86.0%	84.3%
Throgs Neck Bridge	95,820	84.6%	83.2%
Verrazano-Narrows Bridge	<u>156,436</u>	<u>86.5%</u>	<u>85.2%</u>
All Facilities	695,663	85.6%	83.7%

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

<b>Weekday Peak Hour E-ZPass Performance by Facility<sup>4</sup></b>				
Facility	September E-ZPass Market Share			
	2013 AM Peak	2012 AM Peak	2013 PM Peak	2012 PM Peak
Bronx-Whitestone Bridge	85.7%	83.6%	82.0%	79.6%
Cross Bay Veterans Memorial Bridge	88.9%	88.0%	85.7%	85.4%
Henry Hudson Bridge	96.0%	92.1%	94.8%	90.4%
Hugh L. Carey Tunnel <sup>3</sup>	92.5%	91.7%	90.2%	87.9%
Marine Parkway-Gil Hodges Memorial Bridge	91.2%	91.2%	87.2%	88.1%
Queens Midtown Tunnel	90.8%	90.1%	89.7%	87.8%
Robert F. Kennedy Bridge - Bronx Plaza	83.0%	80.5%	79.1%	76.4%
Robert F. Kennedy Bridge - Manhattan Plaza	88.2%	87.1%	87.2%	85.1%
Throgs Neck Bridge	89.1%	88.0%	85.4%	83.9%
Verrazano-Narrows Bridge <sup>5</sup>	N/A	N/A	89.5%	88.8%
All Facilities	89.0%	87.4%	86.9%	85.0%

<b>Weekend E-ZPass Performance by Facility<sup>1</sup></b>			
Facility	September Average E-ZPass Weekend Traffic and Market Share		
	2013 Avg. Traffic	2013 Market Share	2012 Market Share
Bronx-Whitestone Bridge	86,428	74.3%	70.6%
Cross Bay Veterans Memorial Bridge	14,817	80.2%	76.9%
Henry Hudson Bridge	53,192	92.8%	84.9%
Hugh L. Carey Tunnel <sup>3</sup>	37,064	84.3%	82.8%
Marine Parkway-Gil Hodges Memorial Bridge	16,239	84.5%	81.8%
Queens Midtown Tunnel	62,207	84.5%	82.7%
Robert F. Kennedy Bridge - Bronx Plaza	54,441	69.9%	65.9%
Robert F. Kennedy Bridge - Manhattan Plaza	65,862	80.8%	78.4%
Throgs Neck Bridge	84,932	77.9%	77.2%
Verrazano-Narrows Bridge	<u>141,926</u>	80.1%	78.4%
All Facilities	617,108	79.7%	77.1%

Notes:

4. Peak E-ZPass market shares report the market share figures for all vehicles during the highest overall traffic hour in the AM and PM periods at each facility.
5. AM peak figures are not compiled for the eastbound direction because tolls are collected in westbound lanes only.

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

**E-ZPass Interoperability Statistics**

<b>B&amp;T E-ZPass Transactions From Other Agencies <sup>6</sup></b>			
Customer's E-ZPass Agency	September 2013 Total B&T E-ZPass Transactions	September 2013 Percentage of B&T Total Transactions	September 2012 Percentage of B&T Total Transactions
New York State Thruway Authority <sup>7</sup>	1,671,688	7.91%	7.47%
New Jersey Toll Agencies <sup>8</sup>	1,205,966	5.70%	5.54%
Port Authority of NY and NJ	1,135,674	5.37%	5.31%
Massachusetts Turnpike Authority <sup>9</sup>	121,741	0.58%	0.54%
Pennsylvania Turnpike Commission	82,254	0.39%	0.34%
Maryland Transportation Authority	33,929	0.16%	0.16%
Virginia Department of Transportation <sup>10</sup>	24,463	0.12%	0.09%
Delaware River Joint Toll Bridge Commission	11,262	0.06%	0.06%
New Hampshire Department of Transportation	13,446	0.06%	0.05%
Delaware Department of Transportation	12,611	0.05%	0.06%
Other <sup>11</sup>	<u>42,177</u>	<u>0.20%</u>	<u>0.16%</u>
Total	4,355,211	20.60%	19.77%

<b>Other Agency B&amp;T E-ZPass Transactions</b>			
Agency Used By B&T Customers	September 2013	YTD 2013	September 2012
New York State Thruway Authority <sup>7</sup>	2,641,090	22,667,753	2,428,908
New Jersey Toll Agencies <sup>8</sup>	5,122,693	44,718,949	4,756,262
Port Authority of NY and NJ	3,221,979	28,703,285	3,139,388
New York State Bridge Authority	259,796	2,135,596	233,845
Massachusetts Turnpike Authority <sup>9</sup>	549,410	4,469,959	519,268
Pennsylvania Turnpike Commission	246,076	2,144,748	228,467
Maryland Transportation Authority	233,261	2,394,955	233,438
Virginia Department of Transportation <sup>10</sup>	135,569	1,159,208	107,183
Delaware River Joint Toll Bridge Commission	220,577	1,980,334	215,737
New Hampshire Department of Transportation	115,652	933,547	91,977
Delaware Department of Transportation	237,463	2,193,574	222,715
Other <sup>11</sup>	<u>369,867</u>	<u>2,934,340</u>	<u>340,070</u>
Total	13,353,433	116,436,248	12,517,258

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

**E-ZPass Customer Service Statistics**

<b>MTA Bridges and Tunnels Customers</b>			
	September 2013	YTD 2013	YTD 2012
Accounts Opened:			
Internet	7,254	64,282	54,539
Walk-In	1,774	17,274	17,664
Mail/Phone <sup>12</sup>	287	6,171	9,541
On-The-Go	<u>9,047</u>	<u>85,328</u>	<u>106,970</u>
Total Accounts Opened	18,362	173,055	188,714
Total Active Accounts		2,584,471	2,364,790
Number of E-ZPass Tags Issued <sup>13</sup>	44,364	400,143	433,992
Total Active Tags <sup>14</sup>		4,199,573	3,866,848
Total Reload Cards Distributed <sup>15</sup>	3,339	70,358	N/A
Reload Card % of Cash Replenishments <sup>15</sup>	13.6%	12.2%	N/A

<b>Customer Service Indicators</b>			
	September 2013	YTD 2013	YTD 2012
Phone Calls Answered by Customer Service Center:			
Customer Service Representatives	249,989	2,202,992	2,153,463
Automated System	<u>413,394</u>	<u>3,392,459</u>	<u>3,082,838</u>
Total Phone Calls Answered	663,383	5,595,451	5,236,301
Average Phone Call Waiting Time (in min.):			
Customer Service Representatives	0.21	0.17	0.24
Commercial Unit	0.28	0.32	0.36
Avg. Monthly B&T E-ZPass Trips Per Account	6.05	6.40	6.65
Average Number of Active Tags Per Account	1.62	1.62	1.65

<b>E-ZPass Tag Replacement Program</b>			
	September 2013	YTD 2013	2011-2013
Number of Replacement Tags Mailed	39,609	228,375	1,378,687
Number of Tags Returned <sup>16</sup>	1,779	199,182	1,320,750
Number of Tags Pending Return	N/A	N/A	57,937

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

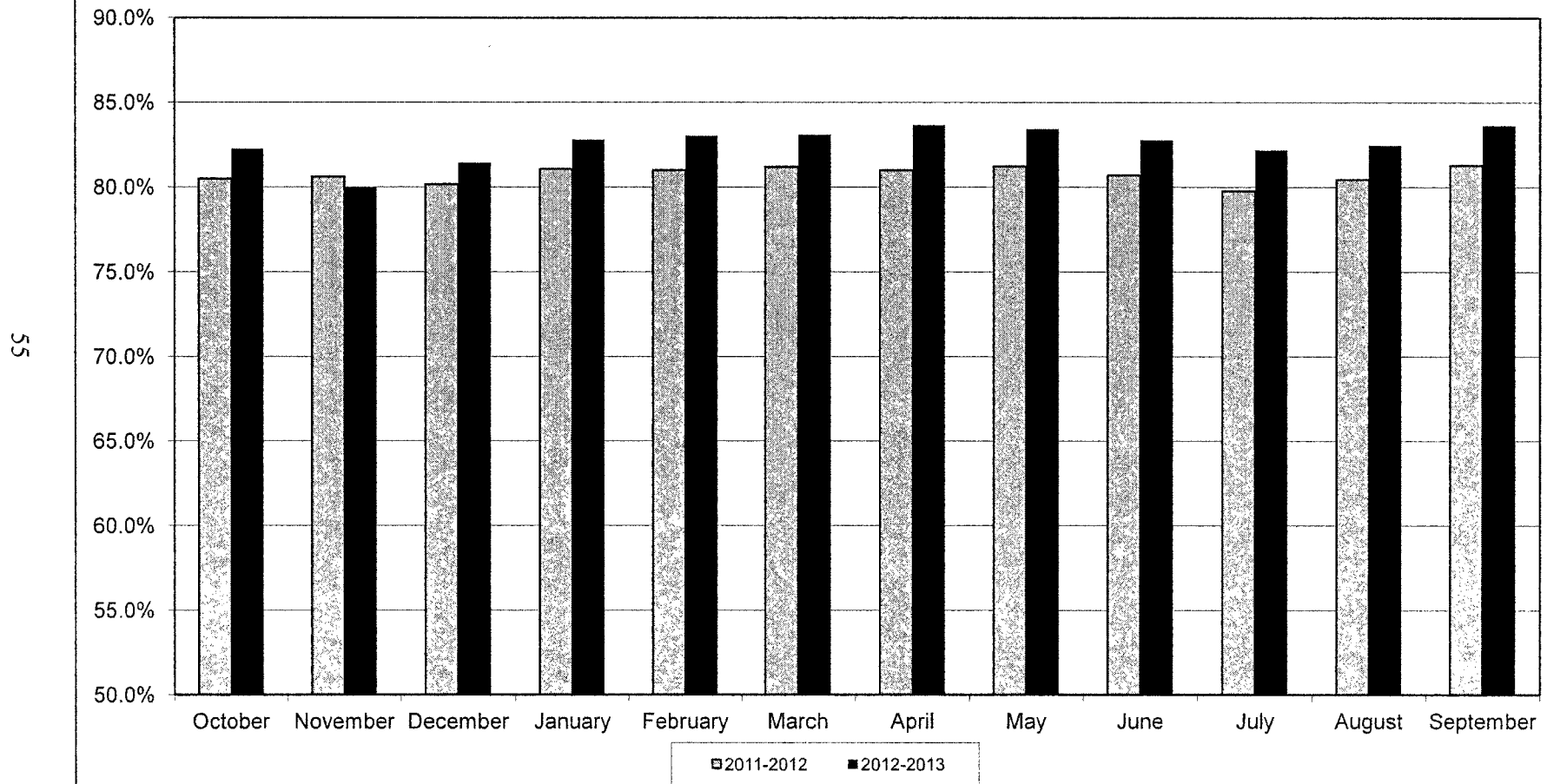
13. Includes tags for new accounts, additional tags for existing accounts, and replacement of lost or stolen tags for existing accounts. Excludes tags processed and reported within the E-ZPass Tag Replacement Program, which replaces tags that are approaching the end of their useful service lives with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

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

15. The MTA Reload Card initiative was implemented in April 2012. The figure reported in the YTD 2013 column reflects the total number of cards distributed from the program's inception.

16. Includes tags returned, reported as lost or stolen by the customer, and deactivated. Also, includes tags mailed in 2012 but returned in 2013.

**MTA Bridges and Tunnels  
E-ZPass Market Shares  
October 2011 through September 2013**







# Bridges and Tunnels

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## E-ZPass Performance Report October 2013



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

<b>E-ZPass Performance at All B&amp;T Facilities<sup>1</sup></b>			
	October 2013	Year to Date	October 2012
Total E-ZPass Traffic <sup>2</sup>	21,208,781	198,198,908	18,899,140
E-ZPass Market Share: Total	84.6%	83.2%	82.4%
Cars	84.1%	82.5%	81.8%
Trucks	92.0%	91.5%	91.2%

<b>Weekday E-ZPass Performance by Facility<sup>1,2</sup></b>			
Facility	October Average E-ZPass Weekday Traffic and Market Share		
	2013 Average Traffic	2013 Market Share	2012 Market Share
Bronx-Whitestone Bridge	86,998	81.2%	78.4%
Cross Bay Veterans Memorial Bridge	18,594	86.3%	85.0%
Henry Hudson Bridge	63,127	95.0%	89.8%
Hugh L. Carey Tunnel <sup>3</sup>	47,818	90.0%	88.8%
Marine Parkway-Gil Hodges Memorial Bridge	19,040	88.2%	88.1%
Queens Midtown Tunnel	76,450	89.5%	88.3%
Robert F. Kennedy Bridge - Bronx Plaza	61,925	78.1%	75.2%
Robert F. Kennedy Bridge - Manhattan Plaza	78,683	86.5%	84.5%
Throgs Neck Bridge	94,052	84.9%	83.2%
Verrazano-Narrows Bridge	<u>158,463</u>	<u>87.2%</u>	<u>85.7%</u>
All Facilities	705,150	86.2%	84.0%

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

<b>Weekday Peak Hour E-ZPass Performance by Facility<sup>4</sup></b>				
Facility	October E-ZPass Market Share			
	2013 AM Peak	2012 AM Peak	2013 PM Peak	2012 PM Peak
Bronx-Whitestone Bridge	86.2%	84.2%	83.0%	79.9%
Cross Bay Veterans Memorial Bridge	89.8%	88.8%	86.7%	86.1%
Henry Hudson Bridge	96.4%	92.5%	95.2%	90.9%
Hugh L. Carey Tunnel <sup>3</sup>	92.7%	91.8%	90.2%	88.8%
Marine Parkway-Gil Hodges Memorial Bridge	91.8%	91.9%	88.2%	88.7%
Queens Midtown Tunnel	90.9%	90.4%	90.2%	88.3%
Robert F. Kennedy Bridge - Bronx Plaza	83.7%	80.5%	79.4%	76.8%
Robert F. Kennedy Bridge - Manhattan Plaza	89.2%	87.5%	87.3%	85.5%
Throgs Neck Bridge	89.5%	88.4%	85.3%	83.5%
Verrazano-Narrows Bridge <sup>5</sup>	N/A	N/A	89.8%	89.0%
All Facilities	89.5%	87.8%	87.4%	85.4%

<b>Weekend E-ZPass Performance by Facility<sup>1</sup></b>			
Facility	October Average E-ZPass Weekend Traffic and Market Share		
	2013 Avg. Traffic	2013 Market Share	2012 Market Share
Bronx-Whitestone Bridge	84,475	75.1%	72.7%
Cross Bay Veterans Memorial Bridge	14,578	81.9%	80.2%
Henry Hudson Bridge	57,681	92.9%	86.4%
Hugh L. Carey Tunnel <sup>3</sup>	40,348	84.3%	83.6%
Marine Parkway-Gil Hodges Memorial Bridge	14,258	85.3%	84.6%
Queens Midtown Tunnel	60,793	83.9%	82.3%
Robert F. Kennedy Bridge - Bronx Plaza	56,335	70.5%	67.6%
Robert F. Kennedy Bridge - Manhattan Plaza	71,066	81.5%	80.2%
Throgs Neck Bridge	87,174	79.3%	77.7%
Verrazano-Narrows Bridge	<u>143,948</u>	80.5%	79.0%
All Facilities	630,656	80.3%	78.2%

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**  
**October 2013**

Preliminary data subject to final audit

**E-ZPass Interoperability Statistics**

<b>B&amp;T E-ZPass Transactions From Other Agencies <sup>6</sup></b>			
Customer's E-ZPass Agency	October 2013 Total B&T E-ZPass Transactions	October 2013 Percentage of B&T Total Transactions	October 2012 Percentage of B&T Total Transactions
New York State Thruway Authority <sup>7</sup>	1,767,375	7.94%	7.67%
Port Authority of NY and NJ	1,216,480	5.47%	5.46%
New Jersey Toll Agencies <sup>8</sup>	1,215,564	5.46%	5.78%
Massachusetts Turnpike Authority <sup>9</sup>	123,590	0.56%	0.53%
Pennsylvania Turnpike Commission	83,259	0.37%	0.35%
Maryland Transportation Authority	38,373	0.17%	0.16%
Virginia Department of Transportation <sup>10</sup>	22,731	0.10%	0.10%
New Hampshire Department of Transportation	13,911	0.06%	0.07%
Delaware Department of Transportation	12,132	0.05%	0.06%
Delaware River Joint Toll Bridge Commission	11,293	0.05%	0.06%
Other <sup>11</sup>	<u>43,799</u>	<u>0.20%</u>	<u>0.18%</u>
Total	4,548,507	20.43%	20.42%

<b>Other Agency B&amp;T E-ZPass Transactions</b>			
Agency Used By B&T Customers	October 2013	YTD 2013	October 2012
New York State Thruway Authority <sup>7</sup>	2,741,656	25,409,409	2,582,633
New Jersey Toll Agencies <sup>8</sup>	5,069,984	49,788,933	4,574,882
Port Authority of NY and NJ	3,363,988	32,067,273	3,056,720
New York State Bridge Authority	269,492	2,405,088	258,548
Massachusetts Turnpike Authority <sup>9</sup>	554,656	5,024,615	485,765
Pennsylvania Turnpike Commission	256,786	2,401,534	232,216
Maryland Transportation Authority	263,281	2,658,236	235,587
Virginia Department of Transportation <sup>10</sup>	140,515	1,299,723	103,258
New Hampshire Department of Transportation	106,104	1,039,651	115,049
Delaware Department of Transportation	217,455	2,411,029	206,293
Delaware River Joint Toll Bridge Commission	215,414	2,195,748	211,140
Other <sup>11</sup>	<u>341,986</u>	<u>3,276,326</u>	<u>313,966</u>
Total	13,541,317	129,977,565	12,376,057

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

**E-ZPass Customer Service Statistics**

<b>MTA Bridges and Tunnels Customers</b>				
	October 2013	YTD 2013	YTD 2012	
Accounts Opened:				
Internet	6,450	70,732	59,132	
Walk-In	1,834	19,108	19,163	
Mail/Phone <sup>12</sup>	359	6,530	10,262	
On-The-Go	<u>7,670</u>	<u>92,998</u>	<u>116,527</u>	
Total Accounts Opened	16,313	189,368	205,084	
Total Active Accounts		2,585,026	2,385,029	
Number of E-ZPass Tags Issued <sup>13</sup>	41,374	441,517	473,855	
Total Active Tags <sup>14</sup>		4,195,940	3,886,049	
Total Reload Cards Distributed <sup>15</sup>	3,359	73,216	N/A	
Reload Card % of Cash Replenishments <sup>15</sup>	13.5%	12.3%	N/A	

<b>Customer Service Indicators</b>				
	October 2013	YTD 2013	YTD 2012	
Phone Calls Answered by Customer Service Center:				
Customer Service Representatives	255,823	2,458,815	2,361,498	
Automated System	<u>423,019</u>	<u>3,815,478</u>	<u>3,401,653</u>	
Total Phone Calls Answered	678,842	6,274,293	5,763,151	
Average Phone Call Waiting Time (in min.):				
Customer Service Representatives	0.14	0.17	0.23	
Commercial Unit	0.29	0.32	0.33	
Avg. Monthly B&T E-ZPass Trips Per Account	6.45	6.40	6.65	
Average Number of Active Tags Per Account	1.62	1.62	1.65	

<b>E-ZPass Tag Replacement Program</b>				
	October 2013	YTD 2013	2011-2013	
Number of Replacement Tags Mailed	24,270	252,705	1,403,017	
Number of Tags Returned <sup>16</sup>	1,655	227,986	1,349,554	
Number of Tags Pending Return	N/A	N/A	53,463	

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

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

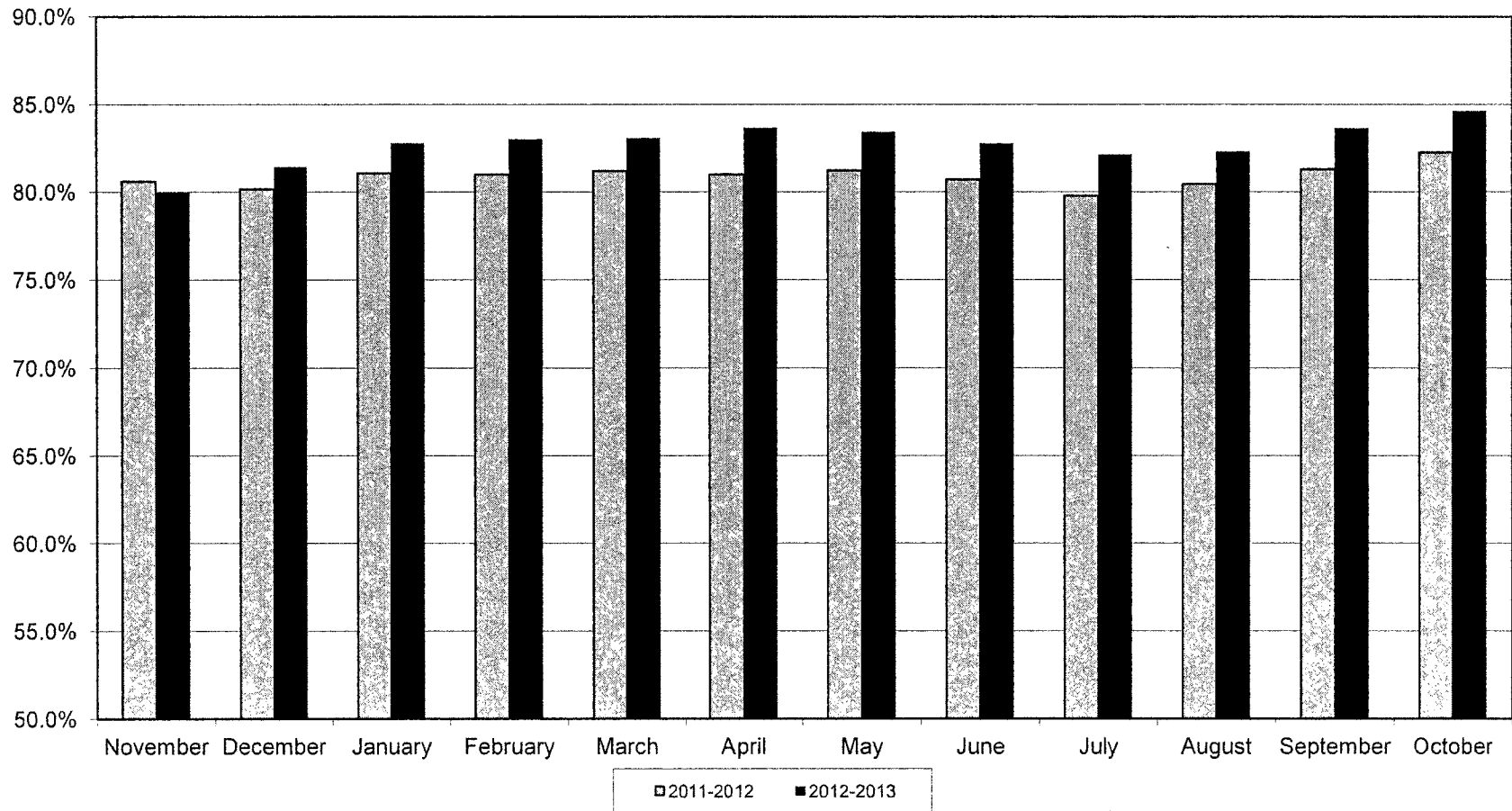
14. Includes tags linked to active accounts, new tags issued through the E-ZPass Tag Replacement Program, and the associated replaced tags currently moving through the program's return process.

15. The MTA Reload Card initiative was implemented in April 2012. The figure reported in the YTD 2013 column reflects the total number of cards distributed from the program's inception.

16. Includes tags returned, reported as lost or stolen by the customer, and deactivated. Also, includes tags mailed in 2012 but returned in 2013.

**MTA Bridges and Tunnels  
E-ZPass Market Shares  
November 2011 through October 2013**

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# Bridges and Tunnels

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## Financial Report September 2013

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**MTA BRIDGES & TUNNELS**  
**STATEMENT OF NET POSITION**  
**As of September 30, 2013**  
(in thousands)

**ASSETS AND DEFERRED OUTFLOWS OF RESOURCES**

**CURRENT ASSETS:**

Cash-Unrestricted	\$23,939
Investments:	
Unrestricted	127,565
Restricted	253,829
Accrued interest receivable	702
Insurance receivable/Sandy	126,325
Accounts receivable	19,040
Tolls due from other agencies	25,351
Prepaid expenses	<u>2,662</u>
 Total current assets	 <u>579,413</u>

**NONCURRENT ASSETS:**

Investments:	
Unrestricted	14,991
Restricted	542,752
Facilities, less acc.dep of \$1,139,238	4,062,020
Capital lease 2 Broadway net acc. dep.	44,028
Derivative Hedge Assets	3,629
Security Deposits	<u>11,250</u>
 Total noncurrent assets	 <u>4,678,670</u>

<b>TOTAL ASSETS:</b>	<u><u>5,258,083</u></u>
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**DEFERRED OUTFLOWS OF RESOURCES:**

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

<b>TOTAL DEFERRED OUTFLOWS OF RESOURCES:</b>	<u><u>368,285</u></u>
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<b>TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES</b>	<u><u>\$5,626,368</u></u>
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**MTA BRIDGES & TUNNELS****STATEMENT OF NET POSITION****As of September 30, 2013**

(in thousands)

**LIABILITIES****CURRENT LIABILITIES:**

Current portion-long term debt	\$160,205
Interest Payable	127,758
Accounts Payable	55,256
Payable to MTA-CAP	28,578
Due to MTA-Operating Expenses	6,328
Due to NYCTA-Operating Expenses	870
Accrued salaries	35,474
Accrued Vac & Sick Benefits	15,689
Current portion of estimated liability arising from injury	7,233
Current portion of capital lease obligation	6,276
Pollution remediation projects	1,829
Due to New York City Transit Authority	39,809
Due to Metropolitan Transportation Authority	57,432
Pension Contribution Payable	8,484
Unredeemed Tolls	135,382
Tolls due to other agencies	39,101
E-ZPass Airport Toll Liability	7,918
	<hr/>
Total current liabilities	733,622

**NONCURRENT LIABILITIES:**

Long term debt	8,875,850
Post Employment Benefits Other than Pensions	433,243
Estimated liability arising from injury	19,366
Capital lease obligations	134,707
Derivative Hedge Liabilities	130,668
Security deposits-Contra	11,250
	<hr/>
Total noncurrent liabilities	9,605,084

**TOTAL LIABILITIES** 10,338,706**NET POSITION** (4,712,338) \***TOTAL LIABILITIES & NET POSITION** \$5,626,368

\*The negative Net Position of \$4,712,338 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**  
**September 2013**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	137.143	139.338	2.195	1.6	0.000	0.000	0.000	-	137.143	139.338	2.195	1.6
Other Operating Revenue	1.271	1.439	0.168	13.2	0.000	0.000	0.000	-	1.271	1.439	0.168	13.2
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.624	1.227	(0.397)	(24.4)	1.624	1.227	(0.397)	(24.4)
Investment Income	0.009	0.012	0.003	33.3	0.000	0.000	0.000	-	0.009	0.012	0.003	33.3
<b>Total Revenue</b>	<b>\$138.423</b>	<b>\$140.789</b>	<b>\$2.366</b>	<b>1.7</b>	<b>\$1.624</b>	<b>\$1.227</b>	<b>(\$0.397)</b>	<b>(24.4)</b>	<b>\$140.047</b>	<b>\$142.016</b>	<b>\$1.969</b>	<b>1.4</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$10.053	\$9.355	\$0.698	6.9	\$0.722	\$0.487	\$0.235	32.5	\$10.775	\$9.842	\$0.933	8.7
Overtime	1.877	1.401	0.476	25.4	0.057	0.000	0.057	100.0	1.934	1.401	0.533	27.6
Health and Welfare	2.574	2.221	0.353	13.7	0.143	0.100	0.043	30.1	2.717	2.321	0.396	14.6
OPEB Current Payment	1.293	1.300	(0.007)	(0.5)	0.000	0.000	0.000	-	1.293	1.300	(0.007)	(0.5)
Pensions	2.645	2.701	(0.056)	(2.1)	0.183	0.127	0.056	30.6	2.828	2.828	0.000	0.0
Other Fringe Benefits	1.888	1.749	0.139	7.4	0.082	0.065	0.017	20.7	1.970	1.814	0.156	7.9
Reimbursable Overhead	(0.437)	(0.448)	0.011	2.5	0.437	0.448	(0.011)	(2.5)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$19.893</b>	<b>\$18.279</b>	<b>\$1.614</b>	<b>8.1</b>	<b>\$1.624</b>	<b>\$1.227</b>	<b>\$0.397</b>	<b>24.4</b>	<b>\$21.517</b>	<b>\$19.506</b>	<b>\$2.011</b>	<b>9.3</b>
<b>Non-Labor:</b>												
Electric Power	\$0.650	\$0.646	\$0.004	0.6	\$0.000	\$0.000	\$0.000	-	\$0.650	\$0.646	\$0.004	0.6
Fuel	0.131	0.102	0.029	22.1	0.000	0.000	0.000	-	0.131	0.102	0.029	22.1
Insurance	1.702	1.407	0.295	17.3	0.000	0.000	0.000	-	1.702	1.407	0.295	17.3
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	12.230	10.109	2.121	17.3	0.000	0.000	0.000	-	12.230	10.109	2.121	17.3
Professional Service Contracts	2.642	2.496	0.146	5.5	0.000	0.000	0.000	-	2.642	2.496	0.146	5.5
Materials & Supplies	0.397	0.200	0.197	49.6	0.000	0.000	0.000	-	0.397	0.200	0.197	49.6
Other Business Expenses	2.513	2.090	0.423	16.8	0.000	0.000	0.000	-	2.513	2.090	0.423	16.8
<b>Total Non-Labor Expenses</b>	<b>\$20.265</b>	<b>\$17.050</b>	<b>\$3.215</b>	<b>15.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$20.265</b>	<b>\$17.050</b>	<b>\$3.215</b>	<b>15.9</b>
<b>Other Expense Adjustments:</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$40.158</b>	<b>\$35.329</b>	<b>\$4.829</b>	<b>12.0</b>	<b>\$1.624</b>	<b>\$1.227</b>	<b>\$0.397</b>	<b>24.4</b>	<b>\$41.782</b>	<b>\$36.556</b>	<b>\$5.226</b>	<b>12.5</b>
Depreciation	\$7.924	\$7.454	\$0.470	5.9	\$0.000	\$0.000	\$0.000	-	\$7.924	\$7.454	\$0.470	5.9
OPEB Obligation	6.388	6.388	0.000	0.0	0.000	0.000	0.000	-	6.388	6.388	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$54.470</b>	<b>\$49.171</b>	<b>\$5.299</b>	<b>9.7</b>	<b>\$1.624</b>	<b>\$1.227</b>	<b>\$0.397</b>	<b>24.4</b>	<b>\$56.094</b>	<b>\$50.398</b>	<b>\$5.696</b>	<b>10.2</b>
Less: Depreciation	\$7.924	\$7.454	\$0.470	5.9	\$0.000	\$0.000	\$0.000	-	\$7.924	\$7.454	\$0.470	5.9
Less: OPEB Obligation	6.388	6.388	0.000	0.0	0.000	0.000	0.000	-	6.388	6.388	0.000	0.0
<b>Total Expenses</b>	<b>\$40.158</b>	<b>\$35.329</b>	<b>\$4.829</b>	<b>12.0</b>	<b>\$1.624</b>	<b>\$1.227</b>	<b>\$0.397</b>	<b>24.4</b>	<b>\$41.782</b>	<b>\$36.556</b>	<b>\$5.226</b>	<b>12.5</b>
<b>Net Surplus/(Deficit)</b>	<b>\$98.265</b>	<b>\$105.460</b>	<b>\$7.195</b>	<b>7.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$98.265</b>	<b>\$105.460</b>	<b>\$7.195</b>	<b>7.3</b>

Differences are due to rounding  
\*Variance exceeds 100%

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**September 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)									\$98.265	\$105.460	\$7.195	7.3
Less: Capitalized Assets									2.100	0.577	1.523	72.5
Reserves									2.118	2.118	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$94.047	\$102.765	\$8.718	9.3
Less: Debt Service									48.549	49.371	(0.822)	(1.7)
Income Available for Distribution									\$45.498	\$53.394	\$7.896	17.4
Distributable To:												
MTA - Investment Income									0.009	0.012	0.003	33.3
MTA - Distributable Income									27.459	31.621	4.162	15.2
NYCTR - Distributable Income									18.030	21.761	3.731	20.7
Total Distributable Income									\$45.498	\$53.394	\$7.896	17.4
<u>Support to Mass Transit:</u>												
Total Revenues									140.047	142.016	1.969	1.4
Less: Total Operating Expenses									<u>41.782</u>	<u>36.556</u>	<u>5.226</u>	12.5
Net Operating Income/(Deficit)									\$98.265	\$105.460	\$7.195	7.3
Deductions from Net Operating Income:												
Capitalized Assets									2.100	0.577	1.523	72.5
Reserves									2.118	2.118	0.000	0.0
B&T Debt Service									18.463	17.264	1.199	6.5
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$22.681	\$19.959	\$2.722	12.0
Total Support to Mass Transit									\$75.584	\$85.501	\$9.917	13.1

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

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	1,212.350	1,226.686	14.336	1.2	0.000	0.000	0.000	-	1,212.350	1,226.686	14.336	1.2
Other Operating Revenue	15.704	16.555	0.851	5.4	0.000	0.000	0.000	-	15.704	16.555	0.851	5.4
Capital & Other Reimbursements	0.000	0.000	0.000	-	12.279	10.912	(1.367)	(11.1)	12.279	10.912	(1.367)	(11.1)
Investment Income	0.083	0.088	0.005	6.0	0.000	0.000	0.000	-	0.083	0.088	0.005	6.0
<b>Total Revenue</b>	<b>\$1,228.137</b>	<b>\$1,243.329</b>	<b>\$15.192</b>	<b>1.2</b>	<b>\$12.279</b>	<b>\$10.912</b>	<b>(\$1.367)</b>	<b>(11.1)</b>	<b>\$1,240.416</b>	<b>\$1,254.241</b>	<b>\$13.825</b>	<b>1.1</b>
<b>Expenses</b>												
<b>Labor</b>												
Payroll	\$86.908	\$85.223	\$1.685	1.9	\$5.125	\$4.513	\$0.612	11.9	\$92.033	\$89.736	\$2.297	2.5
Overtime	15.012	13.300	1.712	11.4	0.229	0.018	0.211	92.1	15.241	13.318	1.923	12.6
Health and Welfare	20.615	19.588	1.027	5.0	1.148	0.941	0.207	18.0	21.763	20.529	1.234	5.7
OPEB Current Payment	11.504	11.463	0.041	0.4	0.000	0.000	0.000	-	11.504	11.463	0.041	0.4
Pensions	23.674	23.818	(0.144)	(0.6)	1.303	1.159	0.144	11.1	24.977	24.977	0.000	0.0
Other Fringe Benefits	11.426	11.035	0.391	3.4	0.671	0.593	0.078	11.6	12.097	11.628	0.469	3.9
Reimbursable Overhead	(3.803)	(3.688)	(0.115)	(3.0)	3.803	3.688	0.115	3.0	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$165.336</b>	<b>\$160.739</b>	<b>\$4.597</b>	<b>2.8</b>	<b>\$12.279</b>	<b>\$10.912</b>	<b>\$1.367</b>	<b>11.1</b>	<b>\$177.615</b>	<b>\$171.651</b>	<b>\$5.964</b>	<b>3.4</b>
<b>Non-Labor</b>												
Electric Power	\$5.833	\$5.584	\$0.249	4.3	\$0.000	\$0.000	\$0.000	-	\$5.833	\$5.584	\$0.249	4.3
Fuel	2.226	2.135	0.091	4.1	0.000	0.000	0.000	-	2.226	2.135	0.091	4.1
Insurance	6.685	7.515	(0.830)	(12.4)	0.000	0.000	0.000	-	6.685	7.515	(0.830)	(12.4)
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	72.009	67.699	4.310	6.0	0.000	0.000	0.000	-	72.009	67.699	4.310	6.0
Professional Service Contracts	21.228	25.476	(4.248)	(20.0)	0.000	0.000	0.000	-	21.228	25.476	(4.248)	(20.0)
Materials & Supplies	2.866	1.930	0.936	32.7	0.000	0.000	0.000	-	2.866	1.930	0.936	32.7
Other Business Expenses	19.669	18.605	1.064	5.4	0.000	0.000	0.000	-	19.669	18.605	1.064	5.4
<b>Total Non-Labor Expenses</b>	<b>\$130.516</b>	<b>\$128.944</b>	<b>\$1.572</b>	<b>1.2</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$130.516</b>	<b>\$128.944</b>	<b>\$1.572</b>	<b>1.2</b>
<b>Other Expense Adjustments</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$295.852</b>	<b>\$289.683</b>	<b>\$6.169</b>	<b>2.1</b>	<b>\$12.279</b>	<b>\$10.912</b>	<b>\$1.367</b>	<b>11.1</b>	<b>\$308.131</b>	<b>\$300.595</b>	<b>\$7.536</b>	<b>2.4</b>
Depreciation	\$70.658	\$68.814	\$1.844	2.6	\$0.000	\$0.000	\$0.000	-	\$70.658	\$68.814	\$1.844	2.6
OPEB Obligation	57.488	57.488	0.000	0.0	0.000	0.000	0.000	-	57.488	57.488	0.000	0.0
Environmental Remediation	0.000	(0.009)	0.009	-	0.000	0.000	0.000	-	0.000	(0.009)	0.009	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$423.998</b>	<b>\$415.976</b>	<b>\$8.022</b>	<b>1.9</b>	<b>\$12.279</b>	<b>\$10.912</b>	<b>\$1.367</b>	<b>11.1</b>	<b>\$436.277</b>	<b>\$426.888</b>	<b>\$9.389</b>	<b>2.2</b>
Less. Depreciation	\$70.658	\$68.814	\$1.844	2.6	\$0.000	\$0.000	\$0.000	-	\$70.658	\$68.814	\$1.844	2.6
Less. OPEB Obligation	57.488	57.488	0.000	0.0	0.000	0.000	0.000	-	57.488	57.488	0.000	0.0
<b>Total Expenses</b>	<b>\$295.852</b>	<b>\$289.674</b>	<b>\$6.178</b>	<b>2.1</b>	<b>\$12.279</b>	<b>\$10.912</b>	<b>\$1.367</b>	<b>11.1</b>	<b>\$308.131</b>	<b>\$300.586</b>	<b>\$7.545</b>	<b>2.4</b>
<b>Net Surplus/(Deficit)</b>	<b>\$932.285</b>	<b>\$953.655</b>	<b>\$21.370</b>	<b>2.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$932.285</b>	<b>\$953.655</b>	<b>\$21.370</b>	<b>2.3</b>

Differences are due to rounding  
\*Variance exceeds 100%

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**September 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)									\$932.285	\$953.655	\$21.370	2.3
Less: Capitalized Assets									6.931	8.317	(\$1.386)	(20.0)
Reserves									19.061	19.061	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$906.293	\$926.277	\$19.984	2.2
Less: Debt Service									440.903	435.107	5.796	1.3
Income Available for Distribution									\$465.390	\$491.170	\$25.780	5.5
Distributable To:												
MTA - Investment Income									0.083	0.088	0.005	6.0
MTA - Distributable Income									276.420	288.850	12.430	4.5
NYCTR - Distributable Income									188.887	202.232	13.345	7.1
Total Distributable Income									\$465.390	\$491.170	\$25.780	5.5
<u>Support to Mass Transit:</u>												
Total Revenues									1,240.416	1,254.241	13.825	1.1
Less: Total Operating Expenses									<u>308.131</u>	<u>300.586</u>	<u>7.545</u>	2.4
Net Operating Income/(Deficit)									\$932.285	\$953.655	\$21.370	2.3
Deductions from Net Operating Income:												
Capitalized Assets									6.931	8.317	(1.386)	(20.0)
Reserves									19.061	19.061	0.000	0.0
B&T Debt Service									158.410	151.273	7.137	4.5
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$184.402	\$178.651	\$5.751	3.1
Total Support to Mass Transit									\$747.883	\$775.004	\$27.121	3.6

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

			September 2013	Year-to-Date		
Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Nonreimbursable						
Vehicle Toll Revenue	2.195	1.6%	Higher toll revenue due to 1.7% increase in traffic	14.336	1.2%	Higher toll revenue primarily due to increase in traffic (\$10.471M) and a higher than estimated average toll (\$3.865M).
Other Operating Revenue	0.168	13.2%	Higher Other Operating Revenue primarily due to higher revenues from the Battery Parking Garage (\$0.066M).	0.851	5.4%	Higher Other Operating Revenue primarily due to higher revenues from the Battery Parking Garage (\$0.456M) and higher E-ZPass administrative fees (\$0.291M).
Investment Income	0.003	33.3%	Minor variance.	0.005	6.0%	Minor variance.
Payroll	0.698	6.9%	Lower payroll expenses against the monthly forecast allocation due to vacancies.	1.685	1.9%	Lower payroll expenses against the YTD forecast allocation due to vacancies.
Overtime	0.476	25.4%	See overtime tables	1.712	11.4%	See overtime tables
Health and Welfare	0.353	13.7%	Lower Welfare Plan expenses primarily due to vacancies and the timing of expenses against the monthly forecast allocation.	1.027	5.0%	Lower Welfare Plan expenses primarily due to vacancies and the timing of expenses against the YTD forecast allocation.
OPEB Current Payment	(0.007)	-0.5%	Minor variance.	0.041	0.4%	Minor variance.
Pensions	(0.056)	-2.1%	Minor variance.	(0.144)	-0.6%	Minor variance.
Other Fringe Benefits	0.139	7.4%	Lower expenses for Social Security due to vacancies (\$0.142M) against the monthly forecast allocation.	0.391	3.4%	Lower expenses for Social Security due to vacancies (\$0.404M) against the YTD forecast allocation.
Electric Power	0.004	0.6%	Minor variance.	0.248	4.3%	Lower electricity expenses against the YTD forecast allocation.
Fuel	0.029	22.1%	Minor variance.	0.091	4.1%	Minor variance.
Insurance	0.295	17.3%	Lower expenses primarily due to timing of expenses for Property Insurance (\$0.302M) against the monthly forecast allocation.	(0.830)	-12.4%	Higher expenses primarily due to higher expenses for Property Insurance (-\$0.803M).
Maintenance and Other Operating Contracts	2.121	17.3%	Lower expenses primarily due to the timing of expenses for Maintenance and Repair for Sandy-related expenses (\$1.222M), E-ZPass tag purchases (\$0.447M), E-ZPass Customer Service Center costs (\$0.299M), Security/Surveillance Equipment (\$0.263M) and other expenses, offset by higher expenses for Major Maintenance and Painting (-\$0.523M)	4.310	6.0%	Lower expenses primarily due to the timing of expenses for E-ZPass tag purchases (\$2.119M), Maintenance and Repair for Sandy-related expenses (\$2.102M), E-ZPass Customer Service Center costs (\$0.696M), Security/Surveillance Equipment (\$0.669M), Facility Maintenance & Repair Services (\$0.352M), Telephone Service (\$0.300M), Real Estate Rentals (\$0.170M), Refuse and Recycling (\$0.165M), Other Maintenance and Repairs (\$0.164M), Heat, Vent & Air-conditioning Maintenance (\$0.162M) and other expenses, offset by higher expenses for Major Maintenance and Painting (-\$3.132M).
Professional Service Contracts	0.146	5.5%	Lower expenses primarily for Engineering Services (\$0.327M), IT Consulting Services (\$0.106M), Legal Fees (\$0.097M) and other expenses, offset by higher expenses primarily for Bond Issuance Costs (-\$0.352M), Other Outside Services (-\$0.313M) and Procurement Card Purchases (-\$0.167M).	(4.248)	-20.0%	Higher expenses primarily for Bond Issuance Costs (-\$5.461M), due to GASB 65 required accounting adjustments, Procurement Card Purchases (-\$0.583M), Other Outside Services (-\$0.311M), offset by lower expenses primarily for Legal Fees (\$0.466M), Engineer Services (\$0.410M), IT Consulting Services (\$0.378M), Outside Training (\$0.297M), Office Equipment Maintenance and Repair Services (\$0.275M), Medical Services (\$0.256M), Planning Studies Consultants (\$0.218M) and other expenses.
Materials & Supplies	0.197	49.6%	Lower expenses across a variety of small equipment and supply categories against the monthly forecast allocation.	0.936	32.7%	Lower expenses primarily for Roadway Equipment (\$0.215M), De-icing Materials (\$0.157M) and across a variety of small equipment and supply categories against the YTD forecast allocation.
Other Business Expense	0.423	16.8%	Lower expenses primarily due to lower Credit/Debit Card Fees (\$0.381M) against the monthly forecast allocation.	1.064	5.4%	Lower expenses primarily due to lower Credit/Debit Card Fees (\$0.992M) against the YTD forecast allocation.
Depreciation	0.470	5.9%	Minor variance.	1.844	2.6%	Minor variance
Other Post Employment Benefits	0.000	-	No variance.	0.000	-	No variance
Reimbursable						
Capital and Other Reimbursements	(0.397)	-24.4%	Lower capital reimbursements against the monthly forecast allocation.	(1.367)	-11.1%	Lower capital reimbursements against the YTD forecast allocation.
Payroll	0.235	32.5%	Lower than planned reimbursable expenses against the monthly forecast allocation.	0.612	11.9%	Lower than planned reimbursable expenses against the YTD forecast allocation
Overtime	0.057	100.0%	See overtime tables	0.211	92.1%	See overtime tables
Health and Welfare	0.043	30.1%	Lower than planned reimbursable expenses against the monthly forecast allocation.	0.207	18.0%	Lower than planned reimbursable expenses against the YTD forecast allocation.
OPEB Current Payment	0.000	-	No variance.	0.000	-	No variance.
Pensions	0.056	30.6%	Lower than planned reimbursable expenses against the monthly forecast allocation	0.144	11.1%	Lower than planned reimbursable expenses against the YTD forecast allocation
Other Fringe Benefits	0.017	20.7%	Lower than planned reimbursable expenses against the monthly forecast allocation.	0.078	11.6%	Lower than planned reimbursable expenses against the YTD forecast allocation.
Reimbursable Overhead	(0.011)	-2.5%	Higher than planned reimbursable expenses against the monthly forecast allocation	0.115	3.0%	Lower than planned reimbursable expenses against the YTD forecast allocation.

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

NON-REIMBURSABLE OVERTIME	September						September Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>OPERATIONS &amp; MAINTENANCE</b>												
<u>Scheduled Service</u>	5,135	\$0.302	3,997	\$0.245	1,138 22.2%	\$0.057 18.8%	34,074	\$2.066	31,678	\$1.915	2,396 7.0%	\$0.151 7.3%
<u>Unscheduled Service</u>	1,359	\$0.079	712	\$0.043	647 47.6%	\$0.036 46.0%	8,146	\$0.490	6,240	\$0.375	1,906 23.4%	\$0.114 23.3%
<u>Programmatic/Routine Maintenance</u>	22	\$0.001	205	\$0.015	(183) -831.8%	(\$0.014) -1028.4%	480	\$0.029	627	\$0.041	(147) -30.6%	(\$0.012) -40.7%
<u>Unscheduled Maintenance</u>	2,330	\$0.142	1,483	\$0.110	847 36.4%	\$0.032 22.6%	17,166	\$1.045	16,040	\$1.059	1,127 6.6%	(\$0.015) -1.4%
<u>Vacancy/Absentee Coverage</u>	14,964	\$0.898	9,674	\$0.598	5,290 35.4%	\$0.300 33.4%	115,021	\$7.137	91,465	\$5.790	23,556 20.5%	\$1.347 18.9%
<u>Weather Emergencies</u>	0	\$0.000	0	\$0.000	0	\$0.000	11,083	\$0.685	11,418	\$0.707	(335) -3.0%	(\$0.022) -3.2%
<u>Safety/Security/Law Enforcement</u>	4,449	\$0.265	2,175	\$0.136	2,274 51.1%	\$0.129 48.6%	27,378	\$1.691	18,527	\$1.161	8,852 32.3%	\$0.530 31.3%
<u>Other</u>	745	\$0.052	606	\$0.044	140 18.7%	\$0.008 16.0%	5,247	\$0.351	5,733	\$0.378	(486) -9.3%	(\$0.027) -7.6%
<u>*All Other Departments and Accruals</u>		\$0.138		\$0.211		(\$0.073) -53.0%		\$1.518		\$1.874		(\$0.356) -23.4%
Subtotal	29,004	\$1.876	18,851	\$1.401	10,153 35.0%	\$0.475 25.3%	218,595	\$15.012	181,727	\$13.302	36,868 16.9%	\$1.712 11.4%
<b>REIMBURSABLE OVERTIME</b>	1,029	\$0.057	0	\$0.000	1,029 100.0%	\$0.057 100.0%	4,116	\$0.229	286	\$0.018	3,830 93.1%	\$0.211 92.1%
<b>TOTAL OVERTIME</b>	<b>30,033</b>	<b>\$1.934</b>	<b>18,851</b>	<b>\$1.401</b>	<b>11,181 37.2%</b>	<b>\$0.533 27.5%</b>	<b>222,711</b>	<b>\$15.241</b>	<b>182,012</b>	<b>\$13.320</b>	<b>40,698 18.3%</b>	<b>\$1.923 12.6%</b>

Figures are preliminary.

Totals may not add due to rounding

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

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

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

	September			September Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
OPERATIONS & MAINTENANCE						
<u>Scheduled Service</u>	1,138	\$0.057	Lower than planned expenses	2,396	\$0.151	Lower than planned expenses
	22.2%	18.8%		7.0%	7.3%	
<u>Unscheduled Service</u>	647	\$0.036	Lower than planned expenses	1,906	\$0.114	Lower than planned expenses
	47.6%	46.0%		23.4%	23.3%	
<u>Programmatic/Routine Maintenance</u>	(183)	(\$0.014)	Higher than planned expenses to provide first aid training for maintainers.	(147)	(\$0.012)	Higher than planned expenses to provide first aid training for maintainers.
	-831.8%	-1028.4%		-30.6%	-40.7%	
<u>Unscheduled Maintenance</u>	847	\$0.032	Lower than planned expenses	1,127	(\$0.015)	Higher than planned expenses
	36.4%	22.6%		6.6%	-1.4%	
<u>Vacancy/Absentee Coverage</u>	5,290	\$0.300	Lower than planned expenses	23,556	\$1.347	Lower than planned expenses
	35.4%	33.4%		20.5%	18.9%	
<u>Weather Emergencies</u>	-	\$0.000	No variance.	(335)	(\$0.022)	Higher than planned expenses
	0.0%	0.0%		-3.0%	-3.2%	
<u>Safety/Security/Law Enforcement</u>	2,274	\$0.129	More efficient use of law enforcement related overtime	8,852	\$0.530	More efficient use of law enforcement related overtime
	51.1%	48.6%		32.3%	31.3%	
<u>Other</u>	140	\$0.008	Lower than planned expenses	(486)	(\$0.027)	Higher than planned expenses
	18.7%	16.0%		-9.3%	-7.6%	
*All Other Departments and Accruals		(\$0.073)	Primarily due to adjustments for the 28-day OT payroll lag		(\$0.356)	Primarily due to adjustments for the 28-day OT payroll lag
		-53.0%			-23.4%	
Subtotal	10,153	\$0.475		36,868	\$1.712	
	35.0%	25.3%		16.9%	11.4%	
REIMBURSABLE OVERTIME	1,029	\$0.057	Lower than planned overtime needed on projects eligible for reimbursement from the capital program	3,830	\$0.211	Lower than planned overtime needed on projects eligible for reimbursement from the capital program
	100.0%	100.0%		93.1%	92.1%	
TOTAL OVERTIME	11,181	\$0.533		40,698	\$1.923	

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 September

Year to date ending September 2013

Comparison Current Year vs. Prior Year:

Prior Year		Current Year**		Percentage Change			Prior Year		Current Year**		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
3.3	\$19.9	3.3	\$22.4	0.5%	12.5%	Bronx-Whitestone	29.8	\$180.8	29.9	\$198.9	0.5%	10.0%
0.6	1.2	0.6	1.3	0.3%	11.5%	Cross Bay	5.7	11.2	5.9	13.0	4.5%	16.2%
1.8	4.8	1.8	5.3	0.0%	9.8%	Henry Hudson	16.7	44.2	16.1	45.9	-3.4%	3.7%
1.4	7.4	1.4	7.9	-3.3%	7.8%	Hugh L. Carey*	12.7	67.3	12.2	69.8	-4.5%	3.8%
0.6	1.2	0.6	1.3	-0.7%	11.9%	Marine Parkway	5.9	11.1	6.0	13.0	2.8%	16.9%
2.4	13.3	2.4	14.8	-0.1%	11.6%	Queens Midtown	21.7	120.2	20.6	124.5	-4.8%	3.6%
2.3	14.2	2.3	16.5	3.9%	16.5%	RFK - Bronx	20.4	129.8	20.6	143.4	0.8%	10.4%
2.6	13.8	2.6	15.8	2.3%	14.3%	RFK - Manhattan	22.7	123.8	22.9	136.3	0.6%	10.1%
3.4	21.9	3.4	24.7	-0.4%	12.8%	Throgs Neck	30.1	197.8	30.0	217.9	-0.1%	10.2%
5.4	26.7	5.4	29.3	-0.8%	9.8%	Verrazano-Narrows	49.6	245.8	48.9	264.0	-1.5%	7.4%
<b>23.8</b>	<b>\$124.3</b>	<b>23.8</b>	<b>\$139.3</b>	<b>0.2%</b>	<b>12.1%</b>	<b>Total</b>	<b>215.4</b>	<b>\$1,132.1</b>	<b>213.3</b>	<b>\$1,226.7</b>	<b>-1.0%</b>	<b>8.4%</b>
	<b>\$5.229</b>		<b>\$5.850</b>		<b>11.9%</b>	<b>Revenue Per Vehicle</b>		<b>\$5.256</b>		<b>\$5.752</b>		<b>9.4%</b>

\*Formerly Brooklyn-Battery Tunnel

\*\*Toll increase implemented March 3, 2013

Note: Numbers may not add due to rounding.

Comparison Actual vs. Mid-Year Forecast:

Mid-Year Forecast		Sep Actual		Percentage Change			Mid-Year Forecast		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
23.4	137.1	23.8	139.3	1.7%	1.6%	Total All	211.4	\$1,212.4	213.3	\$1,226.7	0.9%	1.2%
	<b>\$5.853</b>		<b>\$5.850</b>		<b>-0.1%</b>	<b>Revenue Per Vehicle</b>		<b>\$5.734</b>		<b>\$5.752</b>		<b>0.3%</b>

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

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	2	2	-	
Law <sup>(1)</sup>	19	17	2	1 Managerial vacancy and 1 Professional vacancy
CFO <sup>(2)</sup>	32	22	10	2 Managerial and 8 Professional vacancies
Labor Relations	5	5	-	
Staff Services <sup>(3)</sup>	29	17	12	2 Managerial vacancies; 10 Professional vacancies
EEO	1	1	-	
<b>Total Administration</b>	<b>88</b>	<b>64</b>	<b>24</b>	
<b>Operations</b>				
Revenue Management	40	37	3	3 vacancies (1 Bridge and Tunnel Officer (BTO), 1 Managerial and 1 Professional)
Operations (Non-Security)	747	616	131	97 BTO vacancies, 35 Superior Officer vacancies, 1 Maintainer overage
<b>Total Operations</b>	<b>787</b>	<b>653</b>	<b>134</b>	
<b>Maintenance</b>				
Maintenance	171	169	2	3 Managerial vacancies, 2 Professional vacancies and 3 Maintainer overages
Operations - Maintainers	172	154	18	18 Maintainer vacancies
Technology	54	53	1	1 Managerial vacancy
Internal Security - Tech Svcs	8	10	(2)	2 Maintainer overages
<b>Total Maintenance</b>	<b>405</b>	<b>386</b>	<b>19</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	169	149	20	5 Managerial vacancies and 15 Professional vacancies
Law <sup>(1)</sup>	17	11	6	4 Managerial vacancies and 2 Professional vacancies
Health & Safety	10	8	2	2 Professional vacancies
CFO-Planning & Budget Capital	21	17	4	2 Managerial vacancies and 2 Professional vacancies
<b>Total Engineering/Capital</b>	<b>217</b>	<b>185</b>	<b>32</b>	
<b>Public Safety</b>				
Operations (Security)	232	232	-	
Internal Security - Operations	37	36	1	1 Professional vacancy
<b>Total Public Safety</b>	<b>269</b>	<b>268</b>	<b>1</b>	
<b>Total Positions</b>	<b>1,766</b>	<b>1,556</b>	<b>210</b>	
Non-Reimbursable	1,678	1,468	210	
Reimbursable	88	88	-	
<b>Total Full-Time</b>	<b>1,766</b>	<b>1,556</b>	<b>210</b>	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

(3) Includes Human Resources and Administration staff.

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

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
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	-	-	-	
<b>Total Administration</b>	<b>88</b>	<b>64</b>	<b>24</b>	
<b>Operations</b>				
Managers/Supervisors	56	55	1	1 Managerial vacancy in Revenue Management
Professional, Technical, Clerical	52	51	1	1 Professional vacancy in Operations
Operational Hourlies <sup>(1)</sup>	679	547	132	97 BTO vacancies, 35 Superior Officer vacancies and 1 Maintainer overage in Operations, 1 BTO vacancy in Revenue Management
<b>Total Operations</b>	<b>787</b>	<b>653</b>	<b>134</b>	
<b>Maintenance</b>				
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 <sup>(2)</sup>	319	306	13	18 Maintainer vacancies in Operations, 3 overages in Maintenance and 2 overages in Internal Security
<b>Total Maintenance</b>	<b>405</b>	<b>386</b>	<b>19</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	52	41	11	11 Managerial vacancies (5 in Engineering, 4 in Law and 2 in Planning and Budget)
Professional, Technical, Clerical	165	144	21	15 vacancies in Engineering, 2 in Law, 2 in Health and Safety, and 2 in Planning and Budget
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>217</b>	<b>185</b>	<b>32</b>	
<b>Public Safety</b>				
Managers/Supervisors	7	7	-	
Professional, Technical, Clerical	28	27	1	1 Professional vacancy in Internal Security
Operational Hourlies <sup>(3)</sup>	234	234	-	
<b>Total Public Safety</b>	<b>269</b>	<b>268</b>	<b>1</b>	
<b>Total Positions</b>				
Managers/Supervisors	181	160	21	
Professional, Technical, Clerical	353	309	44	
Operational Hourlies	1,232	1,087	145	
<b>Total Positions</b>	<b>1,766</b>	<b>1,556</b>	<b>210</b>	

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

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

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



# Bridges and Tunnels

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## Financial Report October 2013

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

(in thousands)

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

Cash-Unrestricted	\$16,847
Investments:	
Unrestricted	136,156
Restricted	294,146
Accrued interest receivable	711
Insurance receivable/Sandy	126,325
Accounts receivable	8,454
Tolls due from other agencies	28,033
Prepaid expenses	5,187
	<hr/>
Total current assets	615,859

**NONCURRENT ASSETS:**

Investments:	
Unrestricted	26,252
Restricted	523,761
Facilities, less acc.dep of \$1,146,642	4,078,404
Capital lease 2 Broadway net acc. dep.	43,903
Derivative Hedge Assets	5,033
Security Deposits	11,250
	<hr/>
Total noncurrent assets	4,688,603

**TOTAL ASSETS:** 5,304,462**DEFERRED OUTFLOWS OF RESOURCES:**

Accumulated decreases in fair value of derivative instruments	112,004
Defeasance costs	238,640
	<hr/>

**TOTAL DEFERRED OUTFLOWS OF RESOURCES:** 350,644**TOTAL ASSETS AND DEFERRED OUTFLOWS  
OF RESOURCES** \$5,655,106

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

**LIABILITIES**

**CURRENT LIABILITIES:**

Current portion-long term debt	\$160,205
Interest Payable	157,245
Accounts Payable	42,477
Payable to MTA-CAP	29,150
Due to MTA-Operating Expenses	3,411
Due to NYCTA-Operating Expenses	638
Accrued salaries	31,923
Accrued Vac & Sick Benefits	15,689
Current portion of estimated liability arising from injury	6,432
Current portion of capital lease obligation	6,276
Pollution remediation projects	1,829
Due to New York City Transit Authority	47,882
Due to Metropolitan Transportation Authority	66,544
Pension Contribution Payable	11,312
Unredeemed Tolls	134,621
Tolls due to other agencies	38,993
E-ZPass Airport Toll Liability	8,031
	<hr/>
Total current liabilities	762,658

**NONCURRENT LIABILITIES:**

Long term debt	8,873,070
Post Employment Benefits Other than Pensions	439,630
Estimated liability arising from injury	19,815
Capital lease obligations	135,132
Derivative Hedge Liabilities	118,492
Security deposits-Contra	11,250
	<hr/>
Total noncurrent liabilities	9,597,389

**TOTAL LIABILITIES** 10,360,047

**NET POSITION** (4,704,941) \*

**TOTAL LIABILITIES & NET POSITION** \$5,655,106

\*The negative Net Position of \$4,704,941 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**  
**October 2013**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	137.581	146.874	9.293	6.8	0.000	0.000	0.000	-	137.581	146.874	9.293	6.8
Other Operating Revenue	1.228	1.640	0.412	33.6	0.000	0.000	0.000	-	1.228	1.640	0.412	33.6
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.644	1.909	0.265	16.1	1.644	1.909	0.265	16.1
Investment Income	0.009	0.014	0.005	55.6	0.000	0.000	0.000	-	0.009	0.014	0.005	55.6
<b>Total Revenue</b>	<b>\$138.818</b>	<b>\$148.528</b>	<b>\$9.710</b>	<b>7.0</b>	<b>\$1.644</b>	<b>\$1.909</b>	<b>\$0.265</b>	<b>16.1</b>	<b>\$140.462</b>	<b>\$150.437</b>	<b>\$9.975</b>	<b>7.1</b>
<b>Expenses</b>												
<b>Labor</b>												
Payroll	\$10.287	\$8.854	\$1.433	13.9	\$0.737	\$0.758	(\$0.021)	(2.8)	\$11.024	\$9.612	\$1.412	12.8
Overtime	1.783	1.905	(0.122)	(6.8)	0.057	0.000	0.057	100.0	1.840	1.905	(0.065)	(3.5)
Health and Welfare	2.574	2.063	0.511	19.9	0.143	0.156	(0.013)	(9.1)	2.717	2.219	0.498	18.3
OPEB Current Payment	1.293	1.281	0.012	0.9	0.000	0.000	0.000	-	1.293	1.281	0.012	0.9
Pensions	2.641	2.630	0.011	0.4	0.187	0.198	(0.011)	(5.9)	2.828	2.828	0.000	0.0
Other Fringe Benefits	0.905	0.735	0.170	18.8	0.083	0.100	(0.017)	(20.5)	0.988	0.835	0.153	15.5
Reimbursable Overhead	(0.437)	(0.697)	0.260	59.5	0.437	0.697	(0.260)	(59.5)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$19.046</b>	<b>\$16.771</b>	<b>\$2.275</b>	<b>11.9</b>	<b>\$1.644</b>	<b>\$1.909</b>	<b>(\$0.265)</b>	<b>(16.1)</b>	<b>\$20.690</b>	<b>\$18.680</b>	<b>\$2.010</b>	<b>9.7</b>
<b>Non-Labor:</b>												
Electric Power	\$0.636	\$0.580	\$0.056	8.8	\$0.000	\$0.000	\$0.000	-	\$0.636	\$0.580	\$0.056	8.8
Fuel	0.224	0.104	0.120	53.6	0.000	0.000	0.000	-	0.224	0.104	0.120	53.6
Insurance	0.802	1.211	(0.409)	(51.0)	0.000	0.000	0.000	-	0.802	1.211	(0.409)	(51.0)
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.903	7.594	0.309	3.9	0.000	0.000	0.000	-	7.903	7.594	0.309	3.9
Professional Service Contracts	2.348	1.625	0.723	30.8	0.000	0.000	0.000	-	2.348	1.625	0.723	30.8
Materials & Supplies	0.410	0.209	0.201	49.0	0.000	0.000	0.000	-	0.410	0.209	0.201	49.0
Other Business Expenses	2.231	1.886	0.345	15.5	0.000	0.000	0.000	-	2.231	1.886	0.345	15.5
<b>Total Non-Labor Expenses</b>	<b>\$14.554</b>	<b>\$13.209</b>	<b>\$1.345</b>	<b>9.2</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$14.554</b>	<b>\$13.209</b>	<b>\$1.345</b>	<b>9.2</b>
<b>Other Expense Adjustments:</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$33.600</b>	<b>\$29.980</b>	<b>\$3.620</b>	<b>10.8</b>	<b>\$1.644</b>	<b>\$1.909</b>	<b>(\$0.265)</b>	<b>(16.1)</b>	<b>\$35.244</b>	<b>\$31.889</b>	<b>\$3.355</b>	<b>9.5</b>
Depreciation	\$7.924	\$7.530	\$0.394	5.0	\$0.000	\$0.000	\$0.000	-	\$7.924	\$7.530	\$0.394	5.0
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	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$47.912</b>	<b>\$43.898</b>	<b>\$4.014</b>	<b>8.4</b>	<b>\$1.644</b>	<b>\$1.909</b>	<b>(\$0.265)</b>	<b>(16.1)</b>	<b>\$49.556</b>	<b>\$45.807</b>	<b>\$3.749</b>	<b>7.6</b>
Less: Depreciation	\$7.924	\$7.530	\$0.394	5.0	\$0.000	\$0.000	\$0.000	-	\$7.924	\$7.530	\$0.394	5.0
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
<b>Total Expenses</b>	<b>\$33.600</b>	<b>\$29.980</b>	<b>\$3.620</b>	<b>10.8</b>	<b>\$1.644</b>	<b>\$1.909</b>	<b>(\$0.265)</b>	<b>(16.1)</b>	<b>\$35.244</b>	<b>\$31.889</b>	<b>\$3.355</b>	<b>9.5</b>
<b>Net Surplus/(Deficit)</b>	<b>\$105.218</b>	<b>\$118.548</b>	<b>\$13.330</b>	<b>12.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$105.218</b>	<b>\$118.548</b>	<b>\$13.330</b>	<b>12.7</b>

Differences are due to rounding.

\*Variance exceeds 100%



**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**October 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)									\$105.218	\$118.548	\$13.330	12.7
Less: Capitalized Assets									2.500	1.653	0.847	33.9
Reserves									2.118	2.118	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$100.600	\$114.777	\$14.177	14.1
Less: Debt Service									48.549	49.549	(1.000)	(2.1)
Income Available for Distribution									\$52.051	\$65.228	\$13.177	25.3
Distributable To:												
MTA - Investment Income									0.009	0.014	0.005	55.6
MTA - Distributable Income									30.735	37.556	6.821	22.2
NYCTR - Distributable Income									21.307	27.658	6.351	29.8
Total Distributable Income									\$52.051	\$65.228	\$13.177	25.3
<u>Support to Mass Transit:</u>												
Total Revenues									140.462	150.437	9.975	7.1
Less: Total Operating Expenses									<u>35.244</u>	<u>31.889</u>	<u>3.355</u>	9.5
Net Operating Income/(Deficit)									\$105.218	\$118.548	\$13.330	12.7
Deductions from Net Operating Income:												
Capitalized Assets									2.500	1.653	0.847	33.9
Reserves									2.118	2.118	0.000	0.0
B&T Debt Service									18.463	17.340	1.123	6.1
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$23.081	\$21.111	\$1.970	8.5
Total Support to Mass Transit									\$82.137	\$97.437	\$15.300	18.6

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

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	1,349.930	1,373.559	23.629	1.8	0.000	0.000	0.000	-	1,349.930	1,373.559	23.629	1.8
Other Operating Revenue	16.932	18.196	1.264	7.5	0.000	0.000	0.000	-	16.932	18.196	1.264	7.5
Capital & Other Reimbursements	0.000	0.000	0.000	-	13.924	12.820	(1.104)	(7.9)	13.924	12.820	(1.104)	(7.9)
Investment Income	0.092	0.103	0.011	12.0	0.000	0.000	0.000	-	0.092	0.103	0.011	12.0
<b>Total Revenue</b>	<b>\$1,366.954</b>	<b>\$1,391.858</b>	<b>\$24.904</b>	<b>1.8</b>	<b>\$13.924</b>	<b>\$12.820</b>	<b>(\$1.104)</b>	<b>(7.9)</b>	<b>\$1,380.878</b>	<b>\$1,404.678</b>	<b>\$23.800</b>	<b>1.7</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$97.194	\$94.079	\$3.115	3.2	\$5.863	\$5.269	\$0.594	10.1	\$103.057	\$99.348	\$3.709	3.6
Overtime	16.795	15.205	1.590	9.5	0.286	0.018	0.268	93.7	17.081	15.223	1.858	10.9
Health and Welfare	23.189	21.650	1.539	6.6	1.291	1.097	0.194	15.0	24.480	22.747	1.733	7.1
OPEB Current Payment	12.797	12.744	0.053	0.4	0.000	0.000	0.000	-	12.797	12.744	0.053	0.4
Pensions	26.315	26.448	(0.133)	(0.5)	1.490	1.357	0.133	8.9	27.805	27.805	0.000	0.0
Other Fringe Benefits	12.331	11.769	0.562	4.6	0.754	0.694	0.060	8.0	13.085	12.463	0.622	4.8
Reimbursable Overhead	(4.240)	(4.385)	0.145	3.4	4.240	4.385	(0.145)	(3.4)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$184.381</b>	<b>\$177.510</b>	<b>\$6.871</b>	<b>3.7</b>	<b>\$13.924</b>	<b>\$12.820</b>	<b>\$1.104</b>	<b>7.9</b>	<b>\$198.305</b>	<b>\$190.330</b>	<b>\$7.975</b>	<b>4.0</b>
<b>Non-Labor:</b>												
Electric Power	\$6.468	\$6.164	\$0.304	4.7	\$0.000	\$0.000	\$0.000	-	\$6.468	\$6.164	\$0.304	4.7
Fuel	2.450	2.239	0.211	8.6	0.000	0.000	0.000	-	2.450	2.239	0.211	8.6
Insurance	7.487	8.726	(1.239)	(16.5)	0.000	0.000	0.000	-	7.487	8.726	(1.239)	(16.5)
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	79.913	75.293	4.620	5.8	0.000	0.000	0.000	-	79.913	75.293	4.620	5.8
Professional Service Contracts	23.575	27.100	(3.525)	(15.0)	0.000	0.000	0.000	-	23.575	27.100	(3.525)	(15.0)
Materials & Supplies	3.277	2.139	1.138	34.7	0.000	0.000	0.000	-	3.277	2.139	1.138	34.7
Other Business Expenses	21.900	20.491	1.409	6.4	0.000	0.000	0.000	-	21.900	20.491	1.409	6.4
<b>Total Non-Labor Expenses</b>	<b>\$145.070</b>	<b>\$142.152</b>	<b>\$2.918</b>	<b>2.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$145.070</b>	<b>\$142.152</b>	<b>\$2.918</b>	<b>2.0</b>
<b>Other Expense Adjustments</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$329.451</b>	<b>\$319.662</b>	<b>\$9.789</b>	<b>3.0</b>	<b>\$13.924</b>	<b>\$12.820</b>	<b>\$1.104</b>	<b>7.9</b>	<b>\$343.375</b>	<b>\$332.482</b>	<b>\$10.893</b>	<b>3.2</b>
Depreciation	\$78.581	\$76.343	\$2.238	2.8	\$0.000	\$0.000	\$0.000	-	\$78.581	\$76.343	\$2.238	2.8
OPEB Obligation	63.875	63.875	0.000	0.0	0.000	0.000	0.000	-	63.875	63.875	0.000	0.0
Environmental Remediation	0.000	(0.009)	0.009	-	0.000	0.000	0.000	-	0.000	(0.009)	0.009	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$471.907</b>	<b>\$459.871</b>	<b>\$12.036</b>	<b>2.6</b>	<b>\$13.924</b>	<b>\$12.820</b>	<b>\$1.104</b>	<b>7.9</b>	<b>\$485.831</b>	<b>\$472.691</b>	<b>\$13.140</b>	<b>2.7</b>
Less: Depreciation	\$78.581	\$76.343	\$2.238	2.8	\$0.000	\$0.000	\$0.000	-	\$78.581	\$76.343	\$2.238	2.8
Less: OPEB Obligation	63.875	63.875	0.000	0.0	0.000	0.000	0.000	-	63.875	63.875	0.000	0.0
<b>Total Expenses</b>	<b>\$329.451</b>	<b>\$319.653</b>	<b>\$9.798</b>	<b>3.0</b>	<b>\$13.924</b>	<b>\$12.820</b>	<b>\$1.104</b>	<b>7.9</b>	<b>\$343.375</b>	<b>\$332.473</b>	<b>\$10.902</b>	<b>3.2</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,037.503</b>	<b>\$1,072.205</b>	<b>\$34.702</b>	<b>3.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$1,037.503</b>	<b>\$1,072.205</b>	<b>\$34.702</b>	<b>3.3</b>

Differences are due to rounding  
\*Variance exceeds 100%

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**October 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)									\$1,037.503	\$1,072.205	\$34.702	3.3
Less: Capitalized Assets									9.431	9.970	(\$0.539)	(5.7)
Reserves									21.179	21.179	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$1,006.893	\$1,041.056	\$34.163	3.4
Less: Debt Service									489.452	484.656	4.796	1.0
Income Available for Distribution									\$517.441	\$556.400	\$38.959	7.5
Distributable To:												
MTA - Investment Income									0.092	0.103	0.011	12.0
MTA - Distributable Income									307.155	326.406	19.251	6.3
NYCTR - Distributable Income									210.194	229.891	19.697	9.4
Total Distributable Income									\$517.441	\$556.400	\$38.959	7.5
<u>Support to Mass Transit:</u>												
Total Revenues									1,380.878	1,404.678	23.800	1.7
Less: Total Operating Expenses									<u>343.375</u>	<u>332.473</u>	<u>10.902</u>	3.2
Net Operating Income/(Deficit)									\$1,037.503	\$1,072.205	\$34.702	3.3
Deductions from Net Operating Income:												
Capitalized Assets									9.431	9.970	(\$0.539)	(5.7)
Reserves									21.179	21.179	0.000	0.0
B&T Debt Service									176.873	168.613	8.260	4.7
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$207.483	\$199.762	\$7.721	3.7
Total Support to Mass Transit									\$830.020	\$872.443	\$42.423	5.1

**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		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Nonreimbursable						
Vehicle Toll Revenue	9 293	6.8%	Higher toll revenue due to higher traffic (\$9.048M) and a higher average toll (\$0.245)..	23,629	1.8%	Higher toll revenue due to higher traffic (\$19.518M) and a higher average toll (\$4.111M).
Other Operating Revenue	0.412	33.6%	Higher Other Operating Revenue primarily due to higher revenues from the Battery Parking Garage (\$0.173M) and higher E-ZPass administrative fees (\$0.132M).	1,264	7.5%	Higher Other Operating Revenue primarily due to higher revenues from the Battery Parking Garage (\$0.629M) and higher E-ZPass administrative fees (\$0.423M).
Investment Income	0.005	55.6%	Minor variance.	0.011	12.0%	Minor variance.
Payroll	1,433	13.9%	Lower payroll expenses against the monthly forecast allocation due to vacancies.	3,115	3.2%	Lower payroll expenses against the YTD forecast allocation due to vacancies.
Overtime	(0.122)	-6.8%	See overtime tables	1,590	9.5%	See overtime tables
Health and Welfare	0.511	19.9%	Lower Welfare Plan expenses primarily due to vacancies and the timing of expenses against the monthly forecast allocation.	1 539	6.6%	Lower Welfare Plan expenses primarily due to vacancies and the timing of expenses against the YTD forecast allocation.
OPEB Current Payment	0.012	0.8%	Minor variance.	0.053	0.4%	Minor variance.
Pensions	0.011	0.4%	Minor variance.	(0.133)	-0.5%	Minor variance.
Other Fringe Benefits	0.170	18.8%	Lower expenses for Social Security due to vacancies (\$0.142M) against the monthly forecast allocation.	0.562	4.6%	Lower expenses for Social Security due to vacancies (\$0.546M) against the YTD forecast allocation.
Electric Power	0.056	8.8%	Minor variance.	0.304	4.7%	Lower electricity expenses against the YTD forecast allocation.
Fuel	0.120	53.6%	Lower fuel expenses against the monthly forecast allocation.	0.211	8.6%	Lower fuel expenses against the YTD forecast allocation.
Insurance	(0.409)	-51.0%	Higher expenses primarily due to timing of expenses for Property Insurance (-\$0.402M) against the monthly forecast allocation.	(1,239)	-16.5%	Higher expenses primarily due to timing of expenses for Property Insurance (-\$1.205M) against the YTD forecast allocation.
Maintenance and Other Operating Contracts	0.309	3.9%	Lower expenses primarily for E-ZPass Customer Service Center costs (\$0.684M), Major Maintenance and Painting (\$0.376M), Auto & Other Vehicle Purchases (\$0.151M), Facility Maintenance & Repair Services (\$0.103M) and other expenses, offset by higher expenses for Maintenance and Repair for Sandy-related expenses (-\$0.797M) and E-ZPass tag purchases (-\$0.354M) due to timing.	4,620	5.8%	Lower expenses primarily due to the timing of expenses for E-ZPass tag purchases (\$1.764M), E-ZPass Customer Service Center costs (\$1.380M), Maintenance and Repair for Sandy-related expenses (\$1.305M), Security/Surveillance Equipment (\$0.652M), Facility Maintenance & Repair Services (\$0.454M), Telephone Service (\$0.376M), Real Estate Rentals (\$0.224M), Refuse and Recycling (\$0.208M), Other Maintenance and Repairs (\$0.204M), Heat, Vent & Air-conditioning Maintenance (\$0.154M) and other expenses, offset by higher expenses for Major Maintenance and Painting (-\$2.756M).
Professional Service Contracts	0.723	30.8%	Lower expenses primarily for Other Outside Services (\$0.338M), Office Equipment Maintenance and Repair Services (\$0.219M), IT Consulting Services (\$0.133M) and other expenses, offset by higher expenses primarily for Procurement Card Purchases (-\$0.146M).	(3,525)	-15.0%	Higher expenses primarily for Bond Issuance Costs (-\$5.497M), due to GASB 65 required accounting adjustments, and Procurement Card Purchases (-\$0.728M), offset by lower expenses primarily for IT Consulting Services (\$0.511M), Office Equipment Maintenance and Repair Services (\$0.420M), Legal Fees (\$0.367M), Engineering Services (\$0.361M), Outside Training (\$0.356M), Medical Services (\$0.325M), Planning Studies Consultants (\$0.270M), MTA Other Professional Services (\$0.204M) and other expenses
Materials & Supplies	0.201	49.0%	Lower expenses across a variety of small equipment and supply categories against the monthly forecast allocation.	1,138	34.7%	Lower expenses primarily for Roadway Equipment (\$0.224M), De-icing Materials (\$0.197M), Electric Supplies (\$0.116M), Lighting Materials (\$0.110M) and across a variety of small equipment and supply categories against the YTD forecast allocation.
Other Business Expense	0.345	15.5%	Lower expenses primarily due to lower Credit/Debit Card Fees (\$0.298M) against the monthly forecast allocation.	1,409	6.4%	Lower expenses primarily due to lower Credit/Debit Card Fees (\$1.291M) against the YTD forecast allocation.
Depreciation	0.394	5.0%	Minor variance.	2,238	2.8%	Minor variance.
Other Post Employment Benefits	0.000	-	No variance.	0.000	-	No variance.
Reimbursable						
Capital and Other Reimbursements	0.265	16.1%	Higher capital reimbursements against the monthly forecast allocation.	(1,104)	-7.9%	Lower capital reimbursements against the YTD forecast allocation.
Payroll	(0.021)	-2.8%	Higher than planned reimbursable expenses against the monthly forecast allocation.	0.594	10.1%	Lower than planned reimbursable expenses against the YTD forecast allocation.
Overtime	0.057	100.0%	See overtime tables	0.268	93.7%	See overtime tables
Health and Welfare	(0.013)	-8.1%	Higher than planned reimbursable expenses against the monthly forecast allocation.	0.194	15.0%	Lower than planned reimbursable expenses against the YTD forecast allocation.
OPEB Current Payment	0.000	-	No variance.	0.000	-	No variance.
Pensions	(0.011)	-5.9%	Higher than planned reimbursable expenses against the monthly forecast allocation.	0.133	8.9%	Lower than planned reimbursable expenses against the YTD forecast allocation.
Other Fringe Benefits	(0.017)	-20.5%	Higher than planned reimbursable expenses against the monthly forecast allocation.	0.060	8.0%	Lower than planned reimbursable expenses against the YTD forecast allocation.
Reimbursable Overhead	(0.260)	-59.5%	Higher than planned reimbursable expenses against the monthly forecast allocation.	(0.145)	-3.4%	Higher 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)

	October						October Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./ (Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./ (Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<b>OPERATIONS &amp; MAINTENANCE</b>												
<u>Scheduled Service</u>	3,909	\$0.226	3,118	\$0.176	791	\$0.051	37,983	\$2.293	34,858	\$2.075	3,126	\$0.218
					20.2%	22.5%					8.2%	9.5%
<u>Unscheduled Service</u>	1,262	\$0.073	562	\$0.032	700	\$0.042	9,408	\$0.563	6,802	\$0.403	2,606	\$0.160
					55.5%	56.8%					27.7%	28.4%
<u>Programmatic/Routine Maintenance</u>	22	\$0.001	0	\$0.000	22	\$0.001	502	\$0.031	634	\$0.041	(132)	(\$0.010)
					100.0%	100.0%					-26.3%	-32.6%
<u>Unscheduled Maintenance</u>	2,330	\$0.142	1,951	\$0.137	380	\$0.005	19,496	\$1.186	17,948	\$1.183	1,548	\$0.003
					16.3%	3.5%					7.9%	0.2%
<u>Vacancy/Absentee Coverage</u>	15,294	\$0.911	8,999	\$0.512	6,295	\$0.399	130,315	\$8.048	100,586	\$6.261	29,729	\$1.787
					41.2%	43.8%					22.8%	22.2%
<u>Weather Emergencies</u>	0	\$0.000	13	\$0.001	(13)	(\$0.001)	11,083	\$0.685	11,431	\$0.708	(348)	(\$0.023)
											-3.1%	-3.3%
<u>Safety/Security/Law Enforcement</u>	4,172	\$0.247	2,119	\$0.122	2,053	\$0.125	31,550	\$1.938	20,682	\$1.274	10,869	\$0.664
					49.2%	50.7%					34.4%	34.2%
<u>Other</u>	747	\$0.052	731	\$0.049	17	\$0.003	5,994	\$0.404	6,514	\$0.427	(520)	(\$0.023)
					2.2%	5.8%					-8.7%	-5.8%
<u>*All Other Departments and Accruals</u>		\$0.130		\$0.876		(\$0.747)		\$1.648		\$2.832		(\$1.184)
						-576.3%						-71.3%
Subtotal	27,736	\$1.783	17,492	\$1.905	10,244	(\$0.122)	246,331	\$16.795	199,455	\$15.205	46,877	\$1.590
					36.9%	-6.8%					19.0%	9.5%
<b>REIMBURSABLE OVERTIME</b>	1,029	\$0.057	0	\$0.000	1,029	\$0.057	5,144	\$0.286	286	\$0.018	4,859	\$0.268
					100.0%	100.0%					94.4%	93.7%
<b>TOTAL OVERTIME</b>	<b>28,765</b>	<b>\$1.840</b>	<b>17,492</b>	<b>\$1.905</b>	<b>11,273</b>	<b>(\$0.065)</b>	<b>251,475</b>	<b>\$17.081</b>	<b>199,740</b>	<b>\$15.223</b>	<b>51,735</b>	<b>\$1.858</b>
					39.2%	-3.5%					20.6%	10.9%

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)

	October			October Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<b>OPERATIONS &amp; MAINTENANCE</b>						
<u>Scheduled Service</u>	791 20.2%	\$0.051 22.5%	Lower than planned expenses	3,126 8.2%	\$0.218 9.5%	Lower than planned expenses
<u>Unscheduled Service</u>	700 55.5%	\$0.042 56.8%	Lower than planned expenses	2,606 27.7%	\$0.160 28.4%	Lower than planned expenses
<u>Programmatic/Routine Maintenance</u>	22 100.0%	\$0.001 100.0%	Lower than planned expenses	(132) -26.3%	(\$0.010) -32.6%	Higher than planned expenses to provide first aid training for maintainers.
<u>Unscheduled Maintenance</u>	380 16.3%	\$0.005 3.5%	Lower than planned expenses	1,548 7.9%	\$0.003 0.2%	Lower than planned expenses
<u>Vacancy/Absentee Coverage</u>	6,295 41.2%	\$0.399 43.8%	Lower than planned expenses	29,729 22.8%	\$1.787 22.2%	Lower than planned expenses
<u>Weather Emergencies</u>	(13) 0.0%	(\$0.001) 0.0%	Higher than planned expenses	(348) -3.1%	(\$0.023) -3.3%	Higher than planned expenses
<u>Safety/Security/Law Enforcement</u>	2,053 49.2%	\$0.125 50.7%	More efficient use of law enforcement related overtime	10,869 34.4%	\$0.664 34.2%	More efficient use of law enforcement related overtime
<u>Other</u>	17 2.2%	\$0.003 5.8%	Lower than planned expenses	(520) -8.7%	(\$0.023) -5.8%	Higher than planned expenses
*All Other Departments and Accruals		(\$0.747) -576.3%	Primarily due to adjustments for the 28-day OT payroll lag and three payrolls during the month compared to the usual two.		(\$1.184) -71.3%	Primarily due to adjustments for the 28-day OT payroll lag
<b>Subtotal</b>	<b>10,244 36.9%</b>	<b>(\$0.122) -6.8%</b>		<b>46,877 19.0%</b>	<b>\$1.590 9.5%</b>	
<b>REIMBURSABLE OVERTIME</b>	1,029 100.0%	\$0.057 100.0%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program	4,859 94.4%	\$0.268 93.7%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program
<b>TOTAL OVERTIME</b>	<b>11,273</b>	<b>(\$0.065)</b>		<b>51,735</b>	<b>\$1.858</b>	

Figures are preliminary.

Totals may not add due to rounding

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

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

\*\* Exceeds 100%

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

**OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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

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

Month of October

Year to date ending October 2013

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

Prior Year		Current Year**		Percentage Change			Prior Year		Current Year**		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
3.2	\$19.4	3.4	\$22.8	5.5%	17.6%	Bronx-Whitestone	33.0	\$200.2	33.3	\$221.8	1.0%	10.8%
0.6	1.1	0.6	1.3	10.9%	22.7%	Cross Bay	6.2	12.3	6.6	14.4	5.1%	16.7%
1.8	4.8	2.0	5.8	10.7%	21.5%	Henry Hudson	18.5	49.0	18.2	51.7	-2.0%	5.5%
1.4	7.4	1.6	9.3	14.7%	25.2%	Hugh L. Carey*	14.1	74.6	13.8	79.0	-2.7%	5.9%
0.6	1.1	0.6	1.3	8.0%	22.2%	Marine Parkway	6.5	12.2	6.7	14.3	3.3%	17.4%
2.2	12.6	2.5	15.6	12.8%	23.6%	Queens Midtown	23.9	132.9	23.2	140.2	-3.2%	5.5%
2.3	14.3	2.5	17.4	8.7%	21.7%	RFK - Bronx	22.7	144.1	23.1	160.8	1.6%	11.6%
2.5	13.9	2.8	16.9	9.6%	21.6%	RFK - Manhattan	25.3	137.7	25.7	153.2	1.5%	11.2%
3.1	20.9	3.4	25.7	10.2%	22.8%	Throgs Neck	33.2	218.8	33.5	243.7	0.9%	11.4%
5.2	26.1	5.6	30.7	6.9%	17.7%	Verrazano-Narrows	54.9	271.9	54.5	294.6	-0.7%	8.4%
<b>23.0</b>	<b>\$121.6</b>	<b>25.1</b>	<b>\$146.9</b>	<b>9.1%</b>	<b>20.8%</b>	<b>Total</b>	<b>238.3</b>	<b>\$1,253.7</b>	<b>238.3</b>	<b>\$1,373.6</b>	<b>0.0%</b>	<b>9.6%</b>
	<b>\$5.295</b>		<b>\$5.862</b>		<b>10.7%</b>	<b>Revenue Per Vehicle</b>		<b>\$5.260</b>		<b>\$5.763</b>		<b>9.6%</b>

\*Formerly Brooklyn-Battery Tunnel

\*\*Toll increase implemented March 3, 2013

*Note: Numbers may not add due to rounding.*

**Comparison Actual vs. Mid-Year Forecast:**

Mid-Year Forecast		Oct Actual		Percentage Change			Mid-Year Forecast		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
<b>23.5</b>	<b>137.6</b>	<b>25.1</b>	<b>146.9</b>	<b>6.6%</b>	<b>6.8%</b>	<b>Total All</b>	<b>234.9</b>	<b>\$1,349.9</b>	<b>238.3</b>	<b>\$1,373.6</b>	<b>1.4%</b>	<b>1.8%</b>
	<b>\$5.852</b>		<b>\$5.862</b>		<b>0.2%</b>	<b>Revenue Per Vehicle</b>		<b>\$5.746</b>		<b>\$5.763</b>		<b>0.3%</b>



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

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	2	2	-	
Law <sup>(1)</sup>	19	17	2	1 Managerial vacancy and 1 Professional vacancy
CFO <sup>(2)</sup>	25	22	3	3 Professional vacancies
Labor Relations	5	5	-	
Staff Services <sup>(3)</sup>	16	16	-	
EEO	1	1	-	
<b>Total Administration</b>	<b>68</b>	<b>63</b>	<b>5</b>	
<b>Operations</b>				
Revenue Management	40	38	2	2 vacancies (1 Bridge and Tunnel Officer (BTO) and 1 Managerial)
Operations (Non-Security)	747	616	131	97 BTO vacancies, 35 Superior Officer vacancies, 1 Maintainer overage
<b>Total Operations</b>	<b>787</b>	<b>654</b>	<b>133</b>	
<b>Maintenance</b>				
Maintenance	171	169	2	3 Managerial vacancies, 2 Professional vacancies and 3 Maintainer overages
Operations - Maintainers	172	154	18	18 Maintainer vacancies
Technology	54	53	1	1 Managerial vacancy
Internal Security - Tech Svcs	8	10	(2)	2 Maintainer overages
<b>Total Maintenance</b>	<b>405</b>	<b>386</b>	<b>19</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	169	152	17	4 Managerial vacancies and 13 Professional vacancies
Law <sup>(1)</sup>	17	11	6	4 Managerial vacancies and 2 Professional vacancies
Health & Safety	10	8	2	2 Professional vacancies
CFO-Planning & Budget Capital	21	17	4	2 Managerial vacancies and 2 Professional vacancies
<b>Total Engineering/Capital</b>	<b>217</b>	<b>188</b>	<b>29</b>	
<b>Public Safety</b>				
Operations (Security)	232	232	-	
Internal Security - Operations	37	36	1	1 Professional vacancy
<b>Total Public Safety</b>	<b>269</b>	<b>268</b>	<b>1</b>	
<b>Total Positions</b>	<b>1,746</b>	<b>1,559</b>	<b>187</b>	
Non-Reimbursable	1,658	1,471	187	
Reimbursable	88	88	-	
<b>Total Full-Time</b>	<b>1,746</b>	<b>1,559</b>	<b>187</b>	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

(3) Includes Human Resources and Administration staff.

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

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	21	22	(1)	1 Managerial vacancy in Law and 2 overages in Staff Services
Professional, Technical, Clerical	47	41	6	6 Professional vacancies (3 in CFO, 1 in Law and 2 in Staff Services)
Operational Hourlies	-	-	-	
<b>Total Administration</b>	<b>68</b>	<b>63</b>	<b>5</b>	
<b>Operations</b>				
Managers/Supervisors	56	55	1	1 Managerial vacancy in Revenue Management
Professional, Technical, Clerical	52	52	-	
Operational Hourlies <sup>(1)</sup>	679	547	132	97 BTO vacancies, 35 Superior Officer vacancies and 1 Maintainer overage in Operations;
<b>Total Operations</b>	<b>787</b>	<b>654</b>	<b>133</b>	1 BTO vacancy in Revenue Management
<b>Maintenance</b>				
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 <sup>(2)</sup>	319	306	13	18 Maintainer vacancies in Operations, 3 overages in Maintenance and 2 overages in Internal Security
<b>Total Maintenance</b>	<b>405</b>	<b>386</b>	<b>19</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	52	42	10	10 Managerial vacancies (4 in Engineering, 4 in Law and 2 in Planning and Budget)
Professional, Technical, Clerical	165	146	19	13 vacancies in Engineering, 2 in Law, 2 in Health and Safety, and 2 in Planning and Budget
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>217</b>	<b>188</b>	<b>29</b>	
<b>Public Safety</b>				
Managers/Supervisors	7	7	-	
Professional, Technical, Clerical	28	27	1	1 Professional vacancy in Internal Security
Operational Hourlies <sup>(3)</sup>	234	234	-	
<b>Total Public Safety</b>	<b>269</b>	<b>268</b>	<b>1</b>	
<b>Total Positions</b>				
Managers/Supervisors	174	160	14	
Professional, Technical, Clerical	340	312	28	
Operational Hourlies	1,232	1,087	145	
<b>Total Positions</b>	<b>1,746</b>	<b>1,559</b>	<b>187</b>	

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

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

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

**MTA BRIDGES AND TUNNELS**  
**MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)**  
**OCTOBER 2013 YEAR-TO-DATE**  
**(\$ in millions)**

	October Year-to-Date			Favorable(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	1,366.954	1,383.139	1,391.858	24.904	1.8	8.719	0.6
Investment Income	0.092	0.096	0.103	0.011	12.0	0.007	7.3
Total Revenue without Investment Income	<b>1,366.862</b>	<b>1,383.043</b>	<b>1,391.755</b>	<b>24.893</b>	<b>1.8</b>	<b>8.712</b>	<b>0.6</b>
Total Expenses before Non-Cash Liability Adjs	<b>329.451</b>	<b>321.104</b>	<b>319.662</b>	<b>9.789</b>	<b>3.0</b>	<b>1.442</b>	<b>0.4</b>
Depreciation	78.581	78.581	76.343	2.238	2.8	2.238	2.8
Other Post-Employment Benefits	63.875	63.875	63.875	0.000	0.0	0.000	0.0
Environmental Remediation	0.000	0.000	(0.009)	0.009		0.009	
Total Expenses after Non-Cash Liability Adjs	<b>471.907</b>	<b>463.560</b>	<b>459.871</b>	<b>12.036</b>	<b>2.6</b>	<b>3.689</b>	<b>0.8</b>
Less: Depreciation	78.581	78.581	76.343	2.238	2.8	2.238	2.8
Less: Other Post-Employment Benefits	63.875	63.875	63.875	0.000	0.0	0.000	0.0
Total Expenses	<b>329.451</b>	<b>321.104</b>	<b>319.653</b>	<b>9.798</b>	<b>3.0</b>	<b>1.451</b>	<b>0.5</b>
Net Income/(Deficit)	<b>1,037.503</b>	<b>1,062.035</b>	<b>1,072.205</b>	<b>34.702</b>	<b>3.3</b>	<b>10.170</b>	<b>1.0</b>
Net Income without Investment Income	<b>1,037.411</b>	<b>1,061.939</b>	<b>1,072.102</b>	<b>34.691</b>	<b>3.3</b>	<b>10.163</b>	<b>1.0</b>

Note: Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS**  
**NON-REIMBURSABLE**  
**OCTOBER 2013 YEAR-TO-DATE**  
**(\$ in millions)**

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$8.719	0.6	Primarily due to increased toll revenue from higher traffic volumes resulting largely from more favorable weather
Total Expenses	\$1.442	0.4	Primarily due to vacancies (\$0.459), lower overtime (\$0.400) and small timing under-runs across a variety of non-labor areas

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee



# Bridges and Tunnels

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## 2013 November Forecast and 2014 Final Proposed Budget



# Staff Summary



Bridges and Tunnels

Page 1 of 2

Subject B&T 2014 Budget and 2014-2017 Financial Plan Adoption
Department Office of the Chief Financial Officer
Department Head Name Don Spero
Department Head Signature 
Project Manager Name Dore Abrams

Date 12/3/2013
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	B&T Committee	12/16/13	X		
2	Finance Committee	12/16/13	X		
3	MTA Board	12/18/13	X		

Internal Approvals			
Order	Approval	Order	Approval
3	President		VP Staff Services
2	Executive Vice President		VP Procurement & Materials
	General Counsel		VP Labor Relations
	VP Operations		VP & Chief Engineer

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	Chief Financial Officer		Chief Technology Officer		Chief Health & Safety Officer		Other
	Chief Security Officer		Chief Maintenance Officer		Chief EEO Officer		

## PURPOSE:

To secure MTA Board adoption of the MTA Bridges and Tunnels' (B&T) 2013 November Forecast, 2014 Final Proposed Budget, and the Four-Year Financial Plan for 2014-2017.

## DISCUSSION:

The 2014 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to maintain B&T's planned service levels, as well as MTA's commitment to provide safe, reliable and efficient transportation service to the metropolitan New York region. The baseline projections that follow do not include the impacts of toll increases which are carried below-the-line in the MTA Consolidated Financial Plan.

B&T estimates that for 2013 and 2014 combined, \$2,416.1 million will be provided in baseline net operating income.

## 2013 NOVEMBER FORECAST-BASELINE

The 2013 November Forecast projects \$1,652.5 million in non-reimbursable revenues, of which \$1,628.8 million is from Toll Revenue. Total non-reimbursable expenses before depreciation and other post-employment benefits are projected to be \$431.7 million, consisting of \$226.4 million in labor expenses and \$205.3 million in non-labor expenses. Total Support to Mass Transit is projected to be \$975.0 million. Total end-of-year positions are projected at 1,746, including 1,658 non-reimbursable positions and 88 reimbursable positions.

## 2014 FINAL PROPOSED BUDGET-BASELINE

The 2014 Final Proposed Budget projects \$1,665.7 million in non-reimbursable revenues, of which \$1,649.5 million is from Toll Revenue. Total non-reimbursable expenses before depreciation and other post-employment benefits are projected to be \$470.5 million, consisting of \$244.0 million in labor expenses and \$226.5 million in non-labor expenses. Total Support to Mass Transit is projected to be \$901.9 million. Total end-of-year positions are projected at 1,746, including 1,658 non-reimbursable positions and 88 reimbursable positions.

## MAJOR PROGRAMMATIC INITIATIVES

- **Programs to Increase E-ZPass usage:**
  - **E-ZPass On-The-Go:** This program enables customers to purchase a prepaid E-ZPass tag and account kit in the cash toll lanes at each facility. To date, more than 253,000 tags and account kits have been sold.
  - **MTA Reload Card:** Introduced in February 2012, this initiative makes it easier for customers to replenish their E-ZPass account with cash. To date, more than 73,000 cards have been issued to customers and approximately 14% of total cash replenishments are currently made using the reload cards.
  - **E-ZPass Pay Per Trip:** This initiative was launched in November 2012 and enables customers to set up an E-ZPass account without a pre-paid balance by debiting their checking account through an Automated Clearinghouse (ACH) deduction on days when tolls are posted. To date, over 17,000 account holders have signed up for this initiative.
- **All Electronic Tolling Pilot at the Henry Hudson Bridge:** The implementation of cashless tolling at the gateless facility began on November 10, 2012. All motorists are able to use any lane to drive through the toll plaza without stopping. There is no change for drivers who use E-ZPass. For customers without an E-ZPass tag, an image is taken of their license plate and the registered driver receives a bill in the mail. The data collected from this pilot will be used to evaluate and guide future toll collection and toll plaza reconstruction plans. Thus far, the equipment and technology have met expectations, with the readable photo image rate at nearly 100%. The revenue collection rate is also nearly 100%, through a combination of tolls collected through the billing process and fees assessed and collected for late payment.
- **E-ZPass Tag Replacement Program:** This program, which began toward the end of 2010 and will continue through the financial plan period, ensures that tags are replaced before the tag components expire, greatly decreasing the possibility that customers will experience tag performance problems. To date, more than 1.4 million tags have been replaced.

## IMPACT ON FUNDING

The 2013 November Forecast, the 2014 Final Proposed Budget, and the Four-Year Financial Plan 2014-2017, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

## RECOMMENDATION

It is recommended that the MTA Board adopt the 2013 November Forecast, the 2014 Final Proposed Budget, and the Four-Year Financial Plan for 2014-2017 for MTA Bridges and Tunnels.

**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2014-2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

**NON-REIMBURSABLE**

	2012	2013	2014			
	Actual	November Forecast	Final Proposed Budget	2015	2016	2017
<b>Operating Revenue</b>						
Vehicle Toll Revenue	\$1,490.982	\$1,628.823	\$1,649.488	\$1,652.899	\$1,661.859	\$1,665.930
Other Operating Revenue	17.679	23.613	16.098	15.932	16.101	16.281
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	0.136	0.110	0.162	0.737	2.180	2.866
<b>Total Revenue</b>	<b>\$1,508.797</b>	<b>\$1,652.547</b>	<b>\$1,665.748</b>	<b>\$1,669.568</b>	<b>\$1,680.140</b>	<b>\$1,685.077</b>
<b>Operating Expenses</b>						
<b>Labor:</b>						
Payroll	\$114.911	\$120.979	\$132.900	\$136.313	\$138.740	\$142.746
Overtime	20.921	20.882	21.228	21.656	22.103	22.523
Health and Welfare	22.171	25.022	27.340	28.363	29.971	31.678
OPEB Current Payment	13.988	15.384	16.168	16.783	17.757	18.786
Pensions	35.117	32.745	33.849	34.661	35.481	36.163
Other Fringe Benefits	18.226	16.493	17.595	17.902	18.158	18.386
Reimbursable Overhead	(4.758)	(5.114)	(5.095)	(5.145)	(5.196)	(5.442)
<b>Total Labor Expenses</b>	<b>\$220.576</b>	<b>\$226.391</b>	<b>\$243.984</b>	<b>\$250.533</b>	<b>\$257.014</b>	<b>\$264.840</b>
<b>Non-Labor:</b>						
Electric Power	\$5.706	\$7.480	\$7.561	\$7.805	\$8.170	\$8.540
Fuel	3.198	2.894	2.959	2.794	2.681	2.733
Insurance	7.020	12.589	16.466	19.914	23.163	26.980
Claims	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
Maintenance and Other Operating Contracts	92.229	113.232	129.870	136.876	142.371	145.505
Professional Service Contracts	22.194	36.390	36.537	36.826	36.527	37.763
Materials & Supplies	2.413	4.050	4.300	4.378	4.532	4.659
Other Business Expenses	24.649	28.707	28.808	29.451	30.115	30.835
<b>Total Non-Labor Expenses</b>	<b>\$157.409</b>	<b>\$205.344</b>	<b>\$226.501</b>	<b>\$238.044</b>	<b>\$247.559</b>	<b>\$257.015</b>
<b>Other Expense Adjustments:</b>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$377.985</b>	<b>\$431.735</b>	<b>\$470.485</b>	<b>\$488.578</b>	<b>\$504.573</b>	<b>\$521.855</b>
Add: Depreciation	\$87.926	\$94.429	\$104.389	\$111.667	\$119.521	\$127.853
Add: OPEB Obligation	73.000	76.650	80.483	84.507	88.732	93.169
Add: Environmental Remediation	0.055	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$538.966</b>	<b>\$602.814</b>	<b>\$655.356</b>	<b>\$684.751</b>	<b>\$712.826</b>	<b>\$742.877</b>
Less: Depreciation	\$87.926	\$94.429	\$104.389	\$111.667	\$119.521	\$127.853
Less: OPEB Obligation	73.000	76.650	80.483	84.507	88.732	93.169
<b>Total Expenses</b>	<b>\$378.040</b>	<b>\$431.735</b>	<b>\$470.485</b>	<b>\$488.578</b>	<b>\$504.573</b>	<b>\$521.855</b>
<b>Baseline Income/(Deficit)</b>	<b>\$1,130.757</b>	<b>\$1,220.812</b>	<b>\$1,195.263</b>	<b>\$1,180.990</b>	<b>\$1,175.567</b>	<b>\$1,163.221</b>



**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2014-2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

**REIMBURSABLE**

	2012	2013	2014			
	Actual	November Forecast	Final Proposed Budget	2015	2016	2017
<b>Revenue</b>						
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	14.152	17.228	21.230	21.628	22.108	22.809
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$14.152</b>	<b>\$17.228</b>	<b>\$21.230</b>	<b>\$21.628</b>	<b>\$22.108</b>	<b>\$22.809</b>
<b>Expenses</b>						
<b><u>Labor:</u></b>						
Payroll	\$6.009	\$7.321	\$9.735	\$9.810	\$9.894	\$9.976
Overtime	0.137	0.400	0.407	0.415	0.420	0.426
Health and Welfare	1.498	1.578	2.177	2.287	2.446	2.607
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	1.067	1.891	2.571	2.702	2.861	3.022
Other Fringe Benefits	0.683	0.924	1.245	1.269	1.291	1.336
Reimbursable Overhead	4.758	5.114	5.095	5.145	5.196	5.442
<b>Total Labor Expenses</b>	<b>\$14.152</b>	<b>\$17.228</b>	<b>\$21.230</b>	<b>\$21.628</b>	<b>\$22.108</b>	<b>\$22.809</b>
<b><u>Non-Labor:</u></b>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Other Expense Adjustments:</u></b>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$14.152</b>	<b>\$17.228</b>	<b>\$21.230</b>	<b>\$21.628</b>	<b>\$22.108</b>	<b>\$22.809</b>
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Add: OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$14.152</b>	<b>\$17.228</b>	<b>\$21.230</b>	<b>\$21.628</b>	<b>\$22.108</b>	<b>\$22.809</b>
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Less: OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$14.152</b>	<b>\$17.228</b>	<b>\$21.230</b>	<b>\$21.628</b>	<b>\$22.108</b>	<b>\$22.809</b>
<b>Baseline Income/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2014-2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE  
Page 1 of 2

	2012	2013	2014			
	Actual	November	Final Proposed	2015	2016	2017
		Forecast	Budget			
<b>Revenue</b>						
Vehicle Toll Revenue	\$1,490.982	\$1,628.823	\$1,649.488	\$1,652.899	\$1,661.859	\$1,665.930
Other Operating Revenue	17.679	23.613	16.098	15.932	16.101	16.281
Capital and Other Reimbursements	14.152	17.228	21.230	21.628	22.108	22.809
Investment Income	0.136	0.110	0.162	0.737	2.180	2.866
<b>Total Revenue</b>	<b>\$1,522.949</b>	<b>\$1,669.774</b>	<b>\$1,686.978</b>	<b>\$1,691.196</b>	<b>\$1,702.248</b>	<b>\$1,707.885</b>
<b>Expenses</b>						
<u><b>Labor:</b></u>						
Payroll	\$120.920	\$128.300	\$142.635	\$146.123	\$148.634	\$152.722
Overtime	21.058	21.282	21.635	22.071	22.523	22.949
Health and Welfare	23.669	26.600	29.517	30.650	32.417	34.285
OPEB Current Payment	13.988	15.384	16.168	16.783	17.757	18.786
Pensions	36.184	34.636	36.420	37.363	38.342	39.185
Other Fringe Benefits	18.909	17.417	18.840	19.171	19.449	19.722
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$234.728</b>	<b>\$243.619</b>	<b>\$265.214</b>	<b>\$272.161</b>	<b>\$279.122</b>	<b>\$287.649</b>
<u><b>Non-Labor:</b></u>						
Electric Power	\$5.706	\$7.480	\$7.561	\$7.805	\$8.170	\$8.540
Fuel	3.198	2.894	2.959	2.794	2.681	2.733
Insurance	7.020	12.589	16.466	19.914	23.163	26.980
Claims	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
Maintenance and Other Operating Contracts	92.229	113.232	129.870	136.876	142.371	145.505
Professional Service Contracts	22.194	36.390	36.537	36.826	36.527	37.763
Materials & Supplies	2.413	4.050	4.300	4.378	4.532	4.659
Other Business Expenses	24.649	28.707	28.808	29.451	30.115	30.835
<b>Total Non-Labor Expenses</b>	<b>\$157.409</b>	<b>\$205.344</b>	<b>\$226.501</b>	<b>\$238.044</b>	<b>\$247.559</b>	<b>\$257.015</b>
<u><b>Other Expense Adjustments:</b></u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$392.137</b>	<b>\$448.963</b>	<b>\$491.715</b>	<b>\$510.205</b>	<b>\$526.681</b>	<b>\$544.664</b>
Add: Depreciation	\$87.926	\$94.429	\$104.389	\$111.667	\$119.521	\$127.853
Add: OPEB Obligation	73.000	76.650	80.483	84.507	88.732	93.169
Add: Environmental Remediation	0.055	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$553.118</b>	<b>\$620.042</b>	<b>\$676.586</b>	<b>\$706.379</b>	<b>\$734.934</b>	<b>\$765.686</b>
Less: Depreciation	\$87.926	\$94.429	\$104.389	\$111.667	\$119.521	\$127.853
Less: OPEB Obligation	73.000	76.650	80.483	84.507	88.732	93.169
<b>Total Expenses</b>	<b>\$392.192</b>	<b>\$448.963</b>	<b>\$491.715</b>	<b>\$510.205</b>	<b>\$526.681</b>	<b>\$544.664</b>
<b>Baseline Income/(Deficit)</b>	<b>\$1,130.757</b>	<b>\$1,220.812</b>	<b>\$1,195.263</b>	<b>\$1,180.990</b>	<b>\$1,175.567</b>	<b>\$1,163.221</b>

**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2014-2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE  
Page 2 of 2

	2012 Actual	2013 November Forecast	2014 Final Proposed Budget	2015	2016	2017
<b>Baseline Income/(Deficit)</b>	<b>\$1,130.757</b>	<b>\$1,220.812</b>	<b>\$1,195.263</b>	<b>\$1,180.990</b>	<b>\$1,175.567</b>	<b>\$1,163.221</b>
<u><b>Deductions from Income:</b></u>						
Reserves	\$11,251	\$17,165	\$17,843	\$17,849	\$20,635	\$21,056
GASB 45 Reserves	27,965	25,415	25,895	26,382	26,881	27,338
	2,309	3,077	3,234	3,357	3,551	3,757
<b>Adjusted Baseline Income/(Deficit)</b>	<b>\$1,089.232</b>	<b>\$1,175.155</b>	<b>\$1,148.291</b>	<b>\$1,133.402</b>	<b>\$1,124.500</b>	<b>\$1,111.071</b>
Less: Debt Service	591.453	578.888	617.559	631.859	650.466	677.229
<b>Income Available for Distribution</b>	<b>\$497.779</b>	<b>\$596.267</b>	<b>\$530.731</b>	<b>\$501.543</b>	<b>\$474.034</b>	<b>\$433.842</b>
<u><b>Distributable To:</b></u>						
MTA - Investment Income	\$0.136	\$0.110	\$0.162	\$0.737	\$2,180	\$2,866
MTA - Distributable Income	308.424	358.049	321.717	306.818	292.469	272.689
NYCT - Distributable Income	189.219	238.108	208.853	193.988	179.384	158.286
<b>Total Distributable Income:</b>	<b>\$497.779</b>	<b>\$596.267</b>	<b>\$530.731</b>	<b>\$501.543</b>	<b>\$474.034</b>	<b>\$433.842</b>
<u><b>Actual Cash Transfers:</b></u>						
MTA - Investment Income	\$0.085	\$0.136	\$0.110	\$0.162	\$0.737	\$2,180
MTA - Transfers	315,723	361,176	325,350	308,308	293,904	274,667
NYCT - Transfers	193.604	235.054	211.779	195.474	180.845	160.396
<b>Total Cash Transfers:</b>	<b>\$509.412</b>	<b>\$596.366</b>	<b>\$537.239</b>	<b>\$503.944</b>	<b>\$475.486</b>	<b>\$437.243</b>
<u><b>SUPPORT TO MASS TRANSIT:</b></u>						
Total Revenues	\$1,522.949	\$1,669.774	\$1,686.978	\$1,691.196	\$1,702.248	\$1,707.885
Less: Net Operating Expenses	392.192	448.963	491.715	510.205	526.681	544.664
<b>Net Operating Income:</b>	<b>\$1,130.757</b>	<b>\$1,220.812</b>	<b>\$1,195.263</b>	<b>\$1,180.990</b>	<b>\$1,175.567</b>	<b>\$1,163.221</b>
<u><b>Deductions from Operating Income:</b></u>						
B&T Debt Service	\$196,526	\$200,148	\$246,438	\$260,793	\$278,761	\$302,030
Capitalized Assets	11,251	17,165	17,843	17,849	20,635	21,056
Reserves	27,965	25,415	25,895	26,382	26,881	27,338
GASB Reserves	2,309	3,077	3,234	3,357	3,551	3,757
<b>Total Deductions from Operating Income:</b>	<b>\$238.051</b>	<b>\$245.804</b>	<b>\$293.410</b>	<b>\$308.382</b>	<b>\$329.827</b>	<b>\$354.181</b>
<b>Total Support to Mass Transit:</b>	<b>\$892.706</b>	<b>\$975.007</b>	<b>\$901.853</b>	<b>\$872.608</b>	<b>\$845.740</b>	<b>\$809.041</b>

**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2014-2017**  
**Traffic Volume (Utilization)**

	2012	2013	2014			
	Actual	November Forecast	Final Proposed Budget	2015	2016	2017
<u>Traffic Volume</u>	282.754	281.462	281.570	282.861	284.766	285.834
<u>Toll Revenue</u>	\$ 1,490.982	\$ 1,628.823	\$ 1,649.488	\$ 1,652.899	\$ 1,661.859	\$ 1,665.930

**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2014-2017**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents**

FUNCTION/DEPARTMENT	2012 Actual	2013 November Forecast	2014 Final Proposed Budget	2015	2016	2017
<b>Administration</b>						
Executive	2	2	2	2	2	2
Law	8	20	20	20	20	20
CFO <sup>(1)</sup>	26	21	21	21	21	21
Labor Relations	4	5	5	5	5	5
Staff Services <sup>(2)</sup>	21	16	16	16	16	16
EEO	1	1	1	1	1	1
<b>Total Administration</b>	<b>62</b>	<b>65</b>	<b>65</b>	<b>65</b>	<b>65</b>	<b>65</b>
<b>Operations</b>						
Revenue Management	36	41	41	41	41	41
Operations (Non-Security)	642	748	748	748	748	748
<b>Total Operations</b>	<b>678</b>	<b>789</b>	<b>789</b>	<b>789</b>	<b>789</b>	<b>789</b>
<b>Maintenance</b>						
Maintenance	169	171	171	171	171	171
Operations - Maintainers	163	172	172	172	172	172
Technology	54	54	54	54	54	54
Internal Security - Tech Svcs	10	8	8	8	8	8
<b>Total Maintenance</b>	<b>396</b>	<b>405</b>	<b>405</b>	<b>405</b>	<b>405</b>	<b>405</b>
<b>Engineering/Capital</b>						
Engineering & Construction	120	169	169	169	169	169
Health & Safety	8	10	10	10	10	10
Law <sup>(3)</sup>	0	16	16	16	16	16
Planning & Budget Capital	13	23	23	23	23	23
<b>Total Engineering/Capital</b>	<b>141</b>	<b>218</b>	<b>218</b>	<b>218</b>	<b>218</b>	<b>218</b>
<b>Public Safety</b>						
Operations (Security)	232	232	232	232	232	232
Internal Security - Operations	36	37	37	37	37	37
<b>Total Public Safety</b>	<b>268</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>
<b>Total Baseline Positions</b>	<b>1,545</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>
<b>Non-Reimbursable</b>	<b>1,501</b>	<b>1,658</b>	<b>1,658</b>	<b>1,658</b>	<b>1,658</b>	<b>1,658</b>
<b>Reimbursable</b>	<b>44</b>	<b>88</b>	<b>88</b>	<b>88</b>	<b>88</b>	<b>88</b>
<b>Total Full-Time</b>	<b>1,545</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>
<b>Total Full-Time Equivalents</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2014-2017**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATIONAL GROUP	2012 Actual	2013 November Forecast	2014 Final Proposed Budget	2015	2016	2017
<b>Administration</b>						
Managers/Supervisors	24	20	20	20	20	20
Professional, Technical, Clerical	38	45	45	45	45	45
Operational Hourlies	-	-	-	-	-	-
<b>Total Administration</b>	<b>62</b>	<b>65</b>	<b>65</b>	<b>65</b>	<b>65</b>	<b>65</b>
<b>Operations</b>						
Managers/Supervisors	51	56	56	56	56	56
Professional, Technical, Clerical	49	55	55	55	55	55
Operational Hourlies <sup>(1)</sup>	578	678	678	678	678	678
<b>Total Operations</b>	<b>678</b>	<b>789</b>	<b>789</b>	<b>789</b>	<b>789</b>	<b>789</b>
<b>Maintenance</b>						
Managers/Supervisors	33	34	34	34	34	34
Professional, Technical, Clerical	50	52	52	52	52	52
Operational Hourlies <sup>(2)</sup>	313	319	319	319	319	319
<b>Total Maintenance</b>	<b>396</b>	<b>405</b>	<b>405</b>	<b>405</b>	<b>405</b>	<b>405</b>
<b>Engineering/Capital</b>						
Managers/Supervisors	31	49	49	49	49	49
Professional, Technical, Clerical	110	169	169	169	169	169
Operational Hourlies	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>141</b>	<b>218</b>	<b>218</b>	<b>218</b>	<b>218</b>	<b>218</b>
<b>Public Safety</b>						
Managers/Supervisors	7	7	7	7	7	7
Professional, Technical, Clerical	27	28	28	28	28	28
Operational Hourlies <sup>(3)</sup>	234	234	234	234	234	234
<b>Total Public Safety</b>	<b>268</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>
<b>Total Positions</b>						
Managers/Supervisors	146	166	166	166	166	166
Professional, Technical, Clerical	274	349	349	349	349	349
Operational Hourlies	1,125	1,231	1,231	1,231	1,231	1,231
<b>Total Positions</b>	<b>1,545</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>

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

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

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



# **Bridges and Tunnels**

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

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

Introduction

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

Year to Date Progress

Commitments

In October there were 12 commitments made with a total value of \$10.8 million (*See Attachment 1, 2013 Commitment Chart; Attachment 7 – 2013 Commitment Plan*). Year-to-date, 103 commitments have been made with a total value of \$114.4 million against a plan calling for 88 commitments with a total value of \$259.6 million.

Completions

There was one project completion, HH07, Structural Rehabilitation - Phase I, for \$8.6 million, which was planned for completion in December but was achieved in October. Year-to-date there were three project completions totaling \$51.4 million against a plan calling for three completions with a total value of \$51.4 million (*See Attachment 3 - 2013 Completion Chart; Attachment 4 – 2013 Major Project Completions; Attachment 5 - 2013 Project Completion Plan*).

Close-outs

There were ten task level closeouts in October for \$15.8 million. Year-to-date there have been 53 task-level closeouts with a total value of \$170.7 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*).

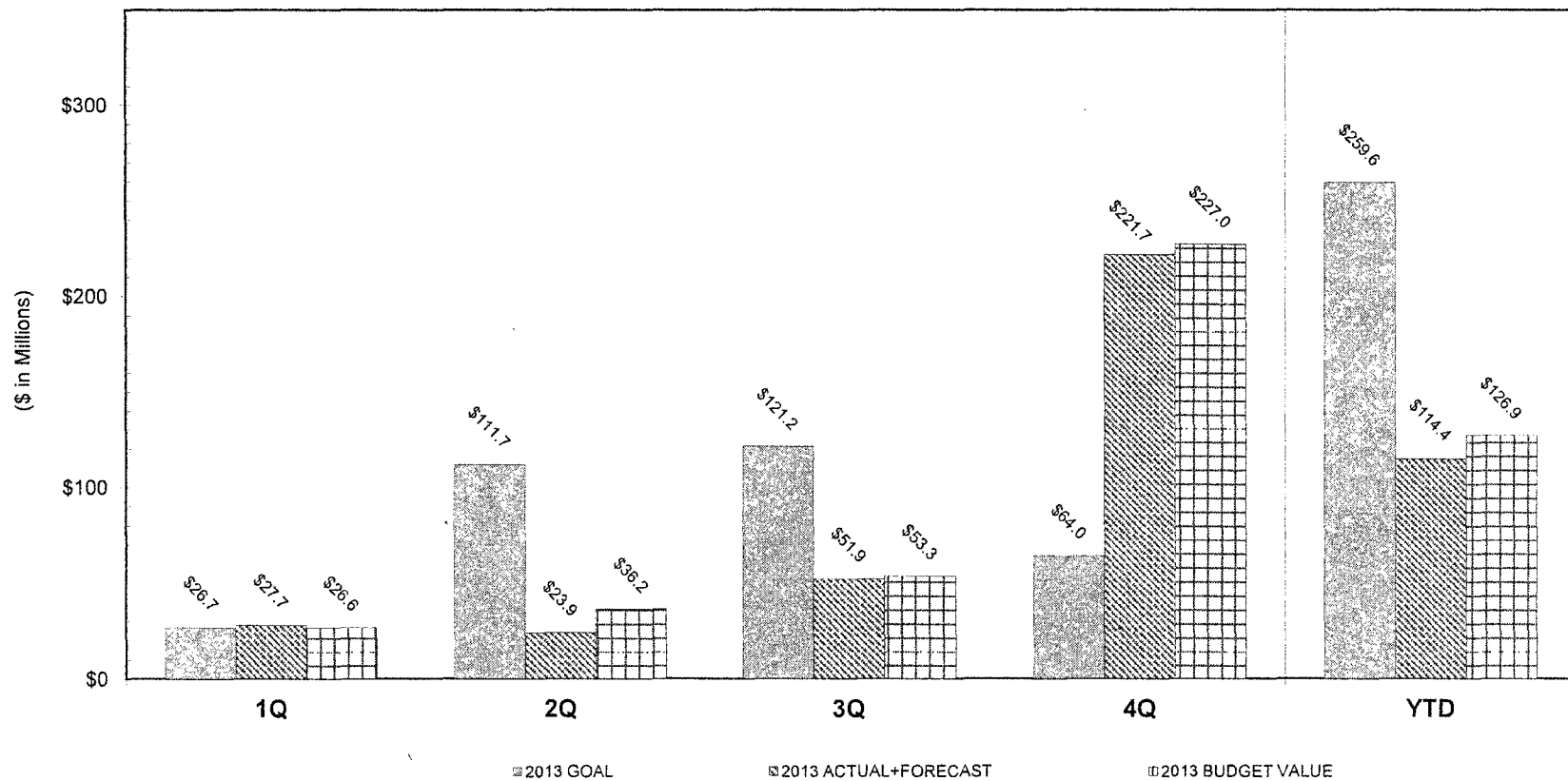
**MP06**, Substructure and Underwater Scour Protection (Construction) forecasted for \$14.5 million commitment in October is now forecast for commitment in November. Revised MWBE Plan is under review.



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

2013 Budget Goal:	\$323.6	
2013 Annual Forecast	\$325.3	
YTD Goal:	\$259.6	
YTD Actual:	\$114.4	(44.0% of YTD Goal)
YTD Budgeted Value:	\$126.9	(48.9% of YTD Goal)
Left to Commit:	\$210.9	

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

Project		Budget (\$ in Millions)			Award Date			Notes
		2013 Goal	Actual / Forecast*	Budgeted Value	2013 Goal	Advertisement Date	Actual / Forecast	
VN80C	Bus & HOV Ramp Improvement (Construction)	\$80.2	\$80.2	\$80.2	May-13	Sep-13	Nov-13	F 2,3
AW36	Installation of CCTV / Fiber Optic Cable (Construction) - Throgs Neck Bridge	\$11.5		\$11.5	Jul-13	Oct-12		F 4
VN35	Steel Repair and Concrete Rehab and Paint of Brooklyn & Staten Island Lower Level Ramps (Construction/Painting)	\$28.1	\$28.1	\$28.1	Sep-13	Sep-13	Nov-13	F 3
MP06	Substructure & Underwater Scour Protection (Construction)	\$17.0	\$14.5	\$17.0	Sep-13	Jun-13	Nov-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.

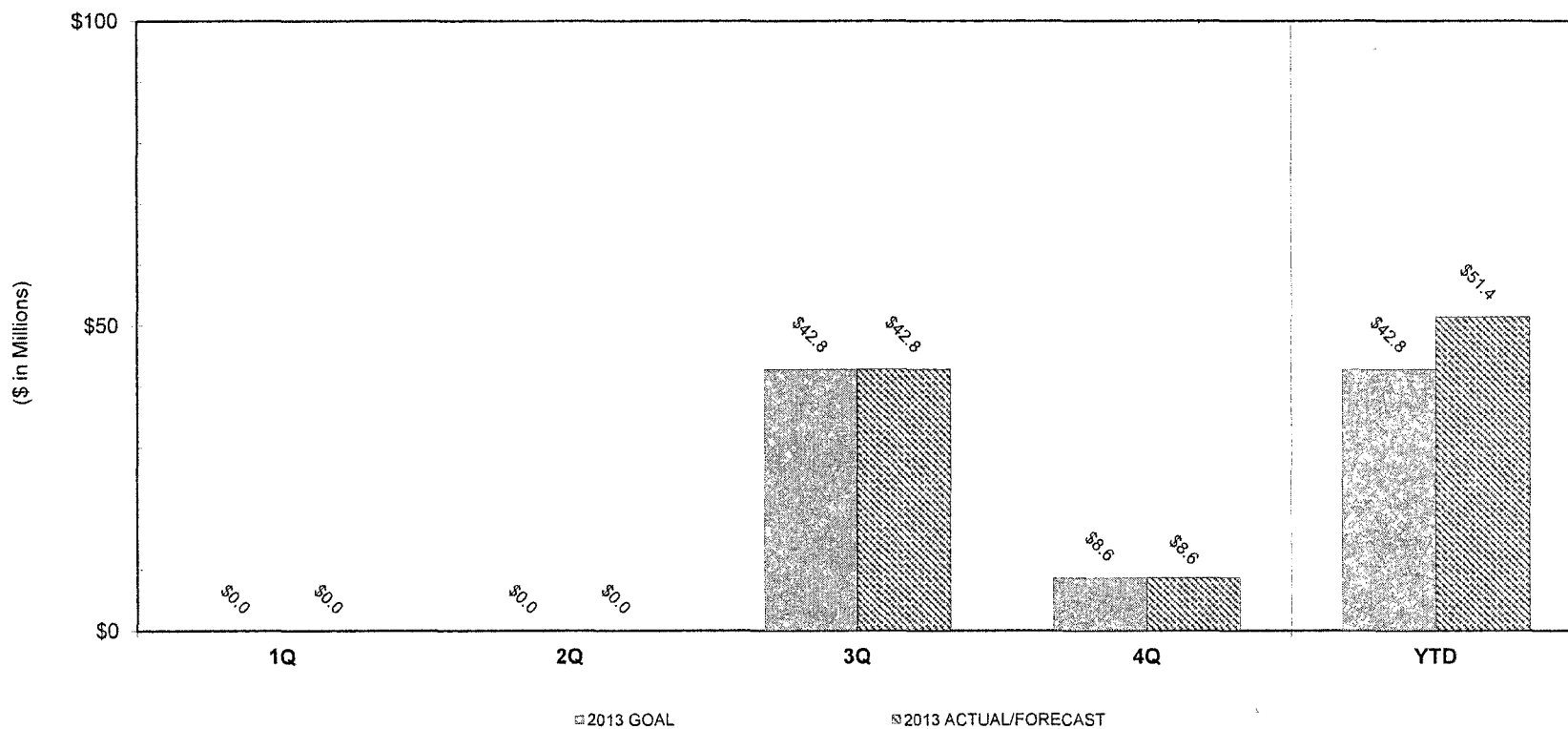
1. Construction task will be procured through on-call construction contract work orders. First work order was awarded in June.
2. Procurement Documents being finalized.
3. Construction for projects VN80C and VN35 are now combined.
4. This task was awarded in the security program, project G5140108 - Electronic Security System.

# **MTA Bridges and Tunnels**

## **Completions as of October 31, 2013**

2013 Budget Goal:	\$51.4
2013 Annual Forecast:	\$51.4
YTD Goal:	\$42.8
YTD Actual:	\$51.4 (120.0% of YTD Goal)
Left to Complete:	\$0.0

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

Project	Budget (\$ in Millions)		Completions Status		Completion Date			Notes
	2013 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2013 Goal	Actual / Forecast		
HH10 Upper Level Sidewalk / Curb Stringers	\$42.8	\$42.8	98%	70%	Sep-13	Jul-13	A	
HH07 Structural Rehabilitation - Phase I	\$8.6	\$8.6	95%	80%	Dec-13	Oct-13	A	

\* 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	\$41,745,758		
D607HH10	Paint - Curb Stringers	Construction	Sep-13	\$812,900	\$812,900	Jul-13	\$1,063,896		
			<b>Sep-13 Total</b>	<b>\$42,809,654</b>	<b>\$42,809,654</b>				
D601HH07	Structural Rehabilitation - Phase I	Construction	Dec-13	\$8,578,850	\$8,578,850	Oct-13	\$8,578,850		
			<b>Dec-13 Total</b>	<b>\$8,578,850</b>	<b>\$8,578,850</b>				
			<b>Grand Total</b>	<b>\$51,388,504</b>	<b>\$51,388,504</b>	<b>Total</b>	<b>\$51,388,504</b>		
								<b>Remaining</b>	<b>\$0</b>

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

2013 TASK LEVEL CLOSEOUTS

PROJECT	PROJECT DESCRIPTION	TASK	TASK DESCRIPTION	CLOSEOUT WAR	CERTIFICATE DATE	CERTIFICATE AMOUNT
D601BW97	Concrete Anchorage Repairs	D02897	BC Development F/A(TBTA-D1418)	D00001418A	7-Jan-2013	\$6,060.19
D603AW36	Installation of CCTV / Fiber Optic Cable	D02887	BC Development F/A	D00001381A	7-Jan-2013	\$0.00
D603AW48	2nd Generation E-Zpass In-Lane	D02815	AET-Phil-Maint/Ops F/A(TBTA-D1265)	D00001265A	7-Jan-2013	\$131,582.65
D504AW80	Variable Message Signs	D02869	VMS Spec. Design (PSC-06-2809A)	D00001330A	8-Jan-2013	\$18,835.37
D501CB08	Deck and Structural Rehab	D01998	Construction CB-08X	D00001128C	3-Apr-2013	\$58,263,437.96
D502VN17	Rehabilitation of Approach	D02079	VN17LP-Construction	D00001072B	3-Apr-2013	\$15,400,272.57
D602RK74	Replace T-48 Wearing Surface	D02713	PM Const F/A(TBTA-D1277)	D00001277A	19-Apr-2013	\$557,302.40
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control	D02908	BC Development F/A(TBTA-D1458)	D00001458A	19-Apr-2013	\$8,701.39
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	D02890	BC Development F/A(TBTA-D1447)	D00001447A	19-Apr-2013	\$26,430.68
D504QM30	Electric Upgrade - Vent Bldgs	D02138	PM Design F/A(TBTA-D1124)	D00001124C	19-Apr-2013	\$1,096,037.37
D504AW82	Alternate Fuel Storage	D02333	PM Const F/A - VN(TBTA-D1182)	D00001182E	19-Apr-2013	\$426,845.56
D502HH80	Replace Lower Level Deck	D01835	PM Const F/A(TBTA-D990)	D00000990E	19-Apr-2013	\$1,659,981.59
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D02846	RK65R-PM Const F/A (TBTA-D1299)	D00001299A	19-Apr-2013	\$308,032.69
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D03001	RK65R-Maint.Fac.DsgnRFP F/A	D00001432A	19-Apr-2013	\$239,154.79
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D02847	RK65R-I/H -CM(TBTA-D1332)	D00001332A	19-Apr-2013	\$246,003.98
D503HH85	Upper Level Toll Plaza Deck	D01845	P.M. Design F/A(TBTA-D988)	D00000988C	19-Apr-2013	\$816,926.46
D601MP16	Miscellaneous Steel Repairs	D02904	BC Development F/A(TBTA-D1448)	D00001448A	19-Apr-2013	\$23,576.44
D604VN87	Substation #1 Rehabilitation	D02919	BC Development F/A(TBTA-D1422)	D00001422A	19-Apr-2013	\$11,160.66
D603AW52	Advanced Traffic Detection / Management System	D02885	BC Development F/A(TBTA-D1359)	D00001359A	19-Apr-2013	\$11,209.69
D502TB64	Replace Deck-RI Viaduct	D01837	PM Const F/A(TBTA-D991)	D00000991D	19-Apr-2013	\$4,654,624.30
D502TN82	Rehab of Orthotropic Deck	D02066	TN82B- PM Const F/A(TBTA-D1209)	D00001209B	19-Apr-2013	\$267,040.80
D503AW36	Installation of CCTV/Fiber Opt	D01911	PM Design F/A(TBTA-D1120)	D00001120A	23-Apr-2013	\$136,538.50
D405BB43	Rehab Battery Parking Garage	D02949	BB43 IVA-Elev PMDsgn F/A(TBTA-D1424)	D00001424A	23-Apr-2013	\$81,462.08
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-Phil-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
D402BW82	Susp Span/Deck Replacement	D02323	BW82-Strain Gage Test(PSC06-2807A	D00001163B	29-Oct-2013	\$82,933.76
D403AW37	Operations Center @ RI & Other	D01348	Dsgn/Furn/Install(00TD-2571)	D00000770C	29-Oct-2013	\$11,571,632.00
D403AW41	Toll Registry Systems Replacem	D01366	P.M.Const.(F/A)(TBTA-D640)	D00000640F	29-Oct-2013	\$1,720,193.20
D502VN80	Rehab Decks on Suspended Spans	D02345	VN80A-Wind Eng Study (PSC-06-2807C)	D00001172A	29-Oct-2013	\$29,890.81
D504AW82	Alternate Fuel Storage	D02335	Construction - VN (GFM-474-WO#17)	D00001190C	29-Oct-2013	\$596,944.93
D506AW28	Scope Development	D02384	ScopeDev-MP PLC-LS Upgr(PSC06-2807)	D00001212A	29-Oct-2013	\$350,556.03
D506AW28	Scope Development	D02413	ScopeDev-QMT TollPlz-PSC06-2807C#13	D00001227B	29-Oct-2013	\$202,024.22
D506AW28	Scope Development	D02361	ScopeDev-TBPlaza(PSC06-2807A#25)	D00001205A	29-Oct-2013	\$121,359.44
D503AW37	Operation Centers TS Systems	D01916	Dsgn/Furnish/Install-00-TD-2571	D00001229A	29-Oct-2013	\$1,044,660.00
D601HH81	Replace Lower Level South Approach	D02899	BC Development F/A(TBTA-D1420)	D00001420A	29-Oct-2013	\$49,585.51
<b>Total</b>				<b>53</b>		<b>\$170,668,227.12</b>

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

ACEP	Project Description	Task	Task Description	Goal	Goal Value	Budget Value	Actual	Actual Value	Forecast	Forecast Value
				Start Date			Start Date		Start Date	
G5140110	B&T 2008 BZPP Grant	G02996	VNB - BZPP Grant Cns.	Jan-13	\$355,609	\$355,609	Jan-13	\$355,609		
G5140110	B&T 2008 BZPP Grant	G02998	TNB - BZPP Grant Cns.	Jan-13	\$244,650	\$244,650	Jan-13	\$244,650		
G5140110	B&T 2008 BZPP Grant	G03421	BWB - BZPP Grant - Equip Purchase	Jan-13	\$9,384	\$9,384	Jan-13	\$9,384		
G5140110	B&T 2008 BZPP Grant	G03484	PM Design F/A-VNB(TBTA-G2481)	Jan-13	\$72,540	\$72,540	Jan-13	\$72,538		
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	\$91,917		
G5140110	B&T 2008 BZPP Grant	G03491	PM Const F/A-TNB(TBTA-G2484)	Jan-13	\$8,000	\$8,000	Jan-13	\$7,975		
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	\$5,044,700		
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			Actual		Forecast	
				Start Date	Goal Value	Budget Value	Start Date	Actual Value	Start Date	Forecast Value
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D03002	RK65R-Maint.Fac. CM (PSC-12-2902)	Apr-13	\$2,041,200	\$2,041,200	Apr-13	\$2,030,642		
D602TN49	Miscellaneous Structural Rehabilitation	D03098	Cns - Overlay Installation -S/bound	Apr-13	\$2,116,825	\$2,116,825	Mar-13	\$2,116,825		
D602TN49	Miscellaneous Structural Rehabilitation	D03099	CM -Overlay Installation -S/bound	Apr-13	\$95,031	\$95,031	Feb-13	\$95,031		
D602VN80	Replace Upper Level Suspended Span	D02788	Constr. Adm.(PSC-12-2915)	Apr-13	\$4,917,150	\$4,917,150	Apr-13	\$5,977,864		
Apr-13 Total					\$10,957,905	\$10,957,905				
D602VN80	Replace Upper Level Suspended Span	D02790	Bus & HOV Ramp Improvement CNS	May-13	\$80,169,600	\$80,169,600			Nov-13	\$80,169,600
May-13 Total					\$80,169,600	\$80,169,600				
D605AW12	Hazardous Materials Abatement	D02978	Air Monit/DsgnMgt	Jun-13	\$100,000	\$100,000			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 Start	Actual Value	Forecast	Forecast Value
				Start Date			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			Nov-13	\$14,451,150
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	Goal Value	Budget Value	Actual		Forecast	Forecast
				Start Date			Date	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				
<b>Unplanned Commitments</b>										
D603AW36	Installation of CCTV / Fiber Optic Cable	D03140	Cns-Fiber Ins TN-TN85C			\$999,600	Mar-13	\$999,600		
D603AW36	Installation of CCTV / Fiber Optic Cable	D03141	Cns-Fiber Ins TN-TN82B			\$1,312,500	Mar-13	\$1,312,500		
G5140111	B&T 2009 BZPP Grant	G03564	Equipment Purchase for BWB			\$226,584	Mar-13	\$226,584		
G5140111	B&T 2009 BZPP Grant	G03565	Equipment Purchase for RFK			\$640,633	Mar-13	\$640,633		
G5140109	08PSGP TN ElectSecurity	G03576	Equipment Purchase for BBT			\$394,229	Apr-13	\$357,001		
G5140109	08PSGP TN ElectSecurity	G03577	Equipment Purchase for CBB			\$358,499	Apr-13	\$323,477		
G5140109	08PSGP TN ElectSecurity	G03578	Equipment Purchase for HHB			\$294,343	Apr-13	\$274,773		
G5140109	08PSGP TN ElectSecurity	G03579	Equipment Purchase for MPB			\$366,503	Apr-13	\$329,759		
G5140109	08PSGP TN ElectSecurity	G03580	Equipment Purchase for QMT			\$219,423	Apr-13	\$168,630		
D606AW22	Miscellaneous	D03143	VE-RK65A-Bx Plz Rehab(PSC-06-2807D)			\$89,347	Apr-13	\$192,209		
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		
ED040281	Restore QMT Cntrl/Comm Sys, CCTV,Traffic Signals	E02185	Design (PSC-06-2805)			\$1,534,490	Oct-13	\$1,534,490		
ED010228	Restore Hugh L. Carey Tunnel - Structural	E02046	Design-Restoration(PSC-12-2913)			\$1,967,605	Oct-13	\$1,967,605		
ED010228	Restore Hugh L. Carey Tunnel - Structural	E02389	Insp./Scope Dev (PSC-12-2913)			\$699,576	Oct-13	\$699,576		

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
ED020202	Restore Hugh L. Carey Tunnel Roadway	E02064	Design (PSC-12-2913)			\$515,207	Oct-13	\$515,207		
ED040243	Restore Hugh L. Carey Tunnel Utilities	E02177	Design-Restoration(PSC-12-2913)			\$2,536,193	Oct-13	\$2,536,193		
ED050221	Restore Hugh L. Carey Tunnel Vent Bldgs	E02218	Design-Restoration(PSC-12-2913)			\$86,669	Oct-13	\$86,669		
ED010240	Restore Queens Midtown Tunnel - Structural	E02055	Design (PSC-12-2920)			\$1,355,220	Oct-13	\$1,355,220		
ED010240	Restore Queens Midtown Tunnel - Structural	E02398	Insp & Assessment Rpt (PSC-06-2803)			\$404,574	Oct-13	\$404,574		
ED020203	Restore Queens Midtown Tunnel Roadway	E02117	Design (PSC-12-2920)			\$60,765	Oct-13	\$60,765		
ED040281	Restore QMT Cntrl/Comm Sys, CCTV, Traffic Signals	E02512	Design (PSC-12-2920)			\$478,381	Oct-13	\$478,381		
ED050203	Queens Midtown Tunnel Environmental Cleanup	E02202	Design (PSC-12-2920)			\$425,100	Oct-13	\$425,100		
D601QM18	Entrance and Exit Plazas Structural Rehabilitation	D03172	Prototype Cns-Man. Exit			\$698,686	Oct-13	\$698,686		
Grand Total					\$323,560,864	\$342,231,287	YTD Total	\$114,351,459	Remaining	\$210,905,242
									Grand Total	\$325,256,701



# **Bridges and Tunnels**

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

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MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
STATUS REPORT  
NOVEMBER 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 November there were 13 commitments made with a total value of \$39.3 million (See *Attachment 1, 2013 Commitment Chart; Attachment 7 – 2013 Commitment Plan*). Year-to-date, 116 commitments have been made with a total value of \$153.6 million against a plan calling for 101 commitments with a total value of \$321.6 million.

Noteworthy commitments made in November are:

- **MP06**, Substructure and Underwater Scour Protection, Construction for \$14.5 million.
- **RK23**, Miscellaneous Rehabilitation - Manhattan Approach Ramps, Design for \$7.4 million.
- **RK75**, Interim Repairs – Toll Plaza Deck, Construction for \$5.1 million.
- **VN87**, Substation #1 Rehabilitation, Construction Administration for \$2.3 million.

Completions

There were no project completions planned or realized in November. Year-to-date there were three project completions totaling \$51.4 million against a plan calling for two completions 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 November for \$27.2 million. Year-to-date there have been 60 task-level closeouts with a total value of \$197.8 million (See *Attachment 6 – 2013 Task Level Closeouts*).

Award Date Changes for Remaining Commitments

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

- **BB21**, Service Building Rehabilitation (Construction, Construction Administration Construction Support Services and Construction Force Account) forecasted for total commitment of \$3.5 million in November is now forecast for commitment in 2014. Evaluation of impacts from Superstorm Sandy added additional time to design.
- **BB28**, Rehabilitation of Walls, Roadway, Firelines, Ceiling Repair (Construction Administration) planned for \$5.1 million commitment in November is now forecast for commitment in 2014. This task will be coordinated with Superstorm Sandy restoration project.
- **HH89**, Skewbacks Retrofit, Design, planned for a \$4.5 million commitment in November is now forecast for a \$4.3 million commitment in December. Additional time was required to obtain MWBE approval.
- **QM01**, Service and Facility Engineer Building Rehabilitation (Construction, Construction Administration and Construction Support Services) forecasted for total commitment of \$4.8 million in November is now forecast for commitment in December.
- **QM81**, Controls / Communication System Rehabilitation (Design) forecasted for \$3.0 million commitment in November is now forecast for commitment in 2014. The project was re-solicited due to a lack of competition.
- **RK23**, Miscellaneous Rehabilitation - Manhattan Approach Ramps (Construction Administration and Construction Force Account) forecasted for \$4.8 million and \$1.9 million commitments respectively in November are now forecast for commitment in 2014 to align with construction schedule.
- **RK65**, Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza (RK65R-Staff Relocation and RK-65A-Construction Administration) forecasted for \$10.0 million and \$12.2 million commitments respectively in November are now forecast for commitment in 2014 and December 2013 respectively. Procurement process took longer than expected.
- **RK75**, Interim Repairs - Toll Plaza Deck (Construction Administration) forecasted for \$2.2 million commitment in November is now forecast for commitment in December.

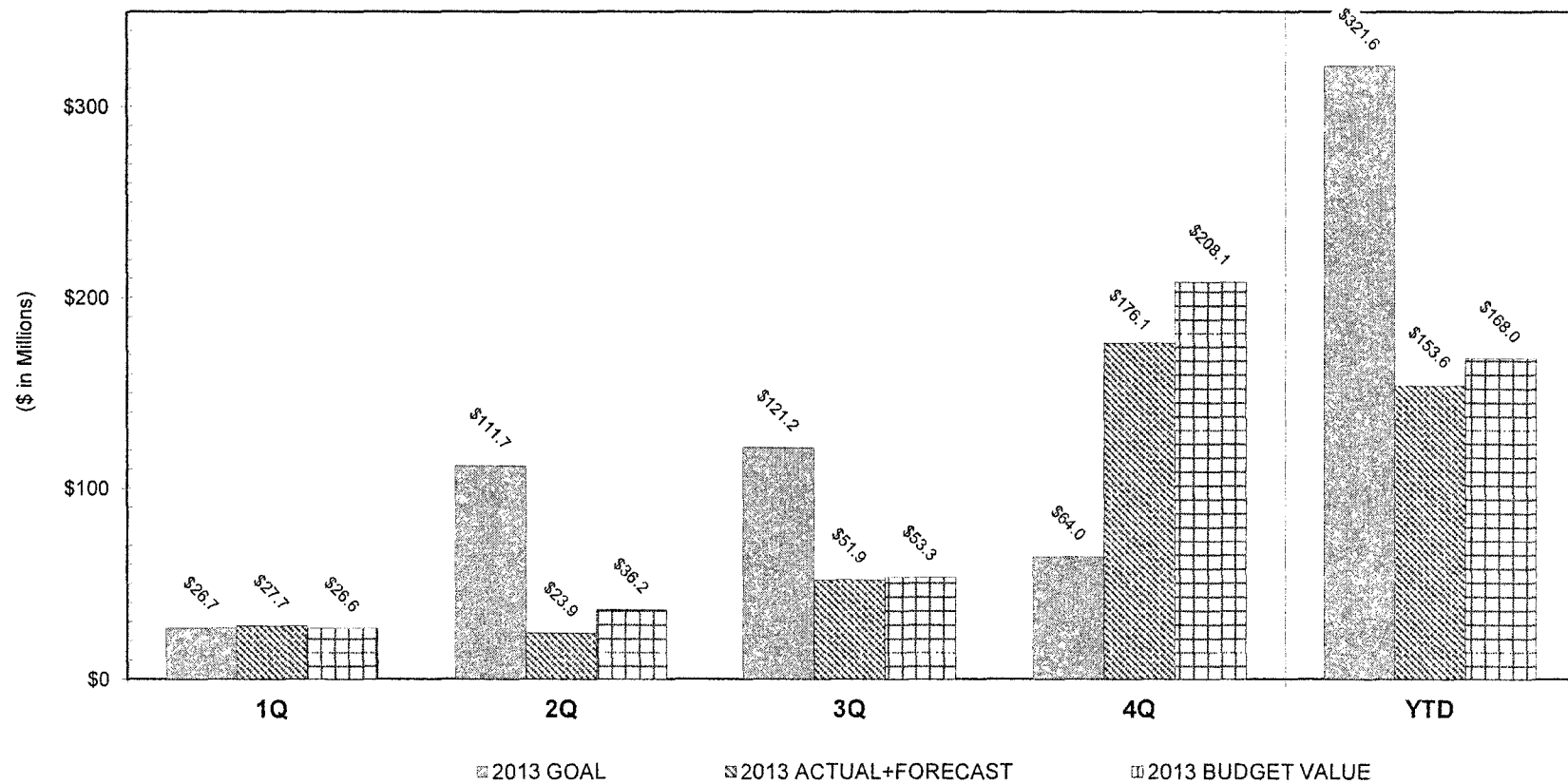
- **RK76**, Miscellaneous Structural Repair (Design and Design Force Account) forecasted for total commitment of \$1.0 million in November are now forecast for commitment in December.
- **VN35**, Steel Repair and Concrete Rehab and Paint of Brooklyn and Staten Island Lower Level Ramps (Construction and Painting) forecasted for \$12.1 million and \$16 million commitments respectively in November are now forecast for commitment in December. Bids have been received and are being evaluated.
- **VN80C**, Bus and HOV Ramp Improvement (Construction) forecasted for \$80.2 million commitment in November is now forecast for commitment in December. Bids have been received and are being evaluated.
- **VN84**, Widening of Belt Parkway Ramps (Study/Conceptual Design) forecasted for \$6.6 million commitment in November is now forecast for commitment in December. A consultant has been selected and negotiations are underway.
- **VN87**, Substation #1 Rehabilitation (Design/Build) forecasted for \$12.1 million commitment in November are now forecast for commitment in 2014. Additional time is needed for the consultant responsibility process.

Completion Date Change for Remaining Project

There are no remaining planned completions (*See Attachment 5 - 2013 Completion Plan*).

# MTA Bridges and Tunnels Commitments as of November 30, 2013

2013 Budget Goal:	\$323.6	
2013 Annual Forecast	\$279.7	
YTD Goal:	\$321.6	
YTD Actual:	\$153.6	(47.8% of YTD Goal)
YTD Budgeted Value:	\$168.0	(52.3% of YTD Goal)
Left to Commit:	\$126.1	





### MTA Bridges and Tunnels: Status of Major Commitments as of November 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	\$69.0	\$80.2	May-13	Sep-13	Dec-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	\$19.5	\$28.1	Sep-13	Sep-13	Dec-13	F	3
MP06	Substructure & Underwater Scour Protection (Construction)	\$17.0	\$14.5	\$17.0	Sep-13	Jun-13	Nov-13	A	
RK65A	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza (Construction Administration)	\$12.2	\$12.2	\$12.2	Sep-13	Apr-13	Dec-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	\$0	\$12.1	Nov-13	Apr-13	2014	F	5

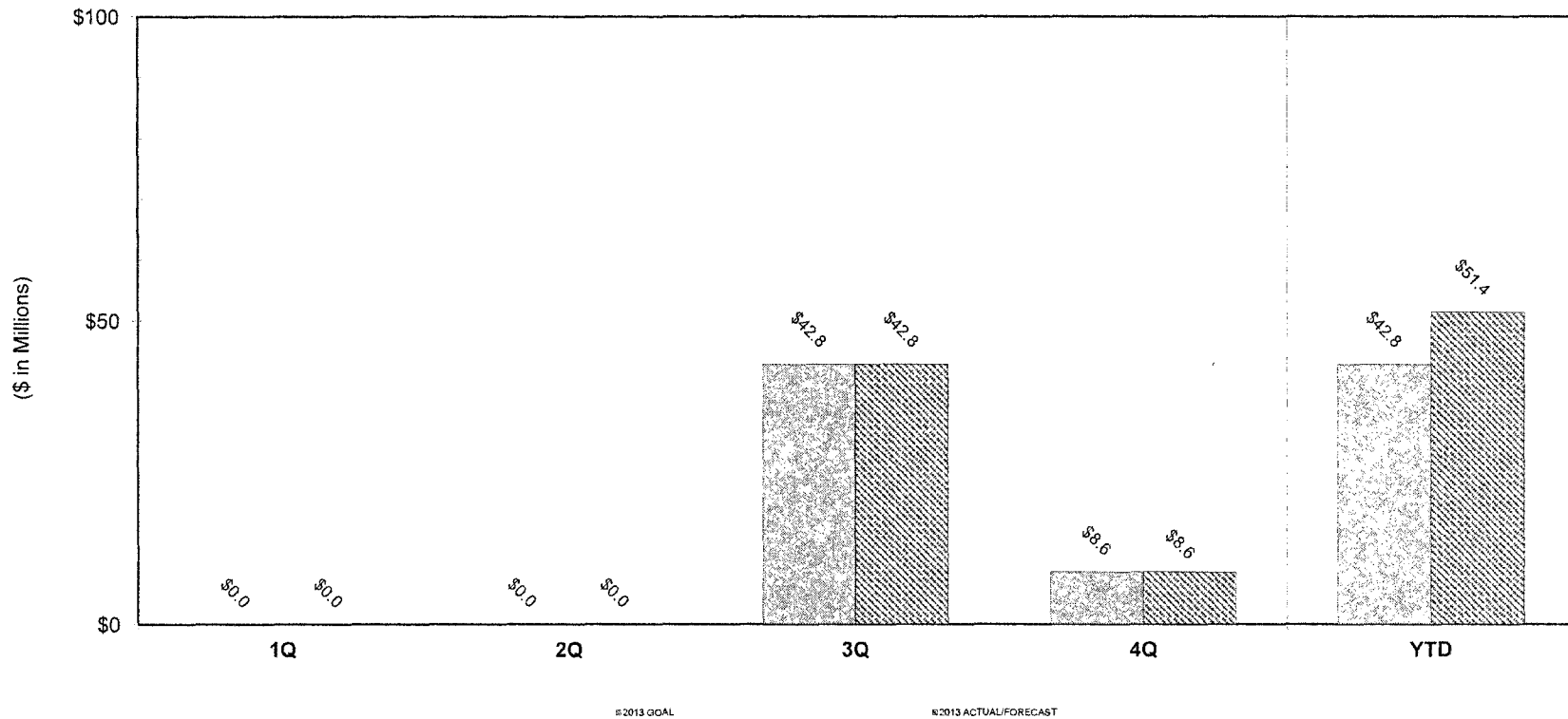
\* Forecast is equal to the most current approved engineer's estimate at award for a project that is scheduled to be committed.

1. Construction task will be procured through on-call construction contract work orders. First and second work order were awarded in June and November respectively.
2. Procurement Documents being finalized.
3. Construction for projects VN80C and VN35 are now combined.
4. This task was awarded in the security program, project G5140108 - Electronic Security System.
5. Design/Build is now forecast for commitment in 2014 due to additional time is needed for consultant responsibilities process.

Attachment 3  
2013 Completion Chart

**MTA Bridges and Tunnels**  
**Completions as of November 30, 2013**

2013 Budget Goal:	\$51.4
2013 Annual Forecast:	\$51.4
YTD Goal:	\$42.8
YTD Actual:	\$51.4 (120.0% of YTD Goal)
Left to Complete:	\$0.0



## MTA Bridges and Tunnels: Status of Major Completions as of November 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	99%	70%	Sep-13	Jul-13	A	
HH07 Structural Rehabilitation - Phase I	\$8.6	\$8.6	96%	80%	Dec-13	Oct-13	A	

\* 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	\$41,745,758		
D607HH10	Paint - Curb Stringers	Construction	Sep-13	\$812,900	\$812,900	Jul-13	\$1,063,896		
			<b>Sep-13 Total</b>	<b>\$42,809,654</b>	<b>\$42,809,654</b>				
D601HH07	Structural Rehabilitation - Phase I	Construction	Dec-13	\$8,578,850	\$8,578,850	Oct-13	\$8,578,850		
			<b>Dec-13 Total</b>	<b>\$8,578,850</b>	<b>\$8,578,850</b>				
			<b>Grand Total</b>	<b>\$51,388,504</b>	<b>\$51,388,504</b>	<b>Total</b>	<b>\$51,388,504</b>		
								<b>Remaining</b>	<b>\$0</b>

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

Attachment 6  
2013 Task Level Closeouts

2013 TASK LEVEL CLOSEOUTS

PROJECT	PROJECT DESCRIPTION	TASK	TASK DESCRIPTION	CLOSEOUT WAR	CERTIFICATE DATE	CERTIFICATE AMOUNT
D601BW97	Concrete Anchorage Repairs	D02897	BC Development F/A(TBTA-D1418)	D00001418A	7-Jan-2013	\$6,060.19
D603AW36	Installation of CCTV / Fiber Optic Cable	D02887	BC Development F/A	D00001381A	7-Jan-2013	\$0.00
D603AW48	2nd Generation E-Zpass In-Lane	D02815	AET-Phi-Maint/Ops F/A(TBTA-D1265)	D00001265A	7-Jan-2013	\$131,582.65
D504AW80	Variable Message Signs	D02869	VMS Spec. Design (PSC-06-2809A)	D00001330A	8-Jan-2013	\$18,835.37
D501CB08	Deck and Structural Rehab	D01998	Construction CB-08X	D00001128C	3-Apr-2013	\$58,263,437.96
D502VN17	Rehabilitation of Approach	D02079	VN17LP-Construction	D00001072B	3-Apr-2013	\$15,400,272.57
D602RK74	Replace T-48 Wearing Surface	D02713	PM Const F/A(TBTA-D1277)	D00001277A	19-Apr-2013	\$557,302.40
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control	D02908	BC Development F/A(TBTA-D1458)	D00001458A	19-Apr-2013	\$8,701.39
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	D02890	BC Development F/A(TBTA-D1447)	D00001447A	19-Apr-2013	\$26,430.68
D504QM30	Electric Upgrade - Vent Bldgs	D02138	PM Design F/A(TBTA-D1124)	D00001124C	19-Apr-2013	\$1,096,037.37
D504AW82	Alternate Fuel Storage	D02333	PM Const F/A - VN(TBTA-D1182)	D00001182E	19-Apr-2013	\$426,845.56
D502HH80	Replace Lower Level Deck	D01835	PM Const F/A(TBTA-D990)	D00000990E	19-Apr-2013	\$1,659,981.59
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D02846	RK65R-PM Const F/A (TBTA-D1299)	D00001299A	19-Apr-2013	\$308,032.69
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D03001	RK65R-Maint.Fac.DsgnRFP F/A	D00001432A	19-Apr-2013	\$239,154.79
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D02847	RK65R-I/H -CM(TBTA-D1332)	D00001332A	19-Apr-2013	\$246,003.98
D503HH85	Upper Level Toll Plaza Deck	D01845	P.M. Design F/A(TBTA-D988)	D00000988C	19-Apr-2013	\$816,926.46
D601MP16	Miscellaneous Steel Repairs	D02904	BC Development F/A(TBTA-D1448)	D00001448A	19-Apr-2013	\$23,576.44
D604VN87	Substation #1 Rehabilitation	D02919	BC Development F/A(TBTA-D1422)	D00001422A	19-Apr-2013	\$11,160.66
D603AW52	Advanced Traffic Detection / Management System	D02885	BC Development F/A(TBTA-D1359)	D00001359A	19-Apr-2013	\$11,209.69
D502TB64	Replace Deck-RI Viaduct	D01837	PM Const F/A(TBTA-D991)	D00000991D	19-Apr-2013	\$4,654,624.30
D502TN82	Rehab of Orthotropic Deck	D02066	TN82B- PM Const F/A(TBTA-D1209)	D00001209B	19-Apr-2013	\$267,040.80
D503AW36	Installation of CCTV/Fiber Opt	D01911	PM Design F/A(TBTA-D1120)	D00001120A	23-Apr-2013	\$136,538.50
D405BB43	Rehab Battery Parking Garage	D02949	BB43 IVA-Elev PMDsgn F/A(TBTA-D1424)	D00001424A	23-Apr-2013	\$81,462.08
D603AW48	2nd Generation E-Zpass In-Lane	D02873	AET-RAAS System Developer	D00001328A	27-Jun-2013	\$0.00
D603AW48	2nd Generation E-Zpass In-Lane	D02874	AET-RAAS SQL Developer	D00001329A	27-Jun-2013	\$0.00
D502VN17	Rehabilitation of Approach	D02127	VN17A-Const.Adm.(PSC-06-2798)	D00001094A	18-Jul-2013	\$2,723,554.57
D501BW97	Concrete Anchorage Repairs	D02397	Construction(BW97/BW97A)	D00001246C	26-Jul-2013	\$6,070,490.07
D501TB23	HRD Ramp	D02943	Design-Build Cnstr.	D00001387A	26-Jul-2013	\$8,970,590.00
D603AW48	2nd Generation E-Zpass In-Lane	D02819	AET-Phi-Purch.Attenuators & Install	D00001300A	26-Jul-2013	\$125,000.00
D502TB64	Replace Deck-RI Viaduct	D02856	RK75 FullDepthConc.Repr-GFM474#83	D00001331B	26-Jul-2013	\$1,599,500.00
D502TN50	Replace Concrete Deck	D02990	Cns - C52052 -Fire Claim Settlement	D00001452A	26-Jul-2013	\$126,403.71
D505TB57	Tenant Relocation/New Bldg II	D02875	Pub.Impr-Bx.Truss Drainage-GFM-474	D00001350A	26-Jul-2013	\$327,200.00

Attachment 6  
2013 Task Level Closeouts

2013 TASK LEVEL CLOSEOUTS

PROJECT	PROJECT DESCRIPTION	TASK	TASK DESCRIPTION	CLOSEOUT WAR	CERTIFICATE DATE	CERTIFICATE AMOUNT
D502TB64	Replace Deck-RI Viaduct	D02416	TB64C Full DepthConcDeck-GFM474E#49	D00001230B	6-Aug-2013	\$2,028,120.00
D402TB65	Deck Rpl: Manhattan Plaza & Ra	D01305	PM Design(F/A)(TBTA-D767)	D00000767G	23-Aug-2013	\$4,512,006.47
D501CB08	Deck and Structural Rehab	D01996	P.M. Construction F/A(TBTA-D1038)	D00001038A	23-Aug-2013	\$1,477,472.58
D602RK73	Deck Replacement- RFK MQ Ramp	D02972	In-House Design RFP F/A(TBTA-D1405)	D00001405A	23-Aug-2013	\$696,775.80
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
D402BW82	Susp Span/Deck Replacement	D02323	BW82-Strain Gage Test(PSC06-2807A	D00001163B	29-Oct-2013	\$82,933.76
D403AW37	Operations Center @ RI & Other	D01348	Dsgn/Furn/Install(00TD-2571)	D00000770C	29-Oct-2013	\$11,571,632.00
D403AW41	Toll Registry Systems Replacem	D01366	P.M.Const.(F/A)(TBTA-D640)	D00000640F	29-Oct-2013	\$1,720,193.20
D502VN80	Rehab Decks on Suspended Spans	D02345	VN80A-Wind Eng Study (PSC-06-2807C)	D00001172A	29-Oct-2013	\$29,890.81
D504AW82	Alternate Fuel Storage	D02335	Construction - VN (GFM-474-WO#17)	D00001190C	29-Oct-2013	\$596,944.93
D506AW28	Scope Development	D02384	ScopeDev-MP PLC-LS Upgr(PSC06-2807)	D00001212A	29-Oct-2013	\$350,556.03
D506AW28	Scope Development	D02413	ScopeDev-QMT TollPlz-PSC06-2807C#13	D00001227B	29-Oct-2013	\$202,024.22
D506AW28	Scope Development	D02361	ScopeDev-TBPlaza(PSC06-2807A#25)	D00001205A	29-Oct-2013	\$121,359.44
D503AW37	Operation Centers TS Systems	D01916	Dsgn/Furnish/Install-00-TD-2571	D00001229A	29-Oct-2013	\$1,044,660.00
D601HH81	Replace Lower Level South Approach	D02899	BC Development F/A(TBTA-D1420)	D00001420A	29-Oct-2013	\$49,585.51
D503AW37	Operation Centers TS Systems	D01915	PM Design F/A(TBTA-D1129)	D00001129C	13-Nov-2013	\$778,060.20
D503AW37	Operation Centers TS Systems	D02422	Video Wall Install I/H F/A	D00001239A	13-Nov-2013	\$0.00
D505TB57	Tenant Relocation/New Bldg II	D02262	DPR & NYPD Shop Relocation Payments	D00001097A	15-Nov-2013	\$25,000,000.00
D501BW97	Concrete Anchorage Repairs	D02399	Const.Adm.(PSC-09-2855)	D00001244A	15-Nov-2013	\$1,350,632.39
D601HH89	Skewbacks Retrofit	D03071	BC Development F/A(TBTA-D1530)	D00001530A	22-Nov-2013	\$37,278.31
D602VN84	Widening of Belt Parkway Ramps	D02918	BC Development F/A(TBTA-D1501)	D00001501A	22-Nov-2013	\$9,820.97
D607MP21	Paint - Rockaway Point Overpass	D02659	Painting- PM Dsgn F/A(TBTA-D1427)	D00001427A	22-Nov-2013	\$0.00
<b>Total</b>				<b>60</b>		<b>\$197,844,018.99</b>

MTA BRIDGES & TUNNELS  
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ACEP	Project Description	Task	Task Description	Goal	Goal Value	Budget Value	Actual	Actual Value	Forecast	Forecast Value
				Start Date			Start Date		Start Date	
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	\$91,917		
G5140110	B&T 2008 BZPP Grant	G03491	PM Const F/A-TNB(TBTA-G2484)	Jan-13	\$8,000	\$8,000	Jan-13	\$7,975		
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	\$37,278		
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	\$5,044,700		
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		

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ACEP	Project Description	Task	Task Description	Goal			Actual		Forecast	
				Start Date	Goal Value	Budget Value	Start Date	Actual Value	Start Date	Forecast Value
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			Dec-13	\$69,015,595
May-13 Total					\$80,169,600	\$80,169,600				
D605AW12	Hazardous Materials Abatement	D02978	Air Monit/DsgnMgt	Jun-13	\$100,000	\$100,000			Dec-13	\$105,000
D605AW12	Hazardous Materials Abatement	D02982	Air Monit/DsgnMgt	Jun-13	\$100,000	\$100,000			Dec-13	\$105,000
D605AW12	Hazardous Materials Abatement	D02983	Air Monit/DsgnMgt	Jun-13	\$100,000	\$100,000			2014	
D605AW12	Hazardous Materials Abatement	D02984	Air Monit/DsgnMgt	Jun-13	\$100,000	\$100,000			Dec-13	\$105,000
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		



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ACEP	Project Description	Task	Task Description	Goal					Forecast	Forecast
				Start	Goal Value	Budget Value	Actual Start	Actual Value		
				Date			Date		Start Date	Value
G5140108	08TSG Throgs Neck Elect Security	G03419	Constr. Support Services	Jul-13	\$470,400	\$470,400	Mar-13	\$232,349		
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	D02772	P.M. Construction F/A	Jul-13	\$839,235	\$839,235	Jul-13	\$839,235		
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			2014	
D605BB21	Service Building Rehabilitation	D02555	Construction Adm.	Sep-13	\$276,500	\$276,500			2014	
D605BB21	Service Building Rehabilitation	D03036	Design during CNS-CSS	Sep-13	\$90,000	\$90,000			2014	
D601MP06	Substructure & Underwater Scour Protection	D02647	Construction	Sep-13	\$17,000,000	\$17,000,000	Nov-13	\$14,451,150		
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			Dec-13	\$1,716,000
D505QM01	Service & FE Building Rehab	D02019	Const. Adm.	Sep-13	\$700,000	\$700,000			Dec-13	\$700,000
D505QM01	Service & FE Building Rehab	D03039	Design during CNS-CSS	Sep-13	\$98,700	\$98,700			Dec-13	\$98,700
D604QM81	Controls / Communication System	D02684	Design	Sep-13	\$3,051,527	\$3,051,527			2014	
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D02700	RK65A-Construction Adm.	Sep-13	\$12,231,624	\$12,231,624			Dec-13	\$12,231,624
D602RK75	Interim Repairs - Toll Plaza Deck	D02720	Construction Adm. Ph.II	Sep-13	\$2,173,645	\$2,173,645			Dec-13	\$2,173,645
D601RK76	Miscellaneous Structural Repair	D03079	P.M. Design F/A	Sep-13	\$500,000	\$500,000			Dec-13	\$500,000
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	D02774	Construction	Sep-13	\$12,091,367	\$12,091,367			Dec-13	\$5,735,210
D607VN35	Paint - Brooklyn & Staten Island Lower Level Ramps	D02778	Painting - Cns.	Sep-13	\$16,000,000	\$16,000,000			Dec-13	\$13,764,194
D602VN84	Widening of Belt Parkway Ramps	D02797	Study/Conceptual Design	Sep-13	\$6,563,003	\$6,563,003			Dec-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			2014	
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	D02561	Construction Adm.	Nov-13	\$5,123,543	\$5,123,543			2014	
D601HH89	Skewbacks Retrofit	D03073	Design	Nov-13	\$4,500,000	\$4,500,000			Dec-13	\$4,279,485
D505QM01	Service & FE Building Rehab	D02020	Construction	Nov-13	\$4,000,000	\$4,000,000			Dec-13	\$1,800,000
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	D02686	P.M. Construction F/A	Nov-13	\$1,900,000	\$1,900,000			2014	
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	D02687	Construction Adm.	Nov-13	\$4,818,700	\$4,818,700			2014	
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	D02696	RK65R - Staff Relocation	Nov-13	\$10,000,000	\$10,000,000			2014	
D602RK75	Interim Repairs - Toll Plaza Deck	D03130	Construction Ph.I	Nov-13	\$12,600,000	\$12,600,000	Jun-13	\$2,373,000	Dec-13	\$5,151,678
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	Goal Value	Budget Value	Actual	Actual Value	Forecast	Forecast Value
				Start Date			Start Date		Start Date	
D601RK76	Miscellaneous Structural Repair	D03080	Design	Nov-13	\$500,000	\$500,000			Dec-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	\$2,291,415		
D604VN87	Substation #1 Rehabilitation	D02806	Design/Build Contract	Nov-13	\$12,064,170	\$12,064,170			2014	
				Nov-13 Total	\$61,966,116	\$61,966,116				
D606AW28	Scope Development	D02475	2013 Scope Development	Dec-13	\$2,000,000	\$2,000,000			Dec-13	\$1,567,010
				Dec-13 Total	\$2,000,000	\$2,000,000				
				Grand Total	\$323,560,864	\$323,560,864				
<b>Unplanned Commitments</b>										
D603AW36	Installation of CCTV / Fiber Optic Cable	D03140	Cns-Fiber Ins TN-TN85C			\$999,600	Mar-13	\$999,600		
D603AW36	Installation of CCTV / Fiber Optic Cable	D03141	Cns-Fiber Ins TN-TN82B			\$1,312,500	Mar-13	\$1,312,500		
G5140111	B&T 2009 BZPP Grant	G03564	Equipment Purchase for BWB			\$226,584	Mar-13	\$226,584		
G5140111	B&T 2009 BZPP Grant	G03565	Equipment Purchase for RFK			\$640,633	Mar-13	\$640,633		
G5140109	08PSGP TN ElectSecurity	G03576	Equipment Purchase for BBT			\$394,229	Apr-13	\$357,001		
G5140109	08PSGP TN ElectSecurity	G03577	Equipment Purchase for CBB			\$358,499	Apr-13	\$323,477		
G5140109	08PSGP TN ElectSecurity	G03578	Equipment Purchase for HHB			\$294,343	Apr-13	\$274,773		
G5140109	08PSGP TN ElectSecurity	G03579	Equipment Purchase for MPB			\$366,503	Apr-13	\$329,759		
G5140109	08PSGP TN ElectSecurity	G03580	Equipment Purchase for QMT			\$219,423	Apr-13	\$168,630		
D606AW22	Miscellaneous	D03143	VE-RK65A-Bx Plz Rehab(PSC-06-2807D)			\$89,347	Apr-13	\$192,209		
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		
ED040281	Restore QMT Cntrl/Comm Sys, CCTV,Traffic Signals	E02185	Design (PSC-06-2805)			\$1,534,490	Oct-13	\$1,534,490		
ED010228	Restore Hugh L. Carey Tunnel - Structural	E02046	Design-Restoration(PSC-12-2913)			\$1,967,605	Oct-13	\$1,967,605		
ED010228	Restore Hugh L. Carey Tunnel - Structural	E02389	Insp./Scope Dev (PSC-12-2913)			\$699,576	Oct-13	\$699,576		

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

				Goal			Actual		Forecast	
ACEP	Project Description	Task	Task Description	Start Date	Goal Value	Budget Value	Start Date	Actual Value	Start Date	Forecast Value
ED020202	Restore Hugh L. Carey Tunnel Roadway	E02064	Design (PSC-12-2913)			\$515,207	Oct-13	\$515,207		
ED040243	Restore Hugh L. Carey Tunnel Utilities	E02177	Design-Restoration(PSC-12-2913)			\$2,536,193	Oct-13	\$2,536,193		
ED050221	Restore Hugh L. Carey Tunnel Vent Bldgs	E02218	Design-Restoration(PSC-12-2913)			\$86,669	Oct-13	\$86,669		
ED010240	Restore Queens Midtown Tunnel - Structural	E02055	Design (PSC-12-2920)			\$1,355,220	Oct-13	\$1,355,220		
ED010240	Restore Queens Midtown Tunnel - Structural	E02398	Insp & Assessment Rpt (PSC-06-2803)			\$404,574	Oct-13	\$404,574		
ED020203	Restore Queens Midtown Tunnel Roadway	E02117	Design (PSC-12-2920)			\$60,765	Oct-13	\$60,765		
ED040281	Restore QMT Cntrl/Comm Sys, CCTV,Traffic Signals	E02512	Design (PSC-12-2920)			\$478,381	Oct-13	\$478,381		
ED050203	Queens Midtown Tunnel Environmental Cleanup	E02202	Design (PSC-12-2920)			\$425,100	Oct-13	\$425,100		
D601QM18	Entrance and Exit Plazas Structural Rehabilitation	D03172	Prototype Cns-Man. Exit			\$698,686	Oct-13	\$698,686		
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	D02937	Design-HRD Ramp (PSC-11-2884)			\$7,392,288	Nov-13	\$7,392,288		
D602RK75	Interim Repairs - Toll Plaza Deck	D03185	Constr. Ph I (GFM-495 WO #53)			\$5,075,322	Nov-13	\$5,075,322		
ED010228	Restore Hugh L. Carey Tunnel - Structural	E02045	PM Design F/A(TBTA-E1412)			\$3,341,000	Nov-13	\$3,341,000		
ED010240	Restore Queens Midtown Tunnel - Structural	E02054	PM Design F/A(TBTA-E1414)			\$1,798,000	Nov-13	\$1,798,000		
ED020202	Restore Hugh L. Carey Tunnel Roadway	E02063	PM Design F/A(TBTA-E1420)			\$149,000	Nov-13	\$149,000		
ED020203	Restore Queens Midtown Tunnel Roadway	E02116	PM Design F/A(TBTA-E1419)			\$87,500	Nov-13	\$87,500		
ED040243	Restore Hugh L. Carey Tunnel Utilities	E02176	PM Design F/A(TBTA-E1418)			\$2,215,000	Nov-13	\$2,215,000		
ED040281	Restore QMT Cntrl/Comm Sys, CCTV,Traffic Signals	E02184	PM Design F/ATBTA-E1413)			\$1,345,000	Nov-13	\$1,345,000		
ED050203	Queens Midtown Tunnel Environmental Cleanup	E02201	PM Design F/A(TBTA-E1417)			\$121,000	Nov-13	\$121,000		
ED050221	Restore Hugh L. Carey Tunnel Vent Bldgs	E02217	PM Design F/A(TBTA-E1416)			\$87,000	Nov-13	\$87,000		
Grand Total					\$323,560,864	\$363,842,397	YTD Total	\$153,603,043	Remaining	\$126,111,144
									Grand Total	\$279,714,187



# Bridges and Tunnels

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## Procurements December 2013



# Staff Summary



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

<b>Date</b>	December 2, 2013
<b>Vendor Name</b>	
<b>Contract Number</b>	
<b>Contract Manager Name</b>	
<b>Table of Contents Ref #</b>	

Board Action					
Order	To	Date	Approval	Info	Other
1	President	12/2/13	<i>[Signature]</i>		
2	MTA B&T Committee	12/16/13			
3	MTA Board	12/18/13			

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	Order	Approval
	Chief Financial Officer		Chief Technology Officer		Chief Health & Safety Officer		Chief EEO Officer
	Chief Security Officer		Chief Maintenance Officer		MTA Office of Civil Rights		

## **PURPOSE:**

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

## **DISCUSSION:**

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

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

Schedules Requiring Majority Vote		# of Actions	\$ Amount
Schedule F	Personal Service Contracts	2	\$20.712M
Schedule G	Miscellaneous Service Contracts	2	\$ 1.335M
TOTAL		4	\$22.047M

MTA B&T presents the following procurement actions for Ratification: None.

## **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.)

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

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

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

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

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

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

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

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

**MTA BRIDGES & TUNNELS**

**Procurements Requiring Majority Vote:**

**F: Personal Service Contracts**

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

- |      |  |                        |                                      |
|------|--|------------------------|--------------------------------------|
| 1.   | <b>LiRo Engineers, Inc.</b><br><b>Contract No. PSC-13-2928</b><br><br>5 yr. 6 mo. contract - Competitive RFP - 4 Proposals<br>Provide Construction Administration and Inspection Services for Project RK-65A, Reconstruction of the Bronx Plaza and RK-75, Interim Repairs to the Manhattan Plaza at the RFK Bridge. | <b>\$15,943,224.00</b> | <b><u>Staff Summary Attached</u></b> |
| <br> |  |                        |                                      |
| 2.   | <b>Parsons Brinckerhoff/WSP, JV</b><br><b>Contract No. PSC-13-2935</b><br><br>2 yr. contract - Competitive RFP - 4 Proposals<br>Develop a Master Plan and Conceptual Design for Project VN-84, Upper Level Approaches and Belt Parkway Connector Ramps at the Verrazano Narrows Bridge.                              | <b>\$4,769,094.00</b>  | <b><u>Staff Summary Attached</u></b> |

**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)

- |    |  |                       |
|----|--|-----------------------|
| 3. | <b>Permadur Industries, Inc. d.b.a.</b><br><b>SISSCO Material Handling (SISSCO)</b><br><b>Contract No. VNM-366</b><br><br>3 yr. contract – Competitive Bid – Low responsive bid<br>In June 2013 B&T issued a solicitation for a Contractor to provide all labor, materials, equipment and superintendence in order to perform scheduled and unscheduled maintenance and repairs on the newly refurbished traveling platform attached underneath the lower roadway of the Verrazano-Narrows Bridge and the four (4) new traveling platform systems including the scissor lifts for the Bronx-Whitestone Bridge. B&T does not possess the resources required to perform these services. The travelers have become an integral part of the inspection and maintenance of the structural members under the deck system on the main spans of the bridges allowing easier and less costly access to the structures and therefore must be maintained. Since this is the first time this requirement has been solicited, no scope comparison with a prior contract can be made. The service requirements were publicly advertised, the solicitation notice was sent to 116 firms and six firms requested copies of the solicitation. On July 18 four bids were submitted as follows: | <b>\$1,061,100.00</b> |
|----|--|-----------------------|

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

<u>Bidders</u>	<u>Bid Amount</u>
B & G Elevator/USA Hoist JV	\$876,488.00*
SISSCO	\$1,061,100.00
White Marine, Inc.	\$1,481,695.00
American Crane & Equipment Corp.	\$2,495,903.00

\* B & G Elevator/USA Hoist JV's bid was considered non-responsive and they withdrew their bid.

Following the evaluation of the submission by the next lowest bidder, SISSCO, this firm was considered fully responsive to the requirements of the solicitation. In accordance with the responsibility guidelines, it was determined that SISSCO is a responsible bidder. The rates for this contract are fixed for the three year term. SISSCO's overall bid is 26.3% lower than the user's estimate of \$1,440,000. After a bid analysis and discussion with SISSCO concerning their pricing during a qualification hearing, SISSCO's bid is considered balanced and acceptable. After undertaking a thorough analysis, the MTA Department of Diversity and Civil Rights determined not to assign any goals to this contract due to the highly specialized nature of the work and the unavailability of MWBE contractors able to perform the work. Based on competition, the price is considered fair and reasonable. Funding is available in the Operating Budget under GL #711101.

**4. A Royal Flush Inc. \$274,305.00**  
**Contract No. 12-MNT-2904Y**

5 yr. contract – Competitive Bid – 3 Bids

In September 2013 B&T issued a solicitation for a Contractor to perform removal and disposal services of sanitary waste from holding tanks at the Hugh L. Carey Tunnel (HCT), Henry Hudson (HH) and Robert F. Kennedy (RFK) Bridges on an as needed basis. The service requirements were publicly advertised. The solicitation notice was sent to one hundred ninety one (191) firms. Seven (7) firms requested copies of the solicitation. On October 16 three (3) bids were submitted as follows:

<u>Bidders</u>	<u>Bid Amount</u>
A Royal Flush Inc.	\$274,305.00
A&L Cesspool Service Corp.	\$379,065.00
Tully Environmental Inc.	\$934,028.75

The scope of removal and disposal services for the first three years of the prospective five year contract with A Royal Flush differs from that compared with the current three year contract. The estimated quantities (per truckload) for these services decreased at the HH and increased at the HCT and RFK. The overall change in estimated quantities reflects a 30% decrease. A new line item has been included under the prospective contract so that



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

work at designated sewage pumping stations may be performed. The scope for chemical treatment of the holding tanks and emergency service calls has essentially remained the same. A Royal Flush's overall bid is 14.4% lower than the user's estimate of \$320,269.86. After evaluation of the bids, it was determined that A Royal Flush Inc. 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 20% MBE and 0% WBE for this contract. The contract will not be awarded until the MBE requirements are satisfied. Funding is available in the Operating Budget under GL #711642.

# Staff Summary

Page 1 of 2

Item Number 1 (Final)					
Dept & Dept Head Name: <i>Joe Keane</i> Engineering and Construction, Joe Keane, P.E.					
Division & Division Head Name: <i>Aris Stathopoulos</i> Engineering and Construction, Aris Stathopoulos, P.E.					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	12/3/13			<i>[Signature]</i>
2	MTA B&T Committee	12/16/13			
3	MTA Board	12/18/13			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>DS</i>	4	Chief of Staff		
2	General Counsel <i>mmT</i>	5	Executive Vice President <i>Tom</i>		
3	Chief Procurement Officer <i>Com</i>	6	President <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name LiRo Engineers, Inc.	Contract Number PSC-13-2928
Description: Construction Administration and Inspection Services for Project RK-65A, Reconstruction of the Bronx Plaza and RK-75, Interim Repairs to the Manhattan Plaza at the RFK Bridge	
Total Amount \$15,943,224	
Contract Term (including Options, If any) Five 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 Administration and Inspection Services for Project RK-65A, Reconstruction of the Bronx Plaza and RK-75, Interim Repairs to the Manhattan Plaza at the RFK Bridge to LiRo Engineers, Inc. in the amount of \$15,943,224 for a period of five years, six months.

### II. DISCUSSION

B&T requires the services of a consultant to provide construction administration and inspection services for Project RK-65A and RK-75 as described above. The work includes, but is not limited to: construction administration and inspection, constructability review, testing, emergency response and all other oversight services to ensure that the cost, schedule, quality, safety and other contract criteria are met.

The service requirements were publicly advertised; eight firms submitted qualification information, four firms were chosen to receive the RFP based on a review of those qualifications and all four firms submitted proposals: GPI Parsons JV (GPI/P), LiRo Engineers, Inc (LiRo), Parsons Brinckerhoff (PB), and Weidlinger STV JV (WAI/STV). The proposals were evaluated against established criteria set forth in the RFP, including an understanding of the technical requirements, technical expertise, and proposed personnel.

Based on the committee's evaluation of the technical proposals, GPI/P and LiRo were determined to be in the competitive range and oral presentations were conducted. After the oral presentations and the review of cost, the committee selected LiRo based on: (i) a highly qualified team with experience that includes B&T Contracts PSC-10-2858 and PSC-11-2894; (ii) a thorough understanding of the project, including staging and coordination between RK-65A and RK-75; (iii) an in-depth working knowledge of the technical issues that need to be addressed on these projects; and (iv) the lowest proposed cost for Project RK-65A. While GPI/P had a good technical proposal and proposed team, the committee found LiRo to be the best firm for this project.

LiRo submitted a proposal of \$15,965,858. The Engineer's estimate is \$16,732,000. Negotiations were conducted and the parties agreed to the negotiated amount of \$15,943,224, which is 4.7% below the Engineer's estimate and is considered fair and reasonable. This amount includes an estimated \$2,430,262 for Project RK-75, which will be awarded via work order when that project is better defined. LiRo is deemed to be a responsible consultant.

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

The MTA DDCR has established goals of 10% MBE and 10% WBE for the referenced contract. This contract will not be awarded without approval of MTA DDCR. LiRo Engineers, Inc. has achieved its previous MWDBE goals on previous MTA contracts.

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

Funding is available under Project RK-65A and RK-75 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

Page 1 of 2

Item Number <b>2</b> (Final)					
Dept & Dept Head Name: <i>Joe Keane</i> Engineering and Construction, Joe Keane, P.E.					
Division & Division Head Name: <i>Aris Stathopoulos</i> Engineering and Construction, Aris Stathopoulos, P.E.					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	12/2/13			<i>[Signature]</i>
2	MTA B&T Committee	12/16/13			
3	MTA Board	12/18/13			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>[Signature]</i>	4	Chief of Staff		
2	General Counsel <i>[Signature]</i>	5	Executive Vice President <i>[Signature]</i>		
3	Chief Procurement Officer <i>[Signature]</i>	6	President <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name Parsons Brinckerhoff/WSP, JV	Contract Number PSC-13-2935
Description: Development of a Master Plan and Conceptual Designs of Project VN-84, Upper Level Approaches and Belt Parkway Connector Ramps at the Verrazano-Narrows Bridge	
Total Amount \$4,769,094	
Contract Term (Including Options, if any) Two years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Narrative

### I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Guidelines for Procurement of Services to award a personal service contract to Parsons Brinckerhoff/WSP, JV, for the Development of a Master Plan and Conceptual Designs of Project VN-84 Phase I, Staten Island and Brooklyn Upper Level Approaches and the Belt Parkway Connector Ramps at the Verrazano-Narrows Bridge in the amount of \$4,769,094 for a period of two years.

### II. DISCUSSION

B&T requires the services of a consultant to provide a Master Plan and conceptual design drawings for both the Staten Island and Brooklyn upper level approaches as well as for the reconstruction of the Belt Parkway and connector ramps. The goal of the Master Plan is to optimize the design, reconstruction, maintenance and implementation of the various individual projects under the plan in order to reconstruct the upper level approaches to the Belt Parkway and connector ramps while maintaining traffic. B&T may also elect to amend the contract, subsequent to Board approval, to include the full design of any or all of the approved conceptual designs, as well as an Environmental Impact Statement if required. Only Phase I of this Contract will be awarded at this time. Services under Phase I include the investigation and compilation, optimization and recommended courses of action for various projects, including but not limited to the Belt Parkway ramps and the Staten Island and Brooklyn Upper Level Approaches (both of which will require conceptual designs), a reconfiguration of the Belt Parkway, a review of existing conditions, and identifying which projects may require environmental impact statements. The services will include allowances for unanticipated design services

resulting from investigations, as well as any testing requirements and traffic modeling needs. These services will be provided via negotiated work orders on an as-needed basis only.

The service requirements were publicly advertised. Seven firms submitted qualification information, four firms were chosen to receive the RFP based on a review of those qualifications and all four firms submitted proposals: HNTB, Parsons Brinckerhoff/WSP, JV (PB/WSP), Parsons Transportation Group/URS, JV (PTG/URS) and Weidlinger/Gannett Fleming JV (WAI/GF). The proposals were evaluated against established criteria set forth in the RFP, including an understanding of the technical requirements, technical expertise, and proposed personnel.

Oral presentations were conducted with all firms. After the oral presentations and the review of costs, the committee selected PB/WSP based on: (i) a highly qualified team with superior master planning experience; (ii) a thorough understanding of the project, offering detailed explanations of various alternatives including traffic, environmental and community analysis on the impact of the staging ; (iii) an in-depth working knowledge of the technical issues that need to be addressed on these projects; and (iv) a competitive cost proposal. While HNTB had an acceptable technical proposal and a lower cost, the committee concluded the hours proposed understated the effort associated with this study. Although WAI/GF and PTG/URS had reasonable proposals, their alternatives offered were not as detailed and their costs were higher than PB/WSP.

PB/WSP submitted a proposal of \$4,861,614. The Engineer's estimate is \$6,322,958. Negotiations were conducted and the parties agreed to the proposed amount of \$4,769,094. Although it is 23.1% below the Engineer's estimate, the estimate projected higher hourly rates and a higher number of hours to include for any contingencies. Therefore the negotiated cost is considered fair and reasonable. Both Parsons Brinckerhoff and WSP are deemed to be responsible consultants.

### **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. Both Parsons Brinckerhoff and WSP were in full compliance with the M/D/WBE goals on their most recently completed contracts.

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

Funding is available under Project VN-84 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.