

Bridges and Tunnels Committee Meeting

October 2019

Committee Members

L. Lacewell, Chair
D. Mack, Vice Chair
A. Albert
N. Brown
K. Law
J. Samuelsen
L. Schwartz
V. Tessitore
V. Vanterpool
N. Zuckerman

Bridges & Tunnels Committee Meeting

2 Broadway, 20th Floor Board Room

New York, NY 10004

Monday, 10/21/2019

1:00 - 1:30 PM ET

1. Summary of Actions

B&T Summary of Actions - Page 3

2. Public Comments Period

3. Approval of Minutes - September 2019

B&T Committee Minutes - September 2019 - Page 6

4. Approval of Committee Work Plan

B&T Committee Work Plan - Page 13

5. Report on Operations - August 2019

B&T Report on Operations - August 2019 - Page 20

6. Safety Report - August 2019

B&T Safety Report - August 2019 - Page 35

7. Financial Report - September 2019

B&T Financial Report - September 2019 - Page 41

8. Cashless Tolling Customer Service Report - August 2019

B&T Cashless Tolling Customer Service Report - August 2019 - Page 56

9. 2020 Preliminary Budget - Materials Previously Submitted

10. Capital Program Project Status Report - September 2019

B&T Capital Program Project Status Report - September 2019 - Page 58

11. Procurements

B&T Procurements - Page 66

B&T Competitive

B&T Competitive - Page 69

Next Meeting: Tuesday, November 12, 2019 at 1:00 p.m.



Bridges and Tunnels

Summary of Actions

**MTA BRIDGES AND TUNNELS
COMMITTEE ACTIONS and PRESENTATIONS
SUMMARY for OCTOBER 2019**

Responsible Department	Vendor Name	Total Amount	Summary of action
Procurement	TransCore, LP	\$507,244,615.00 Stipends: \$250,000	<ul style="list-style-type: none"> • Approval for the award of a miscellaneous procurement contract • Services to Design, Build, Operate and Maintain the Central Business District Tolling Program Infrastructure and Toll Collection System
Procurement	Trevcon Construction Co., Inc.	Award: \$17,738,825.00 Stipends: \$268,000.00	<ul style="list-style-type: none"> • Approval for the award of public work contract • Design-Build Services for Fender Protection and Fire Standpipe System at the Bronx-Whitestone Bridge.
Procurement	HNTB/WSP Parsons Brinckerhoff, A Joint Venture	\$7,111,118.29	<ul style="list-style-type: none"> • Approval for a modification to a personal service contract • Design and Construction Support Services for Project VN-84, Reconstruction and Rehabilitation of the Upper Level Approach Decks at the Verrazano-Narrows Bridge.
Procurement	AECOM USA, Inc. Ammann & Whitney Consulting Engineers Dewberry Engineers, Inc. Gannett Fleming Engineers and Architects, P.C. Hardesty & Hanover Construction Services, LLC Henningson, Durham & Richardson Architectural and Engineering P.C. HNTB Corporation Jacobs Civil Consultants, Inc. KS Engineers, P.C./COWI Modjeski & Masters, Inc. Parsons Transportation Group Syska Hennessy Group Thornton Tomasetti, Inc.	\$38,000,000.00	<ul style="list-style-type: none"> • Approval for a modification to a personal service contract • As-Needed Inspection and Design, Expert Engineering and Engineering Support Services.

**MTA BRIDGES AND TUNNELS
COMMITTEE ACTIONS and PRESENTATIONS
SUMMARY for OCTOBER 2019**

	T.Y.LIN International Engineering, Architecture and Land Surveying, P.C./Hatch Mott McDonald Group, Inc. WSP/Parsons Brinckerhoff, Inc.		
Procurement	Hardesty & Hanover Construction Services, LLC/LiRo Engineers, Inc., a Joint Venture	\$15,565,827.00	<ul style="list-style-type: none"> • Approval for the award of competitive personal service contract • Construction Administration and Inspection Services for Project VN-84A, Reconstruction and Rehabilitation of the Upper Level Approach Decks at the Verrazzano-Narrows Bridge and Project VN-11, Roadway and Sign Structure Improvements at the VNB Brooklyn Approach
Procurement	TransCore, LP	\$495,644,615.00	<ul style="list-style-type: none"> • Approval for the award of a competitive miscellaneous procurement • Services to Design, Build, Operate and Maintain the Central Business District Tolling Program Infrastructure and Toll Collection Systems



Bridges and Tunnels

Minutes of Committee Meeting September 2019



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

September 23, 2019

1:00 p.m.

In attendance were the Honorable:

Linda A. Lacewell, Chair
Lawrence S. Schwartz
Veronica Vanterpool

Also in Attendance:
Robert W. Linn

Daniel F. DeCrescenzo, Jr., Acting President
Dore J. Abrams, Acting Vice President and Chief Financial Officer
Brian Bajor, Vice President and Chief Procurement Officer
Allison L. C. de Cerreño, Ph.D., Senior Vice President, Business Operations and Transformation Officer
Lloyd Jairam, Controller
Sharon Gallo-Kotcher, Vice President, Labor Relations, Administration and Employee Development
Richard Hildebrand, Acting Vice President and Chief of Operations
Joseph Keane, Vice President and Chief Engineer
Donald Look, Vice President and Chief Security Officer
Eric Osnes, Vice President, Safety and Health
Patrick J. Parisi, Vice President, Maintenance and Operations Support
Patrick Smith, Vice President, Human Resources
M. Margaret Terry, Senior Vice President and General Counsel

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

September 23, 2019

Minutes of TBTA Committee held September 23, 2019 at 1:00 p.m. A list of those in attendance is attached.

Public Speakers

The following speaker commented during the public speakers' session:

- Murray Bodin, Concerned Grandparents, about traffic lines and signage.

Refer to the video recording of the meeting produced by the Metropolitan Transportation Authority and maintained in MTA records for the content of the speaker's statement.

Minutes

The Committee members who were present at the Committing Meeting considered and voted to approve the minutes of the Committee Meeting held on July 22, 2019, although a Committee Quorum was not present.

Committee Work Plan

Mr. DeCrescenzo stated that there are no changes to the Committee Work Plan.

Acting President DeCrescenzo's Remarks

Mr. DeCrescenzo stated that the Stephen Siller Tunnel to Towers 5K Run and Walk would be occurring on Sunday, September 29, 2019. The Hugh L. Carey Tunnel would be closed from 7:00 a.m. to 3:00 p.m. while TBTA facilitates the 30,000 participants running and walking through the tunnel.

Report on Operations

With regard to the Report on Operations for June and July 2019, Mr. Hildebrand stated that paid vehicle traffic increased by 0.9% in June 2019 and 1.0% in July 2019 compared to the same period in 2018. As compared to the same period last year, overall traffic through the end of July is 3.4% higher than in the same period in 2018. TBTA is transitioning its safety enforcement efforts to better utilize its workforce. With TBTA's uniformed forces supporting the MTA Fare Evasion Task Force, it is critical to focus the remaining members of service on the most effective safety enforcement tactics such as pacing traffic with marked vehicles in periods of higher collision risk. This tactic, which meter and regulate the flow of traffic, help to reduce sudden starts which we have identified as a major cause of our collisions. More indirect methods of safety enforcement such as issuing summonses for safety-related violations remain an important part of a more balanced TBTA approach to safety enforcement. As presented on page 62, summons issuance is 19% lower for this year through July than in the same period last year.

Safety Report

With regard to the Safety Report for June and July 2019, Mr. Osnes stated that the total collision rate is slightly lower than in the previous 12 months and significantly below the 12 months prior to that. The collision with injuries rate through July 2019 is 16% lower than in the preceding year and slightly higher than in the year prior to that. In June 2019, TBTA had a spike in collision rates that provides a case study in TBTA's process for improving performance. While collision rates typically increase in summer months, June's performance was more than a normal variance. June is a transition month in TBTA's seasonal traffic pattern, with higher traffic levels that include many discretionary travelers who are less familiar with TBTA facilities. TBTA identified areas and times of higher risk and applied a tactical approach focusing on targeted speed control and better real-time information to help customers more safely navigate its facilities. As a result, July collision performance improved

significantly compared to last year, and preliminary figures indicate that the collisions rates were lower in August as well.

Customer Environment Survey – Second Quarter 2019

During the Second Quarter of 2019, Mr. Parisi reported the following:

- More than 1800 storm drains were cleaned, ensuring their effectiveness as we enter hurricane season and the winter months.
- TBTA striped over 210,000 linear feet of roadway in the second quarter, improving visibility and roadway safety.
- Potholes filled in 2019 continue to be significantly down from the same period in 2018 due to a milder winter coupled with a robust paving and re-decking program.
- Over 96% of TBTA roadway lighting was in service.
- The travel time tables presented compare peak period average travel time in the 2nd quarter and year to date with the same time periods last year. The travel time index compares peak travel times with those in free flow conditions to give an indication of peak time congestion severity.

Financial Report

With regard to the Financial Report for August 2019, Dr. C. de Cerreño stated that at nearly \$773 million, TBTA's support to mass transit was nearly \$15 million higher than the adopted budget. Toll revenue was at budget at \$1.4 billion and expenses totaled just over \$331 million, which is \$12 million below budget.

2019 Mid-Year Forecast Monthly Allocation

2020 Preliminary Budget

Dr. C. de Cerreño referred the Committee to the 2019 Mid-Year Forecast Monthly Allocation of revenue and expenses. The 2020 Preliminary Budget was presented to the Finance Committee this past July and was included in that meeting's materials.

Capital Program Status Report

Mr. Keane presented the Capital Program Status Report for August 2019 and stated that in August, 16 task level commitments were made with a total value of \$16.9 million. In July, TBTA awarded a construction contract for steel repair, concrete rehabilitation and painting on the suspended span of the Verrazzano-Narrows Bridge valued at \$76.9 million. The contract was awarded based on A plus B bidding which is a cost plus time based bidding procedure that helps minimize customer impacts. An additional three (3) design-build and four (4) A plus B major procurements are in progress and on track for award before the end of 2019. Overall, to date, TBTA has exceeded its commitment goals for the number of commitments awarded and is on track to meet the annual commitment plan goal of up to \$798 million in capital commitments. There is one upcoming design-build project that merits a special mention. The project is a design-build project to construct a direct connector ramp linking the Manhattan span of the Robert F. Kennedy (RFK) Bridge with the Northbound Harlem River Drive. Currently, traffic exiting the RFK Bridge must pass through the local streets in East Harlem to access the Harlem River Drive. This project provides a more convenient direct route for customers, reducing traffic congestion and benefitting the local community. There were two (2) additional project completions made in August for \$19.9 million, bringing the overall year-to-date completion value to \$154.0 million, completing 78% of the overall 2019 year-end goal of \$198.3 million. The three (3) remaining project completions planned for 2019 are all on track to be completed by the end of the year. Mr. DeCrescenzo stated that the Harlem River Ramp project is exciting since

when driving to the George Washington Bridge, it can take twenty minutes to get from the RFK Bridge to the Harlem River Drive so the direct access will be helpful.

Procurements

For September 2019, Mr. Bajor stated that there are nine (9) procurements totaling \$196.8 million.

Non-Competitive Procurements

Mr. Bajor stated that there are no non-competitive procurements.

Competitive Procurements

Mr. Bajor stated that there are nine (9) competitively solicited awards totaling \$196.8 million.

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

Judlau Contracting, Inc.	Contract No. RK-23C TBTA is seeking Board approval under the All Agency General Contract Procurement Guidelines to award a competitively solicited public work contract for Design-Build Services for the New Harlem River Drive Connector Ramp.	\$47,825,000.00
Various Contractors	Contract No. GFM-527 TBTA is seeking Board approval under the All Agency General Contract Procurement Guidelines to award public work contracts via the competitive RFP process for Miscellaneous Construction on an As-Needed Basis.	\$120,000,000.00

Personal Service Contracts

Hardesty & Hanover Construction Services, LLC	Contract No. PSC-19-3024 TBTA is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract for construction administration, inspection and design oversight services for Project RK-66, Design-Build of Electrical Upgrades at the Robert F. Kennedy Bridge.	\$2,845,771.00
Greenman-Pedersen, Inc. (GPI)	Contract No. PSC-18-3023 TBTA is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract for Construction Administration, Inspection and Design Oversight Services for Project BW-07/BW-32, Design-Build Services for Fender Protection and Fire Standpipe Systems at the Bronx-Whitestone	\$3,320,648.14

Bridge.

RAD/En Tech JV	Contract No. PSC-18-3020 TBTA is seeking Board Approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract for Construction Administration and Inspection Services for Project HH-07A/HH-30, Structural Rehabilitation and Painting at the Henry Hudson Bridge.	\$3,365,791.00
Gannet Fleming Engineers & Architect, P.C.	Contract No. PSC-19-3031 TBTA is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract to provide Master Planning and Advanced Design services for the Rehabilitation of the Tunnel Support Buildings at the Hugh L. Carey Tunnel and Queens-Midtown Tunnel.	\$3,351,517.30
LiRo Engineers	Contract No. PSC-19-3028 TBTA is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract for Construction Administration and Inspection Services for Project RK-23C, Design-Build Services for the New Harlem River Drive Connector at the Robert F. Kennedy Bridge.	\$4,021,762.00
Greenman-Pedersen, Inc. (GPI)/M&J Engineers, P.C. JV	Contract No. PSC-18-3022 TBTA is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract for Construction Administration and Inspection Services for RK-20 – Main Bridge Cable Inspection and Rehabilitation at the RFK Bridge and RK-19/70 – Phase 1A Structural Rehabilitation at the Robert F. Kennedy Bridge.	\$7,810,639.40

Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded

Thornton Tomasetti, Inc.	Contract No. PSC-15-2977 TBTA is seeking Board Approval under the All Agency Service Contract Procurement Guidelines to amend this contract with Thornton Tomasetti, Inc. for funding to provide construction support services for	\$4,272,683.18
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Project TN-53, Rehabilitation and Seismic Retrofit of the Approach Viaducts and Rehabilitation of the Lower Garage at the Throgs Neck Bridge.

Mr. Bajor stated that there are no ratifications.

Upon a motion duly made and seconded, the Committee members who were present at the Committee Meeting considered and voted in favor of the competitive procurements, by a vote of three (3) in favor and none against, although a Committee Quorum was not present.

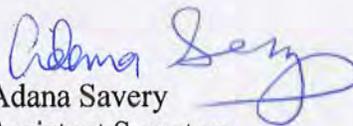
Diversity Report – Second Quarter 2019

Mr. DeCrescenzo stated that unless there are any questions from the Committee members, the Diversity Report will be presented at the Diversity Committee. There were no questions from the Committee members.

Adjournment

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

Respectfully submitted,


Adana Savery
Assistant Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

TOPIC

Approval of Minutes
 Committee Work Plan
 Report on Operations
 Safety Report
 Financial Report
 Cashless Tolling Customer Service Report
 Capital Program Project Status Report

 Procurements
 Action Items (if any)

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

October 2019

2020 Preliminary Budget

Planning & Budget

November 2019

Customer Environment Survey – 3rd Quarter 2019

Operations

December 2019

2020 Proposed Committee Work Plan
 2020 Proposed Final Budget
 Diversity Report – 3rd Quarter 2019

Committee Chair & Members
 Planning & Budget
 EEO

January 2020

Approval of 2020 Work Plan

Committee Chair & Members

February 2020

Preliminary Review of 2019 Operating Budget Results
 2020 Adopted Budget/Financial Plan 2020-2023
 2019 B&T Operating Surplus
 Customer Environment Survey – 4th Quarter 2019
 Diversity Report – 4th Quarter 2019

Planning & Budget
 Planning & Budget
 Controller
 Operations
 EEO

March 2020

Annual Procurement Contracts Report

Procurement & Materials/
 Finance

April 2020

Final Review of 2019 Year-End Operating Results

Planning & Budget

May 2020

Customer Environment Survey – 1st Quarter 2020
Diversity Report – 1st Quarter 2020

Operations
EEO

June 2020

Diversity Report – 1st Quarter 2020

EEO

July 2020

No items scheduled.

August 2020

No meeting scheduled.

September 2020

Customer Environment Survey – 2nd Quarter 2020
2021 Preliminary Budget
Diversity Report – 2nd Quarter 2020

Operations
Planning & Budget
EEO

BRIDGES & TUNNELS COMMITTEE WORK PLAN

Detailed Summary

I. RECURRING

Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

Report on Operations

Summary of major B&T service indicators, including graphs and tables depicting total traffic for all facilities, traffic by method of payment and time period, 12 month rolling traffic averages, traffic by facility, and factors that can impact B&T traffic such as weather and gasoline prices. The Report on Operations is provided on a two-month lag, except in September when it includes reports with June and July data.

Safety Report

A compilation of key leading and lagging customer and employee safety indicators, including collision rates, employee lost time injury rates, construction injury rates, and leading indicators for roadway, construction, and fire safety. The Safety Report is provided on a two month lag, except in September when it includes reports with June and July data.

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, toll collection rates, and headcount charts. The Financial Report is provided on a one-month lag, except in the month of September, at which time it includes the July and August reports.

Cashless Tolling Customer Service Report

Summary presentation of information about cashless tolling customer service performance. This report contains data on E-ZPass tags and accounts and customer service center performance, as well as toll processing metrics. The Cashless Tolling Customer Service Report is provided on a two month lag, except in September when it includes reports with June and July data.

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

OCTOBER 2019

2020 Preliminary Budget

Public comment will be accepted on the 2020 Preliminary Budget.

NOVEMBER 2019

Customer Environment Survey – 3rd Quarter 2019

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; and enhance the customer environment of bridge and tunnel facilities.

DECEMBER 2019

2020 Proposed Committee Work Plan

The Committee Chair will present a draft Bridges and Tunnels Committee Work Plan for 2020 that will address initiatives to be reported throughout the year.

2020 Proposed Final Budget

The Committee will recommend action to the Board.

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

JANUARY 2020

Approval of Work Plan for 2020

The committee will have already received a draft work plan for 2020 at the December 2019 meeting. The committee will be requested to approve the amended work plan for the year.

FEBRUARY 2020

Preliminary Review of 2019 Operating Budget Results

The agency will present a brief review of its 2018 Operating Budget results.

FEBRUARY 2020 (cont'd)

2020 Adopted Budget and February Financial Plan 2020-2023

The Agency will present its revised 2019 Adopted Budget and Financial Plan which will incorporate any changes made by the Board at the December 2019 meeting and any Agency technical adjustments.

2019 B&T Operating Surplus

The Committee will recommend action to the Board.

Customer Environment Survey – 4th Quarter 2019

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; and enhance the customer environment of bridge and tunnel facilities.

Diversity Report – 4th Quarter 2019

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

MARCH 2020

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 2020

Final Review of 2019 Year-End Operating Results

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 2020

Customer Environment Survey – 1st Quarter 2020

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; and enhance the customer environment of bridge and tunnel facilities.

Diversity Report – 1st Quarter 2020

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

JUNE 2020

Diversity Report – 1st Quarter 2020

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

JULY 2020

No items scheduled.

AUGUST 2020

No meeting scheduled.

SEPTEMBER 2020Customer Environment Survey – 2nd Quarter 2020

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; and enhance the customer environment of bridge and tunnel facilities.

2021 Preliminary Budget

Agency will present highlights of the Preliminary Budget to the Committee. Public comment will be accepted on the 2021 Preliminary Budget.

Diversity Report – 2nd Quarter 2020

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



Bridges and Tunnels

Report on Operations August 2019



MTA Bridges and Tunnels August 2019 Traffic Trends

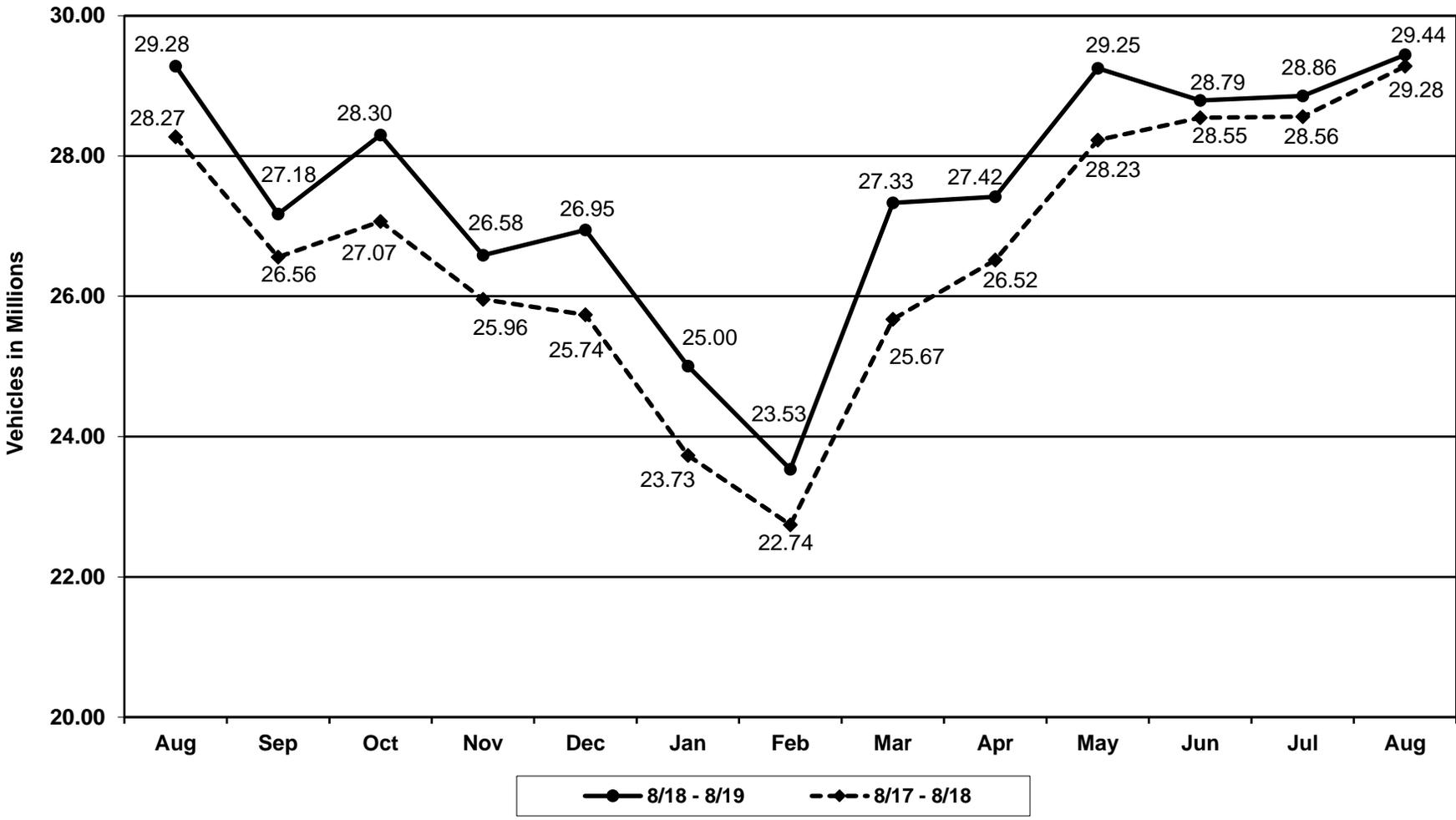
Summary

Traffic was higher on a year-to-year basis, with 29.4 million crossings this month vs. 29.3 million crossings in August 2018, an increase of 0.6%.

E-ZPass volume increased by 1.0% on a year-to-year basis for the month while crossings using Tolls by Mail declined 6.8%. Passenger car travel increased 0.7% and other vehicle travel declined 1.3% from August 2018.

Rainfall this year totaled 3.1 inches over 9 days compared to 6.7 inches over 14 days last year. Gas prices averaged \$2.84 per gallon this past August, which was \$0.15 lower than last year at this time.

MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending August 2019



**MTA Bridges and Tunnels
E-ZPass and Tolls by Mail Traffic
August 2019**

Preliminary data subject to final audit

All B&T Facilities by Method of Payment			
	August 2019	August 2018	2019 YTD
E-ZPass ¹	27,788,454	27,505,543	208,193,978
Tolls by Mail ¹	1,654,277	1,774,552	11,436,679
Total	29,442,731	29,280,095	219,630,657
E-ZPass Market Share:			
Total	94.4%	93.9%	94.8%
Cars	94.3%	93.8%	94.7%
Trucks	96.0%	95.4%	96.1%

Facility	Average Weekday²						Average Weekend²					
	August 2019			E-ZPass Market Share			August 2019			E-ZPass Market Share		
	Total	E-ZPass	TBM	Aug 2019	Aug 2018	Change	Total	E-ZPass	TBM	Aug 2019	Aug 2018	Change
Bronx-Whitestone Bridge	145,880	136,271	9,609	93.4%	92.7%	0.7%	147,843	135,012	12,831	91.3%	90.5%	0.8%
Cross Bay Bridge	26,014	24,728	1,286	95.1%	94.4%	0.6%	26,459	24,609	1,850	93.0%	92.7%	0.3%
Henry Hudson Bridge	74,453	70,842	3,612	95.1%	94.8%	0.3%	70,555	65,680	4,875	93.1%	92.6%	0.4%
Hugh L. Carey Tunnel	55,960	53,973	1,987	96.4%	96.4%	0.1%	43,559	41,081	2,478	94.3%	94.4%	-0.1%
Marine Parkway Bridge	26,520	25,605	914	96.6%	96.0%	0.6%	28,639	27,137	1,502	94.8%	94.3%	0.5%
Queens Midtown Tunnel	88,019	84,690	3,329	96.2%	96.0%	0.2%	81,983	77,361	4,622	94.4%	94.3%	0.1%
Robert F. Kennedy Bridge	193,594	183,310	10,284	94.7%	93.9%	0.7%	182,942	169,715	13,227	92.8%	91.7%	1.0%
Throgs Neck Bridge	125,847	118,371	7,476	94.1%	93.6%	0.5%	137,600	126,301	11,299	91.8%	91.1%	0.7%
Verrazzano-Narrows Bridge ¹	<u>221,654</u>	<u>212,099</u>	<u>9,555</u>	<u>95.7%</u>	<u>95.3%</u>	<u>0.4%</u>	<u>210,204</u>	<u>196,536</u>	<u>13,667</u>	<u>93.5%</u>	<u>92.9%</u>	<u>0.6%</u>
All Facilities¹	957,941	909,889	48,052	95.0%	94.5%	0.5%	929,782	863,434	66,349	92.9%	92.2%	0.6%

Notes:

- At the Verrazzano-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.
- Average traffic and market share figures exclude holidays.

MTA Bridges and Tunnels
E-ZPass and Tolls by Mail Traffic
August 2019
Preliminary data subject to final audit

Distribution by Facility & Time Period			
Facility	August 2019		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	21.7%	22.3%	56.0%
Cross Bay Bridge	20.0%	25.5%	54.5%
Henry Hudson Bridge	21.7%	27.5%	50.8%
Hugh L. Carey Tunnel	23.4%	25.6%	51.0%
Marine Parkway Bridge	20.3%	27.9%	51.8%
Queens Midtown Tunnel	20.7%	22.0%	57.3%
Robert F. Kennedy Bridge	23.2%	21.3%	55.4%
Throgs Neck Bridge	22.7%	23.8%	53.5%
Verrazzano-Narrows Bridge ¹	16.2%	27.8%	56.1%
All Facilities	21.4%	23.9%	54.7%

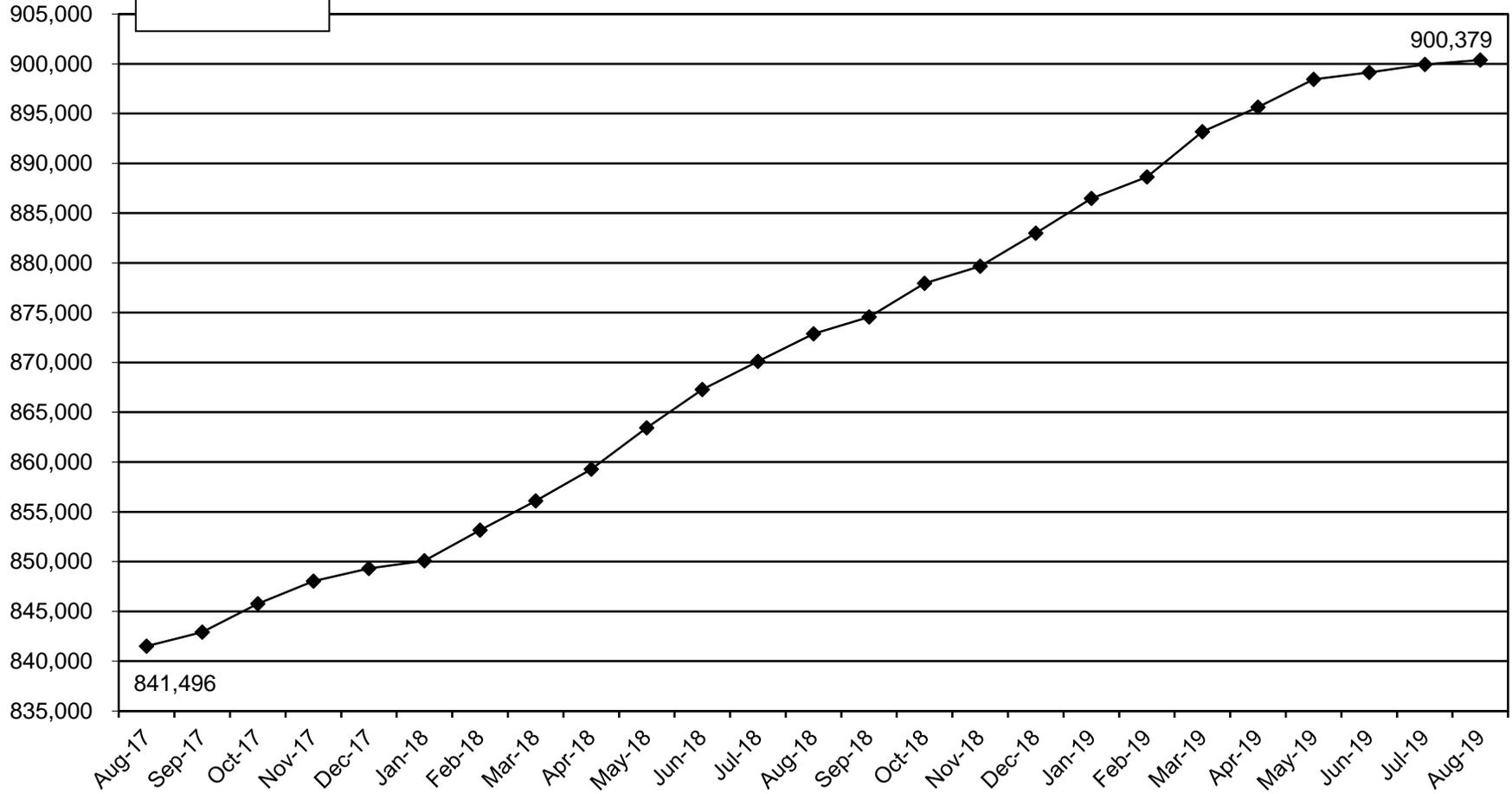
Payment Method by Facility (Transactions)			
Facility	August 2019		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls by Mail
Bronx-Whitestone Bridge	86.9%	5.9%	7.2%
Cross Bay Bridge	92.6%	1.8%	5.5%
Henry Hudson Bridge	81.0%	13.6%	5.4%
Hugh L. Carey Tunnel	89.4%	6.5%	4.1%
Marine Parkway Bridge	92.3%	3.7%	4.0%
Queens Midtown Tunnel	89.9%	5.8%	4.3%
Robert F. Kennedy Bridge	87.1%	7.0%	5.8%
Throgs Neck Bridge	85.6%	7.8%	6.6%
Verrazzano-Narrows Bridge	<u>84.4%</u>	<u>10.7%</u>	<u>4.9%</u>
All Facilities	86.4%	7.9%	5.6%

Note:

1. Traffic distributions reported in westbound tolled direction only

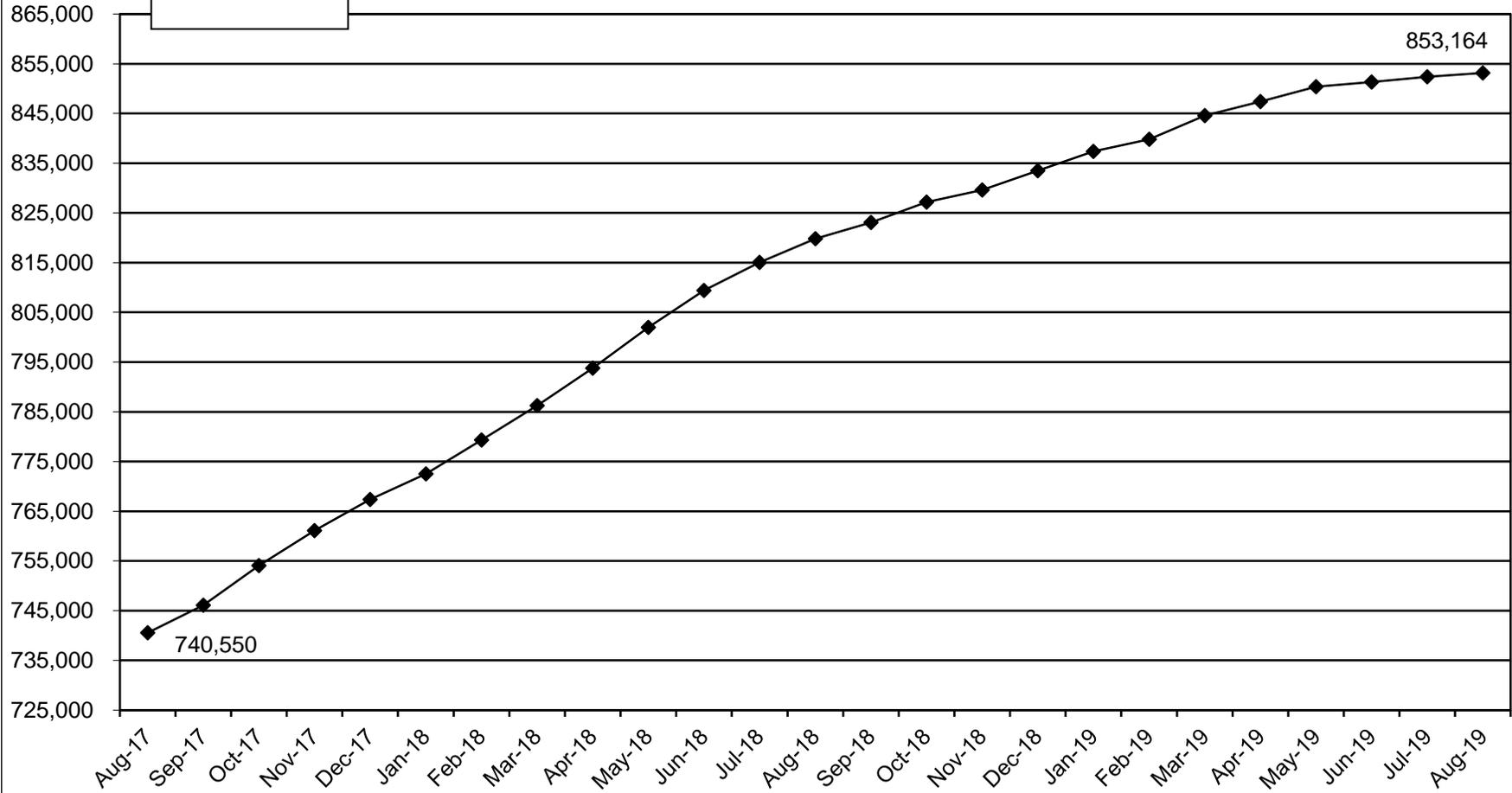
MTA Bridges and Tunnels Average Daily Traffic: August 2017- August 2019 12-Month Rolling Averages

All
Vehicles



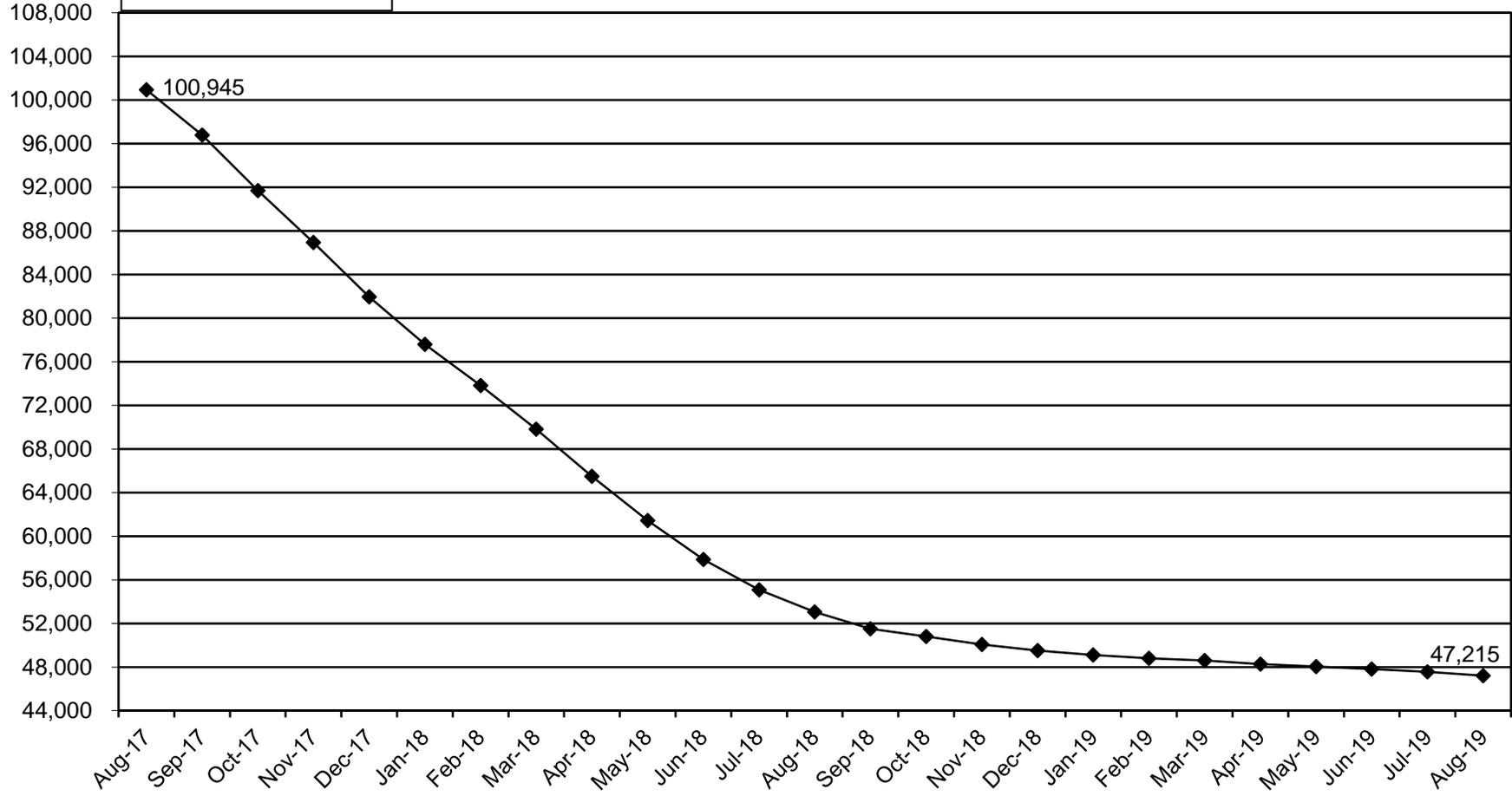
MTA Bridges and Tunnels Average Daily Traffic: August 2017- August 2019 12-Month Rolling Averages

**E-ZPass
Vehicles**



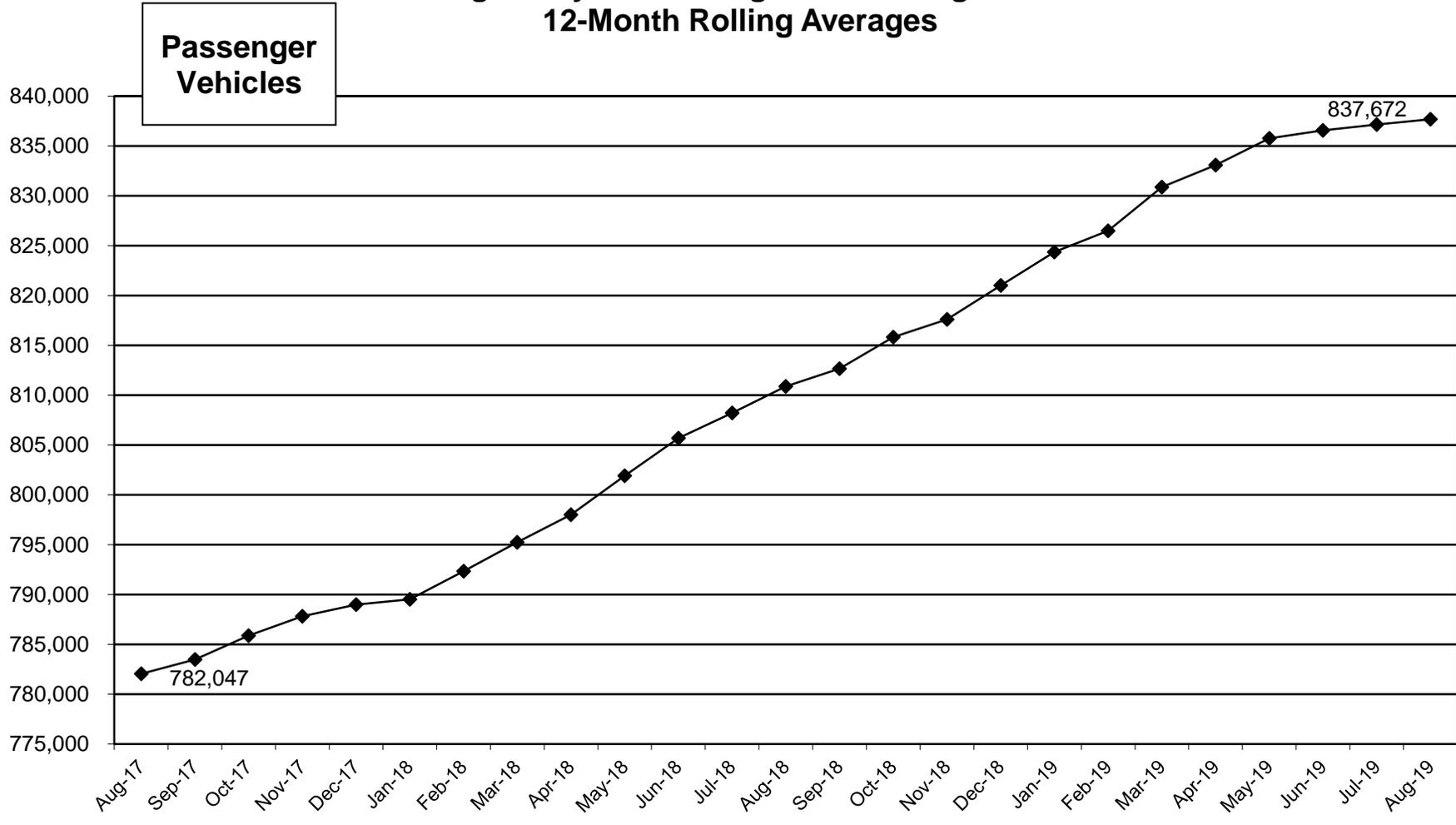
MTA Bridges and Tunnels Average Daily Traffic: August 2017- August 2019 12-Month Rolling Averages

**Non-E-ZPass
Vehicles***



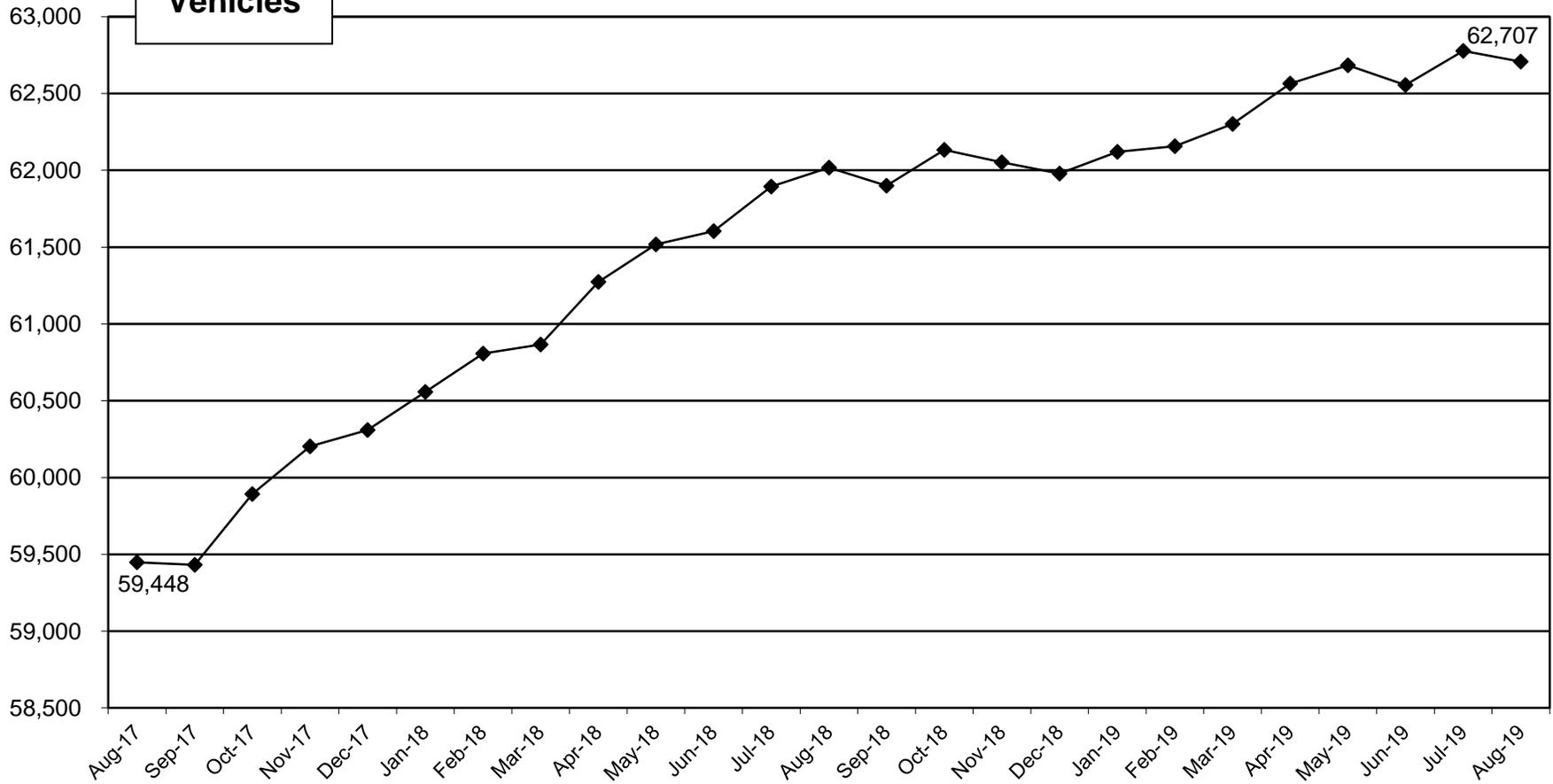
*Includes Tolls by Mail, cash, token, and ticket transactions.

MTA Bridges and Tunnels Average Daily Traffic: August 2017- August 2019 12-Month Rolling Averages



MTA Bridges and Tunnels Average Daily Traffic: August 2017- August 2019 12-Month Rolling Averages

Other
Vehicles



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

Corridor	Toll Media	Aug(1)	3 Months(2) (Jun-Aug)	6 Months(3) (Mar-Aug)	9 Months(4) (Dec-Aug)	12 Months(5) (Sep-Aug)
All Facilities	Total Vehicles	0.6%	0.8%	2.6%	3.2%	3.2%
	E-ZPass	1.0%	1.2%	3.1%	3.8%	4.1%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-6.8%	-5.8%	-6.0%	-7.5%	-11.0%
RFK Bridge	Total Vehicles	-1.4%	-0.8%	0.4%	0.5%	0.0%
	E-ZPass	-0.6%	-0.1%	1.1%	1.4%	1.1%
	Tolls by Mail	-12.6%	-10.8%	-10.0%	-12.0%	-14.3%
Queens Midtown Tunnel	Total Vehicles	2.7%	5.4%	9.6%	11.2%	12.0%
Hugh L. Carey Tunnel	E-ZPass	2.8%	5.3%	9.6%	11.3%	12.2%
	Tolls by Mail	1.4%	6.9%	10.1%	9.3%	6.4%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	1.2%	0.4%	1.8%	3.6%	2.6%
	E-ZPass	1.8%	0.9%	2.5%	4.3%	4.2%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-6.2%	-6.3%	-7.4%	-6.4%	-15.4%
Verrazano-Narrows Bridge	Total Vehicles	-0.3%	0.2%	2.0%	2.6%	2.5%
	E-ZPass	0.1%	0.5%	2.4%	3.1%	3.1%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-6.4%	-6.8%	-7.1%	-8.4%	-9.4%
Henry Hudson Bridge	Total Vehicles	1.1%	-0.4%	0.8%	1.4%	1.0%
	E-ZPass	1.4%	-0.2%	1.1%	1.6%	1.2%
	Tolls By Mail	-3.9%	-5.1%	-5.5%	-3.8%	-3.9%
Marine Parkway Bridge	Total Vehicles	1.4%	2.1%	2.1%	2.0%	1.4%
Cross Bay Bridge	E-ZPass	1.9%	2.4%	2.4%	2.5%	2.0%
	Tolls by Mail	-7.1%	-2.4%	-4.6%	-7.6%	-11.4%

(1) August 2019 vs. Aug 2018

(2) June 2019 to August 2019 vs. June 2018 to August 2018

(3) March 2019 to August 2019 vs. March 2018 to August 2018

(4) December 2018 to August 2019 vs. December 2017 to August 2018

(5) September 2018 to August 2019 vs. September 2017 to August 2018

(6) Includes tokens and tickets

(7) Tolls by Mail was implemented on July 8th, 2017 at the Verrazano-Narrows Bridge and on September 30th, 2017 at the Throgs Neck and Bronx-Whitestone Bridges

**MTA Bridges and Tunnels
Percent Change in Average Daily Traffic by Vehicle Type**

Corridor	Toll Media	Aug(1)	3 Months(2) (Jun-Aug)	6 Months(3) (Mar-Aug)	9 Months(4) (Dec-Aug)	12 Months(5) (Sep-Aug)
All Facilities	Total Vehicles	0.6%	0.8%	2.6%	3.2%	3.2%
	Passenger	0.7%	0.9%	2.6%	3.3%	3.3%
	Other	-1.3%	0.1%	1.7%	1.4%	1.1%
RFK Bridge	Total Vehicles	-1.4%	-0.8%	0.4%	0.5%	0.0%
	Passenger	-1.1%	-0.7%	0.5%	0.6%	0.2%
	Other	-4.8%	-2.2%	-0.3%	-1.1%	-1.5%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	2.7%	5.4%	9.6%	11.2%	12.0%
	Passenger	2.7%	5.5%	9.9%	11.8%	12.7%
	Other	2.7%	4.5%	5.6%	4.7%	3.0%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	1.2%	0.4%	1.8%	3.6%	2.6%
	Passenger	1.4%	0.5%	1.8%	3.8%	2.6%
	Other	-1.1%	-0.8%	1.0%	2.1%	2.1%
Verrazano-Narrows Bridge	Total Vehicles	-0.3%	0.2%	2.0%	2.6%	2.5%
	Passenger	-0.3%	0.0%	1.9%	2.5%	2.5%
	Other	0.1%	2.4%	3.6%	2.9%	2.4%
Henry Hudson Bridge	Total Vehicles	1.1%	-0.4%	0.8%	1.4%	1.0%
	Passenger	1.1%	-0.5%	0.7%	1.4%	1.0%
	Other	8.0%	3.9%	4.0%	1.4%	-0.9%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	1.4%	2.1%	2.1%	2.0%	1.4%
	Passenger	1.8%	2.6%	2.5%	2.4%	1.7%
	Other	-5.6%	-5.9%	-3.6%	-4.5%	-4.2%

(1) August 2019 vs. Aug 2018
(2) June 2019 to August 2019 vs. June 2018 to August 2018
(3) March 2019 to August 2019 vs. March 2018 to August 2018
(4) December 2018 to August 2019 vs. December 2017 to August 2018
(5) September 2018 to August 2019 vs. September 2017 to August 2018

Supplemental Data Page for the Report on Operations

<u>Month</u>	<u>Traffic & Average Gas Price⁽¹⁾</u>		<u>Weather⁽²⁾</u>			
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
Aug-17	28,271,494	\$2.51	76	3.3	-	13
Sep-17	26,559,138	\$2.83	72	1.8	-	5
Oct-17	27,068,258	\$2.65	66	3.8	-	9
Nov-17	25,955,869	\$2.66	66	2.1	-	8
Dec-17	25,737,055	\$2.62	39	2.0	7.2	9
Jan-18	23,731,837	\$2.69	32	2.1	8.7	7
Feb-18	22,742,698	\$2.75	43	5.9	4.9	17
Mar-18	25,672,596	\$2.68	41	4.1	11.6	11
Apr-18	26,519,055	\$2.81	50	5.0	5.5	13
May-18	28,226,943	\$3.02	68	3.2	-	13
Jun-18	28,546,822	\$3.07	73	3.6	-	14
Jul-18	28,561,622	\$3.00	80	5.3	-	11
Aug-18	29,280,095	\$2.99	81	6.7	-	14
Sep-18	27,175,132	\$2.98	73	5.9	-	13
Oct-18	28,301,034	\$2.97	60	3.0	-	11
Nov-18	26,584,637	\$2.85	46	7.1	4.7	15
Dec-18	26,946,779	\$2.66	41	6.9	-	11
Jan-19	25,004,686	\$2.51	33	3.9	0.6	9
Feb-19	23,532,569	\$2.48	36	3.6	3.3	11
Mar-19	27,332,093	\$2.63	42	3.9	10.4	9
Apr-19	27,419,476	\$2.84	55	4.4	-	17
May-19	29,249,471	\$3.00	63	6.4	-	18
Jun-19	28,792,254	\$2.91	73	4.9	-	13
Jul-19	28,857,377	\$2.90	82	6.1	-	10
Aug-19	29,442,731	\$2.84	78	3.1	-	9

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences

<u>Month</u>	<u>Traffic & Gas Monthly Inc/(Dec)</u>		<u>Weather Monthly Inc/(Dec)</u>			
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
2018 vs. 2017						
August	1,008,601	\$0.48	5	3.4	-	1
September	615,994	\$0.15	1	4.1	-	8
October	1,232,776	\$0.32	(6)	(0.8)	-	2
November	628,768	\$0.19	(20)	5.0	5	7
December	1,209,724	\$0.04	2	4.9	(7)	2
2019 vs. 2018						
January	1,272,849	(\$0.18)	1	1.8	(8)	2
February	789,871	(\$0.27)	(7)	(2.3)	(2)	(6)
March	1,659,497	(\$0.05)	1	(0.2)	(1)	(2)
April	900,421	\$0.03	5	(0.6)	(6)	4
May	1,022,528	(\$0.02)	(5)	3.2	-	5
June	245,432	(\$0.16)	0	1.3	-	(1)
July	295,755	(\$0.10)	2	0.8	-	(1)
August	162,636	(\$0.15)	(3)	(3.6)	-	(5)

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. Toll Increase, March 19, 2017

Supplemental Data Page for Exhibits 2 through 6

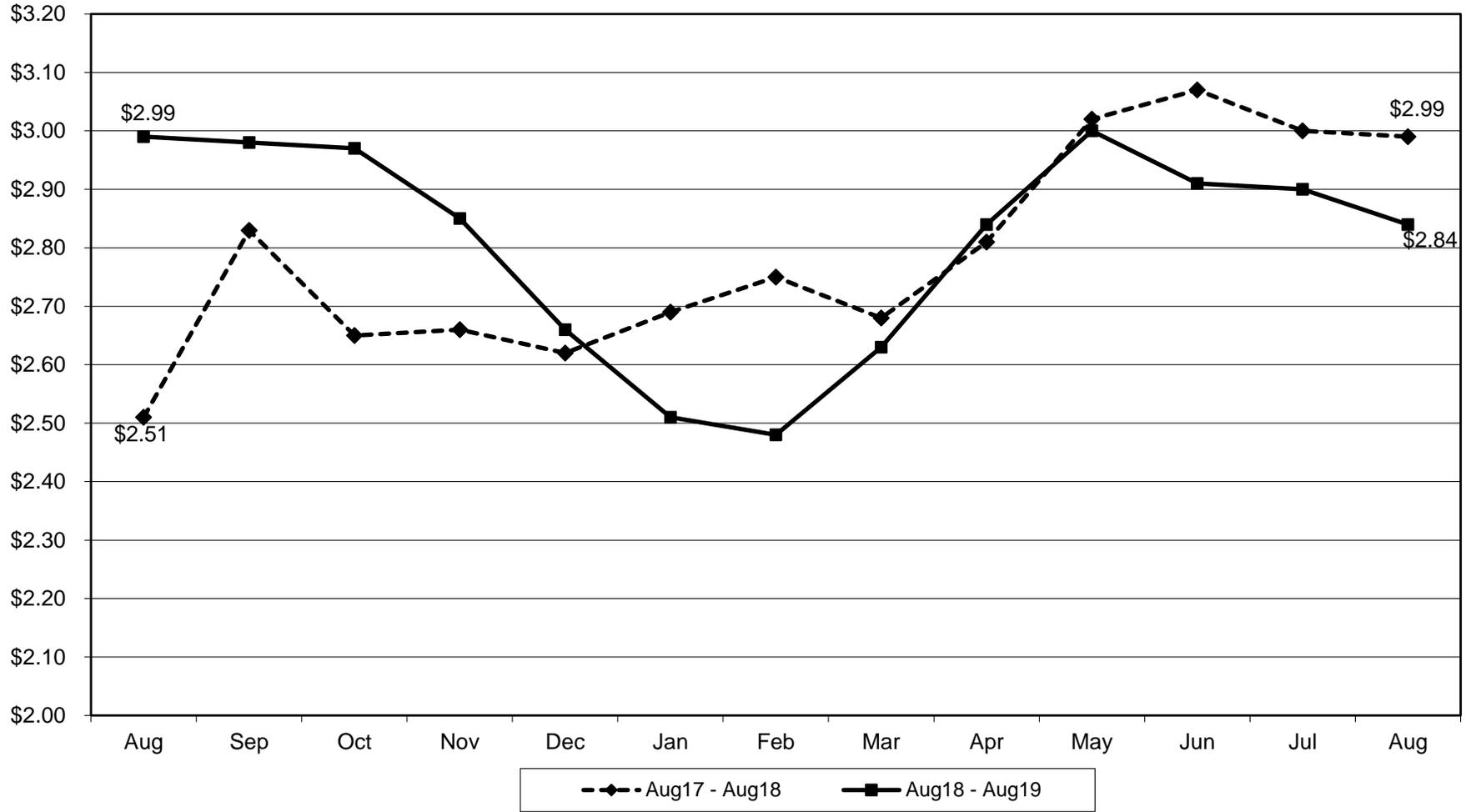
Average Daily Traffic: 12-Month Rolling Averages

<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Non-E-ZPass²</u>	<u>Passenger</u>	<u>Other</u>
Aug-17	841,496	740,550	100,945	782,047	59,448
Sep-17	842,909	746,115	96,794	783,478	59,431
Oct-17	845,774	754,069	91,705	785,882	59,892
Nov-17	848,037	761,116	86,921	787,834	60,203
Dec-17	849,308	767,371	81,936	788,998	60,310
Jan-18	850,073	772,493	77,580	789,516	60,557
Feb-18	853,146	779,328	73,819	792,338	60,808
Mar-18	856,097	786,271	69,826	795,230	60,867
Apr-18	859,287	793,804	65,483	798,012	61,274
May-18	863,421	801,976	61,446	801,904	61,517
Jun-18	867,294	809,421	57,873	805,689	61,605
Jul-18	870,119	815,030	55,089	808,224	61,895
Aug-18	872,882	819,840	53,042	810,865	62,017
Sep-18	874,570	823,069	51,501	812,669	61,901
Oct-18	877,947	827,156	50,791	815,815	62,132
Nov-18	879,670	829,609	50,061	817,618	62,052
Dec-18	882,984	833,488	49,496	821,006	61,979
Jan-19	886,472	837,374	49,098	824,351	62,120
Feb-19	888,636	839,830	48,805	826,479	62,156
Mar-19	893,182	844,590	48,592	830,881	62,301
Apr-19	895,649	847,390	48,259	833,084	62,565
May-19	898,450	850,405	48,046	835,767	62,684
Jun-19	899,123	851,308	47,814	836,567	62,556
Jul-19	899,933	852,388	47,545	837,155	62,778
Aug-19	900,379	853,164	47,215	837,672	62,707

Note: Bold numbers are preliminary.

1. Numbers may not add due to rounding.
2. Includes Tolls by Mail, cash, token, and ticket transactions

Supplemental Graph Gas Prices in the NY-NJ-CT-PA Area August 2017 - August 2019





Bridges and Tunnels

Safety Report August 2019



Safety Report

Statistical results for the 12-Month period are shown below.

Performance Indicator			
Performance Indicator	12-Month Average		
	September 2016 - August 2017	September 2017 - August 2018	September 2018 - August 2019
Customer Collisions Rate per Million Vehicles	8.40	6.68	6.42
Customer Injury Collisions Rate per Million Vehicles	0.93	1.03	0.90
Employee Accident Reports	258	251	221
Employee Lost Time Injuries Rate per 200,000 Hours Worked	6.6	8.8	5.9
Construction Injuries per 200,000 Hours Worked	1.89	1.11	1.68

Leading Indicators				
Roadway Safety	2018		2019	
	August	Year End	August	Year to Date
Workforce Development (# of Participants)	23	385	30	341
Fleet Preventative Maintenance Insp.	100	1626	80	1075
Safety Taskforce Inspections	0	13	0	4
Construction Safety	August	Year End	August	Year to Date
Construction Safety Inspections	207	2271	180	1710
Fire Safety	August	Year End	August	Year to Date
Fire Code Audits Completed	0	14	1	9
FDNY Liaison Visits	1	29	0	18

Definitions:

Workforce Development provides for focused safety and skills training to all operations, maintenance and staff personnel. Classes feature OSHA 10 and 30 Classes, operations mandatory safety and skills instruction and retraining and specialty training (TIMS, CDL, FDNY instruction, Wrecker Driver Instruction and Roadway Safety Rules).

Fleet Preventative Maintenance Inspections are conducted at each location to improve the customer and worker safety environment. Inspections identify potential hazardous roadway or facility conditions and prescribe corrective actions to eliminate hazards.

Safety Taskforce Inspections are conducted by the joint Labor and Management Committee at each facility throughout the year on a rotating basis. The inspections consist of reviewing past accident and incident experiences/reports and facility safety reports. The Taskforce meets with location management and union representatives and makes a complete tour of the facility. The Taskforce is comprised of representatives of the Safety and Operations groups and has representation from each of the represented unions.

Construction Safety Inspections are conducted by an independent safety monitor to ensure that the necessary components for a safe construction are present. Inspections include review of safety organization, job hazard analysis, safe work plans for specific high risk activities, personal protective equipment, fire protection, industrial hygiene, and training.

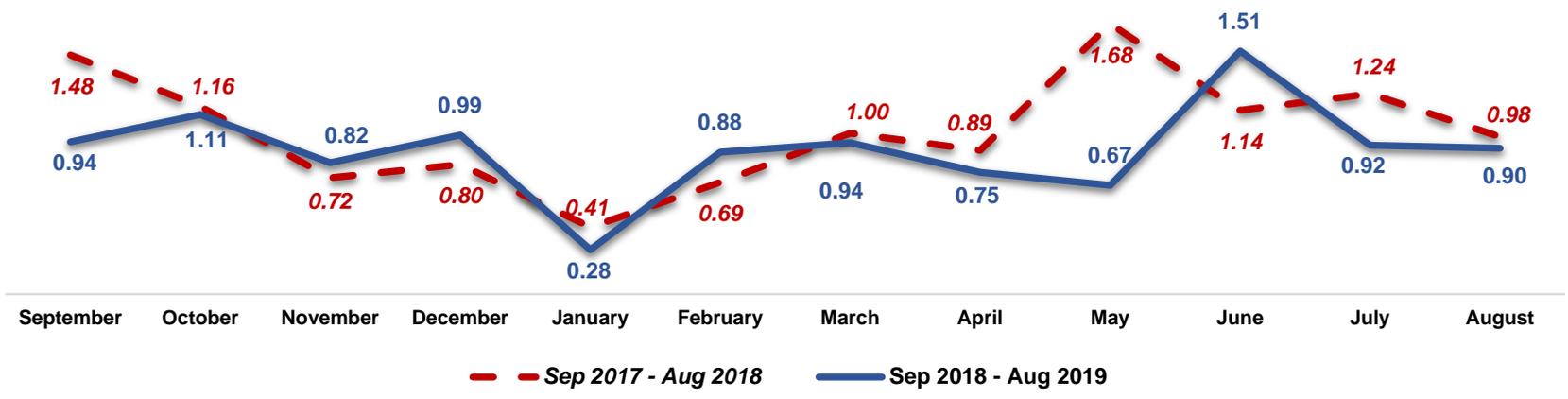
Fire Code Audits are required by the NYS Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

FDNY Liaison Visits are conducted on a regular basis (typically twice a year) whereby local fire companies visit and tour the facilities to become familiar with the structures and buildings and the fire equipment provided. This facilitates the development of strategies for fighting fires and responding to emergencies. Additionally, special drills and training exercises are conducted to drill on communications and special rescue operations should they be required.

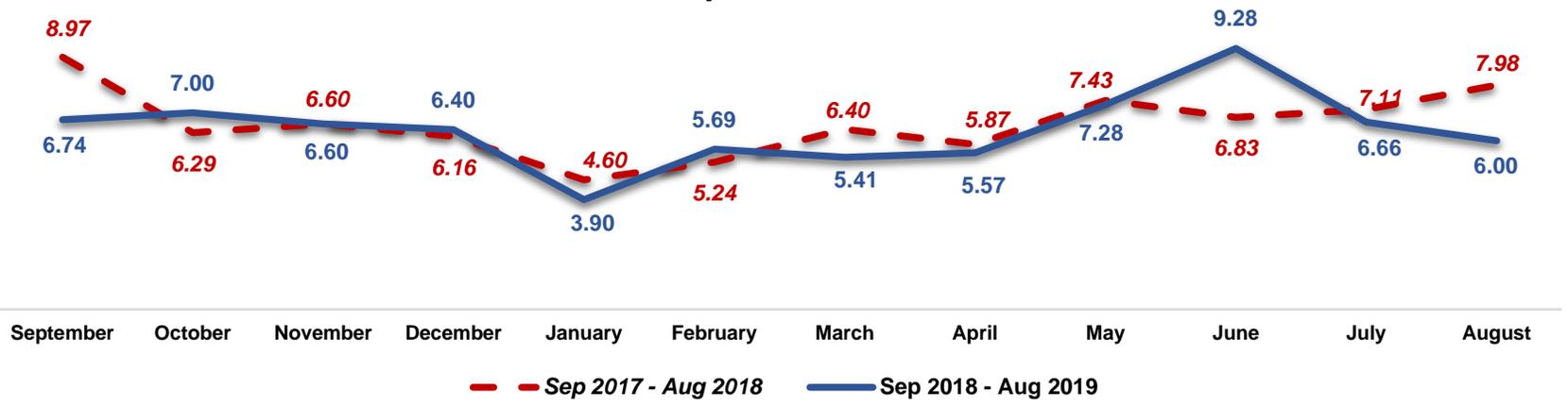


Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



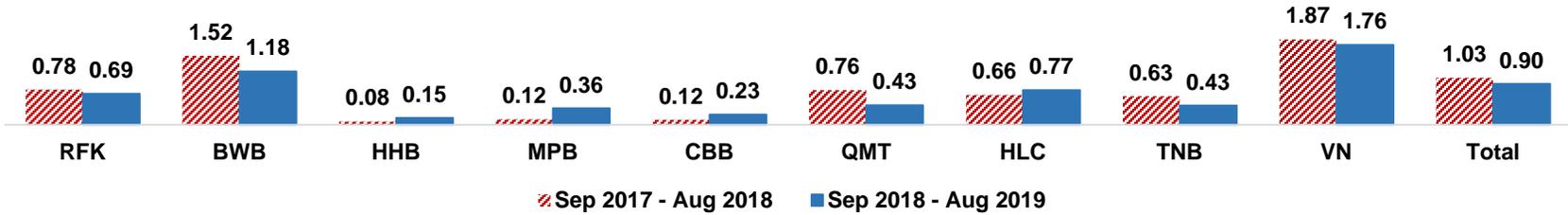
Total Collisions per Million Vehicles



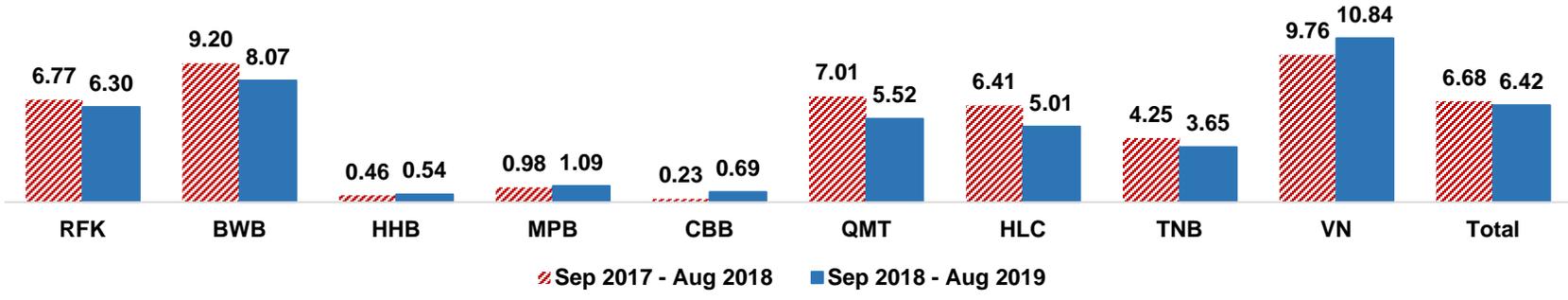


Collision Rates by Facility Year over Year Comparison of 12 Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





Collision Rates by Facility

Total Collisions per Million Vehicles: August 2018 – August 2019

	18-Aug	18-Sep	18-Oct	18-Nov	18-Dec	19-Jan	19-Feb	19-Mar	19-Apr	19-May	19-Jun	19-Jul	19-Aug
RFK	8.48	5.67	8.84	8.17	5.02	2.98	4.14	4.42	5.30	7.28	10.41	5.33	7.08
BWB	12.95	10.54	8.09	9.10	6.99	5.61	4.91	6.40	6.77	10.25	12.69	8.59	5.94
TNB	2.95	2.91	2.34	3.27	4.36	2.38	2.83	2.99	1.90	5.07	5.41	5.37	4.48
VNB	12.64	11.17	10.95	9.30	12.03	6.12	11.47	9.99	11.18	11.53	14.85	11.46	9.58
QMT	5.50	7.02	5.76	7.29	4.87	4.30	7.18	6.22	3.92	5.52	4.96	4.68	4.84
HLC	7.21	5.70	8.57	3.69	5.44	3.25	5.45	2.99	1.82	5.78	7.18	6.22	3.67
HHB	0.44	0.46	0.43	0.47	0.93	0.00	0.00	0.00	0.90	0.84	0.44	0.46	1.32
MPB	0.00	0.00	1.51	1.61	0.00	1.70	0.00	0.00	1.62	0.00	2.50	2.21	1.18
CBB	0.00	0.00	0.00	0.00	0.00	1.52	0.00	1.45	0.00	0.00	3.73	0.00	1.23
Total	7.98	6.74	7.00	6.60	6.40	3.90	5.69	5.41	5.57	7.28	9.28	6.66	6.00



B&T Law Enforcement

To improve its customer safety performance, MTA B&T aggressively enforces traffic regulations with a focus on deterring unsafe driver behaviors. The following is a summary of its safety enforcement efforts:

- 26,546 summonses were issued in the YTD August 2019 period — 22.7% lower than the YTD August 2018 period.
- 73.3% (19,465) of the summonses issued in the YTD August 2019 period were safety related. Types of safety summonses include Speed, Disobey Signs/Traffic Control Device, Cell Phone/Texting and Unsafe Lane Change/Failure to Signal.

Summons Type	YTD August 2018	YTD August 2019	% Change
Speed	4,039	3,005	(25.6%)
Disobey Signs/Traffic Control Device	8,023	7,318	(8.8%)
Cell Phone/Texting	1,671	589	(64.8%)
Unsafe Lane Change/Failure to Signal	3,504	980	(72.0%)
*All Other	17,125	14,654	(14.4%)
Total	34,362	26,546	(22.7%)

**All other summonses include vehicle equipment, covered/obstructed plates, other secondary summonses, etc.*



Bridges and Tunnels

Financial Report September 2019



MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of September 30, 2019
(in thousands)

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

CURRENT ASSETS:

Cash-Unrestricted	6,315
Investments:	
Unrestricted	173,799
Restricted	1,156,653
Accrued interest receivable	3,028
Accounts receivable	298,234
Less allowance for uncollectible accounts	-190,574
Tolls due from other agencies	40,189
Prepaid expenses	5,806
	5,806
Total current assets	1,493,450

NONCURRENT ASSETS:

Investments:	
Unrestricted	
Restricted	15
Facilities, less acc.dep of \$1,742,131	6,524,769
Capital lease 2 Broadway net acc. dep.	36,908
Derivative Hedge Assets	3,526
Security Deposits	-
	-
Total noncurrent assets	6,565,218

TOTAL ASSETS: 8,058,668

DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to pension	22,302
Deferred outflow of resources related to other post-employment benefits	60,746
Accumulated decreases in fair value of derivative instruments	179,462
Defeasance costs	225,831
	225,831

TOTAL DEFERRED OUTFLOWS OF RESOURCES: 488,341

TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES 8,547,009

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of September 30, 2019
(in thousands)

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

Current portion-long term debt	304,070
Interest Payable	126,521
Accounts Payable	168,179
Accrued Pension Payable	11,311
Payable to MTA-CAP	385,304
Due to MTA-Operating Expenses	5,100
Due to NYCTA-Operating Expenses	60
Accrued salaries	16,953
Accrued Vac & Sick Benefits	19,843
Current portion of estimated liability arising from injury	1,494
Due to New York City Transit Authority	51,373
Due to Metropolitan Transportation Authority	69,698
Unearned Toll Revenue	185,778
Tolls due to other agencies	64,296
E-ZPass Airport Toll Liability	11,533
	<hr/>
Total current liabilities	1,421,514

NONCURRENT LIABILITIES:

Long term debt	9,069,847
Post Employment Benefits Other than Pensions	823,748
Estimated liability arising from injury	52,016
Capital lease obligations	57,005
Derivative Hedge Liabilities	164,238
Due (to)/from MTA - change in fair value of derivative	18,750
Net Pension Liability	203,707
Security deposits-Contra	-
	<hr/>
Total noncurrent liabilities	10,389,311

DEFERRED INFLOW OF RESOURCES

Deferred Inflow of resources related to Pension	50,825
Deferred Inflow of resources related to other post-employment benefits	856

TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES 11,862,506

NET POSITION

-3,315,497 *

TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET

8,547,009

*The negative Net Position 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 - 2019 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
SEPTEMBER 2019

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	177.699	176.210	(1.489)	(0.8)	0.000	0.000	0.000	-	177.699	176.210	(1.489)	(0.8)
Other Operating Revenue	1.449	1.851	0.403	27.8	0.000	0.000	0.000	-	1.449	1.851	0.403	27.8
Capital & Other Reimbursements	0.000	0.000	0.000	-	2.245	1.626	(0.619)	(27.6)	2.245	1.626	(0.619)	(27.6)
Investment Income	0.100	0.314	0.214	*	0.000	0.000	0.000	-	0.100	0.314	0.214	*
Total Revenue	\$179.248	\$178.375	(\$0.872)	(0.5)	\$2.245	\$1.626	(\$0.619)	(27.6)	\$181.492	\$180.001	(\$1.491)	(0.8)
Expenses												
<i>Labor:</i>												
Payroll	\$12.149	\$9.350	\$2.799	23.0	\$0.870	\$0.588	\$0.282	32.4	13.019	\$9.938	\$3.081	23.7
Overtime	2.133	1.953	0.179	8.4	0.078	0.111	(0.032)	(41.1)	2.211	2.064	0.147	6.7
Health and Welfare	2.713	2.259	0.453	16.7	0.181	0.137	0.044	24.5	2.893	2.396	0.498	17.2
OPEB Current Payment	1.940	1.871	0.069	3.5	0.000	0.000	0.000	-	1.940	1.871	0.069	3.5
Pensions	3.556	3.629	(0.073)	(2.1)	0.223	0.150	0.073	32.9	3.779	3.779	(0.000)	(0.0)
Other Fringe Benefits	1.702	1.302	0.400	23.5	0.092	0.089	0.004	3.8	1.794	1.391	0.404	22.5
Reimbursable Overhead	(0.801)	(0.552)	(0.249)	(31.0)	0.801	0.552	0.249	31.0	0.000	0.000	0.000	-
Total Labor Expenses	\$23.392	\$19.813	\$3.579	15.3	\$2.245	\$1.626	\$0.619	27.6	\$25.637	\$21.439	\$4.198	16.4
<i>Non-Labor:</i>												
Electric Power	\$0.485	\$0.217	\$0.268	55.3	\$0.000	\$0.000	\$0.000	-	0.485	\$0.217	\$0.268	55.3
Fuel	0.111	0.122	(0.011)	(10.4)	0.000	0.000	0.000	-	0.111	0.122	(0.011)	(10.4)
Insurance	0.898	0.877	0.021	2.3	0.000	0.000	0.000	-	0.898	0.877	0.021	2.3
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	17.394	22.077	(4.683)	(26.9)	0.000	0.000	0.000	-	17.394	22.077	(4.683)	(26.9)
Professional Service Contracts	4.526	1.641	2.885	63.7	0.000	0.000	0.000	-	4.526	1.641	2.885	63.7
Materials & Supplies	0.370	0.168	0.201	54.4	0.000	0.000	0.000	-	0.370	0.168	0.201	54.4
Other Business Expenses	4.054	3.839	0.215	5.3	0.000	0.000	0.000	-	4.054	3.839	0.215	5.3
Total Non-Labor Expenses	\$27.837	\$28.941	(\$1.104)	(4.0)	\$0.000	\$0.000	\$0.000	-	\$27.837	\$28.941	(\$1.104)	(4.0)
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$51.229	\$48.755	\$2.474	4.8	\$2.245	\$1.626	\$0.619	27.6	\$53.474	\$50.381	\$3.094	5.8
Depreciation	\$12.020	\$13.887	(\$1.867)	(15.5)	\$0.000	\$0.000	\$0.000	-	12.020	\$13.887	(\$1.867)	(15.5)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$63.249	\$62.642	\$0.608	1.0	\$2.245	\$1.626	\$0.619	27.6	\$65.494	\$64.267	\$1.227	1.9
Less: Depreciation	\$12.020	\$13.887	(\$1.867)	(15.5)	\$0.000	\$0.000	\$0.000	-	\$12.020	\$13.887	(\$1.867)	(15.5)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$51.229	\$48.755	\$2.474	4.8	\$2.245	\$1.626	\$0.619	27.6	\$53.474	\$50.381	\$3.094	5.8
Net Surplus/(Deficit)	\$128.018	\$129.621	\$1.602	1.3	\$0.000	\$0.000	\$0.000	-	\$128.018	\$129.621	\$1.602	1.3

Differences are due to rounding.
*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCURAL STATEMENT of OPERATIONS by CATEGORY
SEPTEMBER 2019
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)								\$128.018	\$129.621	\$1.602	1.3	
Less: Capitalized Assets								2.119	2.519	(0.400)	(18.9)	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Adjusted Net Income/(Deficit)								\$125.900	\$127.102	\$1.202	1.0	
Less: Debt Service								57.531	50.395	7.136	12.4	
Less: Contribution to the Capital Program								11.082	11.082	0.000	0.0	
Income Available for Distribution								\$57.287	\$65.624	\$8.338	14.6	
Distributable To:												
MTA - Investment Income								0.100	0.314	0.214	*	
MTA - Distributable Income								33.506	36.676	3.169	9.5	
NYCTR - Distributable Income								23.681	28.635	4.954	20.9	
Total Distributable Income								\$57.287	\$65.624	\$8.338	14.6	
Support to Mass Transit:												
Total Revenues								181.492	180.001	(1.491)	(0.8)	
Less: Total Operating Expenses								<u>53.474</u>	<u>50.381</u>	<u>3.094</u>	5.8	
Net Operating Income/(Deficit)								\$128.018	\$129.621	\$1.602	1.3	
Deductions from Net Operating Income:												
Capitalized Assets								2.119	2.519	(0.400)	(18.9)	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								26.390	23.873	2.517	9.5	
Contribution to the Capital Program								11.082	11.082	0.000	0.0	
GASB Reserves								0.000	0.000	0.000	-	
Total Deductions From Operating Income								\$39.590	\$37.474	\$2.116	5.3	
Total Support to Mass Transit								\$88.428	\$92.147	\$3.719	4.2	

Note (a): Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
SEPTEMBER Year-To-Date

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	1,549.114	1,548.300	(0.814)	(0.1)	0.000	0.000	0.000	-	1,549.114	1,548.300	(0.814)	(0.1)
Other Operating Revenue	14.590	16.816	2.226	15.3	0.000	0.000	0.000	-	14.590	16.816	2.226	15.3
Capital & Other Reimbursements	0.000	0.000	0.000	-	15.532	11.781	(3.752)	(24.2)	15.532	11.781	(3.752)	(24.2)
Investment Income	1.817	2.752	0.935	51.4	0.000	0.000	0.000	-	1.817	2.752	0.935	51.4
Total Revenue	\$1,565.521	\$1,567.868	\$2.346	0.1	\$15.532	\$11.781	(\$3.752)	(24.2)	\$1,581.054	\$1,579.649	(\$1.405)	(0.1)
Expenses												
<i>Labor:</i>												
Payroll	\$89.501	\$86.916	\$2.585	2.9	6.067	\$4.636	\$1.431	23.6	95.568	\$91.552	\$4.016	4.2
Overtime	19.563	18.372	1.191	6.1	0.514	0.514	(0.000)	(0.1)	20.077	18.886	1.191	5.9
Health and Welfare	22.316	20.627	1.689	7.6	1.325	1.077	0.248	18.7	23.641	21.703	1.937	8.2
OPEB Current Payment	17.179	16.949	0.230	1.3	0.000	0.000	0.000	-	17.179	16.949	0.230	1.3
Pensions	35.759	36.145	(0.386)	(1.1)	1.552	1.180	0.371	23.9	37.311	37.325	(0.015)	(0.0)
Other Fringe Benefits	14.119	13.274	0.845	6.0	0.758	0.698	0.060	7.9	14.877	13.972	0.905	6.1
Reimbursable Overhead	(5.318)	(3.676)	(1.642)	(30.9)	5.318	3.676	1.642	30.9	0.000	0.000	0.000	-
Total Labor Expenses	\$193.120	\$188.607	\$4.513	2.3	\$15.532	\$11.781	\$3.752	24.2	\$208.652	\$200.388	\$8.265	4.0
<i>Non-Labor:</i>												
Electric Power	\$3.620	\$3.106	\$0.514	14.2	0.000	\$0.000	\$0.000	-	3.620	\$3.106	\$0.514	14.2
Fuel	1.235	1.295	(0.060)	(4.8)	0.000	0.000	0.000	-	1.235	1.295	(0.060)	(4.8)
Insurance	7.933	7.862	0.071	0.9	0.000	0.000	0.000	-	7.933	7.862	0.071	0.9
Claims	0.006	0.006	0.000	0.0	0.000	0.000	0.000	-	0.006	0.006	0.000	0.0
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	109.330	112.221	(2.891)	(2.6)	0.000	0.000	0.000	-	109.330	112.221	(2.891)	(2.6)
Professional Service Contracts	27.038	19.143	7.895	29.2	0.000	0.000	0.000	-	27.038	19.143	7.895	29.2
Materials & Supplies	2.583	1.742	0.841	32.6	0.000	0.000	0.000	-	2.583	1.742	0.841	32.6
Other Business Expenses	36.547	35.926	0.621	1.7	0.000	0.000	0.000	-	36.547	35.926	0.621	1.7
Total Non-Labor Expenses	\$188.291	\$181.300	\$6.990	3.7	\$0.000	\$0.000	\$0.000	-	\$188.291	\$181.300	\$6.990	3.7
Other Expense Adjustments												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$381.410	\$369.907	\$11.503	3.0	\$15.532	\$11.781	\$3.752	24.2	\$396.943	\$381.688	\$15.255	3.8
Depreciation	\$116.128	\$123.586	(\$7.458)	(6.4)	0.000	\$0.000	\$0.000	-	116.128	\$123.586	(\$7.458)	(6.4)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$497.538	\$493.493	\$4.045	0.8	\$15.532	\$11.781	\$3.752	24.2	\$513.070	\$505.274	\$7.797	1.5
Less: Depreciation	\$116.128	\$123.586	(\$7.458)	(6.4)	\$0.000	\$0.000	\$0.000	-	\$116.128	\$123.586	(\$7.458)	(6.4)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$381.410	\$369.907	\$11.503	3.0	\$15.532	\$11.781	\$3.752	24.2	\$396.943	\$381.688	\$15.255	3.8
Net Surplus/(Deficit)	\$1,184.111	\$1,197.961	\$13.849	1.2	\$0.000	\$0.000	\$0.000	-	\$1,184.111	\$1,197.961	\$13.849	1.2

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
SEPTEMBER Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)								\$1,184.111	\$1,197.961	\$13.849	1.2	
Less: Capitalized Assets								12.660	9.336	\$3.323	26.3	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Adjusted Net Income/(Deficit)								\$1,171.451	\$1,188.624	\$17.173	1.5	
Less: Debt Service								507.542	490.729	16.813	3.3	
Less: Contribution to the Capital Program								99.736	99.736	0.000	0.0	
Income Available for Distribution								\$564.174	\$598.159	\$33.986	6.0	
Distributable To:												
MTA - Investment Income								1.817	2.752	0.935	51.4	
MTA - Distributable Income								325.142	339.382	14.240	4.4	
NYCTR - Distributable Income								237.214	256.025	18.811	7.9	
Total Distributable Income								\$564.174	\$598.159	\$33.986	6.0	
Support to Mass Transit:												
Total Revenues								1,581.054	1,579.649	(1.405)	(0.1)	
Less: Total Operating Expenses								<u>396.943</u>	<u>381.688</u>	<u>15.255</u>	3.8	
Net Operating Income/(Deficit)								\$1,184.111	\$1,197.961	\$13.849	1.2	
Deductions from Net Operating Income:												
Capitalized Assets								12.660	9.336	3.323	26.3	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								224.484	223.365	1.119	0.5	
Contribution to the Capital Program								99.736	99.736	0.000	0.0	
GASB Reserves								0.000	0.000	0.000	-	
Total Deductions From Operating Income								\$336.880	\$332.437	\$4.443	1.3	
Total Support to Mass Transit								\$847.231	\$865.524	\$18.292	2.2	

Note (a): Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN forecast AND ACTUAL ACCRUAL BASIS
 (\$ in millions)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		September 2019	Favorable/ (Unfavorable) Variance		Year-to-Date
	\$	%	Reason for Variance	\$	%	Reason for Variance
Nonreimbursable						
Vehicle Toll Revenue	(1.489)	-0.8%	Lower revenue due to a lower than anticipated average toll	(0.814)	-0.1%	Lower revenue due to a lower than anticipated YTD average toll
Other Operating Revenue	0.403	27.8%	Higher revenue across a variety of categories due to timing, against the monthly forecast allocation	2.226	15.3%	Higher revenue from cellular equipment rentals due to timing (\$0.682 Mill), higher than anticipated revenue from E-ZPass administrative fees (\$0.512M) and unanticipated proceeds from insurance settlements (\$0.724 Mill)
Investment Income	0.214	*	Higher than anticipated short-term investment returns on fund balances.	0.935	51.4%	Higher than anticipated short-term investment returns on fund balances
Payroll	2.799	23.0%	Lower payroll expenses primarily due to vacancies	2.585	2.9%	Lower payroll expenses primarily due to vacancies
Overtime	0.179	8.4%	See overtime tables	1.191	6.1%	See overtime tables
Health and Welfare	0.453	16.7%	Lower expenses primarily due to vacancies	1.689	7.6%	Lower expenses primarily due to vacancies
OPEB Current Payment	0.069	3.5%	Lower expenses primarily due to vacancies and timing against the forecast allocation	0.230	1.3%	Lower expenses primarily due to vacancies and timing against the YTD forecast allocation
Pensions	(0.073)	-2.1%	Higher non-reimbursable expenses primarily due to higher than allocated capital reimbursement offsets	(0.386)	-1.1%	Higher non-reimbursable expenses primarily due to higher than allocated YTD capital reimbursement offsets
Other Fringe Benefits	0.400	23.5%	Lower expenses primarily due to vacancies	0.845	6.0%	Lower expenses primarily due to vacancies
Electric Power	0.268	55.3%	Lower electricity expenses primarily due to timing against the monthly forecast allocation	0.514	14.2%	Lower electricity expenses primarily due to timing against the YTD forecast allocation.
Fuel	(0.011)	-10.4%	Higher fuel expenses primarily due to timing against the monthly forecast allocation	(0.060)	-4.8%	Higher fuel expenses primarily due to timing against the YTD forecast allocation.
Insurance	0.021	2.3%	Lower insurance expenses primarily due to timing against the monthly forecast allocation	0.071	0.9%	Lower insurance expenses primarily due to timing against the YTD forecast allocation.
Maintenance and Other Operating Contracts	(4.683)	-26.9%	Higher expenses mainly due to timing against the monthly forecast allocation for major maintenance and painting projects (\$4.131 Mill) and E-ZPass Customer Service Center costs (\$0.350 Mill).	(2.891)	-2.6%	Higher expenses mainly due to timing against the YTD forecast allocation for major maintenance and painting projects (\$3.353 Mill) and E-ZPass Customer Service Center costs (\$1.199 Mill), offset by lower security equipment purchases (\$0.545 Mill) and the timing of routine maintenance costs (\$0.601 Mill).
Professional Service Contracts	2.885	63.7%	Lower expenses primarily due to timing against the monthly forecast allocation for professional service contracts (\$1.493 Mill), miscellaneous consulting services (\$0.657 Mill), planning studies, (\$0.294 Mill), and customer outreach costs (\$0.261 Mill)	7.895	29.2%	Lower expenses primarily due to timing against the YTD forecast allocation for bond issuance costs (\$3.865 Mill), miscellaneous consulting services (\$1.878 Mill), planning studies, (\$1.164 Mill) and customer outreach costs (\$1.058 Mill).
Materials & Supplies	0.201	54.4%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly forecast allocation	0.841	32.6%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the YTD forecast allocation
Other Business Expense	0.215	5.3%	Lower expenses primarily due to timing against the forecast allocation for toll collection processing fees	0.621	1.7%	Lower expenses primarily due to timing against the YTD forecast allocation for toll collection processing fees
Depreciation	(1.867)	-15.5%	Higher depreciation expense primarily due to timing against the monthly forecast allocation	(7.458)	-6.4%	Higher depreciation expense primarily due to timing against the YTD forecast allocation
Other Post Employment Benefits	0.000	-	No variance	0.000	-	No variance
Reimbursable						
Capital and Other Reimbursements	(0.619)	-27.6%	Lower capital reimbursements due to timing against the monthly forecast allocation	(3.752)	-24.2%	Lower capital reimbursements due to timing against the YTD forecast allocation
Payroll	0.282	32.4%	Lower capital reimbursements due to timing against the monthly forecast allocation	1.431	23.6%	Lower capital reimbursements due to timing against the YTD forecast allocation
Overtime	(0.032)	-41.1%	See overtime tables	(0.000)	-0.1%	See overtime tables
Health and Welfare	0.044	24.5%	Lower capital reimbursements due to timing against the monthly forecast allocation	0.248	18.7%	Lower capital reimbursements due to timing against the YTD forecast allocation
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	0.073	32.9%	Lower capital reimbursements due to timing against the monthly forecast allocation	0.371	23.9%	Lower capital reimbursements due to timing against the YTD forecast allocation
Other Fringe Benefits	0.004	3.8%	Lower capital reimbursements due to timing against the monthly forecast allocation	0.060	7.9%	Lower capital reimbursements due to timing against the YTD forecast allocation
Reimbursable Overhead	0.249	31.0%	Lower capital reimbursements due to timing against the monthly forecast allocation	1.642	30.9%	Lower capital reimbursements due to timing against the YTD forecast allocation

*Variance exceeds 100%

MTA Bridges and Tunnels
Toll Revenue Collection Rates
Preliminary data subject to final audit

Facility	Revenue Collection Rate September 2019 ¹
Henry Hudson Bridge	100.4%
Hugh L. Carey Tunnel	100.0%
Queens Midtown Tunnel	101.0%
Marine Parkway Bridge	99.7%
Cross Bay Bridge	96.9%
Robert F. Kennedy Bridge	98.9%
Verrazzano-Narrows Bridge	96.7%
Bronx-Whitestone Bridge	99.0%
Throgs Neck Bridge	98.6%
All Facilities	98.7%

1. Represents total revenue collections from transactions in October 2017 through September 2018

MTA Bridges and Tunnels
2019 July Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	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	\$
NON-REIMBURSABLE OVERTIME												
OPERATIONS & MAINTENANCE												
<u>Scheduled Service</u>	6,354	\$0.386	4,878	\$0.296	1,476	\$0.090	48,530	\$3.042	41,532	\$2.603	6,998	\$0.439
					23.2%	23.3%					14.4%	14.4%
<u>Unscheduled Service</u>	266	\$0.018	178	\$0.012	89	\$0.006	1,842	\$0.130	1,494	\$0.105	348	\$0.025
					33.3%	33.3%					18.9%	19.2%
<u>Programmatic/Routine Maintenance</u>	3,486	\$0.277	2,108	\$0.168	1,378	\$0.109	28,973	\$2.331	25,859	\$2.081	3,114	\$0.250
					39.5%	39.4%					10.7%	10.7%
<u>Unscheduled Maintenance</u>	1,479	\$0.117	1,230	\$0.097	249	\$0.020	13,488	\$1.087	11,541	\$0.930	1,947	\$0.157
					16.8%	17.1%					14.4%	14.4%
<u>Vacancy/Absentee Coverage</u>	14,204	\$0.872	13,620	\$0.836	584	\$0.036	127,709	\$8.148	122,251	\$7.800	5,458	\$0.348
					4.1%	4.1%					4.3%	4.3%
<u>Weather Emergencies</u>	4	\$0.000	220	\$0.019	(216)	(\$0.019)	12,292	\$0.977	13,748	\$1.093	(1,456)	(\$0.116)
					**	**					-11.8%	-11.9%
<u>Safety/Security/Law Enforcement</u>	1,988	\$0.120	1,453	\$0.088	536	\$0.032	15,657	\$0.977	12,967	\$0.809	2,691	\$0.168
					26.9%	26.7%					17.2%	17.2%
<u>Other</u>	1,023	\$0.081	664	\$0.053	360	\$0.028	9,232	\$0.742	5,560	\$0.447	3,672	\$0.295
					35.1%	34.6%					39.8%	39.8%
<u>*All Other Departments and Accruals</u>		\$0.262		\$0.384		(\$0.122)		\$2.129		\$2.504		(\$0.375)
						-46.7%						-17.6%
Subtotal	28,804	\$2.133	24,349	\$1.953	4,455	\$0.179	257,722	\$19.563	234,951	\$18.372	22,771	\$1.191
					15.5%	8.4%					8.8%	6.1%
REIMBURSABLE OVERTIME	1,200	\$0.078	0	\$0.111	1,200	(\$0.032)	6,882	\$0.514	4,452	\$0.514	2,430	(\$0.000)
TOTAL OVERTIME	30,004	\$2.211	24,349	\$2.064	5,655	\$0.147	264,604	\$20.077	239,403	\$18.886	25,201	\$1.191
					18.8%	6.7%					9.5%	5.9%

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.
**Variance exceeds 100%.

MTA Bridges and Tunnels
2019 July Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
OPERATIONS & MAINTENANCE						
<u>Scheduled Service</u>	1,476 23.2%	\$0.090 23.3%	Lower than planned expenses	6,998 14.4%	\$0.439 14.4%	Lower than planned expenses
<u>Unscheduled Service</u>	89 33.3%	\$0.006 33.3%	Lower than planned expenses	348 18.9%	\$0.025 19.2%	Lower than planned expenses
<u>Programmatic/Routine Maintenance</u>	1,378 39.5%	\$0.109 39.4%	Lower than planned expenses	3,114 10.7%	\$0.250 10.7%	Lower than planned expenses
<u>Unscheduled Maintenance</u>	249 16.8%	\$0.020 17.1%	Lower than planned expenses	1,947 14.4%	\$0.157 14.4%	Lower than planned expenses
<u>Vacancy/Absentee Coverage</u>	584 4.1%	\$0.036 4.1%	Lower than planned expenses	5,458 4.3%	\$0.348 4.3%	Lower than planned expenses
<u>Weather Emergencies</u>	(216) **	(\$0.019) **	Higher than planned expenses	(1,456) -11.8%	(\$0.116) -11.9%	Higher than planned expenses
<u>Safety/Security/Law Enforcement</u>	536 26.9%	\$0.032 26.7%	Lower than planned expenses	2,691 17.2%	\$0.168 17.2%	Lower than planned expenses
<u>Other</u>	360 35.1%	\$0.028 34.6%	Lower than planned expenses	3,672 39.8%	\$0.295 39.8%	Lower than planned expenses
<u>*All Other Departments and Accruals</u>		(\$0.122) -46.7%	Primarily due to adjustments for the 28-day OT payroll lag		(\$0.375) -17.6%	Primarily due to adjustments for the 28-day OT payroll lag
Subtotal	4,455 15.5%	\$0.179 8.4%		22,771 8.8%	\$1.191 6.1%	
REIMBURSABLE OVERTIME	1,200 0.0%	(\$0.032) 0.0%	Higher than planned overtime needed on projects eligible for reimbursement from the capital program	2,430 0.0%	(\$0.000) 0.0%	No variance
TOTAL OVERTIME	5,655	\$0.147		25,201	\$1.191	

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.

**Variance exceeds 100%.

METROPOLITAN TRANSPORTATION AUTHORITY
Overtime Reporting
Overtime Legend

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

<u>Type</u>	<u>Definition</u>
<i>Scheduled Service</i>	Scheduled hours above normal tours required of operations and maintenance workers for special events (e.g., NYC Marathon, Five-Borough Bike Tour, etc.) and bridge lifts.
<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>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 bridges, tunnels and other facilities.
<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, hurricanes, 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 facilities 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 Sep

Year to date ending Sep 2019

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
4.1	\$28.2	4.2	\$30.0	3.0%	6.4%	Bronx-Whitestone	35.8	\$249.1	37.2	\$263.2	3.8%	5.7%
0.7	1.6	0.7	1.6	1.4%	5.5%	Cross Bay	6.5	14.4	6.6	15.0	2.1%	4.6%
2.2	7.0	2.2	7.7	1.4%	9.8%	Henry Hudson	19.2	62.9	19.4	65.7	1.1%	4.5%
1.6	9.4	1.6	10.3	4.8%	10.1%	Hugh L. Carey	13.8	84.2	14.5	90.1	5.0%	7.0%
0.7	1.4	0.7	1.6	7.5%	11.6%	Marine Parkway	6.2	13.6	6.3	14.3	2.6%	5.1%
2.4	15.2	2.5	16.9	5.6%	11.1%	Queens Midtown	20.0	127.8	22.7	148.4	13.3%	16.1%
5.6	38.1	5.7	39.4	0.9%	3.2%	RFK	50.0	337.0	50.3	346.8	0.6%	2.9%
3.8	28.6	3.8	30.3	-0.3%	6.0%	Throgs Neck	33.2	258.6	33.3	266.7	0.3%	3.1%
6.2	35.3	6.4	38.4	2.4%	8.9%	Verrazano-Narrows	55.7	323.2	57.1	337.9	2.4%	4.6%
27.2	\$164.7	27.8	\$176.2	2.3%	7.0%	Total	240.5	\$1,470.8	247.4	\$1,548.3	2.9%	5.3%
	\$6.062		\$6.341		4.6%	Revenue Per Vehicle		\$6.117		\$6.258		2.3%

Note: Numbers may not add due to rounding.

*Toll increase implemented March 31, 2019

Comparison Actual vs. Mid-Year Forecast:

Sep Forecast		Sep Actual		Percentage Change			YTD Forecast		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
27.7	\$177.7	27.8	\$176.2	0.2%	-0.8%	Total All	247.1	\$1,549.1	247.4	\$1,548.3	0.1%	-0.1%
	\$6.411		\$6.341		-1.1%	Revenue Per Vehicle		\$6.268		\$6.258		-0.2%

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
September 2019

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	9	11	(2)	2 Professional overages
Law ⁽¹⁾	18	12	6	1 Managerial vacancy and 5 Professional vacancies
CFO ⁽²⁾	27	17	10	4 Managerial and 6 Professional vacancies
Administration ⁽³⁾	40	29	11	4 Managerial and 7 Professional vacancies
EEO	2	-	2	1 Managerial and 1 Professional vacancy
Total Administration	96	69	27	
Operations				
Revenue Management	42	36	6	4 Managerial vacancies and 2 Professional vacancy
Operations (Non-Security)	57	48	9	7 Managerial and 2 Professional vacancies
Total Operations	99	84	15	
Maintenance				
Maintenance	233	223	10	5 Managerial and 5 Professional vacancies
Operations - Maintainers	163	166	(3)	3 Maintainer overages
Total Maintenance	396	389	7	
Engineering/Capital				
Engineering & Construction	192	136	56	10 Managerial and 46 Professional vacancies
Safety & Health	10	9	1	1 Professional vacancy
Law ⁽¹⁾	22	19	3	1 Managerial and 2 Professional vacancy
CFO-Planning & Budget Capital	31	25	6	5 Managerial vacancies and 1 Professional vacancy
Total Engineering/Capital	255	189	66	
Public Safety				
Operations (Security)	608	554	54	28 Managerial and 26 Operational vacancies
Internal Security - Operations	48	31	17	4 Managerial and 13 Professional vacancies
Total Public Safety	656	585	71	
Total Positions				
	1,502	1,316	186	
Non-Reimbursable	1,415	1,229	186	
Reimbursable	87	87	-	
Total Full-Time				
	1,502	1,316	186	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

(3) Includes Human Resources, Labor Relations, and Administration staff.

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
September 2019

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	33	23	10	4 vacancies in Administration, 4 in CFO, 1 in Law, and 1 in EEO
Professional, Technical, Clerical	63	46	17	5 vacancies in Law, 6 in CFO, 7 in Administration, 1 vacancy in EEO, and 2 overages in Executive
Operational Hourlies	-	-	-	
Total Administration	96	69	27	
Operations				
Managers/Supervisors	61	50	11	7 vacancies in Operations and 4 in Revenue Management
Professional, Technical, Clerical	38	34	4	2 vacancies in Operations and 2 in Revenue Management
Operational Hourlies ⁽¹⁾	-	-	-	
Total Operations	99	84	15	
Maintenance				
Managers/Supervisors	31	26	5	5 vacancies in Maintenance
Professional, Technical, Clerical	22	17	5	5 vacancies in Maintenance
Operational Hourlies ⁽²⁾	343	346	(3)	3 Maintainer overages in Operations
Total Maintenance	396	389	7	
Engineering/Capital				
Managers/Supervisors	62	46	16	10 vacancies in in Engineering, 5 in CFO, and 1 vacancy in Law
Professional, Technical, Clerical	193	143	50	46 vacancies in Engineering, 2 in Law, 1 vacancy in Safety and Health, and 1 in CFO
Operational Hourlies	-	-	-	
Total Engineering/Capital	255	189	66	
Public Safety				
Managers/Supervisors	188	156	32	28 vacancies in Operations and 4 in Internal Security
Professional, Technical, Clerical	37	24	13	13 vacancies in Internal Security
Operational Hourlies ⁽³⁾	431	405	26	26 BTO vacancies in Operations
Total Public Safety	656	585	71	
Total Positions				
Managers/Supervisors	375	301	74	
Professional, Technical, Clerical	353	264	89	
Operational Hourlies	774	751	23	
Total Positions	1,502	1,316	186	

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

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

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



Bridges and Tunnels

Cashless Tolling Customer Service Report - August 2019



**MTA Bridges and Tunnels
Cashless Tolling Customer Service Report
August 2019**

Preliminary data subject to final audit

Customer Service Center	August 2019	August 2018	YTD 2019
E-ZPass			
Total Accounts Opened	26,682	29,581	168,429
Total Active Accounts			3,643,783
Total Active Tags			5,844,826
Total Reload Cards Distributed	2,866	3,693	20,538
Reload Card % of Cash Replenishments			19.38%
Total Active Reload Cards			165,089

Customer Service Center Metrics	August 2019	August 2018	YTD 2019
Number of Phone Calls Handled by Customer Service Center			
General E-ZPass	325,234	353,571	2,295,483
Tolls by Mail	131,952	165,675	938,066
Violations	37,070	44,861	248,166
Other ¹	15,371	18,151	106,186
Interactive Voice Response System	919,106	1,114,021	6,615,285
Total	1,428,733	1,696,279	10,203,186
Average Phone Call Waiting Time (in minutes)			
General E-ZPass Call Unit	0:18	3:07	0:26
Violations Call Unit	0:20	3:18	0:24
Tolls By Mail Call Unit	0:53	0:29	0:26

Toll Processing Metrics	August 2019	August 2018	YTD 2019
E-ZPass and Tolls by Mail Metrics			
E-ZPass Program			
# of Paid Transactions²	24,140,797	23,870,988	181,110,717
Passenger	22,451,785	22,167,812	168,107,221
Commercial	1,689,012	1,703,176	13,003,496
# of Violations Transactions	430,152	419,185	2,859,979
Passenger	407,720	397,192	2,702,028
Commercial	22,432	21,993	157,951
# of Violation Notices Issued (First Notice, by Mail Date)	175,639	156,592	1,141,723
Tolls by Mail Program (TBM)			
# of Transactions	1,487,672	1,596,555	10,319,039
Passenger	1,415,020	1,511,714	9,771,988
Commercial	72,652	84,841	547,051
# of Toll Bills Issued (By Mail Date)³	969,559	965,741	5,824,796
# of Violation Notices Issued (By Mail Date)	137,396	184,086	1,100,294
# of Violation Transactions⁴	N/A	N/A	3,861,599
Passenger	N/A	N/A	3,665,407
Commercial	N/A	N/A	196,192

Note:

1. Business and retail tag registration calls
2. Includes one-way transactions at the Verrazzano-Narrows Bridge (VNB)
3. Toll Bills Issued include bills issued under the consolidated Cashless Tolling program for MTA B&T, the New York State Thruway Authority, and the Port Authority of New York and New Jersey.
4. Due to the time lag in unpaid TBM transactions escalating to violations, TBM violation transactions are reported on a YTD basis.



Bridges and Tunnels



Capital Program Project Status Report September 2019

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
STATUS REPORT
SEPTEMBER 30, 2019

Introduction

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

Commitments

In September, 21 commitments were made with a total value of \$81.2 million, against a plan calling for 27 commitments with a total value of \$190 million. (See *Attachment 2 – 2019 Major Commitments*).

The most notable commitments for September are:

- RK-23C - Construction of the New Harlem River Drive Ramp, \$50.2 million
- RK-23C – Construction Administration, \$3.9 million

The RK-23C commitments were favorable (reflecting a savings of \$33.8 million) against the plan of \$88.0 million

Year-to-date 83 commitments, totaling \$141.9 million have been made, against a plan of 43 commitments with a total value of \$263.4 million. In addition, the two major commitments from the 2018 Plan were made, in July, for \$76.9 million. (See *Attachment 2a – 2018 Major Commitments*).

In aggregate, 85 commitments, totaling \$218.8 million have been made to date, against a plan of 45 commitments with a total value of \$342.9 million.

Completions

There was one project completion made in September for \$12.1 million. Year-to-date, nine projects were completed with a total value of \$108.7 million, accomplishing 101% of year-to-date goal of \$108.0 million. (See *Attachment 3 – 2019 Completion Chart; Attachment 4 – 2019 Major Project Completions*).

In addition, one project for \$57.4 million was completed, in April, against the 2018 Plan. (See *Attachment 4a – 2018 Major Completions Status*).

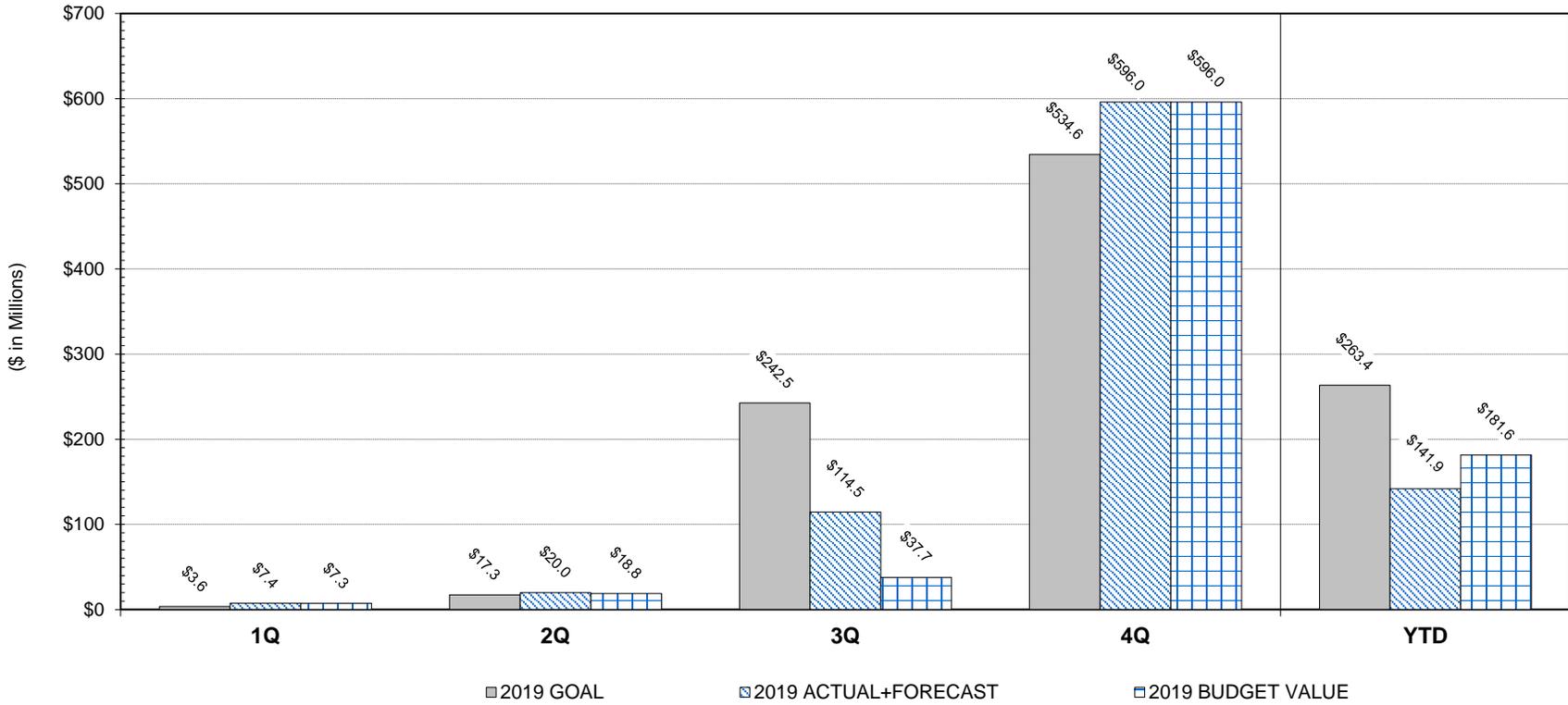
In aggregate, ten completions, totaling \$166.1 million have been made to date, against a plan of eleven completions with a total value of \$165.4 million.

Close-outs

There were four task level closeouts for \$1.2 million in September. Year-to-date, a total of 86 tasks have been closed for a total of \$203.9 million.

MTA Bridges and Tunnels
Commitments as of September 30, 2019

2019 Budget Goal:	\$798.0	
2019 Annual Forecast:	\$737.9	
YTD Goal:	\$263.4	
YTD Actual:	\$141.9	(53.9% of YTD Goal)
YTD Budgeted Value:	\$181.6	(68.9% of YTD Goal)
Left to Commit:	\$596.0	



MTA Bridges and Tunnels: Status of Major Commitments as of September 30, 2019

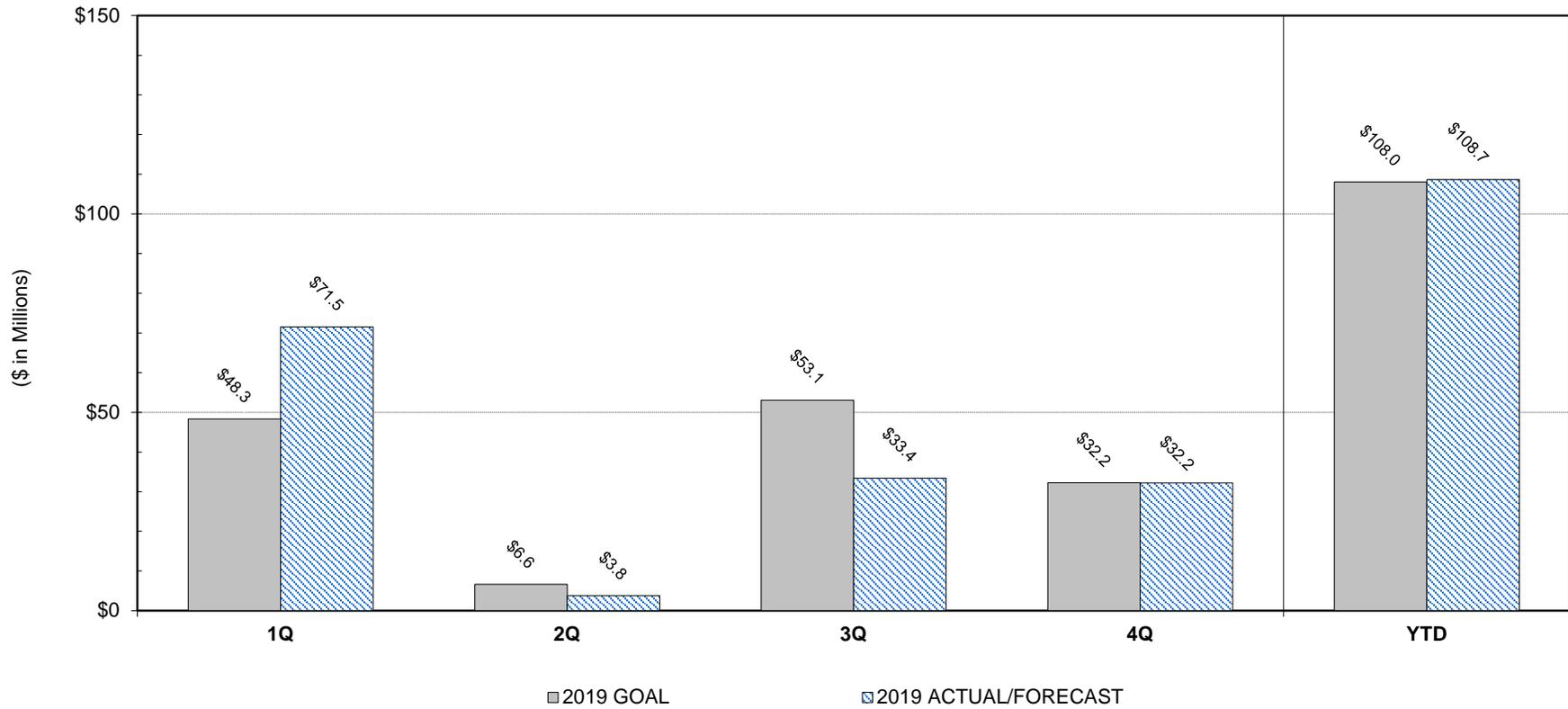
Project ID	ACEP	Project Description	Budget (\$ in Millions)			Award Date			Notes	
			2019 Goal	Actual / Forecast*	Budgeted Value	2019 Goal	Advertisement Date	Actual / Forecast		
HH07/HH30	D701HH07	Structural Rehabilitation	\$40.0	\$40.0	\$40.0	Aug-19	Jul-19	Dec-19	F	1
	D707HH30	Replacement of HHB Overcoat System								
BW07/BW32	D701BW07	Tower and Pier Fender Protection	\$40.5	\$18.6	\$40.5	Sep-19	Apr-19	Oct-19	F	1, 2
	D704BW32	Installation of Fire Standpipe Connections								
RK23C	D702RK23	Construction of New Harlem River Drive Ramp	\$80.0	\$50.2	\$80.0	Sep-19	Mar-19	Sep-19	A	
TN53A	D701TN53	Approach Viaduct Seismic Retrofit/Structural Rehabilitation	\$180.0	\$180.0	\$180.0	Oct-19	Jul-19	Dec-19	F	1
VN84-Ph.1	D702VN84	Reconstruction of VN Approach Ramps - Phase 1	\$202.5	\$202.5	\$202.5	Nov-19	Jul-19	Dec-19	F	1
RK19/ RK70 Ph.1A /RK70P	D701RK19	Seismic/Wind Retrofit & Structural Rehabilitation - Phase 1	\$78.9	\$78.9	\$78.9	Dec-19	Jul-19	Dec-19	F	
	D701RK70	Miscellaneous Structural Rehabilitation								
	D707RK70	Paint Suspended Span/Bronx Truss Steel								

Note 1: As a result of the MTA-wide Cost Containment Initiative, project delivery methods were re-evaluated and modified. This resulted in additional procurement time which is reflected in the revised award schedule.

Note 2: The award date was extended to October primarily due to New York State Department of Environmental Conservation permit issues.

MTA Bridges and Tunnels
Completions as of September 30, 2019

2019 Budget Goal:	\$140.3	
2019 Annual Forecast:	\$140.9	
YTD Goal:	\$108.0	
YTD Actual:	\$108.7	(100.6% of YTD Goal)
Left to Complete:	\$32.2	



MTA Bridges and Tunnels: Status of Major Completions as of September 30, 2019

Project ID	ACEP	Project Description	Budget (\$ in Millions)		Completions Status		Completion Date			Notes
			2018 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2019 Goal	Actual / Forecast		
VN34	D701VN34	Main Cable and Suspender Rope Investigation	\$30.9	\$30.9	79%	0%	Dec-19	Dec-19	F	

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

MTA Bridges and Tunnels: 2018 Major Commitment Status as of September 30, 2019

Project ID	ACEP	Project Description	Budget (\$ in Millions)			Award Date			Notes
			2018 Goal	Actual / Forecast*	Budgeted Value	2018 Goal	Advertisement Date	Actual / Forecast	
VN32/VN49P	D701VN32	Steel Repair & Concrete Rehabilitation	\$55.3	\$76.9	\$76.9	Oct-18	Mar-19	Jul-19	A
	D707VN49	Paint Suspended Span Upper & Lower Level Steel							

MTA Bridges and Tunnels: 2018 Major Completions Status as of September 30, 2019

Project ID	ACEP	Project Description	Budget (\$ in Millions)		Completions Status		Completion Date			Notes
			2018 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	Original Goal	Actual / Forecast		
QM30	D604QM30	Queens Midtown Tunnel - Vent Building Electrical Upgrades	\$57.4	\$57.4	99%	82%	Jul-18	Apr-19	A	1,2,3
	ED040302	Queens Midtown Tunnel - Flood Mitigation - Equipment Relocation								

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

- Note 1: Additional time required for motor modification
- Note 2: Extention to substantial completion required to provide additional factory acceptance testing and additional field installation verification /testing.
- Note 3: Additional factory acceptance testing on the motors revealed a flaw that will be corrected at no cost to the Authority.

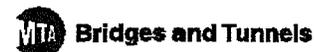


Bridges and Tunnels

Procurements October 2019



Staff Summary



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

Date 10/15/2019
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	President	10/15/2019			
2	MTA B&T Committee	10/21/2019			
3	MTA Board	10/23/2019			

Internal Approvals			
Order	Approval	Order	Approval
	President <i>MMT</i>		VP & Chief Financial Officer
	SVP & General Counsel <i>MMT</i>		VP Operations
	VP & Chief of Staff		VP & Chief Engineer
			VP & Chief Procurement Officer <i>BB</i>

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

PURPOSE:

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

DISCUSSION:

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

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

<u>Schedules Requiring Two-Thirds Vote: -</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule C: Competitive Request for Proposals	2	\$524.983M
Schedule Requiring Majority Vote:		
Schedule F: Personal Service Contracts	1	\$ 15.566M
Schedule H: Modification to Personal Service Contract and Miscellaneous Service Contract	2	\$ 45.111M
SUBTOTAL	5	\$ 585.66M

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

TOTAL	5	\$ 585.66M
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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.

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
OCTOBER 2019

MTA BRIDGES & TUNNELS

Procurements Requiring Two-Thirds Vote:

C: Competitive Request for Proposals (Award of Purchase and Public Work Contracts)
(Staff Summaries requiring Board approval)

1. **Transcore, LP** **\$507,244,615** **Staff Summary Attached**
Contract No. 19-CBDT-2978

7 Years, 2 Months – Competitive RFP

B&T is seeking Board approval under the All Agency General Contract Procurement Guidelines to award a competitively solicited miscellaneous procurement contract to design, build, operate, and maintain (DBOM) the Central Business District Tolling Program infrastructure and toll collection system.

2. **Trevcon Construction Co. Inc.** **\$17,738,825** **Staff Summary Attached**
Contract No. BW07/BW32

2 years, 2 months – Competitive RFP

B&T is seeking Board approval under the All Agency General Contract Procurement Guidelines to award a competitively solicited public work contract for Design-Build Services for Fender Protection and Fire Standpipe System at the Bronx-Whitestone Bridge to Trevcon Construction Co., Inc.

Procurements Requiring Majority Vote:

F: Personal Service Contracts
(Staff Summaries Requiring Board Approval)

1. **Hardesty & Hanover Construction/ LiRo Engineers JV** **\$15,565,827.00** **Staff Summary Attached**
Contract No. PSC-19-3025

4 years – Competitive RFP

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a competitively solicited personal service contract for Construction Administration and Inspection Services for Project VN-84A.

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
OCTOBER 2019

H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded
(Staff Summaries Requiring Board Approval)

1. **Various Contractors** **\$38,000,000.00** **Staff Summary Attached**
Contract No. PSC-16-2991

6 years – Competitive RFP

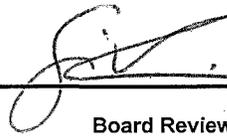
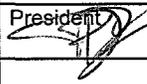
B&T is seeking Board approval under the All Agency Service Procurement Guidelines to increase funding for As-Needed Inspection and Design, Expert Engineering, and Engineering Support Services.

2. **HNTB/WSP/Parsons Brinckerhoff JV** **\$7,111,118.29** **Staff Summary Attached**
Contract No. PSC-15-2984

5 Years – Competitive RFP

B&T is seeking the Board's approval under the All Agency Service Contract Procurement Guidelines to amend this personal service contract with HNTB/WSP | Parsons Brinckerhoff, A Joint Venture to provide construction support services for Project VN-84, Reconstruction and Rehabilitation of the Upper Level Approach Decks at the Verrazano-Narrows Bridge.

Staff Summary

Item Number						SUMMARY INFORMATION					
Dept. & Dept. Head Name: Allison L. C. de Cerreño, Ph.D. Sr. Vice President, Business Operations & Transformation Officer 						Vendor Name TransCore, LP				Contract No. 19-CBDT-2978	
Division & Division Head Name: Toll systems, Sr. Deputy Director Tolls Systems Sergio Reis 						Description Services to Design, Build, Operate, and Maintain the Central Business District Tolling Program Infrastructure and Toll Collection System					
Board Reviews						Total Amount \$507,244,615.00 (including up to \$11.6 million in incentive payments) Stipend \$250,000.00					
Order	To	Date	Approval	Info	Other	Contract Term (including Options, if any) Design Build/Construction: Fourteen (14) months Operations and Maintenance: Six (6) years w/ two one (1) year options Total: Seven (7) years and two (2) months w/ two one (1) year options					
1	President	10/10/19				Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
2	MTA B&T Committee	10/21/19				Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
3	MTA Board	10/23/19				Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive					
Internal Approvals						Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:					
Order	Approval		Order	Approval		Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:					
1	Chief Financial Officer 		4	President 							
2	General Counsel 										
3	Chief Procurement Officer 										

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency General Contract Procurement Guidelines to award a design, build, operate, and maintain (DBOM) contract for the Central Business District Tolling Program infrastructure and toll collection system (Contract 19-CBDT-2978) to TransCore, LP for 7 years and 2 months with two one (1) year options in the negotiated contract amount of \$507,244,615.00, including up to \$11.6 million in incentive payments. In accordance with the MTA Design-Build Best Practice Guidance and in order to enhance competition this solicitation included stipends in the amount of \$250,000.00 to be paid to each unsuccessful proposer who was invited for an Oral Presentation. Accordingly, approval is also requested to pay a stipend totaling \$250,000.00 to the only unsuccessful proposer willing to sign the stipend agreement.

II DISCUSSION

B&T requires the services of a Contractor to provide design, build, installation, engineering and operations and maintenance services for the Central Business District Tolling Program (CBDTP) infrastructure and toll collection system.

Staff Summary

The MTA Reform and Traffic Mobility Act (the Act) authorizes B&T to establish a Central Business District (“CBD”) Tolling Program in Manhattan to impose tolls for entering or remaining in the CBD with the primary purpose of reducing congestion and generating revenue for the MTA’s transit and commuter rail system. The objectives of the CBDTP are to: 1) reduce congestion and enhance mobility in the CBD, Manhattan south and inclusive of 60th street, excluding through trips on the West Side Highway/Route 9A and the FDR Drive; 2) collect net revenue sufficient to generate \$15 billion for the MTA 2020-2024 Capital Plan; 3) minimize the footprint while making the technology/Infrastructure “fit” within the urban landscape; 4) prepare the toll system for the future; and 5) begin operations as quickly as possible, no earlier than December 31, 2020. Public Authorities Law Section 553-k establishes a Traffic Mobility Review Board (TMRB) to recommend toll rates, policies, and exemptions or credits for the CBDTP. Those recommendations will be submitted to the TBTA Board which will adopt the CBD toll rates and structure.

The Contractor will install the infrastructure and toll system components required to comply with the Act and toll vehicles entering or remaining in the CBD. The recommended solution includes installing tolling equipment at entrances and exits of the CBD. The selected vendor will build a system to detect vehicles and create toll transactions which will be sent to the CBD Tolling Program back office system for further processing and collection. The System must perform vehicle detection, vehicle classification and image review.

Requirements for these services were publicly advertised. Three (3) firms submitted proposals: 1) Conduent State & Local Solutions, Inc.; 2) TransCore, LP; and 3) Congestion, Reduction, Innovative System Partner (CRISP), a joint venture of EJ Electric Installation Co. and Halmar International. The evaluation process included subject matter experts from tolling and other cities with congestion pricing as well as the New York City Department of Transportation. The proposals were evaluated against established criteria set forth in the RFP, including: 1) technical approach to reducing congestion and generating net revenue; 2) project management approach; 3) project schedule; and 4) cost. Oral presentations were conducted with all three firms. Following the oral presentations, the proposals were re-scored and the Evaluation Committee recommended and the Executive Committee approved that B&T negotiate and request Best and Final Offers (BAFO(s) from the two (2) highest rated proposals: TransCore and CRISP. After receipt of BAFOs, the Evaluation Committee unanimously recommended TransCore as the highest rated proposer and the Executive Committee selected TransCore for award based on several factors:

- (i) Proposed solution is technically feasible, flexible, and adaptable to future technology changes.
- (ii) The infrastructure and equipment include aesthetically appropriate solutions, with minimal footprints, and an appropriate construction approach that has flexibility depending upon field conditions.
- (iii) Uses E-ZPass, cameras and future Bluetooth for a data-centric approach that has redundancy and leverages existing regional market share and interoperability.
- (iv) Builds for the future using artificial intelligence and machine learning to properly associate tolls and increase capture rates and uses a flexible third-party interface to expand services and reach more customers in a cost-effective manner.
- (v) Logical schedule with the shortest duration for Program implementation.
- (vi) The lowest BAFO price.

While CRISP provided a responsive proposal, which was viewed as technically strong, TransCore’s proposed technical approach, schedule and price best optimized the objectives of this design, build, operate, and maintain project.

The duration of the contract is for eighty-six (86) months; 14 months for infrastructure installation and software deployment and implementation of the CBD Tolling Program and six years for operation and maintenance. The contract also contains two one (1) year options to be exercised at the Authority’s discretion, the cost of which is not included in the contract price.

Authorization is required from the Federal Highway Administration (FHWA) to implement the CBD Tolling Program on the federal-aid roadways within the CBD under the FHWA’s Value Pricing Pilot Program (VPPP). FHWA approval to participate in the VPPP makes this project subject to National Environmental Policy Act (NEPA) review. Under NEPA, FHWA must issue an environmental finding before final design and construction can proceed, thus the Project will proceed in two phases. TransCore’s proposal had the shortest overall duration for the phased Project.

Staff Summary

The BAFO price of \$495,644,615.00 for TransCore is a reduction of \$45 million from its original proposal and is \$1.1 million lower than the BAFO price of CRISP, the second highest rated firm. The negotiated contract price of \$495,644,615.00 million is 30% below the engineer's estimate of \$646.9 million and includes allowances, but not incentives. The negotiated price is deemed the best value and in B&T's best interest. The total contract price of \$507,244,615.00 includes \$233 million for system and infrastructure design, infrastructure installation, and system deployment; \$247 million for operation and maintenance over a six-year period; and allowances totaling \$15 million for signage and various potential project risks including utility interferences and unknown site conditions and up to \$11.6 million for incentives. The Project Manager recommends inclusion of potential early Go-Live incentives of up to \$11.6 million in order to maximize the project benefits of reduced congestion and support for the MTA's 2020-2024 Capital Plan.

III. DBE/MBE/WBE/SDVOB INFORMATION

The Department of Diversity and Civil Rights (DDCR) has established goals of 10% MBE, 10% WBE and 0% SDVOB based on the specialized requirements for this contract and the lack of SDVOB firms in the marketplace. TransCore has submitted an MWBE utilization plan that meets the 20% MWBE goal requirement. TransCore has not completed any MTA contract; therefore, no assessment of the firm's MWDBE performance can be determined at this time.

IV. IMPACT ON FUNDING

Funding in the amount of \$507.244 million is available in the Central Business District Tolling Program (CBDTP) Capital Budget and future CBDTP Operating Budget. The Design-Build Stipend totaling \$250,000 is funded under the Central Business District Tolling Program Capital Budget.

V. ALTERNATIVES

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

Staff Summary

Item Number					
Dept & Dept Head Name: Engineering & Construction Joe Keane, P.E., VP & Chief Engineer <i>Joe Keane</i>					
Division & Division Head Name: Aris Stathopoulos, P. E. <i>Aris Stathopoulos</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	10/10/18			
2	MTA B&T Committee	10/21/18			
3	MTA Board	10/23/18			
Internal Approvals					
Order	Approval	Order	Approval		
1	Vice President & Chief Financial Officer <i>[Signature]</i>	4	President <i>[Signature]</i>		
2	Sr. Vice President & General Counsel <i>MWT</i>				
3	Vice President & Chief Procurement <i>BB</i>				

SUMMARY INFORMATION	
Vendor Name Trevcon Construction Co., Inc.	Contract Number BW-07/BW-32
Description: Design-Build Services for Project BW-07/BW-32, Fender Protection and Fire Standpipe System at the Bronx-Whitestone Bridge	
Total Amount \$17,738,825 - Award \$ 268,000 - Stipends	
Contract Term (including Options, if any) Two (2) years, two (2) 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 General Contract Procurement Guidelines to award a competitively solicited public work contract for Design-Build Services for Fender Protection and Fire Standpipe System at the Bronx-Whitestone Bridge (BWB) to Trevcon Construction Co., Inc. (Trevcon) in the negotiated amount totaling \$17,738,825 for a period of two (2) years, two (2) months. Also, in accordance with the MTA Design-Build Best Practice Guidance and in order to enhance competition and defray proposal costs, this solicitation included stipends in the amount of \$67,000 to be paid to each unsuccessful proposer whose proposal met defined proposal standards. Accordingly, approval is also requested to pay stipends totaling \$268,000 to the four unsuccessful proposers.

II. DISCUSSION

In July 2016, the Board provided authorization for B&T to enter into a competitive Request for Proposal (RFP) process for design-build (D-B) services for design and construction of new marine fender protection systems around the BWB tower piers as well as fire standpipes from the BWB tower pedestals to the roadway level. The Scope of Work includes complete design and construction services for the following: new pipe pile fender system and navigation lighting at the Queens and Bronx towers; FDNY fireboat moorings, standpipe systems and fencing modifications at both towers.

(rev. 10/20/18)

Staff Summary

The service requirements were publicly advertised; nine (9) firms submitted qualification information and based on a review of their qualifications, six (6) firms were deemed qualified to receive the RFP. Five (5) firms submitted proposals: D'Onofrio General Contractor Corp. (D'Onofrio) - \$27,883,000; H&L Contracting, LLC (H&L) - \$34,843,000; Trevcon - \$16,144,000; Tully-Cleary, Joint Venture (CTJV) - \$29,946,728; and Weeks Marine, Inc. (Weeks) - \$21,132,000. The proposals were evaluated against established criteria set forth in the RFP, including: proposed price; D-B technical approach; schedule; D-B experience; key personnel and management approach.

In accordance with the MTA Design-Build Best Practice Guidance, Technical Proposals were evaluated by the Selection Committee (SC) prior to evaluation of the cost proposals. The SC unanimously recommended Trevcon as the highest rated firm based on several factors: (i) the technical proposal provides a simplified, maintainable fender protection solution, which meets the B&T's requirements resulting in overall cost savings; (ii) the design concept was deemed most advanced as compared to the other proposers; (iii) an aggressive proposed schedule; (iv) the most advantageous price; and (v) the Trevcon team demonstrated superior permitting knowledge as compared to the other proposers. The other proposers provided responsive proposals, which were deemed as technically acceptable by the SC. However, Trevcon's proposal best optimized the design-build process efficiencies.

Trevcon submitted a proposal in the amount of \$16,144,000 and an aggressive schedule of 26 months which shall become the Contract Substantial Completion duration (10 months shorter than the RFP requirement to complete within three (3) years). The Engineer's estimate is \$19,282,540. The requirements included an allowance of \$500,000 to address potential project risks and contingencies including interferences and unforeseen site conditions. The Engineer deems it prudent and recommends the following: (i) providing soil erosion mitigation at the Queens Anchorage shoreline; (ii) providing secured gangway access from the fireboat mooring platform to the pedestal; and (iii) increasing the allowance to \$1,500,000 to mitigate potential project risks and maximize project benefits. Negotiations with Trevcon included discussions concerning the technical requirements, design assumptions, and construction approach and resulted in B&T and Trevcon agreeing to the Contract amount totaling \$17,738,825, which is 14.9% below the estimates totaling \$20,839,907, inclusive of added scope. The negotiated Trevcon proposal is deemed the best value and in B&T's best interest.

III. D/M/WBE INFORMATION

The Department of Diversity and Civil Rights (DDCR) has established goals of 10% MBE, 10% and 0% SDVOB based on the specialized requirements of this contract and the lack of SDVOB firms in the marketplace. Trevcon has submitted an MWBE utilization plan that meets the 20% MWBE goal requirement. Trevcon has not completed any MTA contract; therefore no assessment of the firm's WMBE performance can be determined at this time.

IV. IMPACT ON FUNDING

Funding is available in the 2015-2019 Capital Program, Project D701BW07, Task D03812 in the amount of \$14,409,325 and D704BW32, Task D03556 in the amount of \$3,329,500. The four Design-Build Stipends totaling \$268,000 are funded under the 2015-2019 Capital Program under Project BW-07.

V. ALTERNATIVES

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

Staff Summary

Item Number					
Dept. & Dept. Head Name: Engineering & Construction Department, Joe Keane, P.E. <i>Aris Stathopoulos For Joe Keane</i>					
Division & Division Head Name: Engineering & Construction Department, Aris Stathopoulos, P.E. <i>Aris Stathopoulos</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	10/10/19			
2	MTA B&T Committee	10/21/19			
3	MTA Board	10/23/19			
Internal Approvals					
Order	Approval	Order	Approval		
1	Vice President & Chief Financial Officer <i>[Signature]</i>	4	President <i>[Signature]</i>		
2	Sr. Vice President & General Counsel <i>[Signature]</i>				
3	Vice President & Chief Procurement Officer <i>[Signature]</i>				

SUMMARY INFORMATION	
Vendor Name: Hardesty & Hanover Construction Services, LLC/LiRo Engineers, Inc., a Joint Venture	Contract Number PSC-19-3025
Description: Construction Administration and Inspection Services for Project VN-84A, Reconstruction and Rehabilitation of the Upper Level Approach Decks at the Verrazzano-Narrows Bridge (VNB) and Project VN-11, Roadway and Sign Structure Improvements at the VNB Brooklyn Approach	
Total Amount \$15,565,827	
Contract Term (including Options, if any) Four (4) 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:	

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a competitively solicited personal service contract for Construction Administration and Inspection Services for Project VN-84A, Reconstruction and Rehabilitation of the Upper Level Approach Decks at the Verrazzano-Narrows Bridge (VNB) and Project VN-11, Roadway and Sign Structure Improvements at the VNB Brooklyn Approach to Hardesty & Hanover Construction Services, LLC / LiRo Engineers, Inc., a Joint Venture (H&H/LiRo), in the negotiated not-to-exceed amount of \$15,565,827 for a duration of four (4) years.

II. DISCUSSION

B&T requires the services of a consulting engineering firm to provide construction administration and inspection (CA&I) services to assist B&T's Engineering and Construction Department for the oversight of Project VN-84A, Reconstruction and Rehabilitation of the Upper Level Approach Decks at the VNB and Project VN-11, Roadway and Sign Structure Improvements at the VNB Brooklyn Approach. The required CA&I services include: pre-construction services; construction administration, inspection and testing; independent confirmatory inspection and testing and; post construction and project close-out services. These services are required to support the reconstruction and rehabilitation of the upper level approach decks at the VNB (Project VN-84A), and roadway and sign structure improvements at the VNB Brooklyn Approach (VN-11). The construction scope of work includes but is not limited to: VN-84 - (i) providing new upper level approach decks; (ii) steel repairs; (iii) painting of the existing approach steel superstructure; (iv) seismic retrofits; (v) upgrades to lighting, drainage, standpipe and barrier systems; and (vi) concrete work; VN-11 - (vii) roadway civil work on the eastbound VNB approach roadways to the Gowanus Expressway; and (viii) installation of sign structures on the westbound Gowanus Expressway.

Staff Summary

The service requirements were publicly advertised; six (6) firms submitted qualification information and based on their qualifications four (4) firms were deemed qualified to receive the RFP. All four firms submitted proposals: H&H/LiRo (\$15,952,080), KS Engineers, PC (KSE) (\$15,314,055.89), Parsons Transportation Group/Greenman-Pedersen, Inc., a Joint Venture (PTG/GPI) (\$18,488,338.08), and STV Incorporated (STV) (\$14,356,784). The proposals were evaluated against established criteria set forth in the RFP, including an understanding of the technical requirements, expertise of proposed personnel and cost.

The Selection Committee unanimously recommended that B&T commence negotiations with H&H/LiRo. H&H/ LiRo's proposal demonstrated the most thorough understanding of the required work and proposed the strongest project team as compared to the other proposers. H&H/LiRo adequately addressed the project risks and demonstrated a thorough understanding of the overall project implementation in greater depth and detail than other three firms (STV, PTG/GPI, and KS). STV was rated second highest and proposed the lowest cost, however their approach to key technical issues was not as thorough as the selected firm. PTG/GPI proposed the highest cost and their proposed level of effort in terms of hours was overstated. KSE's proposed staff was technically qualified, however like STV and PTG/GPI, their understanding of the projects' risks and mitigations were not as well developed as the selected firm.

H&H/LiRo submitted a cost proposal in the amount of \$15,952,080. The Engineers Estimate is \$16,742,000. Negotiations resulted in a final amount of \$15,565,827, which is 7.0% below the estimate and is considered fair and reasonable. Hardesty & Hanover and LiRo Engineers are considered responsible consultants.

III. D/M/WBE INFORMATION

The Department of Diversity and Civil Rights (DDCR) has established goals of 15% MBE, 15% WBE and 6% SDVOB for this contract. H&H/LiRo has submitted an MWBE/SDVOB utilization plan that meets the combined 36% goal, which is under review by the MTA Department of Diversity and Civil Rights. This contract will not be awarded without the approval of the MTA Department of Diversity & Civil Rights. Hardesty & Hanover and LiRo have achieved their previous MWBE/SDVOB goals on previous MTA contracts.

IV. IMPACT ON FUNDING

Funding is available in the 2015-2019 Capital Program under Project VN-84A (Task D03406 - \$13,716,057) and VN-11 (Task D03718 - \$1,849,770).

V. ALTERNATIVES

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

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

Item Number:

Vendor Name A) AECOM USA, Inc. B) Ammann & Whitney Consulting Engineers C) Dewberry Engineers, Inc. D) Gannett Fleming Engineers and Architects, P.C. F) Hardesty & Hanover Construction Services, LLC G) Henningson, Durham & Richardson Architectural and Engineering P.C. H) HNTB Corporation I) Jacobs Civil Consultants, Inc. J) KS Engineers, P.C./COWI K) Modjeski & Masters, Inc. L) Parsons Transportation Group M) Syska Hennessy Group N) Thornton Tomasetti, Inc. O) T.Y.LIN International Engineering, Architecture, and Land Surveying, P.C./Hatch Mott MacDonald Group, Inc. P) WSP/ Parsons Brinckerhoff, Inc.	Contract Number PSC-16-2991A PSC-16-2991B PSC-16-2991C PSC-16-2991D PSC-16-2991F PSC-16-2991G PSC-16-2991H PSC-16-2991I PSC-16-2991J PSC-16-2991K PSC-16-2991L PSC-16-2991M PSC-16-2991N PSC-16-2991O PSC-16-2991P	AWO/Modification #
Description As-Needed Inspection and Design, Expert Engineering and Engineering Support Services	Original Amount: \$60,000,000.00	
Contract Term (including Options, if any) April 12, 2017- August 31, 2023	Prior Modifications: \$0.00	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Prior Budgetary Increases: \$0.00	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount: \$60,000,000.00	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request: \$38,000,000.00	
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Funding Sources allocated by Work Order.	% of This Request to Current Amount: 63.33%	
Requesting Dept/Div & Dept/Div Head Name: Engineering and Construction, Joe Keane, P.E.	% of Modifications (including This Request) to Original Amount: 63.33%	
Discussion: <p>B&T is seeking Board approval under the All Agency Service Procurement Guidelines to increase funding for As-Needed Inspection and Design, Expert Engineering, and Engineering Support Services in an aggregate amount of \$38,000,000. Contracts PSC-16-2991A through PSC-16-2991P were awarded to the fifteen (15) firms indicated above pursuant to a competitive request for proposal process in an aggregate amount of \$60,000,000 and for a duration of six (6) years. Under these contracts, B&T issues work orders to perform services for various initiatives, which typically include: design; design-build development; construction support services; scoping; condition inspections; expert engineering; risk assessments; biddability; constructability and operability reviews; and technical assignments for supplemental engineering support services.</p> <p>Based on prior B&T initiatives, ongoing planned commitments in the new capital program and the Central Business District Tolling Program needs, B&T is requesting approval of an additional \$38,000,000 to meet its current and future planned commitments through the remainder of the contract term. In accordance with B&T Guidelines, the required services will be predominantly awarded based on competition between the contracted consultants. B&T has determined that continuing to acquire these services by utilizing these as-needed engineering services contracts is in its best interest for reasons of cost effectiveness and expediency as compared to soliciting these services under separate two-step requests for proposal.</p>		

The additional funding requested will support essential engineering design and support services needs for ongoing and future capital and operating project requirements at B&T facilities. Based on the above, the aggregate value of \$38,000,000 is considered fair and reasonable.

In connection with a previous contract awarded to the Consultant, AECOM USA, Inc. was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel on May 25th, 2016. No new SAI has been found relating to the consultant and AECOM USA, Inc. has been found to be responsible.

In connection with a previous contract awarded to the Consultant, Ammann & Whitney Consulting Engineers, is found to be responsible notwithstanding significant adverse information attributed to it being a wholly owned subsidiary, Louis Berger Group pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel on April 29th, 2014. No new SAI has been found relating to the consultant and Ammann & Whitney Consulting Engineers has been found to be responsible.

In connection with a previous contract awarded to the Consultant, Jacobs Civil Consultants, Inc. was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel on May 19th, 2013. No new SAI has been found relating to the consultant and Jacobs Civil Consultants, Inc. has been found to be responsible.

In connection with a previous contract awarded to the Consultant, WSP USA, Inc., is found to be responsible notwithstanding significant adverse information attributed to its acquisition of a wholly owned subsidiary, Louis Berger Group pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel on April 29th, 2014. No new SAI has been found relating to the consultant and WSP USA, Inc. has been found to be responsible.

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

Item Number:

Vendor Name (& Location) HNTB/WSP Parsons Brinckerhoff, A Joint Venture	Contract Number PSC-15-2984	AWO/Modification #
Description Design and Construction Support Services for Project No. VN-84, Reconstruction and Rehabilitation of the Upper Level Approach Decks at the Verrazzano-Narrows Bridge	Original Amount:	\$11,735,921.00
Contract Term (including Options, if any) Five (5) Years	Prior Modifications:	\$1,133,391.53
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Prior Budgetary Increases:	N/A
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount:	\$12,869,312.53
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request:	\$7,111,118.29
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: Sandy	% of This Request to Current Amount:	55.3%
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction/Joe Keane, P.E.	% of Modifications (including This Request) to Original Amount:	70.3%

Discussion:

B&T is seeking the Board's approval under the All Agency Service Contract Procurement Guidelines to amend this personal service contract with HNTB/WSP | Parsons Brinckerhoff, A Joint Venture to provide construction support services (CSS) for Project VN-84, Reconstruction and Rehabilitation of the Upper Level Approach Decks at the Verrazzano-Narrows Bridge (VNB) in the amount of \$7,111,118.29. Consistent with the All Agency Guidelines this proposed amendment constitutes a substantial change

In July 2016, subsequent to Board approval, the Contract was awarded to HNTB/WSP | Parsons Brinckerhoff, A Joint Venture for design services in the negotiated amount of \$11,735,921.00 to provide phased design services at the VNB for the following: Phase A - Reconstruction of the Brooklyn and Staten Island upper level approach decks; Phase B – Preliminary design for the reconstruction of the upper level eastbound Brooklyn approach; and Phase C – Preliminary design for the replacement and widening of the Belt Parkway ramps. At that time, B&T informed the Board that a future request for CSS funding would be submitted upon completion of the final design and prior to award of construction for Phase A. The scope for CSS has been determined based on the defined additional anticipated work. The engineering services required during construction include reviews of shop drawings, requests for information, field visits, calculations, meetings and an allowance for unanticipated designs and engineering services in the amount of \$1,000,000.

HNTB/WSP submitted a cost proposal totaling \$7,111,118.29. The Engineer's estimate is \$7,637,862. During negotiations the scope was reviewed and due to the complexities of the Project, B&T accepted the proposal in the amount of \$7,111,118.29, which is 6.9% below the estimate and is fair and reasonable. Funding for this amendment is available in the 2015-2019 Capital Program under Project VN-84, Task D03407.

In connection with a previous contract awarded to the Consultant, WSP USA, Inc., is found to be responsible notwithstanding significant adverse information attributed to its acquisition of a wholly owned subsidiary, Louis Berger Group pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel on April 29th, 2014. No new SAI has been found relating to the consultant and WSP USA, Inc. has been found to be responsible.