

Bridges and Tunnels Committee Meeting

November 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

Tuesday, 11/12/2019

1:00 - 1:30 PM ET

1. Summary of Actions

B&T Summary of Actions - November 2019 - Page 4

2. Public Comments Period

3. Approval of Minutes - October 2019

B&T Committee Minutes - October 2019 - Page 6

4. Approval of Committee Work Plan

B&T Committee Work Plan - Page 12

5. Review of B&T Committee Charter

Review of B&T Committee Charter - Page 19

6. Report on Operations - September 2019

B&T Report on Operations - September 2019 - Page 23

7. Safety Report - September 2019

B&T Safety Report - September 2019 - Page 38

8. Customer Environment Survey - Third Quarter 2019

B&T Customer Environment Survey - Third Quarter 2019 - Page 44

9. Cashless Tolling Customer Service Report - September 2019

B&T Cashless Tolling Customer Service Report - September 2019 - Page 55

10. Capital Program Project Status Report - October 2019

B&T Capital Program Project Status Report - October 2019 - Page 57

11. Procurements

B&T Procurements - Page 65

B&T Competitive

B&T Competitive - Page 68

Next Meeting: Monday, December 16, 2019 at 1:00 p.m.



Bridges and Tunnels

Summary of Actions

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

Responsible Department	Vendor Name	Total Amount	Summary of Action
Procurement	EJ Electric	Award: \$29,300,000 Stipends: \$126,000	· Approval for the award of a public work contract · Design-Build Services for Electrical Upgrades at the RFK Facility
Procurement	TRC Environmental Corporation	\$2,998,896	· Approval for the award of a competitive personal service contract · Independent Safety Monitor for Ongoing Authority Construction Projects
Procurement	Henningson, Durham and Richardson, Architecture and Engineers, PC	\$10,000,000	· Approval for the award of three (3) competitive personal service contracts · Miscellaneous Intelligent Transportation System & Operation Systems on an As-Needed Basis
	M&J Engineering PC		
	PBS Engineering & Associates PC		
Procurement	LiRo Engineers	\$12,743,763	· Approval for the award of a competitive personal service contract · Construction Administration and Inspection for Project TN-53, Rehabilitation of the Approach Viaducts at the Throgs Neck Bridge



Bridges and Tunnels

Minutes of Committee Meeting October 2019

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

October 21, 2019

1:00 p.m.

In attendance were the Honorable:

Linda A. Lacewell, Chair
David S. Mack, Vice Chair
Norman Brown
Kevin Law
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**

October 21, 2019

Minutes of TBTA Committee held October 21, 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 communication and change.

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

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on September 23, 2019 were approved.

Committee Work Plan

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

Acting President DeCrescenzo's Remarks

Mr. DeCrescenzo opened his remarks by presenting certificates of appreciation to Robert F. Kennedy (RFK) Bridge employees Director Ray Higgins, Operations Superintendent Roselyn Martin, Bridge and Tunnel Lieutenant Ruben Torres, Bridge and Tunnel Sergeant Anthony Volpe, Deputy Director of Maintenance Carlo Giambanco and Senior Maintainer Jonathan Perillo as well as Sergeant Edward Grimm, Officer Peter Levrano and Director Toni Watts, who were unable to attend the meeting, in recognition of their heroic, lifesaving actions on October 8, 2019. Mr. Hildebrand stated that Lieutenant Torres, Sergeants Grimm and Volpe, and Officer Levrano prevented a motorist from jumping off the Robert F. Kennedy Bridge. Sergeant Grimm received a call from the National Suicide Prevention Hotline alerting him that a female motorist had used a mental health hotline phone on the RFK Bridge stating that she intended to jump from the bridge and had left a suicide note in her vehicle. Sergeant Grimm relayed the information to RFK Desk Officer Levrano and they were able to determine the location of the hotline phone. Lieutenant Torres and Sergeant Volpe responded and safely removed the woman from the bridge where she was taken to a hospital for evaluation. Sergeant Grimm followed up to find and notify the woman's family so they could be reunited with her at the hospital. Mr. DeCrescenzo stated that these heroic actions were part of a team effort. The hotline phone was recently installed and new language on the corresponding sign is part of TBTA's proactive approach regarding suicide prevention. He also thanked Eric Osnes, TBTA Vice President, Safety and Health, and his team and Toni Watts, MTA Director of Safety Programs Management for their work on this and coordinating efforts of mental health experts from Columbia University and the NYC Department of Health and Mental Hygiene with TBTA's Engineering, Maintenance, and Operations Departments.

Mr. DeCrescenzo also mentioned that the New York City Marathon will be held on November 3, 2019 and that the starting place for the event is the Verrazzano-Narrows Bridge (VNB). He stated that TBTA will be working with the NYPD and city and state agencies during the event.

Lastly, Mr. DeCrescenzo recognized an important milestone in TBTA's efforts to support the MTA Capital Program and reduce traffic congestion. TBTA will be requesting approval of the award of a contract to design, build, operate, and maintain (DBOM) systems and infrastructure for the Central Business District Tolling Program. Mr. Decrescenzo stated that even though this competitive procurement process required extensive evaluations with aggressive timeframes, TBTA is presenting the contract for approval ahead of schedule.

Report on Operations

With regard to the Report on Operations for August 2019, Mr. Hildebrand stated that paid vehicle traffic increased by 0.6% compared to the same period in 2018. For the 12 months through the end of August, daily traffic exceeded 900,000 paid vehicles for the first time in TBTA history. Preliminary figures indicate that paid vehicle traffic increased by 2.3% in September and 2.9% for the year to date through September compared to the same periods in 2018. TBTA continues to transition its safety enforcement tactics by increasing its use of pacing traffic with marked vehicles in periods of higher collision risk. As presented on page 41, summons issuance is 22.7% lower for this year through August than in the same period last year.

Safety Report

With regard to the Safety Report for August 2019, Mr. Osnes stated that the total collision rate is slightly lower than in the preceding year and significantly lower than the year prior to that period. The collision with injuries rate through August 2019 is 15% lower than the preceding year and slightly lower than in the year prior to that period. The employee lost time injury rates decreased by 33% as compared to the same period last year. The contractor injury rates have increased in the 12 months ending in August 2019 but are lower than the year prior to that period.

Financial Report

With regard to the Financial Report for September 2019, Dr. C. de Cerreño stated that at \$866 million, TBTA's support to mass transit was more than \$18 million higher than the Mid-Year Forecast. Toll revenue was \$1.55 billion and operating expenses were \$382 million, which is \$15 million below budget. Dr. C. de Cerreño stated that the 2019 Mid-Year Forecast and 2020 Preliminary Budget materials were presented at the July Finance Meeting.

Capital Program Status Report

Mr. Keane presented the Capital Program Status Report for September 2019 and stated that 21 task level commitments were made with a total value of \$81.2 million, including the design-build contract for Construction of the New Harlem River Drive Direct Connector Ramp at the RFK Bridge valued at \$50.2 million. For the year to date, TBTA has exceeded its goal for the number of commitments awarded and the dollar value of these commitments is below goal due in part to good bid savings. The remaining major commitments are on track for award by year-end. Recently received bids and proposals for most of the remaining commitments have been favorable versus budgeted values, indicating a competitive bid climate. TBTA anticipates awarding its remaining major program commitments by the end of the year while realizing significant savings from favorable bids in the 2015-2019 program.

TBTA completed an additional project in September 2019 valued at \$12.1 million for enhanced Overheight Vehicle Detection Systems at the tunnels, bringing overall year-to-date completions to \$166.1 million, which slightly exceeds the year-to-date goal of \$165.4 million. The two remaining project completions planned for 2019 are on track to be completed on schedule by the end of the year.

Procurements

For October 2019, Mr. Bajor stated that there are five (5) procurements totaling \$585.66 million.

Non-Competitive Procurements

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

Competitive Procurements

Mr. Bajor stated that there are five (5) procurements totaling \$585.66 million. There are three (3) new competitive awards. The first award is for a design, build, operate and maintain contract for the

Central Business District Tolling Program infrastructure and toll collection system in the amount of \$507.2 million, which includes \$248.1 million for designing and building the system and infrastructure, \$247.5 million for operation and maintenance for six years and up to \$11.6 million for early go-live incentives. The second award is for design-build services for Fender Protection and Fire Standpipe Systems at the Bronx-Whitestone Bridge (BWB) in the amount of \$17.7 million. The third award is for Construction Administration and Inspection Services for Project VN-84A and VN-11 in the amount of \$15.6 million.

Mr. Bajor stated that there are two Personal Service Contract Modifications: The first modification is to increase funding to the As-Needed Inspection, Design and Engineering Support Services contracts with a panel of 15 engineering consultants in the aggregate amount of \$38 million. Individual work orders will be issued predominantly through a competitive selection process to support Authority needs. The second modification is to add construction support services for Project VN-84A in the amount of \$7.1 million.

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

TransCore, LP	Contract No. 19-CBDT-2978 TBTA 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.	\$507,244,615.00
Trevcon Construction Co., Inc.	Contract No. BW07/BW32 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 Fender Protection and Fire Standpipe System at the Bronx-Whitestone Bridge to Trevcon Construction Co., Inc.	\$17,738,825

Personal Service Contracts

Hardesty & Hanover Construction/LiRo Engineers JV	Contract No. PSC-19-3025 TBTA 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.	\$15,565,827.00
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Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded

Various Contractors	Contract No. PSC-16-2991 TBTA is seeking Board approval under the All Agency Service Procurement Guidelines to increase funding for As-Needed	\$38,000,000.00
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Inspection and Design, Expert Engineering,
and Engineering Support Services.

HNTB/WSP/Parsons
Brinckerhoff JV

Contract No. PSC-15-2984
TBTA is seeking Board approval under the
All Agency Service Contract Procurement
Guidelines to amend this personal service
contract with HNTB/WSP/Parsons
Brinckerhoff JV to provide construction
support services for Project VN-84,

\$7,111,118.29

Reconstruction and Rehabilitation of the
Upper Level Approach Decks at the
Verrazzano-Narrows Bridge.

Mr. Bajor stated that there are no ratifications.

Commissioner Vanterpool recognized the historic milestone regarding the proposed award of the design, build, operate and maintain contract to TransCore to implement Central Business District tolling through the Central Business District Tolling Program and she thanked TBTA for their leadership in these efforts. Chair Lacewell also congratulated TBTA for achieving this milestone and achieving it ahead of schedule.

Upon a motion duly made and seconded, the Committee considered and voted in favor of the competitive procurements. Commissioner Law recused himself from the following procurements: Trevcon Construction Co., Inc.; Hardesty & Hanover Construction/LiRo Engineers JV; Various Contractors; and HNTB/WSP/Parsons Brinckerhoff JV.

Adjournment

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

Respectfully submitted,



Julia R. Christ
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

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

October 2020

2020 Preliminary Budget

Planning & Budget

BRIDGES & TUNNELS COMMITTEE WORK PLAN

Detailed Summary

I. RECURRING

Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

Report on Operations

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

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.

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.

FEBRUARY 2020 (cont'd)

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 2020

Customer 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.

OCTOBER 2020

2021 Preliminary Budget

Public comment will be accepted on the 2021 Preliminary Budget.



Bridges and Tunnels

Review of B&T Committee Charter



THE METROPOLITAN TRANSPORTATION AUTHORITY

COMMITTEE ON OPERATIONS OF THE TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

This Charter for the Committee on Operations of the Triborough Bridge and Tunnel Authority was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the “MTA”), as amended on March 21, 2018.

I. PURPOSE

The Committee on Operations of the Triborough Bridge and Tunnel Authority (the “Committee”) shall assist the Board Chair and the Board in fulfilling their responsibility to monitor and oversee the operations of the Triborough Bridge and Tunnel Authority.

II. COMMITTEE AUTHORITY

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

III. COMMITTEE MEMBERSHIP

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

IV. COMMITTEE MEETINGS

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

and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

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

V. COMMITTEE REPORTS

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

VI. KEY RESPONSIBILITIES

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

To fulfill its purpose, the Committee shall:

1. monitor and update the Board Chair and the Board on the operating performance of B&T, including information on the service and conditions of the bridges and tunnels operated by B&T and the operation, maintenance, construction and reconstruction of B&T projects;
2. monitor and update the Board Chair and the Board on the safety record of B&T; such monitoring shall include reviewing and monitoring customer and employee safety;
3. monitor and update the Board Chair and the Board on the implementation of security programs pertaining to B&T operations and facilities;
4. monitor and update the Board Chair and the Board on the finances of B&T, including financial reports the use of funds by the B&T, and the collection and distribution of B&T revenue, such as tolls, fees and rentals charged for the use of B&T projects;

5. review and make recommendations to the Board Chair and the Board regarding proposed procurement contracts of B&T that require Board approval;
6. review and make recommendations to the Board Chair and the Board on proposed projects of B&T and monitor the status of such projects;
7. review and make recommendations to the Board Chair and the Board regarding B&T policy changes;
8. facilitate the identification of approaches and solutions that address B&T security issues, including best practices in national and international security respecting transportation operations and facilities and review and make recommendations to the Board Chair and the Board regarding B&T security issues; and
9. review periodically with the Counsel of the MTA, the Chief Compliance Officer, and the Counsel of B&T: (i) legal and regulatory matters that may have a material impact on B&T; and(ii) the scope and effectiveness of compliance policies and programs.

In addition, the Committee shall have the following responsibilities:

1. set the annual work plan for the committee;
2. conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
3. review and assess the adequacy of this Charter annually; and
4. report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.



Bridges and Tunnels

Report on Operations September 2019



MTA Bridges and Tunnels September 2019 Traffic Trends

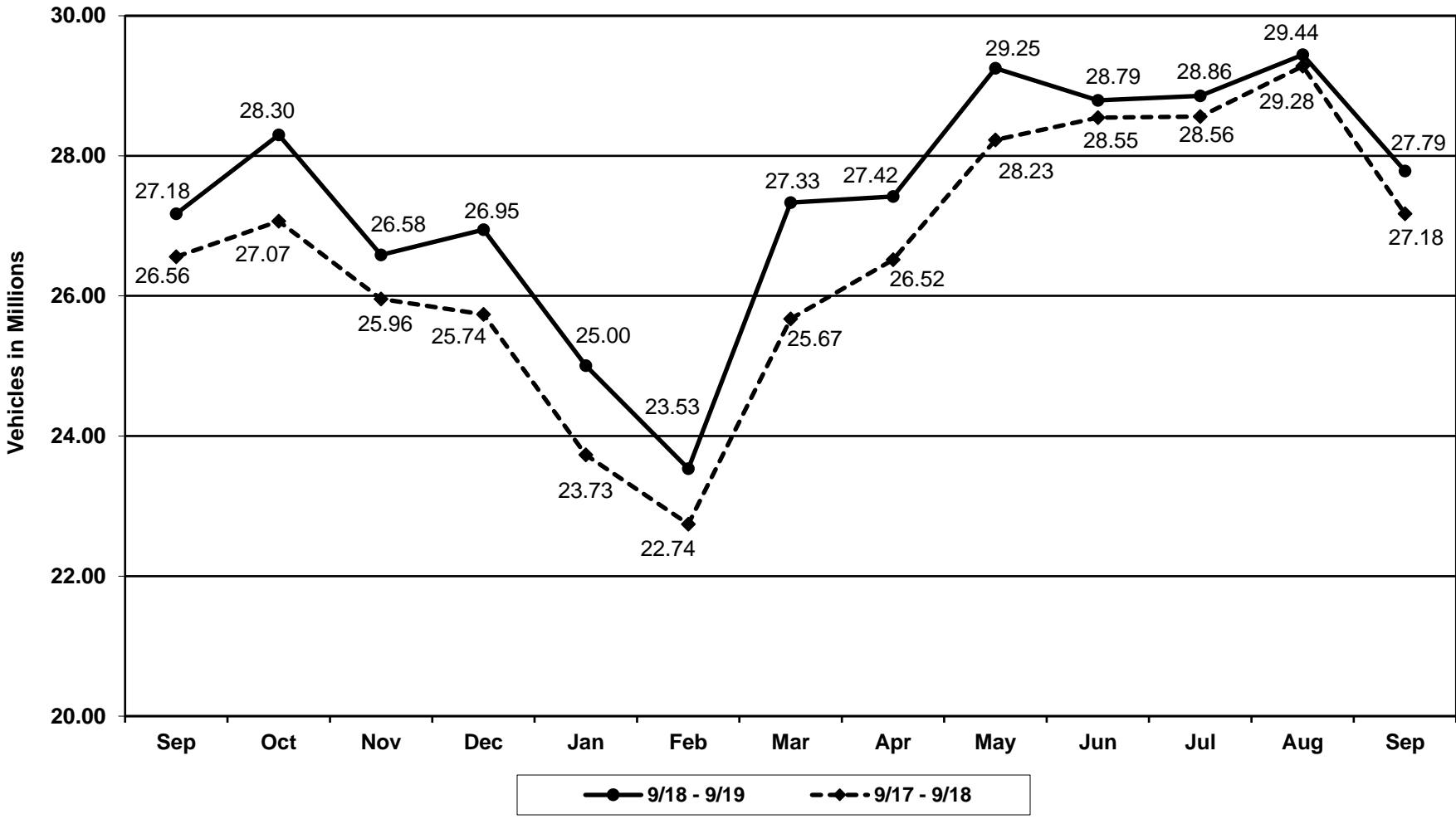
Summary

Traffic continued to be higher on a year-to-year basis, with 27.8 million crossings this month vs. 27.2 million crossings in September 2018, an increase of 2.2%.

E-ZPass volume increased by 3.0% on a year-to-year basis for the month while crossings using Tolls by Mail declined 11.1%. Passenger car travel increased 2.0% and other vehicle travel increased 5.6% from September 2018.

Rainfall this year was less than 1 inch over 3 days compared to 5.9 inches over 13 days last year. Gas prices averaged \$2.71 per gallon this past September, which was \$0.27 lower than last year at this time.

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



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

All B&T Facilities by Method of Payment			
	September 2019	September 2018	2019 YTD
E-ZPass ¹	26,411,025	25,629,722	234,605,003
Tolls by Mail ¹	1,374,604	1,545,410	12,811,283
Total	27,785,629	27,175,132	247,416,286
E-ZPass Market Share:			
Total	95.1%	94.3%	94.8%
Cars	95.0%	94.2%	94.7%
Trucks	96.3%	95.6%	96.1%

Facility	Average Weekday²						Average Weekend²					
	September 2019			E-ZPass Market Share			September 2019			E-ZPass Market Share		
	Total	E-ZPass	TBM	Sep 2019	Sep 2018	Change	Total	E-ZPass	TBM	Sep 2019	Sep 2018	Change
Bronx-Whitestone Bridge	140,179	132,145	8,033	94.3%	93.5%	0.7%	139,563	128,580	10,983	92.1%	91.1%	1.1%
Cross Bay Bridge	25,434	24,391	1,044	95.9%	95.7%	0.2%	22,457	21,223	1,234	94.5%	94.3%	0.2%
Henry Hudson Bridge	75,191	72,280	2,912	96.1%	95.8%	0.3%	71,093	67,049	4,045	94.3%	93.6%	0.7%
Hugh L. Carey Tunnel	59,361	57,643	1,719	97.1%	96.8%	0.3%	48,146	46,006	2,140	95.6%	95.0%	0.6%
Marine Parkway Bridge	24,998	24,244	754	97.0%	96.7%	0.3%	22,701	21,786	915	96.0%	95.4%	0.6%
Queens Midtown Tunnel	86,118	83,351	2,767	96.8%	96.2%	0.6%	85,028	80,871	4,158	95.1%	94.4%	0.7%
Robert F. Kennedy Bridge	192,684	183,652	9,032	95.3%	94.5%	0.8%	187,214	175,255	11,959	93.6%	92.4%	1.2%
Throgs Neck Bridge	121,927	115,610	6,317	94.8%	94.2%	0.6%	133,742	123,805	9,937	92.6%	91.8%	0.8%
Verrazzano-Narrows Bridge ¹	<u>217,272</u>	<u>209,389</u>	<u>7,884</u>	<u>96.4%</u>	<u>95.9%</u>	<u>0.5%</u>	<u>209,670</u>	<u>197,715</u>	<u>11,954</u>	<u>94.3%</u>	<u>93.6%</u>	<u>0.7%</u>
All Facilities¹	943,165	902,704	40,461	95.7%	95.1%	0.6%	919,613	862,289	57,324	93.8%	92.9%	0.9%

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
September 2019
Preliminary data subject to final audit

Distribution by Facility & Time Period			
Facility	September 2019		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	21.9%	22.9%	55.2%
Cross Bay Bridge	24.2%	25.3%	50.5%
Henry Hudson Bridge	22.9%	28.9%	48.2%
Hugh L. Carey Tunnel	24.5%	25.6%	49.9%
Marine Parkway Bridge	25.8%	28.1%	46.1%
Queens Midtown Tunnel	20.1%	22.3%	57.6%
Robert F. Kennedy Bridge	23.6%	21.9%	54.4%
Throgs Neck Bridge	24.6%	24.0%	51.4%
Verrazzano-Narrows Bridge ¹	16.2%	29.3%	54.6%
All Facilities	22.2%	24.6%	53.2%

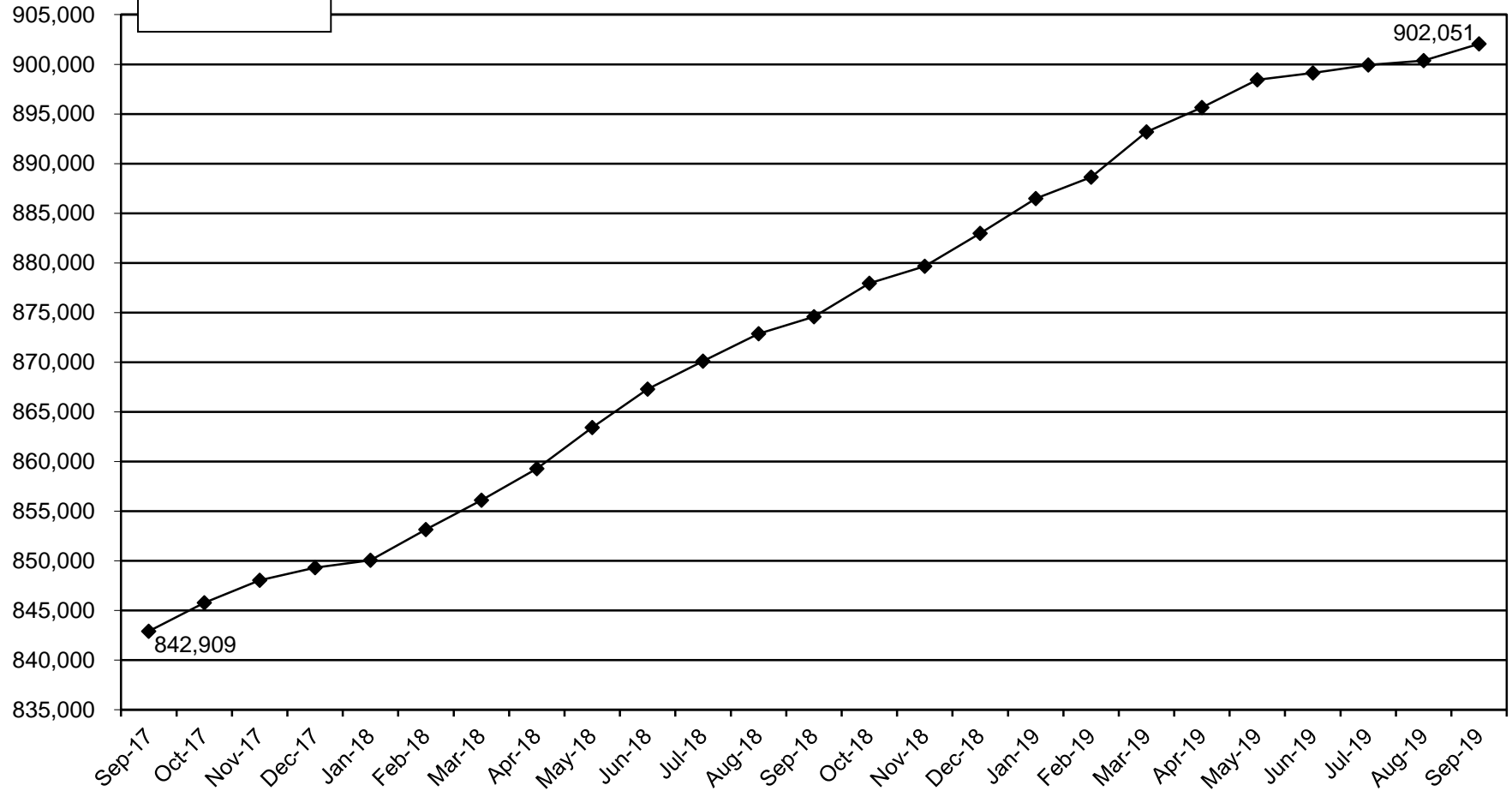
Payment Method by Facility (Transactions)			
Facility	September 2019		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls by Mail
Bronx-Whitestone Bridge	87.9%	5.6%	6.5%
Cross Bay Bridge	94.0%	1.5%	4.5%
Henry Hudson Bridge	84.2%	11.4%	4.5%
Hugh L. Carey Tunnel	90.7%	6.0%	3.4%
Marine Parkway Bridge	93.8%	2.9%	3.3%
Queens Midtown Tunnel	91.2%	5.0%	3.8%
Robert F. Kennedy Bridge	88.3%	6.4%	5.2%
Throgs Neck Bridge	86.4%	7.6%	6.0%
Verrazzano-Narrows Bridge	<u>85.3%</u>	<u>10.4%</u>	<u>4.4%</u>
All Facilities	87.7%	7.4%	4.9%

Note:

1. Traffic distributions reported in westbound tolled direction only

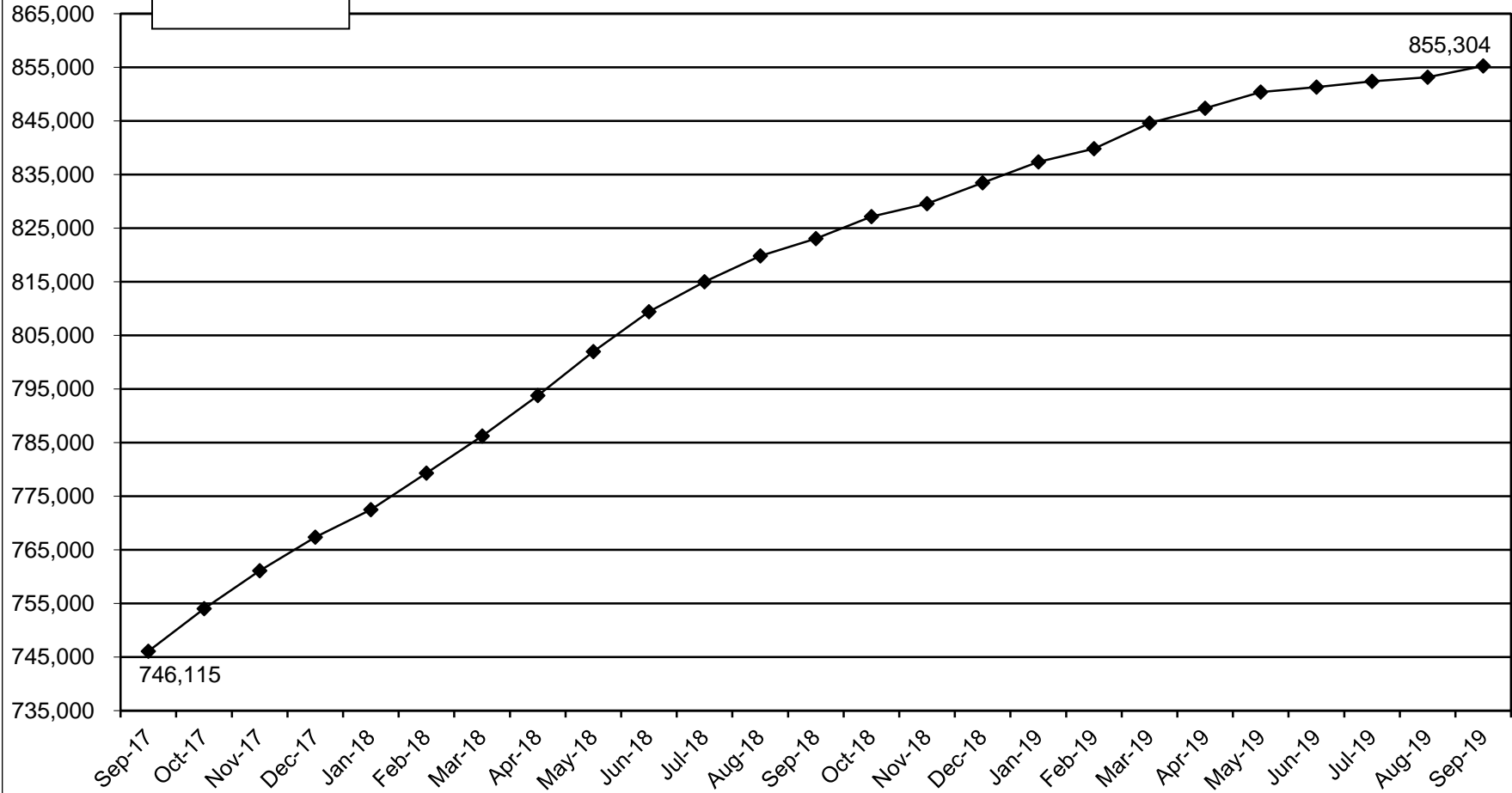
MTA Bridges and Tunnels Average Daily Traffic: September 2017- September 2019 12-Month Rolling Averages

All Vehicles



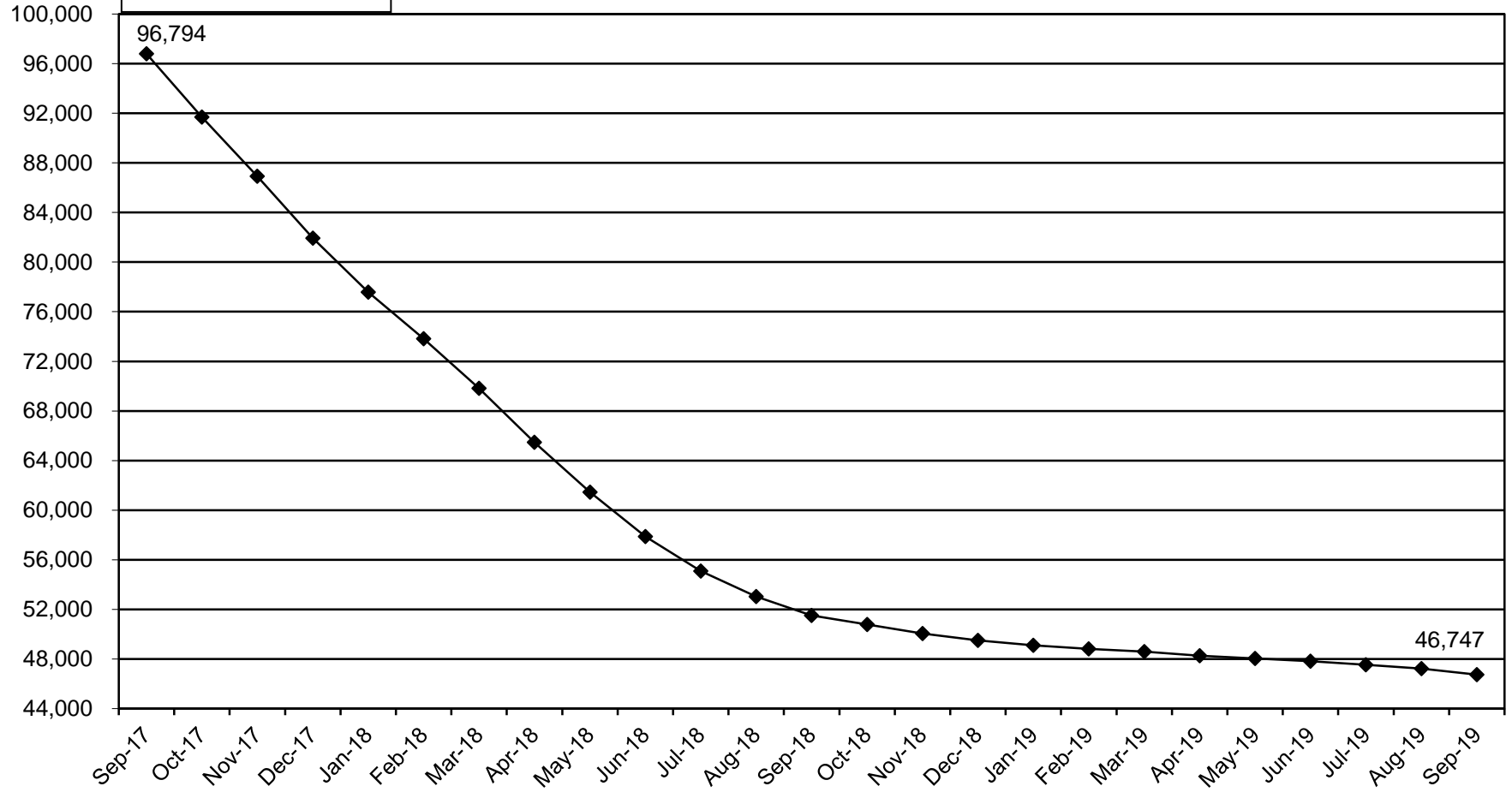
MTA Bridges and Tunnels Average Daily Traffic: September 2017- September 2019 12-Month Rolling Averages

**E-ZPass
Vehicles**



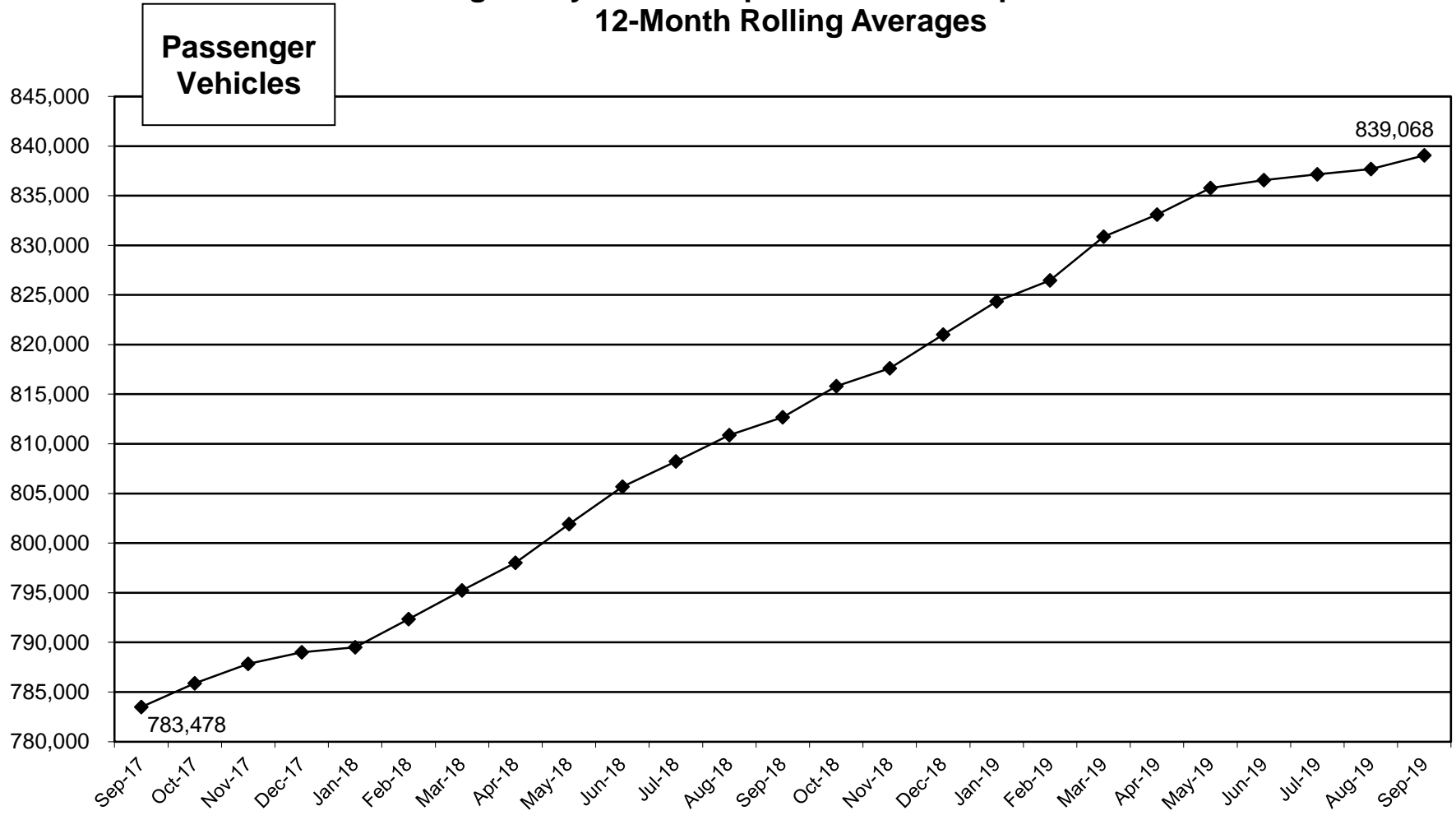
MTA Bridges and Tunnels Average Daily Traffic: September 2017- September 2019 12-Month Rolling Averages

**Non-E-ZPass
Vehicles***

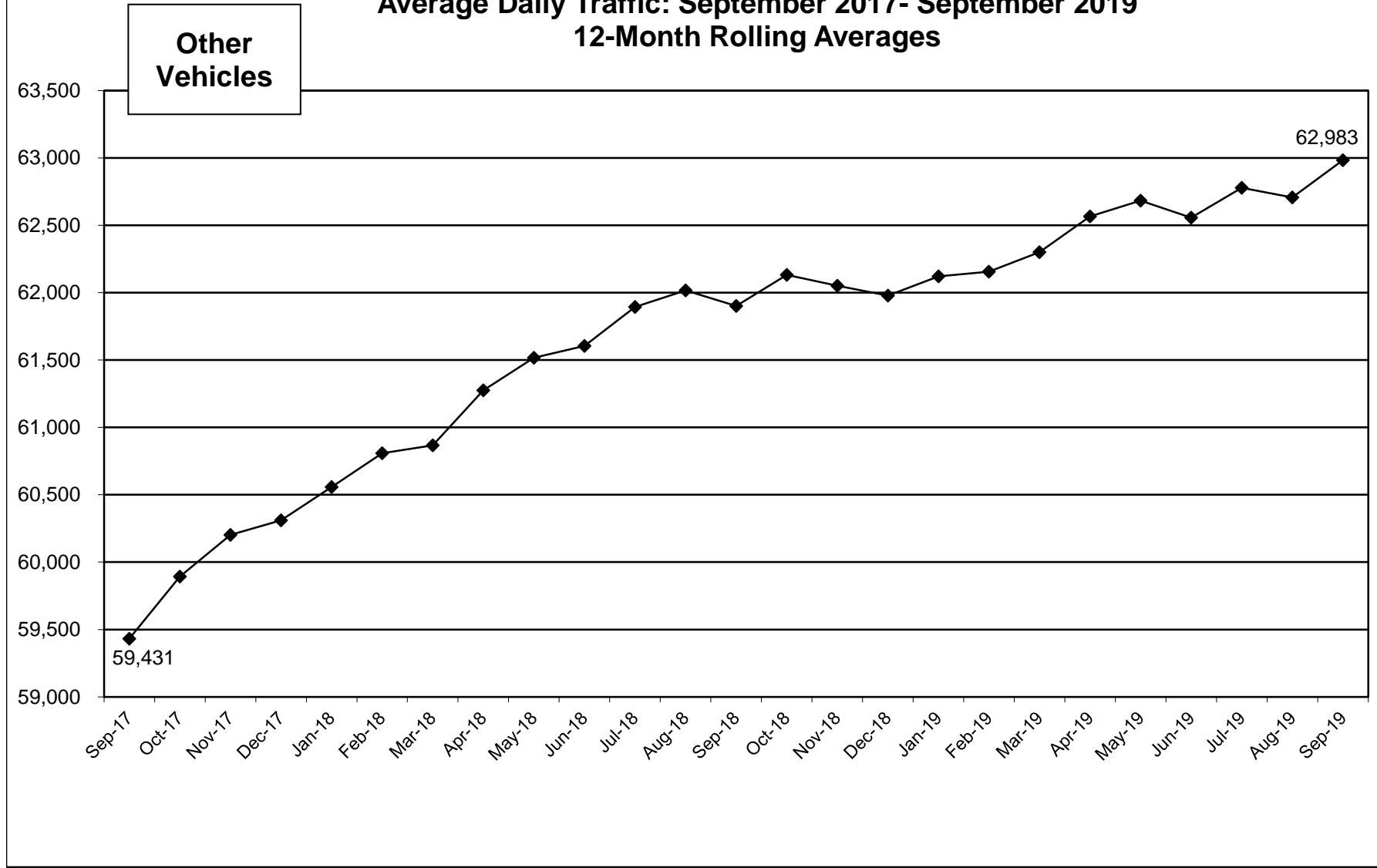


*Includes Tolls by Mail, cash, token, and ticket transactions.

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



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



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

Corridor	Toll Media	Sep(1)	3 Months(2) (Jul-Sep)	6 Months(3) (Apr-Sep)	9 Months(4) (Jan-Sep)	12 Months(5) (Oct-Sep)
All Facilities	Total Vehicles	2.2%	1.3%	1.9%	2.9%	3.1%
	E-ZPass	3.0%	1.8%	2.5%	3.5%	3.9%
	Tolls by Mail	-11.1%	-7.6%	-6.9%	-7.3%	-9.2%
RFK Bridge	Total Vehicles	0.9%	-0.3%	0.2%	0.6%	0.2%
	E-ZPass	2.0%	0.5%	0.9%	1.5%	1.2%
	Tolls by Mail	-14.9%	-12.4%	-10.9%	-11.5%	-13.9%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	5.3%	4.3%	7.6%	9.9%	11.6%
	E-ZPass	5.9%	4.5%	7.7%	10.0%	11.8%
	Tolls by Mail	-9.8%	-0.2%	5.7%	7.4%	5.6%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	1.4%	0.8%	1.2%	3.3%	2.4%
	E-ZPass	2.3%	1.5%	1.9%	3.8%	3.4%
	Tolls by Mail	-10.6%	-7.9%	-7.8%	-6.4%	-10.8%
Verrazano-Narrows Bridge	Total Vehicles	2.4%	1.1%	1.5%	2.4%	2.6%
	E-ZPass	3.0%	1.6%	2.0%	2.9%	3.3%
	Tolls by Mail	-9.9%	-7.3%	-7.6%	-8.2%	-9.7%
Henry Hudson Bridge	Total Vehicles	1.4%	0.3%	0.2%	1.1%	1.1%
	E-ZPass	1.9%	0.7%	0.6%	1.4%	1.4%
	Tolls By Mail	-8.7%	-6.3%	-6.6%	-5.1%	-3.8%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	4.3%	3.4%	2.3%	2.4%	2.0%
	E-ZPass	4.8%	3.7%	2.7%	2.8%	2.6%
	Tolls by Mail	-6.3%	-2.3%	-4.4%	-6.1%	-9.9%

(1) September 2019 vs. September 2018
 (2) July 2019 to September 2019 vs. July 2018 to September 2018
 (3) April 2019 to September 2019 vs. April 2018 to September 2018
 (4) January 2019 to September 2019 vs. January 2018 to September 2018
 (5) October 2018 to September 2019 vs. October 2017 to September 2018
 (6) Includes tokens and tickets

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

Corridor	Toll Media	Sep(1)	3 Months(2) (Jul-Sep)	6 Months(3) (Apr-Sep)	9 Months(4) (Jan-Sep)	12 Months(5) (Oct-Sep)
All Facilities	Total Vehicles	2.2%	1.3%	1.9%	2.9%	3.1%
	Passenger	2.0%	1.2%	1.9%	2.9%	3.2%
	Other	5.6%	2.7%	2.1%	2.2%	1.7%
RFK Bridge	Total Vehicles	0.9%	-0.3%	0.2%	0.6%	0.2%
	Passenger	0.8%	-0.3%	0.2%	0.7%	0.3%
	Other	2.3%	-0.5%	-0.1%	-0.3%	-0.9%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	5.3%	4.3%	7.6%	9.9%	11.6%
	Passenger	5.0%	4.1%	7.7%	10.3%	12.1%
	Other	9.5%	6.7%	6.2%	5.6%	4.3%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	1.4%	0.8%	1.2%	3.3%	2.4%
	Passenger	1.2%	0.7%	1.2%	3.3%	2.4%
	Other	4.3%	1.9%	1.1%	2.8%	2.2%
Verrazano-Narrows Bridge	Total Vehicles	2.4%	1.1%	1.5%	2.4%	2.6%
	Passenger	1.9%	0.8%	1.3%	2.3%	2.6%
	Other	9.1%	5.5%	4.2%	4.0%	3.3%
Henry Hudson Bridge	Total Vehicles	1.4%	0.3%	0.2%	1.1%	1.1%
	Passenger	1.2%	0.2%	0.2%	1.0%	1.1%
	Other	19.1%	10.2%	6.4%	4.3%	1.3%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	4.3%	3.4%	2.3%	2.4%	2.0%
	Passenger	4.5%	3.7%	2.6%	2.7%	2.4%
	Other	0.9%	-2.9%	-2.2%	-3.7%	-3.6%

(1) September 2019 vs. September 2018
(2) July 2019 to September 2019 vs. July 2018 to September 2018
(3) April 2019 to September 2019 vs. April 2018 to September 2018
(4) January 2019 to September 2019 vs. January 2018 to September 2018
(5) October 2018 to September 2019 vs. October 2017 to September 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>
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 ⁽³⁾	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
Sep-19	27,785,629	\$2.71	72	0.6	-	3

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						
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)
September	610,497	(\$0.27)	(1)	(5.3)	-	(10)

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 31, 2019

Supplemental Data Page for Exhibits 2 through 6

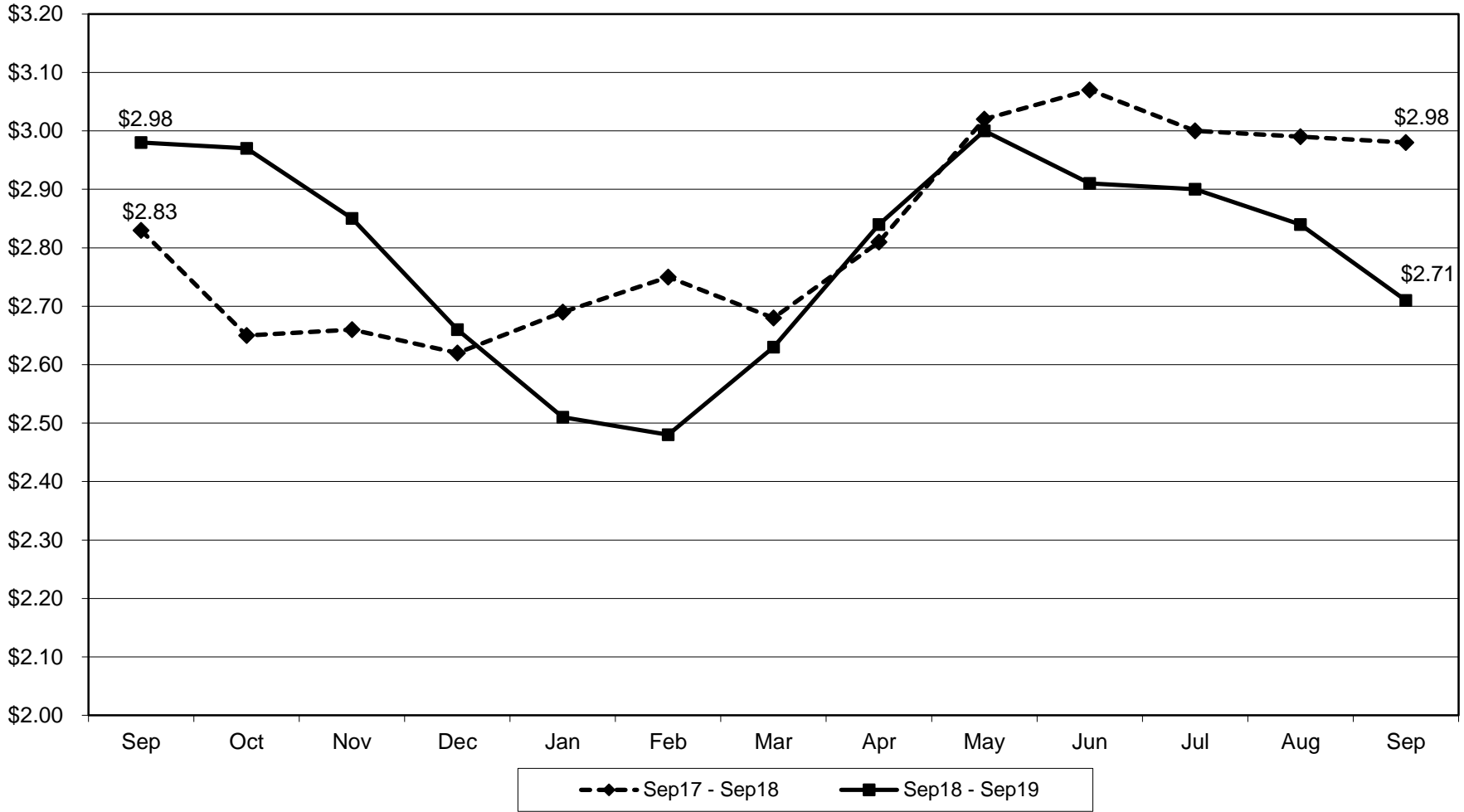
Average Daily Traffic: 12-Month Rolling Averages

<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Non-E-ZPass²</u>	<u>Passenger</u>	<u>Other</u>
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
Sep-19	902,051	855,304	46,747	839,068	62,983

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 September 2017 - September 2019





Bridges and Tunnels

Safety Report September 2019



Safety Report

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

Performance Indicator				
Performance Indicator	12-Month Average			
	October 2016 - September 2017	October 2017 - September 2018	October 2018 - September 2019	
Customer Collisions Rate per Million Vehicles	8.50	6.49	6.38	
Customer Injury Collisions Rate per Million Vehicles	0.99	0.99	0.89	
Employee Accident Reports	251	288	180	
Employee Lost Time Injuries Rate per 200,000 Hours Worked	6.4	9.0	5.5	
Construction Injuries per 200,000 Hours Worked	1.72	1.18	1.95	
Leading Indicators				
Roadway Safety	2018		2019	
	September	Year End	September	Year to Date
Workforce Development (# of Participants)	0	385	63	404
Fleet Preventative Maintenance Insp.	132	1626	158	1233
Safety Taskforce Inspections	1	13	0	5
Construction Safety	September	Year End	September	Year to Date
Construction Safety Inspections	226	2271	182	1892
Fire Safety	September	Year End	September	Year to Date
Fire Code Audits Completed	3	14	2	11
FDNY Liaison Visits	2	29	2	20

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.

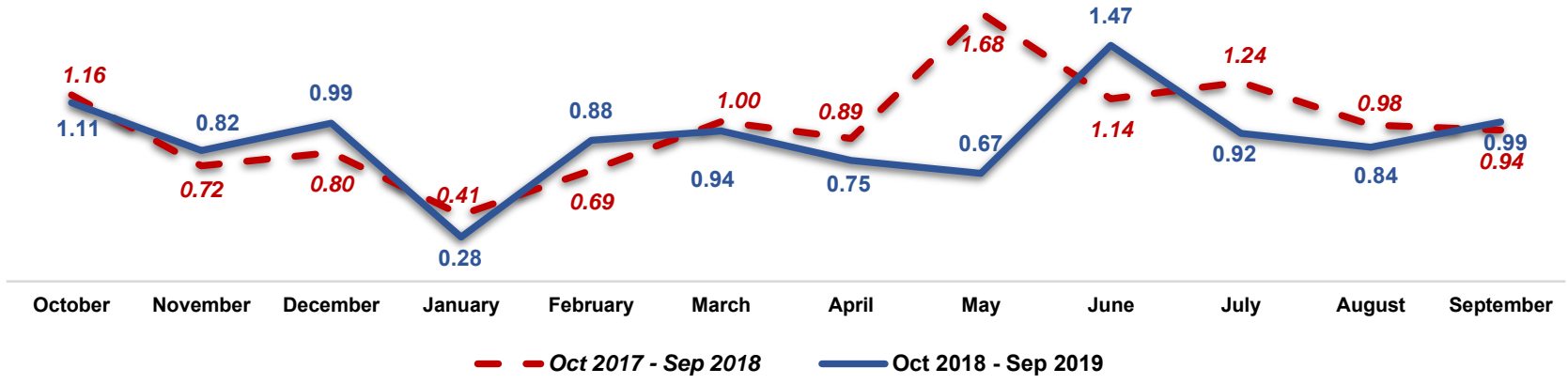
Fire Code Audits are required by the NYS Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

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

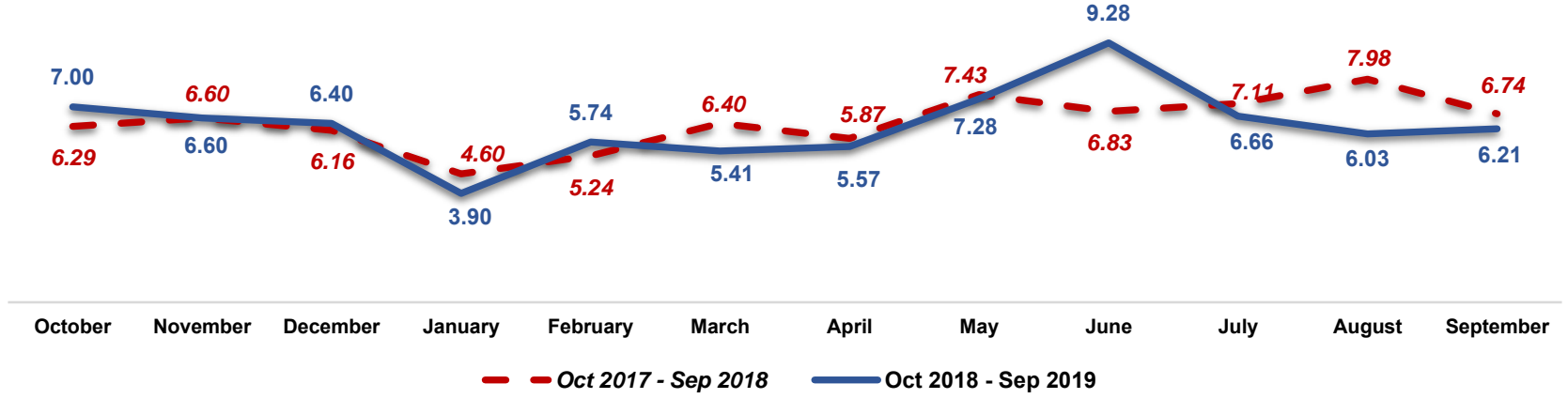


Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



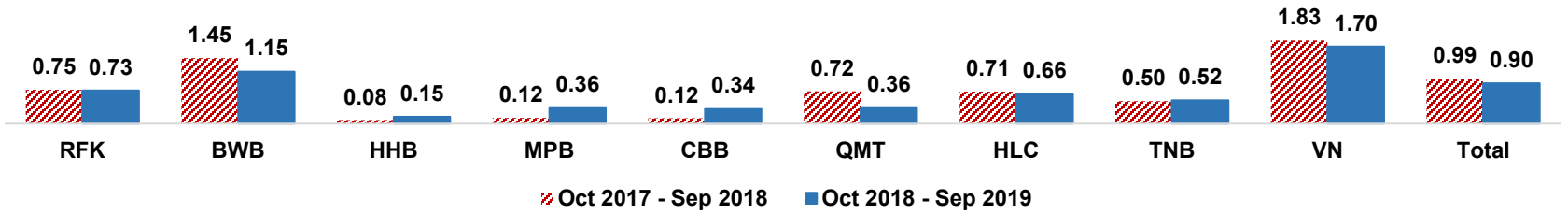
Total Collisions per Million Vehicles



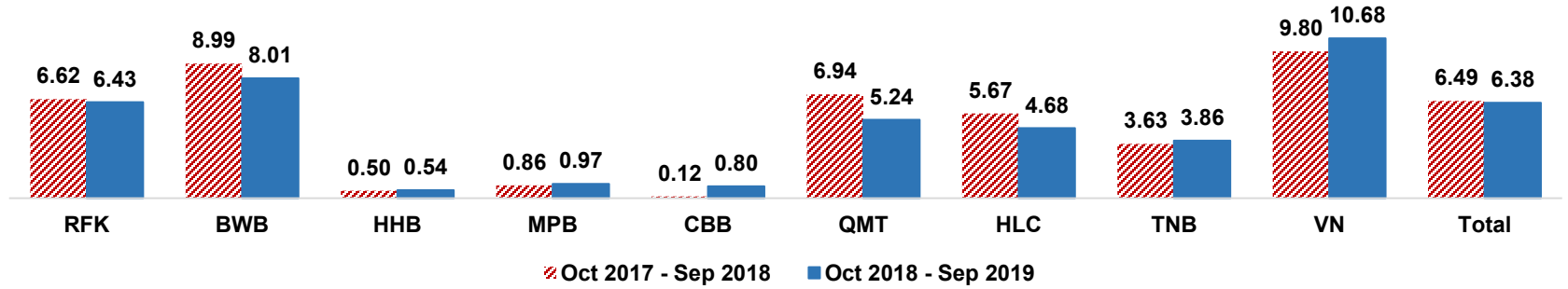


Collision Rates by Facility Year over Year Comparison of 12 Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





Collision Rates by Facility

Total Collisions per Million Vehicles: September 2018 – September 2019

	18-Sep	18-Oct	18-Nov	18-Dec	19-Jan	19-Feb	19-Mar	19-Apr	19-May	19-Jun	19-Jul	19-Aug	19-Sep
RFK	5.67	8.84	8.17	5.02	2.98	4.14	4.42	5.30	7.28	10.41	5.33	7.08	7.20
BWB	10.54	8.09	9.10	6.99	5.61	4.91	6.40	6.77	10.25	12.69	8.59	5.94	9.77
TNB	2.91	2.34	3.27	4.36	2.38	2.83	2.99	1.90	5.07	5.41	5.37	4.48	5.32
VNB	11.17	10.95	9.30	12.03	6.12	11.64	9.99	11.18	11.53	14.85	11.46	9.87	8.83
QMT	7.02	5.76	7.29	4.87	4.30	7.18	6.22	3.92	5.52	4.96	4.68	4.84	3.52
HLC	5.70	8.57	3.69	5.44	3.25	5.45	2.99	1.82	5.78	7.18	6.22	3.67	1.82
HHB	0.46	0.43	0.47	0.93	0.00	0.00	0.00	0.90	0.84	0.44	0.46	1.32	0.46
MPB	0.00	1.51	1.61	0.00	1.70	0.00	0.00	1.62	0.00	2.50	2.21	0.00	0.00
CBB	0.00	0.00	0.00	0.00	1.52	0.00	1.45	0.00	0.00	3.73	0.00	1.23	1.38
Total	6.74	7.00	6.60	6.40	3.90	5.74	5.41	5.57	7.28	9.28	6.66	6.03	6.21



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:

- 29,307 summonses were issued in the YTD September 2019 period — 22.9% lower than the YTD September 2018 period.
- 73.1% (7,883) of the summonses issued in the YTD September 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 September 2018	YTD September 2019	% Change
Speed	4,572	3,525	(22.9%)
Disobey Signs/Traffic Control Device	9,026	7,914	(12.3%)
Cell Phone/Texting	1,779	656	(63.1%)
Unsafe Lane Change/Failure to Signal	2,273	1,040	(54.2%)
*All Other	20,381	16,172	(20.7%)
Total	38,031	29,307	(22.9%)

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



Bridges and Tunnels

Customer Environment Survey Third Quarter 2019



KEY CUSTOMER SERVICE AREAS

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

SCOPE OF THE OPERATIONS DEPARTMENT

The Operations Department maintains and operates MTA Bridges and Tunnels' seven bridges and two tunnels in a manner that ensures safe, continuous, expeditious, efficient, and courteous service to its customers who drive more than 320 million vehicles over its facilities annually.

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

- 19 Open Road Tolling Zones
- 5.4 miles of pedestrian walkways
- 240 lane miles of bridge and tunnel roadways, approaches and ramps
- 2,634 fixed roadway signs
- 27 electronic variable message signs
- 7,949 roadway, aviation and navigation lights
- 776 necklace lights
- 227 linear miles of pavement markings
- 99 tunnel ventilation fans
- 56 tunnel pumps
- 14 administration, maintenance and fleet buildings
- 396 vehicles including sedans, trucks, specialized equipment and a Central Fleet Garage Facility
- 171 Law Enforcement/Patrol Vehicles

CRITICAL OBJECTIVES

- Ensure traffic safety
- Facilitate regional traffic mobility
- Install and maintain traffic control and safety devices including signs, lights, and pavement markings
- Maintain tunnel ventilation fans and pumps
- Ensure the cleanliness and safety of roadways and walkways
- Manage cashless tolling zones, administration buildings, and fleet garages.

EXECUTIVE SUMMARY

The following is a summary of the second of quarter 2019:

Customer Environment

In the third quarter of 2019, B&T striped 41,915 linear feet of roadway at the Bronx-Whitestone, Verrazzano-Narrows and Robert F. Kennedy Bridges. Clear roadway striping helps B&T customers safely navigate its facilities. To enhance the customer environment, B&T repaired 520 potholes and swept 3,351 miles of roadway in the third quarter of 2019.

Customer Safety

B&T customer safety performance improved in the third quarter of 2019. The total collision rate was 6.30, 13.6% better than the 7.29 rate in the third quarter of 2018. The collision with injury rate per million vehicles also improved by 12.7% in the third quarter of 2019 compared to the same period in 2018 (0.92 versus 1.05, respectively).



PERFORMANCE REPORT

Maintenance Work Orders

A completed maintenance work order indicates the completion of a maintenance task that was either scheduled or requested; an emergency work order relates to high priority conditions that directly impact customers. During the third quarter of 2019, B&T completed 3,557 work orders. During this period, the average time to complete emergency work orders was 0.3 days.

Roadway Lights in Service (%)

In the third quarter of 2019, 96.2% of roadway lights were in service, 0.3% more than the third quarter of 2018.

Roadway Sweeping

B&T swept 3,351 miles of roadway in the third quarter of 2019, 10.0% more than the third quarter of 2018.

Storm Drains

B&T cleaned 908 storm drains in the third quarter of 2019, 51.8% more than the third quarter of 2018.

Potholes Repaired

B&T repaired 520 potholes in the third quarter of 2019, 27.5% more than the third quarter of 2018.

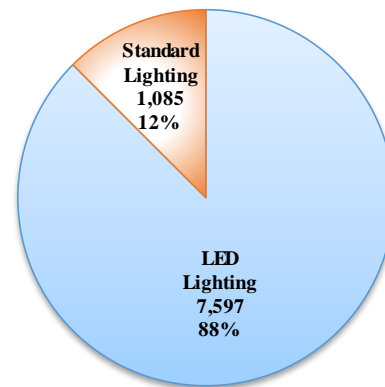
Roadway Striping

Roadway striping enhances the ability of customers to safely and efficiently cross B&T facilities. In the third quarter of 2019, B&T striped 41,915 linear feet of roadway, 74.0% less than the third quarter of 2018.

LED Lighting

B&T continues to upgrade its conventional roadway lighting to high efficiency LED lighting. As of the third quarter of 2019, B&T has upgraded 88% of its roadway lighting to LED.

**Standard Lighting vs. LED Lighting:
3rd Quarter 2019**



Performance Statistics	Year-End			YTD 2019	3 rd Qtr		% Change
	2016	2017	2018		2018	2019	
Completed Maintenance Work Orders (All)	12,434	13,877	13,901	10,853	3,376	3,557	5.4%
Maintenance Work Orders (Emergency)	24	22	16	8	5	4	(20.0%)
Avg. days to completion for emergency work order	0.4	0.2	0.4	0.2	0.7	0.3	(57.1%)
Potholes repaired	4,120	2,899	3,855	1,451	408	520	27.5%
Roadway sweeping (miles)	12,906	11,269	13,014	9,616	3,046	3,351	10.0%
Roadway lights in service (%)	88.7%	90.9%	95.5%	96.1%	95.9%	96.2%	0.3%
Storm drains cleaned	2,098	3,269	2,000	2,897	598	908	51.8%
Tunnel cleaning -walls and ceilings (linear ft.)	113,901	519,690	4,335,053	9,850,505	1,338,254	4,012,970	199.9%
Roadway striping replaced (linear ft.)	379,087	617,436	379,651	401,396	161,406	41,915	(74.0%)



Customer Travel Time

Customer travel times are based on weekday peak periods (6am-9am and 4pm-7pm) at both the bridges and tunnels. Travel times were generally consistent with the previous year despite higher traffic levels, with the most significant changes due to the new or completed construction.

3rd Qtr 2019 Travel Time Report											
Facility / Travel Direction	Free-Flow Travel Time	AM Peak				PM Peak				3rd Qtr 2018 vs. 2019 % Change	
		2019 3rd Qtr Average	2019 3rd Qtr Travel Time Index (TTI)	2018 3rd Qtr Average	3rd Qtr 2018 vs. 2019 % Change	2019 3rd Qtr Average	2019 3rd Qtr Travel Time Index (TTI)	2018 3rd Qtr Average			
Verrazano-Narrows Bridge											
Brooklyn Bound (Upper Level)	3:35	6:42	1.87	7:06	-5.6%	↓	4:21	1.21	4:11	4.0%	↑
Brooklyn Bound (Lower Level)	3:35	6:10	1.72	6:52	-10.2%	↓	4:08	1.15	3:59	3.8%	↑
Staten Island Bound (Upper Level)	3:35	4:14	1.18	4:00	5.8%	↑	6:38	1.85	5:10	28.4%	↑
Staten Island Bound (Lower Level)	3:35	4:19	1.20	4:18	0.4%	↑	6:17	1.75	5:01	25.2%	↑
Throgs Neck Bridge											
Queens to Bronx	2:05	2:25	1.16	2:25	0.0%	-	2:14	1.07	2:17	-2.2%	↓
Bronx to Queens	2:05	2:46	1.33	2:34	7.8%	↑	3:13	1.54	2:56	9.7%	↑
Bronx-Whitestone Bridge											
Queens to Bronx	1:25	1:47	1.26	1:47	0.0%	-	1:52	1.32	1:49	2.8%	↑
Bronx to Queens	1:25	2:52	2.02	3:01	-5.0%	↓	2:58	2.09	2:56	1.1%	↑
Robert F. Kennedy Bridge											
Manhattan to Queens	3:50	4:04	1.06	4:01	1.2%	↑	6:08	1.60	5:22	14.3%	↑
Queens to Manhattan	3:50	6:11	1.61	6:26	-3.9%	↓	6:57	1.81	10:47	-35.5%	↓
Manhattan to Bronx	1:45	2:01	1.15	2:01	0.0%	-	4:14	2.42	3:34	18.7%	↑
Bronx to Manhattan	1:45	2:58	1.70	2:42	9.9%	↑	2:29	1.42	3:22	-26.2%	↓
Bronx to Queens	3:05	4:08	1.34	4:04	1.6%	↑	5:28	1.77	5:43	-4.4%	↓
Queens to Bronx	3:05	5:19	1.72	6:05	-12.6%	↓	7:40	2.49	13:35	-43.6%	↓
Henry Hudson Bridge											
Manhattan to Bronx	0:37	0:55	1.49	0:55	0.0%	-	0:59	1.59	1:00	-1.7%	↓
Bronx to Manhattan	0:37	1:12	1.95	1:16	-5.3%	↓	1:17	2.08	1:20	-3.8%	↓
Marine Parkway Bridge											
Rockaways to Brooklyn	1:10	2:05	1.79	1:20	56.2%	↑	2:07	1.81	1:25	49.4%	↑
Brooklyn to Rockaways	1:10	2:07	1.81	1:29	42.7%	↑	2:10	1.86	1:47	21.5%	↑
Cross Bay Bridge											
Rockaways to Queens	1:05	1:47	1.65	1:10	52.9%	↑	1:48	1.66	1:12	50.0%	↑
Queens to Rockaways	0:54	1:06	1.22	1:06	0.0%	-	1:01	1.13	1:05	-6.2%	↓
Hugh L. Carey Tunnel											
Brooklyn to Manhattan	2:50	3:34	1.26	3:34	0.0%	-	6:20	2.24	6:10	2.7%	↑
Manhattan to Brooklyn	2:50	3:11	1.12	3:14	-1.5%	↓	5:00	1.76	4:27	12.4%	↑
Queens Midtown Tunnel											
Queens to Manhattan	2:35	4:21	1.68	4:36	-5.4%	↓	5:38	2.18	5:18	6.3%	↑
Manhattan to Queens	2:35	4:24	1.70	5:29	-19.8%	↓	4:23	1.70	5:01	-12.6%	↓

Free-Flow Travel Time is calculated based on off-peak, unimpeded travel. The measure is computed using the average travel time for the off peak period Saturday 10pm-Sunday 10am.

Travel Time Index (TTI) is the ratio of the average peak period travel time to the free-flow travel time. The measure is computed for the AM peak period (6am-9am) and the PM peak period (4pm-7pm) on weekdays. A TTI of 1.30 indicates a 20-minute free-flow trip takes 26 minutes (20 X 1.30) in the rush hours.

Uncongested (TTI <1.3)
 Moderate Congestion (TTI 1.4-2.5)
 Congested (TTI > 2.5)



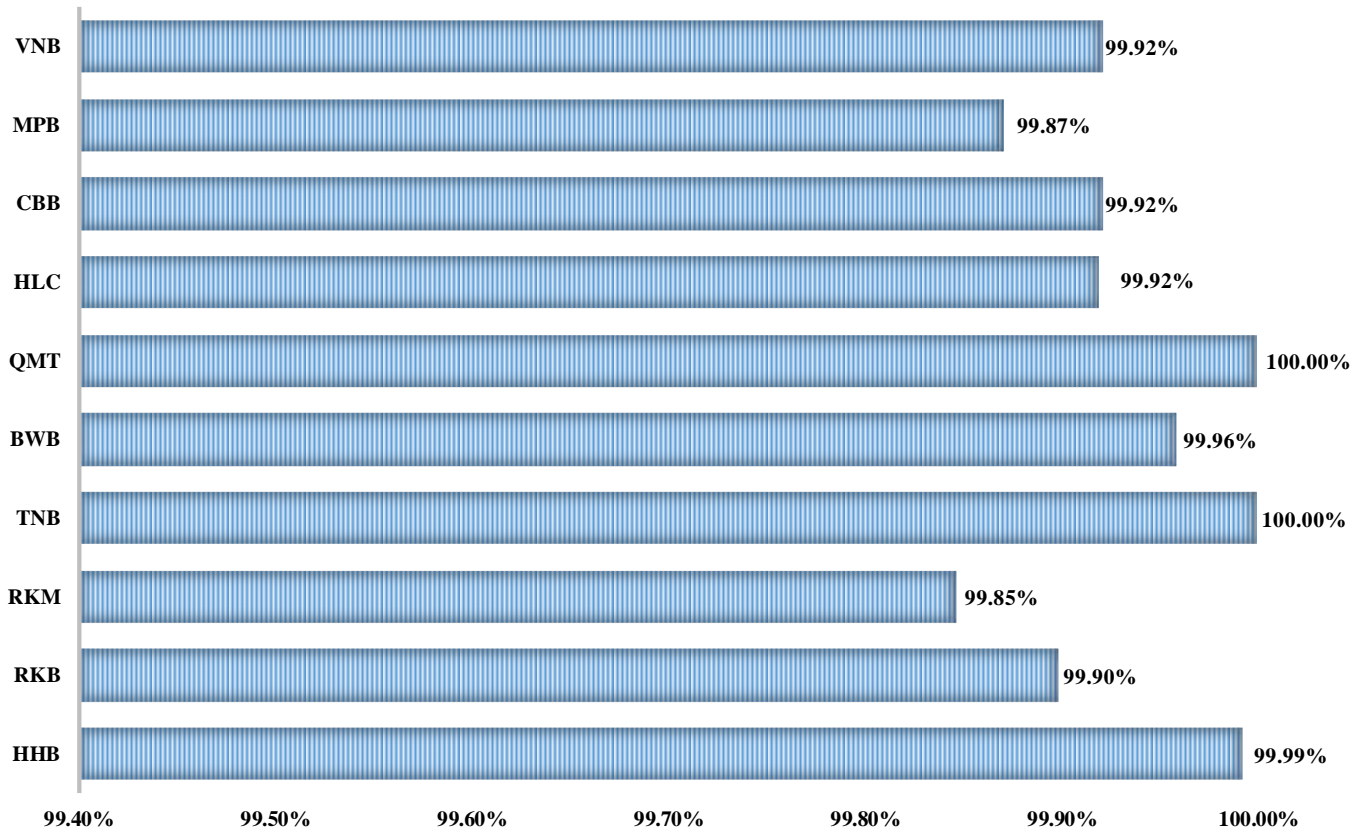
Customer Travel Time (continued)

YTD September 2019 Travel Time Report											
Facility / Travel Direction	Free-Flow Travel Time	AM Peak				PM Peak					
		2019 YTD September Average	2019 YTD September Travel Time Index (TTI)	2018 YTD September Average	YTD September 2018 vs. 2019 % Change	2019 YTD September Average	2019 YTD September Travel Time Index (TTI)	2018 YTD September Average	YTD September 2018 vs. 2019 % Change		
Verrazzano-Narrows Bridge											
Brooklyn Bound (Upper Level)	3:35	8:29	2.37	8:37	-1.5%	↓	4:19	1.20	4:10	3.6%	↑
Brooklyn Bound (Lower Level)	3:35	8:39	2.41	8:41	-0.4%	↓	4:01	1.12	4:05	-1.6%	↓
Staten Island Bound (Upper Level)	3:35	4:01	1.12	3:52	3.9%	↑	6:05	1.70	4:58	22.5%	↑
Staten Island Bound (Lower Level)	3:35	4:17	1.20	4:18	-0.4%	↓	5:44	1.60	5:04	13.2%	↑
Throgs Neck Bridge											
Queens to Bronx	2:05	2:26	1.17	2:29	-2.0%	↓	2:15	1.08	2:16	-0.7%	↓
Bronx to Queens	2:05	2:42	1.30	2:33	5.9%	↑	3:06	1.49	3:03	1.6%	↑
Bronx-Whitestone Bridge											
Queens to Bronx	1:25	1:48	1.27	1:49	-0.9%	↓	1:50	1.29	1:48	1.9%	↑
Bronx to Queens	1:25	3:23	2.39	3:33	-4.7%	↓	2:44	1.93	2:42	1.2%	↑
Robert F. Kennedy Bridge											
Manhattan to Queens	3:50	4:09	1.08	4:06	1.2%	↑	6:13	1.62	5:20	16.6%	↑
Queens to Manhattan	3:50	5:59	1.56	6:46	-11.6%	↓	7:00	1.83	11:17	-38.0%	↓
Manhattan to Bronx	1:45	2:02	1.16	2:01	0.8%	↑	3:28	1.98	3:35	-3.3%	↓
Bronx to Manhattan	1:45	3:04	1.75	2:53	6.4%	↑	2:58	1.70	3:15	-8.7%	↓
Bronx to Queens	3:05	4:19	1.40	4:21	-0.8%	↓	5:59	1.94	5:40	5.6%	↑
Queens to Bronx	3:05	5:13	1.69	6:16	-16.8%	↓	7:16	2.36	13:48	-47.3%	↓
Henry Hudson Bridge											
Manhattan to Bronx	0:37	0:53	1.43	0:55	-3.6%	↓	1:01	1.65	1:02	-1.6%	↓
Bronx to Manhattan	0:37	1:20	2.16	1:18	2.6%	↑	1:23	2.24	1:17	7.8%	↑
Marine Parkway Bridge											
Rockaways to Brooklyn	1:10	2:06	1.80	1:27	44.8%	↑	2:06	1.80	1:21	55.6%	↑
Brooklyn to Rockaways	1:10	2:07	1.81	1:32	38.0%	↑	2:08	1.83	1:47	19.6%	↑
Cross Bay Bridge											
Rockaways to Queens	1:05	1:49	1.68	1:21	34.6%	↑	1:49	1.68	1:14	47.3%	↑
Queens to Rockaways	0:54	1:16	1.41	1:09	10.1%	↑	1:10	1.30	1:08	2.9%	↑
Hugh L. Carey Tunnel											
Brooklyn to Manhattan	2:50	3:35	1.26	3:47	-5.3%	↓	6:17	2.22	6:27	-2.6%	↓
Manhattan to Brooklyn	2:50	3:15	1.15	3:20	-2.5%	↓	5:07	1.81	4:25	15.8%	↑
Queens Midtown Tunnel											
Queens to Manhattan	2:35	4:22	1.69	4:36	-5.1%	↓	5:36	2.17	5:29	2.1%	↑
Manhattan to Queens	2:35	4:33	1.76	4:58	-8.4%	↓	4:33	1.76	4:48	-5.2%	↓
<p>Free-Flow Travel Time is calculated based on off-peak, unimpeded travel. The measure is computed using the average travel time for the off peak period Saturday 10pm-Sunday 10am.</p> <p>Travel Time Index (TTI) is the ratio of the average peak period travel time to the free-flow travel time. The measure is computed for the AM peak period (6am-9am) and the PM peak period (4pm-7pm) on weekdays. A TTI of 1.30 indicates a 20-minute free-flow trip takes 26 minutes (20 X 1.30) in the rush hours.</p> <p>Uncongested (TTI <1.3) Moderate Congestion (TTI 1.4-2.5) Congested (TTI > 2.5)</p>											

Toll System Availability

B&T's toll system reads E-ZPass tags and captures images of vehicles using equipment attached to gantries above the roadways. In the third quarter of 2019, toll system availability was 99.93%.

**Toll System Availability:
3rd Quarter 2019**





Customer Safety

Performance Statistics	Year End			YTD 2019	3 rd Qtr		% Change
	2016	2017	2018		2018	2019	
Collision Rate per Million Vehicles	5.78	7.49	8.00	6.29	7.29	6.30	(13.6%)
Collision with Injury Rate per Million Vehicles	0.95	0.87	0.99	0.87	1.05	0.92	(12.7%)
Speeding Summonses	7,094	5,782	5,930	3,525	1,584	1,108	(30.1%)
Truck Summonses	3,496	2,840	2,371	3,377	1,304	901	(30.9%)
Emergency Response Time (min:sec)	7:45	7:47	7:41	7:00	7:22	7:13	(2.0%)

B&T responded to 2,324 roadway incidents in the third quarter of 2019. The average response time was 7 minutes and 13 seconds. Incidents included disabled vehicles, collisions and debris in the roadway.

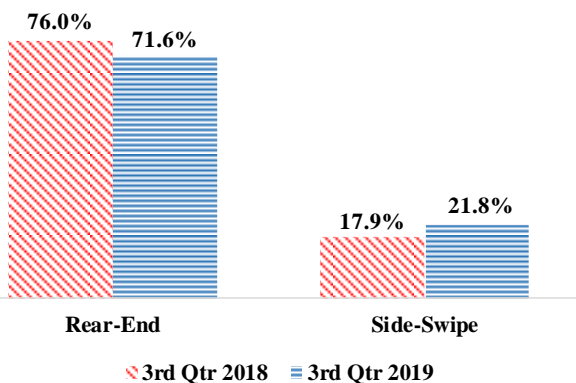
In the third quarter of 2019, the collision rate per million vehicles was 7.29, 13.6% better than the third quarter of 2018. The collision with injury rate per million vehicles was 0.92, 12.7% better than the same period in 2018.

71.6% of collisions at B&T facilities in the third quarter of 2019 were rear-end collisions, 4.4% lower than in the third quarter 2018 (76.0%).

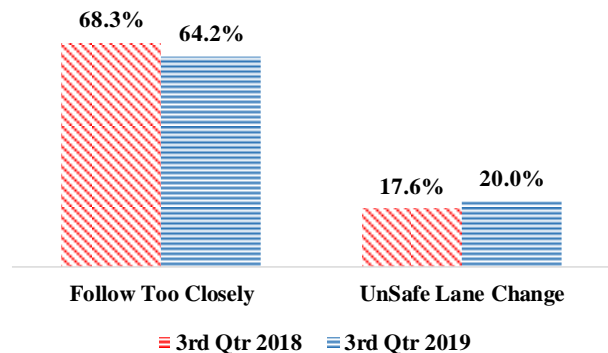
Side-swipe/lane change collisions accounted for 21.8% of collisions in the third quarter of 2019, 3.9% higher than the third quarter of 2018 (17.9%).

Following Too Closely and Unsafe Lane Change remain the leading factors of collisions at B&T facilities, contributing to 64.2% and 20.0% of all collisions in the third quarter of 2019.

Leading Collisions Types
3rd Qtr 2018 vs. 3rd Qtr 2019



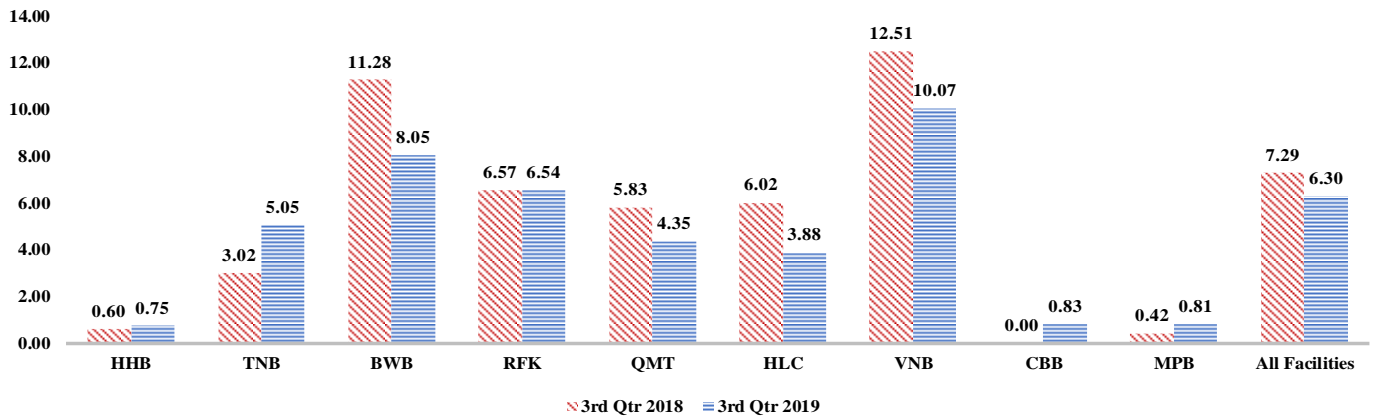
Leading Collision Factors
3rd Qtr 2018 vs. 3rd Qtr 2019



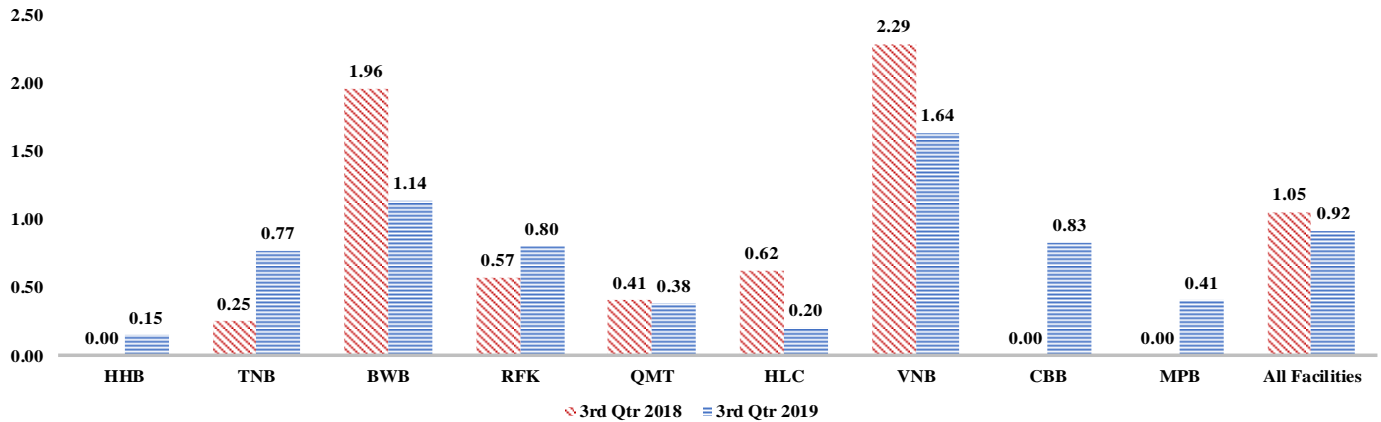


Both collision rate indicators improved in the third quarter of 2019 compared to the same period in 2018. B&T has a continuing focus on improving safety at the Verrazzano-Narrows and Bronx-Whitestone Bridges, and the significant decreases in collision rates at both facilities are primarily responsible for B&T’s overall customer safety improvement.

3rd Qtr 2019 vs. 3rd Qtr 2018 Total Collision Rates per Million Vehicles



3rd Qtr 2019 vs. 3rd Qtr 2018 Collision with Injuries Rates per Million Vehicles





B&T customer safety improvements in the third quarter of 2019 are in part due to a change in its safety enforcement tactics. While issuing summonses remain an important part of B&T’s safety enforcement approach, B&T has transitioned to more direct methods of reducing potentially dangerous driving behaviors using methods such as pacing traffic with marked vehicles in periods of higher collision risk.

Highlights of B&T’s summons issuance performance include:

Summons Type	3 rd Qtr		% Change
	2018	2019	
Speeding	1,584	1,108	(30.1%)
Disobey Signs/Traffic Control Devices	3,156	2,032	(35.6%)
Cell Phone/Texting	458	178	(61.1%)
Unsafe Lane Change/Fail to Signal	622	222	(64.3%)
All Other Summonses*	6,358	4,328	(31.9%)
Total	12,178	7,868	(35.4%)

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



Indicator Definitions

CUSTOMER ENVIRONMENT		
Indicator	Description	Source
Roadway Striping Replaced	Percentage of roadway striping completed versus plan. Roadway striping is measured in linear feet.	Preventive Maintenance and Engineering & Construction Department
Potholes Repaired	Number of potholes repaired	Computerized Maintenance Management System (CMMS) and Engineering & Construction Department
Roadway Sweeping (Miles)	Length of roadway swept measured in miles	Computerized Maintenance Management System (CMMS)
Completed Maintenance Work Order	The completion of a maintenance task that is either scheduled or requested	Computerized Maintenance Management System (CMMS)
Average Days to Completion for Emergency Work Orders	The average time to complete emergency work order repairs. An emergency work order is defined as a high priority condition that has a significant impact on customer/employee safety and/or an impact on travel.	Computerized Maintenance Management System (CMMS)
Storm Drains Cleaned	Number of storm drains cleaned	Reported by facilities on the third weekend of each month
Roadway Lights in Service (%)	Percent of all roadway lights in service at a monthly point in time	Reported by facilities on the third weekend of each month
Tunnel Cleaning (Walls and Ceilings)	Linear feet of tunnel walls and ceilings cleaned. Complete cleaning requires ten passes of the wash truck. Hugh L. Carey and Queens Midtown Tunnels would cover 182,220 and 126,260 feet respectively to wash both tubes.	Queens Midtown and Hugh L. Carey Tunnel facility management
Roadway Assistance	The average time recorded from the time a call is received to the time B&T personnel arrives on the scene. This includes responses to collisions, disabled vehicles, and debris in roadway.	Facility Database
LED Lighting	Standard Lighting (High Pressure Sodium/High Intensity Discharge/ Incandescent) vs. High Efficiency LED Lighting	Reported by facilities on the third weekend of each month



CUSTOMER SERVICE					
Indicator	Description				Source
Travel Time Index (TTI)	Travel Time Index (TTI), which is the ratio of the quarterly average peak period travel time to the free-flow travel time.				Travel Time database
Travel Speed/Travel Time	Using anonymous data from customer E-ZPass tags, this indicator measures how long it takes vehicles to travel over B&T facilities.				Transcom
Facility	Direction	Borough	From	To	Distance (Feet)
Bronx-Whitestone Bridge	South Bound	Queens Bound	BWB ORT Gantry	Queens anchorage	6,433
	North Bound	Bronx Bound	Queens anchorage	BWB ORT Gantry	6,433
Throgs Neck Bridge	South Bound	Queens Bound	TNB ORT Gantry	Gantry 7	9,715
	North Bound	Bronx Bound	Gantry 7	TNB ORT Gantry	9,715
Henry Hudson Bridge	South Bound	Manhattan Bound	Kappock Street	HHB ORT Gantry	2,740
	North Bound	Bronx Bound	HHB ORT Gantry	Kappock Street	2,740
Robert F. Kennedy Bridge	South Bound	Queens Bound	Manhattan Lift Span	Queens Anchorage	11,078
	South Bound	Queens Bound	Bronx Span	Queens anchorage	10,296
	North Bound	Bronx Bound	Manhattan Lift Span	Bronx Span	4,960
	North Bound	Bronx Bound	Queens anchorage	Bronx Span	10,296
	West Bound	Manhattan Bound	Queens anchorage	Manhattan Lift Span	12,001
	West Bound	Manhattan Bound	Bronx Span	Manhattan Lift Span	4,160
Queens Midtown Tunnel	East Bound	Queens Bound	QMT ORT Gantry	NYSDOT Gantry 2	8,130
	West Bound	Manhattan Bound	NYSDOT Gantry 2	QMT ORT Gantry	8,130
Verrazzano-Narrows Bridge	East Bound	Brooklyn Bound	Fingerboard Road	92nd Street	13,464
	West Bound	Staten Island Bound	92nd Street	Fingerboard Road	13,464
Hugh L. Carey Tunnel	South Bound	Brooklyn Bound	HLC ORT Gantry	BQE Overpass	10,500
	North Bound	Manhattan Bound	BQE Overpass	HLC ORT Gantry	10,500
Marine Parkway Bridge	South Bound	Rockaway Bound	MPB ORT Gantry	Signal Gantry 1	4,850
	North Bound	Brooklyn Bound	Signal Gantry 1	MPB ORT Gantry	4,850
Cross Bay Bridge	South Bound	Rockaway Bound	CBB ORT Gantry	Beach Channel Drive Gantry	3,840
	North Bound	Brooklyn Bound	CBB South Ramp B Overpass	CBB ORT Gantry	3,905
Toll System Availability (%)	Percent of toll lanes under gantry available for customer use.				Toll System Maintenance

CUSTOMER SAFETY		
Indicator	Description	Source
Collision Rate per Million Vehicles	The rate of vehicular collisions for every one million vehicles.	Operations and Traffic Engineering database of accident reports; traffic data is supplied by the Revenue Management Department.
Collisions by Type per Million Vehicles	The total number of collisions associated with each type of accident per million vehicles.	CARS database. Traffic data is supplied by the Revenue Management Department.
Collision Rate per Million Vehicles	The rate of vehicular collisions for every one million vehicles.	Operations and Traffic Engineering database of accident reports; traffic data is supplied by the Revenue Management Department.



Bridges and Tunnels

Cashless Tolling Customer Service Report - September 2019



MTA Bridges and Tunnels
Cashless Tolling Customer Service Report
September 2019
Preliminary data subject to final audit

Customer Service Center			
<i>E-ZPass</i>	September 2019	September 2018	YTD 2019
Total Accounts Opened	21,627	22,654	190,056
Total Active Accounts			3,654,664
Total Active Tags			5,848,422
Total Reload Cards Distributed	2,437	2,876	22,975
Reload Card % of Cash Replenishments			17.32%
Total Active Reload Cards			165,561

Customer Service Center Metrics	September 2019	September 2018	YTD 2019
Number of Phone Calls Handled by Customer Service Center			
General E-ZPass	299,758	270,112	2,595,241
Tolls by Mail	131,422	132,726	1,069,488
Violations	36,484	36,801	284,650
Other ¹	12,535	12,371	118,721
Interactive Voice Response System	931,169	871,887	7,546,454
Total	1,411,368	1,323,897	11,614,554
Average Phone Call Waiting Time (in minutes)			
General E-ZPass Call Unit	0:30	3:57	0:26
Violations Call Unit	0:30	4:09	0:25
Tolls By Mail Call Unit	1:02	0:13	0:30

Toll Processing Metrics	September 2019	September 2018	YTD 2019
E-ZPass and Tolls by Mail Metrics			
E-ZPass Program			
# of Paid Transactions²	22,960,162	22,256,570	204,070,237
Passenger	21,363,594	20,750,496	189,470,191
Commercial	1,596,568	1,506,074	14,600,046
# of Violations Transactions	403,961	415,532	3,264,582
Passenger	383,849	396,162	3,086,501
Commercial	20,112	19,370	178,081
# of Violation Notices Issued (First Notice, by Mail Date)	174,907	174,254	1,316,630
Tolls by Mail Program (TBM)			
# of Transactions	1,235,892	1,391,378	11,554,931
Passenger	1,173,009	1,320,496	10,944,997
Commercial	62,883	70,882	609,934
# of Toll Bills Issued (By Mail Date)³	921,652	882,572	6,746,448
# of Violation Notices Issued (By Mail Date)	171,615	142,437	1,271,909
# of Violation Transactions⁴	N/A	N/A	4,569,106
Passenger	N/A	N/A	4,340,155
Commercial	N/A	N/A	228,951

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 October 2019

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
STATUS REPORT
OCTOBER 31, 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 October, 24 commitments were made with a total value of \$54.6 million, against a plan calling for 3 commitments with a total value of \$181 million. (See *Attachment 2 – 2019 Major Commitments*).

Year-to-date, 107 commitments, totaling \$196.5 million have been made, against the 2019 plan of 46 commitments with a total value of \$444.4 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, 109 commitments, totaling \$273.5 million have been made to date, against a plan of 48 commitments with a total value of \$523.9 million.

Additionally, the Design, Build, Operate and Maintain (DBOM) contract, to implement the Central Business District Tolling Program (CBDTP) in New York City, was awarded in October. The capital commitment for the DBOM contract is \$272.1 million.

Completions

There was one project completion made in October for \$1.3 million. Year-to-date, ten projects were completed with a total value of \$110 million, accomplishing 101% of year-to-date goal of \$109.4 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*).

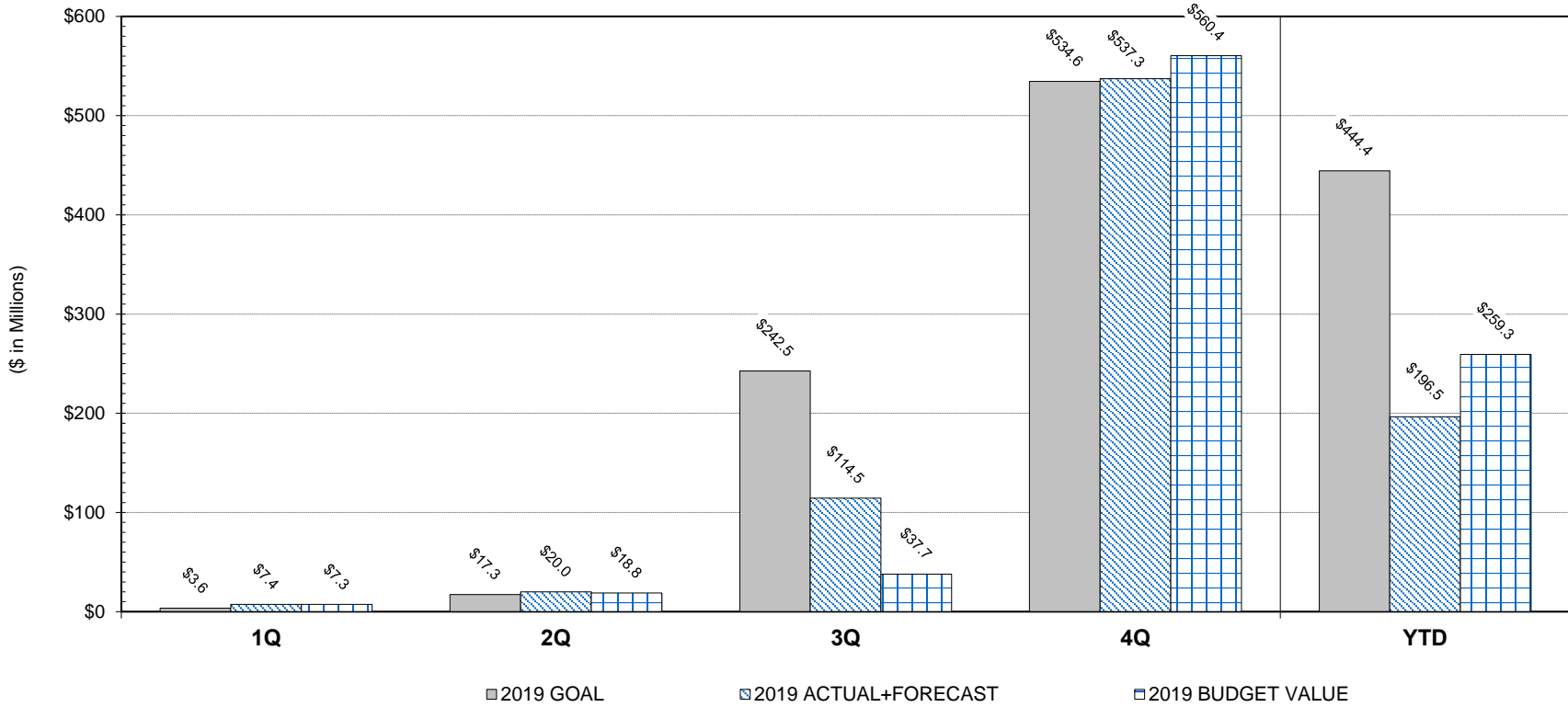
In aggregate, eleven completions, totaling \$167.4 million have been made to date, against a plan of eleven completions with a total value of \$166.8 million.

Close-outs

There were four task level closeouts for \$9.9 million in October. Year-to-date, a total of 90 tasks have been closed for a total of \$213.9 million.

MTA Bridges and Tunnels
Commitments as of October 31, 2019

2019 Budget Goal:	\$798.0
2019 Annual Forecast:	\$679.2
YTD Goal:	\$444.4
YTD Actual:	\$196.5 (44.2% of YTD Goal)
YTD Budgeted Value:	\$259.3 (58.3% of YTD Goal)
Left to Commit:	\$482.7



MTA Bridges and Tunnels: Status of Major Commitments as of October 31, 2019

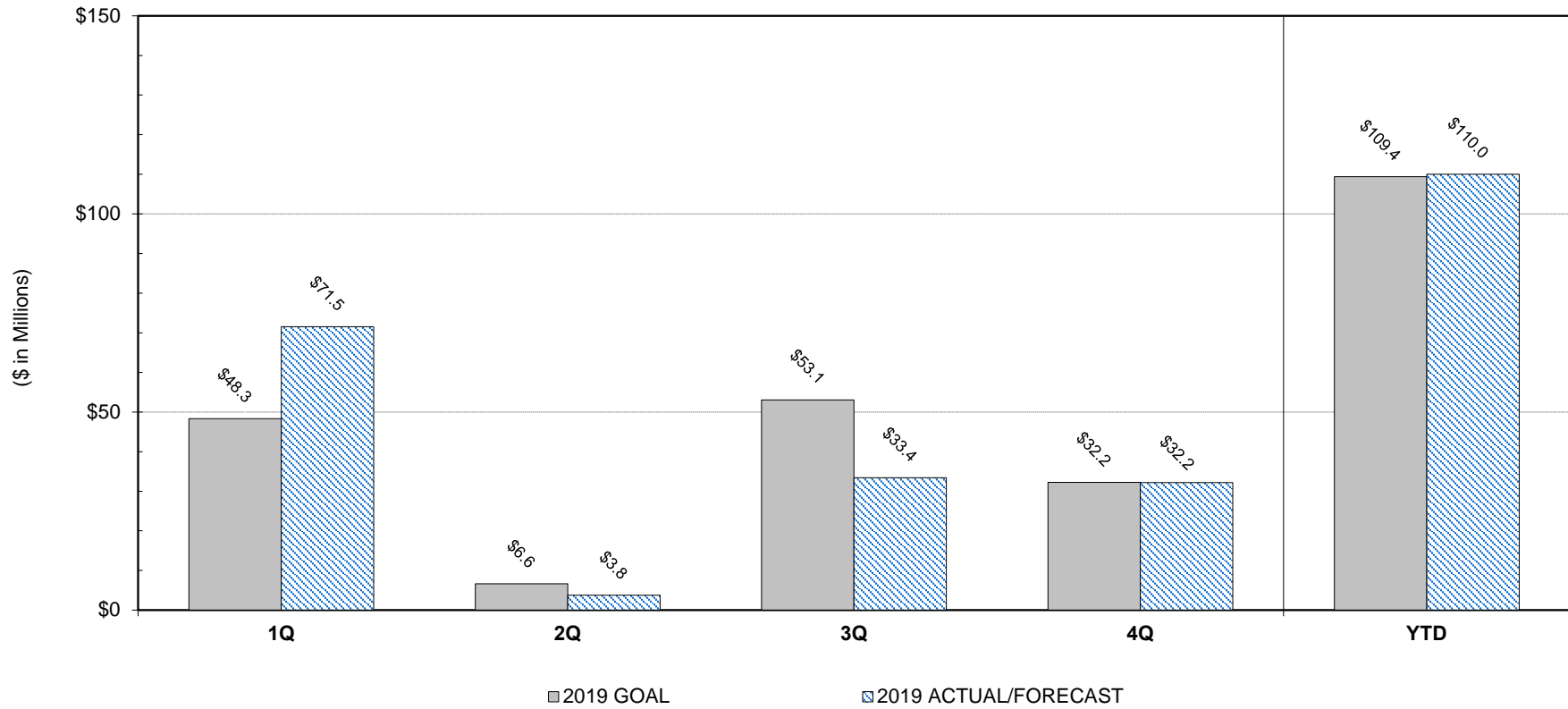
Project ID	ACEP	Project Description	Budget (\$ in Millions)			Award Date			Notes	
			2019 Goal	Actual / Forecast*	Budgeted Value	2019 Goal	Advertisement Date	Actual / Forecast		
HH07/HH30	D701HH07	Structural Rehabilitation	\$40.0	\$46.8	\$40.0	Aug-19	Jul-19	Dec-19	F	1
	D707HH30	Replacement of HHB Overcoat System								
BW07/BW32	D701BW07	Tower and Pier Fender Protection	\$40.5	\$18.6	\$40.5	Sep-19	Apr-19	Oct-19	A	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	\$165.5	\$180.0	Oct-19	Jul-19	Dec-19	F	1
VN84-Ph.1	D702VN84	Reconstruction of VN Approach Ramps - Phase 1	\$202.5	\$154.3	\$154.3	Nov-19	Jul-19	Dec-19	F	1
RK19/ RK70 Ph.1A /RK70P	D701RK19	Seismic/Wind Retrofit & Structural Rehabilitation - Phase 1	\$78.9	\$60.8	\$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 October 31, 2019

2019 Budget Goal:	\$140.3	
2019 Annual Forecast:	\$140.9	
YTD Goal:	\$109.4	
YTD Actual:	\$110.0	(100.6% of YTD Goal)
Left to Complete:	\$30.9	



MTA Bridges and Tunnels: Status of Major Completions as of October 31, 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	83%	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 October 31, 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 October 31, 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.

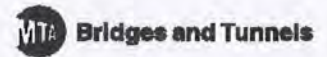


Bridges and Tunnels

Procurements November 2019



Staff Summary



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

Date: 11/1/2019
Vendor Name:
Contract Number:
Contract Manager Name:
Table of Contents Ref #:

Board Action					
Order	To	Date	Approval	Info	Other
1	President	11/1/2019			
2	MTA B&T Committee	11/12/2019			
3	MTA Board	11/14/2019			

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

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

PURPOSE:

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

DISCUSSION:

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

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

<u>Schedules Requiring Two-Thirds Vote: -</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule C: Competitive Request for Proposals	1	\$ 29.300M
<u>Schedule Requiring Majority Vote:</u>		
Schedule F: Personal Service Contracts	3	\$ 25.743M
SUBTOTAL	4	\$ 55.043M
MTA B&T presents the following procurement actions for Ratification: None		
TOTAL	4	\$ 55.043M

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
NOVEMBER 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. E-J Electric Installation, Co. | \$29,300,000.00 | <u>Staff Summary Attached</u> |
| Contract No. RK-66 | | |

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 Electrical Upgrades at the RFK Facility.

Procurements Requiring Majority Vote:

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

- | | | |
|---|------------------------|--------------------------------------|
| 1. Henningson, Durham & Richardson
Architecture & Engineering, P.C.
M&J Engineering, P.C.
PBS Engineering & Associates, P.C. | \$10,000,000.00 | <u>Staff Summary Attached</u> |
| Contract No. PSC-19-3027(A-C) | | |

5 years – Competitive RFP

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award competitively solicited personal service contracts for Miscellaneous Intelligent Transportation Systems (ITS) and Operations Systems Design Services on an As-Needed Basis.

- | | | |
|---|------------------------|--------------------------------------|
| 2. TRC Environmental Corporation | \$ 2,998,896.00 | <u>Staff Summary Attached</u> |
| Contract No. PSC-19-3029 | | |

2 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 an Independent Safety Monitor for Ongoing Authority Construction Projects.

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
NOVEMBER 2019

3. **LiRo Engineers, Inc.** **\$12,743,763.00** **Staff Summary Attached**
Contract No. PSC-19-3032

4 years, 5 months– 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 TN-53, Rehabilitation of the Approach Viaduct at the Throgs Neck Bridge.

Staff Summary

Item Number: 1 (Final)					
Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E. <i>Joe Keane</i>					
Division & Division Head Name: Engineering and Construction, William Neubauer, P.E. <i>William Neubauer</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	11/1/19			
2	MTA B&T Committee	11/12/19			
3	MTA Board	11/14/19			
Internal Approvals					
Order	Approval	Order	Approval		
1	Vice President & Chief Financial Officer <i>[Signature]</i>	3	Vice President & Chief Procurement Officer <i>BB</i>		
2	Sr. Vice President & General Counsel <i>[Signature] FOR MMTJ</i>	4	President <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name E-J Electric Installation, Co.	Contract Number RK-66
Description: Design-Build Services for Electrical Upgrades at the RFK Facility	
Total Amount	\$29,300,000.00 Award \$ 126,000.00 Stipends
Contract Term (including Options, if any) 26 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 Electrical Upgrades at the RFK Facility to E-J Electric Installation, Co. (E-J) for a period of 26 months in the negotiated amount of \$29,300,000.00. 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 \$42,000 to be paid to each unsuccessful proposer whose proposal met defined proposal standards. Accordingly, approval is also requested to pay stipends totaling \$126,000 to the three unsuccessful proposers.

II. DISCUSSION

In July 2016, the Board authorized B&T to enter into a competitive Request for Proposal (RFP) process for design-build (D-B) services for electrical upgrades at the Robert F. Kennedy Facility. The work requires the design and installation of replacement and upgraded electrical elements to improve resiliency and provide redundancy at the RFK Facility, especially at open road tolling locations.

The service requirements were publicly advertised; eight firms submitted qualification information and based on a review of their qualifications, four firms were deemed qualified to receive the RFP. All four firms submitted proposals: E-J Electric Installation Co. (E-J) - \$34,775,751, Mass Electric Construction Co. (Mass) - \$36,995,000, TC Electric, LLC (TC) - \$41,120,000, and Welsbach Electric Corp. (Welsbach) - \$39,445,000. The proposals were evaluated against established

(rev. 4/07/10)

Staff Summary

criteria set forth in the RFP, including proposed price, D-B technical approach, D-B experience, key personnel, management approach, and schedule.

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 recommended the Authority enter discussions with the two highest rated firms to clarify project scope requirements and proposal assumptions and to request price reductions to address budgetary restrictions. Both teams submitted revised proposals: EJ - \$31,632,858 and Mass - \$36,995,000. The SC unanimously recommended E-J as the highest rated firm based on their i) superior understanding of project technical requirements and risks, ii) history of successful design-build projects as a design-build team with their proposed design engineering firm (AI Engineers), iii) most advantageous price; and iv) commitment to achieving the M/WBE and SDVOB goals. Mass' revised proposal reallocated costs to address Authority concerns and offered alternate innovative solutions resulting in potential savings; however, EJ's technical approach and revised proposal best optimized efficiencies available via the design-build process. The other two shortlisted firms provided responsive proposals which were viewed as technically acceptable but not favorably priced.

E-J submitted a revised proposal in the amount of \$31,632,858 and a schedule of 26 months which shall become the Contract substantial completion duration (4 months shorter than the RFP requirement to complete within 30 months). The requirements include allowances totaling \$3,800,000 for various contingencies and potential project risks including environmental conditions (contaminated soil, lead and asbestos) and other unknown site conditions. Negotiations were conducted with E-J, which included discussion of technical requirements and E-J's design assumptions and construction approach. Through negotiations B&T and E-J agreed to the contract amount totaling \$29,300,000.00, which is 1.87% above the estimate of \$28,760,843.00. The negotiated E-J proposal is deemed the best value and in B&T's best interest.

In connection with a previous Joint Venture Contract awarded to the Contractor, E-J was found to be responsible notwithstanding significant adverse information (SAI) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Managing Director in consultation with the MTA General Counsel on August 31, 2018. No new SAI has been found related to the Contractor and E-J has been deemed responsible.

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. E-J Electric Installation Co. has submitted MWBE/SDVOB utilization plans that are currently under review with the MTA Department of Diversity & Civil Rights. E-J Electric Installation has not completed MTA contracts with MWDBE goals; therefore, no assessment of the firm's MWDBE performance can be determined at this time.


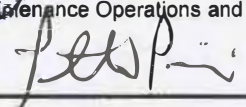

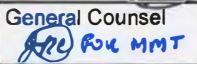


IV. IMPACT ON FUNDING

Funding in the amount of \$29,300,000 is available in the amended 2010-2014 Resiliency Capital Program under Project ED040308, Task E05689.

V. ALTERNATIVES

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

Staff Summary

Item Number: 2 (Final)					
Dept & Dept Head Name: Acting Director Toll Operations, Sergio Reis					
					
Division & Division Head Name: VP Maintenance Operations and Support, Patrick Parisi					
					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	11/1/19			
2	MTA B&T Committee	11/12/19			
3	MTA Board	11/14/19			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer 	4	Executive Vice President		
2	General Counsel  RRE ROK MMT	5	President 		
3	Chief Procurement Officer  RRE ROK				

SUMMARY INFORMATION	
Vendor Name	Contract Number
1) Henningson, Durham and Richardson Architecture and Engineering, P.C	PSC-19-3027A
2) M&J Engineering P.C.	PSC-19-3027B
3) PBS Engineering & Associates P.C.	PSC-19-3027C
Description	
Miscellaneous Intelligent Transportation System & Operations Systems Consultant Design Services on an As-Needed Basis	
Total Amount \$10,000,000	
Contract Term (including Options, if any) Five (5) 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 checked="" 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 in accordance with the All Agency Service Contract Procurement Guidelines to award three personal service contracts, PSC-19-3027A, PSC-19-3027B and PSC-19-3027C solicited on a competitive basis to (A) Henningson, Durham and Richardson Architecture and Engineering, P.C. located at 500 Seventh Ave., New York, NY 10018, (B) M&J Engineering P.C. located at 2003 Jericho Turnpike, New Hyde Park, New York, NY 11040 and (C) PBS Engineering & Associates P.C. located at 13 Rutledge Ct., Plainsboro, NJ 08536 to provide miscellaneous Intelligent Transportation Systems (ITS) and Operations Systems Design Services on an as-needed basis in the aggregate not to exceed amount of \$10,000,000 over a period of five (5) years.

II. DISCUSSION

B&T requires the services of three multi-disciplined firms to provide miscellaneous ITS and Operations services on an as-needed basis. ITS and Operation systems provide innovative services for different modes of transportation and enables the public to make informed, safer and coordinated decisions when using MTA transportation networks. These contracts will be for an indefinite quantity, with the required services being assigned on an as-needed basis by

(rev. 1/22/14)

Staff Summary

issuing work orders. Three contracts are being recommended for award to enable the Operations Department to assign work orders to each firm based on their current workload and available personnel. The RFP was publicly advertised in August 2019, eight (8) firms requested a copy of the solicitation and proposals were received by five (5) firms: JHK Engineering, P.C. (JHK); Henningson, Durham and Richardson Architecture and Engineering, P.C. (HDR); M&J Engineering, P.C. (M&J); PBS Engineering and Associates P.C. (PBS), and Ove Arup and Partners P.C. (ARUP).

The Consultants, in their base proposals were asked to quote labor, overhead, profit and escalation rates based on predetermined titles. After evaluation of the technical and cost proposals, the Evaluation Committee recommended that B&T waive oral presentations and enter into negotiations with HDR, M&J and PBS for these contracts. The firms were selected based on (i) their understanding of the scope, (ii) extensive technical experience, (iii) software development teams, and (iv) favorable cost proposals. The recommended award to the three (3) selected firms is considered in B&T's best interest.

Each task will be negotiated separately using the labor, overhead and profit rates that have been negotiated in each contract. HDR, M&J, and PBS 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. HDR has achieved its previous MWDBE goals on previous MTA contracts. PBS Engineering and Associates P.C. and M&J Engineering, P.C. have not completed any MTA contracts with MWDBE goals, and therefore, no assessment of their MWDBE performance can be determined at this time.

IV. IMPACT ON FUNDING

Funding is available in both the Operating Budget and the 2015-2019 Capital Program (WAR Certificates will be requested on a Work Order basis).

V. ALTERNATIVES

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

Staff Summary

Item Number: 3 (Final)					
Dept & Dept Head Name: <i>goffe</i> Engineering & Construction, Joe Keane P.E.					
Division & Division Head Name: <i>Peter</i> Engineering & Construction, Aris Stathopoulos, P.E.					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	11/1/19			
2	MTA B&T Committee	11/12/19			
3	MTA Board	11/14/19			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>[Signature]</i>	4	Chief of Staff		
2	General Counsel <i>[Signature]</i>	5	Executive Vice President		
3	Chief Procurement Officer <i>[Signature]</i>	6	President <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name TRC Environmental Corporation	Contract Number PSC-19-3029
Description Independent Safety Monitor for Ongoing Authority Construction Projects	
Total Amount \$2,998,896	
Contract Term (including Options, if any) Two (2) Years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract to provide services for independent safety monitoring for ongoing B&T construction projects to TRC Environmental Corporation (TRC) for a period of two (2) years in the not to exceed amount of \$2,998,896.

DISCUSSION

B&T requires the services of a consultant to provide independent safety monitoring services for ongoing B&T construction projects. The Contract requires the Consultant to perform short term and continuous on-site monitoring; safety analysis; report preparation and presentations; training and additional services as required to aid in ensuring a safe working environment on B&T construction projects.

The service requirements were publicly advertised and five (5) firms submitted qualification information. Three (3) firms were chosen to receive the RFP based on a review of those qualifications and all three (3) firms submitted proposals: EnviroMed Services, Inc. (EnviroMed); Safety Dynamics, LLC (Safety Dynamics); and TRC Environmental Corporation (TRC). The proposals were evaluated against established criteria set forth in the RFP including an understanding of the technical requirements and expertise, qualifications of proposed personnel, oral presentations and cost. The Selection Committee unanimously selected TRC because they demonstrated the most direct and relevant experience. Their company provides hands on inspections, professional engineering, consulting and training services to government agencies nationwide. Additionally, TRC is the only team that presented an innovative program (Mobile Data Solutions) in logging, managing and reporting safety observations. This would allow quick access to information, reports and photos,

(rev. 4/07/10)

Staff Summary

sharing of incidents globally and overall enhancement of safety awareness. Comparatively, Safety Dynamics and EnvironMed, have experience in safety training and inspection but did not possess the same depth of knowledge and experience as TRC. Although TRC proposed the highest cost, their proposal followed the RFP instructions most closely and provided the up-to-date technology and certified staff that best addresses the Authority's safety needs. The recommended award to TRC is considered in B&T's best interest.

TRC submitted a cost proposal in the amount of \$3,881,327.11. The Engineer's estimate is \$3,060,000. Negotiations resulted in B&T and TRC agreeing to a not to exceed amount of \$2,998,896 which is 2% below the estimate and is considered fair and reasonable. TRC is deemed to be a responsible consultant.

D/M/WBE INFORMATION

MTA Department of Diversity and Civil Rights have assigned goals of 15% MBE, 15% WBE and 6% SDVOB. TRC has submitted an MWDBE utilization plan that is currently under review with the MTA Department of Diversity & Civil Rights. This contract will not be awarded without the approval of the MTA Department of Diversity & Civil Rights. TRC has not completed any MTA contracts with MWDBE goals; therefore, no assessment of the firm's MWDBE performance can be determined at this time.

IMPACT ON FUNDING

Funding is available in the Operating Budget under GES-253 in the amount of \$2,998,896.

ALTERNATIVES

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

Staff Summary

Item Number: 4 (Final)					
Dept. & Dept. Head Name: Engineering & Construction Department Joe Keane, P.E. <i>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	11/11/19			
2	MTA B&T Committee	11/12/19			
3	MTA Board	11/14/19			
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: LiRo Engineers, Inc.	Contract Number: PSC-19-3032
Description: Construction Administration and Inspection Services for Project TN-53, Rehabilitation of the Approach Viaducts at the Throgs Neck Bridge	
Total Amount: \$12,743,763.00	
Contract Term (including Options, if any): Four (4) years, five (5) 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:	

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 TN-53, Rehabilitation of the Approach Viaducts at the Throgs Neck Bridge (TNB) to LiRo Engineers, Inc. (LiRo), in the negotiated not-to-exceed amount of \$12,743,763.00 for a duration of Four (4) years, five (5) months.

II. DISCUSSION

B&T requires the services of a consulting engineering firm to provide construction administration and inspection oversight services to assist B&T's Engineering and Construction Department during the construction of Project TN-53. The required services include: pre-construction services; construction administration; independent confirmatory inspections and testing and; post construction and project close-out services. These services are required to support the construction for the rehabilitation of the approach viaducts at the TNB. The construction scope of work includes but is not limited to: (i) replacement or repair of existing deteriorated floorbeams, subfloorbeams, girders and stringers; (ii) repair of deteriorated parapets, sidewalks, and sidewalk supports; (iii) joint repairs and replacements; (iv) concrete repairs at the piers; (v) bearing replacements; (vi) electrical feeder replacement and electrical upgrades throughout the approaches; (vii) replacement of Substation D transformers; and (viii) a new low-pressure fire suppression system at Substation D, Bronx Viaduct.

The service requirements were publicly advertised; eight (8) firms submitted qualification information and based on their qualifications four (4) firms were selected to receive the RFP. All four firms submitted proposals: LiRo (\$13,083,730.56); Henningson, Durham and Richardson Architecture and Engineering, PC (HDR) (\$10,685,595.82);

Staff Summary

AECOM USA, Inc. (AECOM) (\$13,185,274.54); and Louis Berger US, Inc. (LB) (\$15,109,765.02). 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 recommended that B&T commence negotiations with LiRo, the highest rated firm. LiRo's proposal demonstrated the most thorough understanding of the required work, project risks, critical schedule and coordination required for the Project and more specifically the work being performed over the SUNY Maritime College. LiRo provided detailed alternatives and identified potential interferences between the existing Contract TN-49 under bridge platform and the one to be installed under Contract TN-53. LiRo proposed the strongest project team with prior experience at the TNB, as compared to the other proposers. LiRo proposed the second lowest cost but its level of effort in terms of hours was in line with the estimate. HDR demonstrated a good understanding of the Project but team did not demonstrate the same level of specific project experience as compared to LiRo. HDR's cost and hours were understated as compared to the estimate and deemed not sufficient to complete the requirements of the work. AECOM's proposal did not provide specific detail concerning the scopes of work, project risks and critical schedule issues. LB's proposal did not demonstrate a detailed understanding of the project scope and its proposed cost was the highest. LiRo's proposal is considered in B&T's best interest.

LiRo submitted a cost proposal in the amount of \$13,083,730.56. The Engineer's Estimate is \$14,831,785.92. Negotiations resulted in B&T and LiRo agreeing to an amount totaling \$12,743,763.00, which is 14.1% below the estimate and is considered fair and reasonable. LiRo Engineers, Inc. is considered a responsible consultant.

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. 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. LiRo has achieved its previous MWBE/SDVOB goals on previous MTA contracts.

IV. IMPACT ON FUNDING

Funding is available in the 2015-2019 Capital Program under Project TN-53 (Task D03688 - \$12,743,763.00).

V. ALTERNATIVES

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