



Metropolitan Transportation Authority

Bridges and Tunnels Committee Meeting

March 2020

Committee Members

L. Lacewell, Chair

D. Mack, Vice Chair

N. Brown

R. Glucksman

K. Law

J. Samuelsen

L. Schwartz

V. Tessitore

N. Zuckerman

Bridges & Tunnels Committee Meeting

**2 Broadway
20th Floor Board Room
New York, NY 10004
Wednesday, 3/25/2020
10:00 AM - 5:00 PM ET**

1. Summary of Actions

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2. Public Comments

3. Approval of Minutes - February 2020

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4. Committee Work Plan

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5. Report on Operations - January 2020

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6. Safety Report - January 2020

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7. Financial Report - February 2020

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8. Capital Program Project Status Report - February 2020

B&T Capital Program Project Status Report - February 2020 - Page 51

9. Procurements

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Competitive

B&T Competitive - Page 60

10. Split Tolling at Verrazzano-Narrows Bridge (Action Items)

Split Tolling at VNB (Action Items) - Page 66

Split Tolling at VNB Under New Crossing Charge Schedule (Environmental Determination)

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Split Tolling at VNB and Adoption of a New Crossing Charge Schedule

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11. Changes to the VNB Rebate Programs for Split Tolling at the VNB (Action Items)

Changes to the VNB Rebate Programs for Split Tolling at the VNB (Action Items) - Page 94

Changes to the VNB Rebate Programs for Split Tolling at the VNB (Environmental Determination)

Changes to the VNB Rebate Programs for Split Tolling at VNB (Environmental Determination) - Page 95

Changes to the VNB Rebate Programs for Split Tolling at the VNB

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Next Meeting: Monday, April 20, 2020 at 1:00 p.m.



Bridges and Tunnels

Summary of Actions

**MTA BRIDGES AND TUNNELS
COMMITTEE ACTIONS and PRESENTATIONS
SUMMARY for MARCH 2020**

Responsible Department	Vendor Name	Total Amount	Summary of action
Procurement	WSP USA, Inc. Hardesty & Hanover, LLC HNTB New York Engineering & Architecture, P.C. KB Group of NY, Inc.	\$3,283,140 \$2,681,161 \$3,164,330 \$1,611,132	<ul style="list-style-type: none"> • Approval for the Award of four (4) Competitive Personal Service Contracts • 2020 Biennial Bridge Inspection & Design of Miscellaneous Structural Repairs at the Robert F. Kennedy & Verrazzano-Narrows Bridges
Procurement	E-J Electric Installation Co. Hellman Electrical LLC JEMCO Electrical Contractors, Inc. Mass Electric Construction Co. PJS Electric, Inc. TAP Electrical Contracting Service Inc. TC Electric, LLC Voltamp Electrical Contractors, Inc. Welsbach Electric Corp	\$30,000,000	<ul style="list-style-type: none"> • Approval for the Award of nine (9) Public Work Contracts • Public work contracts via the competitive RFP process for Miscellaneous Electrical Construction on an As-Needed Basis



Bridges and Tunnels

Minutes of Committee Meeting February 2020

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

February 24, 2020

1:00 p.m.

In attendance were the Honorable:

Linda A. Lacewell, Chair
Kevin S. Law
Lawrence S. Schwartz

Also in Attendance:
Randolph Glucksman
Robert W. Linn
Haeda B. Mihaltses

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
Sharon Gallo-Kotcher, Vice President, Labor Relations, Administration and Employee Development
Steven Hansen, Deputy Chief Security Officer
Richard Hildebrand, Acting Vice President and Chief of Operations
Lloyd Jairam, Controller
Joseph Keane, Vice President and Chief Engineer
Jason Lange, Executive Assistant General Counsel
Eric Osnes, Vice President, Safety and Health
Patrick J. Parisi, Vice President, Maintenance and Operations Support
Patrick Smith, Vice President, Human Resources

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

February 24, 2020

Minutes of TBTA Committee held February 24, 2020 at 1:00 p.m. A list of those in attendance is attached.

Public Speakers

The following speakers commented during the public speakers' session:

- Murray Bodin, Concerned Grandparents, about roadway lines, transformation and communication.
- Charlton D'Souza, Passengers United, about adding bus routes through the Queens Midtown Tunnel and the Throgs Neck Bridge, and toll evasion and enforcement efforts.
- Andrew Pollack, Passengers United, about work being performed on the Verrazzano-Narrows Bridge and two-way tolling on the Verrazzano-Narrows Bridge.

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

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on January 21, 2020 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 addressing a misimpression in one of the public comments regarding two-way tolling on the Verrazzano-Narrows Bridge. He stated that once two-way tolling is implemented it will operate in a split-tolling rather than double-tolling system. Mr. DeCrescenzo stated that TBTA's support to mass transit is at an all-time high. TBTA generated a record \$1.1 billion in 2019 to support mass transit operations and capital programs. There is a committee action item that distributes the operating surplus to New York City Transit, Long Island Rail Road and Metro-North Railroad in conformance with New York State Public Authority Law. Public safety and security are also important parts of TBTA's mission. In the past month, there have been three actions by our uniformed personnel that merit recognition and they would be presented as part of the Report on Operations.

Report on Operations

Mr. Hildebrand started his report by recognizing the actions taken by TBTA officers:

- On February 15, 2020, Sgt. Giovanni Saravia prevented a suicidal man from jumping off the Verrazzano-Narrows Bridge.
- On February 18, 2020, Lt. Justin Vella, Sgts. Randy Rankin and John Anastasatos and BTO Joseph Cepeda along with Operation Command Center staff and Judlau contractors found an elderly woman wandering the Throgs Neck Bridge and reunited her with her family.
- On February 19, 2020, BTOs Jaime Murry and David Rivera took into custody an alleged sexual perpetrator on an M104a bus.

With regard to the December 2019 Report on Operations, Mr. Hildebrand stated that paid vehicle traffic in December 2019 was unchanged from the same month in 2018. In 2019 paid vehicle traffic increased by 2.2% to 329.3 million vehicles, an all-time high. Preliminary figures indicate that traffic grew by 1.5% in January 2020

compared to the same month in 2019. Milder winter weather was a contributing factor. Chair Lacewell commended the uniformed personnel for their cross-functional impact and assistance to the public. Mr. Hildebrand stated that system safety is important to TBTA.

Safety Report

With regard to the Safety Report for December 2019, Mr. Osnes stated that the 2019 total collision rate is slightly lower than in 2018 and significantly lower than in 2017. The 2019 collisions with injuries rate improved by 14% compared to 2018, and is also better than two years ago. The employee lost time injury rate decreased by 36% in 2019 compared to 2018. The contractor injury rate increased in 2019. There was improvement at year-end with no reported injuries in November and December because of stepped-up efforts to reinforce contractor commitment to safety.

2019 Customer Environment Report

Mr. Parisi reported the following 2019 highlights:

- As part of TBTA's collision mitigation efforts and state of good repair program, TBTA striped more than 410,000 linear feet of roadway, 8% more than in 2018.
- There were 1,966 potholes repaired in 2019, or 49% less than in 2018. A mild 2019 winter was a contributing factor: more potholes had to be filled in the first quarter of 2018 than in all of 2019.
- Over 96% of roadway lighting was in service in 2019, and 89% of roadway lighting is now LED, a 7% increase from 2018.
- Over 4,300 storm drains were cleaned in 2019, 118% more than in 2018.
- Peak period travel times in 2019 improved or were unchanged for the majority of TBTA's timed segments despite increased traffic levels. Notable changes in 2019 include:
 - Significant overall improvements in PM peak travel times at the Robert F. Kennedy Bridge.
 - Off-property Staten Island Expressway construction negatively affected PM peak travel times for westbound Verrazzano-Narrows Bridge customers.
 - There were lift bridge and ramp rehabilitation projects at the Rockaway Bridges in 2019, and average peak travel times increased by less than one minute.

Commissioner Schwartz asked whether TBTA has researched best practices with regard to roadway material for filling potholes to have the best value and the longest useful life. Mr. DeCrescenzo stated that TBTA filled more potholes in the beginning of 2018 than in all of 2019 due to 2019's milder winter. Also, steel orthotropic decks are being used on some bridges, such as the Verrazzano-Narrows Bridge, which decks are much smoother and require less repair. Upcoming capital programs will involve improving approaches to the bridges. Mr. Parisi stated that TBTA is reaping the benefits of the work that Mr. Keane's team is doing with the orthotropic decks. Mr. DeCrescenzo stated that the TN-49 project will replace the deck of the Throgs Neck Bridge with an orthotropic deck similar to the type on the Verrazzano-Narrows Bridge. Chair Lacewell stated that Commissioner Schwartz's comments are well-taken as every time something needs to be replaced there is an opportunity to explore the current state-of-the-art around the world, including surface coating which provides intelligence regarding roadway conditions. Mr. DeCrescenzo stated that during his regular meetings with Mr. Keane and his team they discuss improvements in the lifespan of assets, moving traffic safely and smoothly. Commissioner Linn commented that a presentation regarding state-of-the-art thinking and methodology related to bridge design would be fascinating. Mr. DeCrescenzo stated that Mr. Keane would be making a presentation of the TBTA Capital Plan at the Capital Program Oversight Committee which will highlight the state-of-the-art work being done to maintain

TBTA facilities. Chair Lacewell stated that innovation is critically important in all industries and the Committee is interested in being briefed on this information regularly. Commissioner Schwartz suggested that TBTA speak with Mark Dowd, MTA Chief Innovation Officer, to seek his input regarding best practices.

Financial Report

Dr. C. de Cerreño presented the Financial Report for January 2020 and stated that at \$93.6 million, TBTA's support to mass transit was \$13.6 million or 17% better than the Adopted Budget. Toll revenue was \$159 million, which \$3.5 million or 2% above budget. The additional revenue resulted from better than expected traffic volume primarily due to mild winter weather. Total expenses were \$37 million, which was \$7 million or 16% below budget. The favorable expense results include lower overtime costs. Overtime for the month was 15% or \$3.5 million below forecast.

2019 TBTA Operating Surplus – Action Item

Dr. C. de Cerreño introduced six resolutions associated with transferring the 2019 TBTA Operating Surplus as follows:

- Resolutions to certify and transfer \$779.1 million in 2019 operating surplus to the MTA and New York City Transit (NYCT) pursuant to Public Authorities Law §1219-a(2)(b);
- Resolutions recognizing \$3.7 million in TBTA investment income as 2019 surplus funds to be transferred to the MTA in a lump sum as soon as practicable pursuant to Public Authorities Law §569-c; and
- Resolutions pursuant to the Public Authorities Law to advance monthly the fiscal year 2020 TBTA surplus to the MTA and NYCT, in an aggregate amount not to exceed 90% of the estimate of the sum of that month's operations, if available, with the first \$1.8 million going to NYCT and the remaining sum split 50% to NYCT (less applicable bond service) and 50% to the MTA (less applicable bond service).

Upon a motion duly made and seconded, the TBTA Operating Surplus resolutions were approved.

A copy of the documents and details of the above items are filed with the minutes of the meeting of the TBTA Committee held this day.

2020 Adopted Budget/Financial Plan 2020-2023

Dr. C. de Cerreño referred the Committee to the 2020 Adopted Budget and Financial Plan 2020-2023 contained in the Committee materials, which includes a schedule detailing the monthly allocation of revenues and expenses for the purposes of reporting. She also stated that the 2020 Adopted Budget and Financial Plan 2020-2023 are identical to what was adopted by the Board in December 2019.

Capital Program Status Report

Mr. Keane presented the Capital Program Status Report for January 2020 and stated that 25 commitments were awarded with a total value of \$17.1 million. For the year, TBTA plans to commit 124 tasks for \$241.8 million and to complete 19 projects totaling \$406.1 million. Planned completions include the new Direct Connector ramp from the Robert F. Kennedy Bridge to the Harlem River Drive and a major structural retrofit of the Henry Hudson Bridge substructures. Planned commitments include painting and tolling projects, and several design-build projects. Mr. Keane stated that he would be presenting an in-depth annual update on TBTA's capital program at the Capital Program Oversight Committee meeting.

Diversity Report – Fourth Quarter 2019

Mr. DeCrescenzo started his report by acknowledging Gwen Harleston, Chief EEO Officer, MTA Bus, for her assistance the last few months. Mr. DeCrescenzo stated that he and his team are committed to the principles and practices of equal opportunity, diversity, and inclusion. TBTA was confronted with challenges in 2019 to manage organizational capacity while remaining focused on its diversity and inclusion principles. In the face of hiring restrictions, retirements, and other attrition, TBTA conducted a series of functional assessments to ensure it had the right people, in the right jobs, at the right time. In 2019, TBTA was able to cross-train staff into new roles, creating opportunities for all TBTA employees, including women and minorities, to take on new jobs, fostering their advancement. In 2019, TBTA hired 12 new employees, two-thirds of them female and more than 90% of them minorities, well above their representation in the overall workforce; with minorities representing 56% of TBTA's workforce, up 1% for 2018 and females representing 21%, which is unchanged from 2018. TBTA's ability to maintain its workforce diversity is a testament to its effective management of challenges in accordance with the highest professional standards of performance and diversity.

Commissioner Glucksman asked that the staff address the public speaker's comment regarding toll evasion. Mr. DeCrescenzo stated that we have a robust mechanism for toll evasion which includes a legal aspect and an enforcement aspect.

Adjournment

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

Respectfully submitted,



Adana Savery
Assistant Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

TOPIC

Approval of Minutes
Committee Work Plan
Report on Operations
Safety Report
Financial Report
Capital Program Project Status Report

Procurements
Action Items (if any)

Responsibility

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

II. SPECIFIC AGENDA ITEMS

March 2020

Annual Procurement Contracts Report

Procurement & Materials/
Finance

April 2020

Final Review of 2019 Year-End Operating Results

Planning & Budget

May 2020

Diversity Report – 1st Quarter 2020

EEO

June 2020

No items scheduled

July 2020

No items scheduled

August 2020

No meeting scheduled

September 2020

2021 Preliminary Budget
Diversity Report – 2nd Quarter 2020

Planning & Budget
EEO

October 2020

2021 Preliminary Budget

Planning & Budget

November 2020

No meeting scheduled

December 2020

2021 Proposed Committee Work Plan
2021 Proposed Final Budget
Diversity Report – 3rd Quarter 2020

Committee Chair & Members
Planning & Budget
EEO

January 2021

Approval of 2021 Work Plan

Committee Chair & Members

February 2021

Preliminary Review of 2020 Operating Budget Results
2021 Adopted Budget/Financial Plan 2021-2024
2020 B&T Operating Surplus
2020 Customer Environment Report
Diversity Report – 4th Quarter 2020

Planning & Budget
Planning & Budget
Controller
Operations
EEO

BRIDGES & TUNNELS COMMITTEE WORK PLAN

Detailed Summary

I. RECURRING

Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

Report on Operations

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

Safety Report

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

Financial Report

Summary presentation of the financial indicators for the month, which includes the Balance Sheet for the reported month, Accrual Statement of Operations for the month and year-to-date, variance analysis, traffic volume and ridership information, toll collection rates, and headcount charts. The Financial Report is provided on a one-month lag, except in the month of September, at which time it includes the July and August reports.

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

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

Diversity Report – 1st Quarter 2020

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

JUNE 2020

No items scheduled

JULY 2020

No items scheduled

AUGUST 2020

No meeting scheduled.

SEPTEMBER 2020

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.

NOVEMBER 2020

No items scheduled

DECEMBER 2020

2021 Proposed Committee Work Plan

The Committee Chair will present a draft Bridges and Tunnels Committee Work Plan for 2021 that will address initiatives to be reported throughout the year.

2021 Proposed Final Budget

The Committee will recommend action to the Board.

Diversity Report – 3rd Quarter 2020

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

JANUARY 2021

Approval of Work Plan for 2021

The committee will have already received a draft work plan for 2021 at the December 2020 meeting. The committee will be requested to approve the amended work plan for the year.

FEBRUARY 2021

Preliminary Review of 2020 Operating Budget Results

The agency will present a brief review of its 2020 Operating Budget results.

2021 Adopted Budget and February Financial Plan 2021-2024

The Agency will present its revised 2020 Adopted Budget and Financial Plan which will incorporate any changes made by the Board at the December 2020 meeting and any Agency technical adjustments.

2020 B&T Operating Surplus

The Committee will recommend action to the Board.

2020 Customer Environment Report

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 2020

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



Bridges and Tunnels

Report on Operations January 2020



MTA Bridges and Tunnels January 2020 Traffic Trends

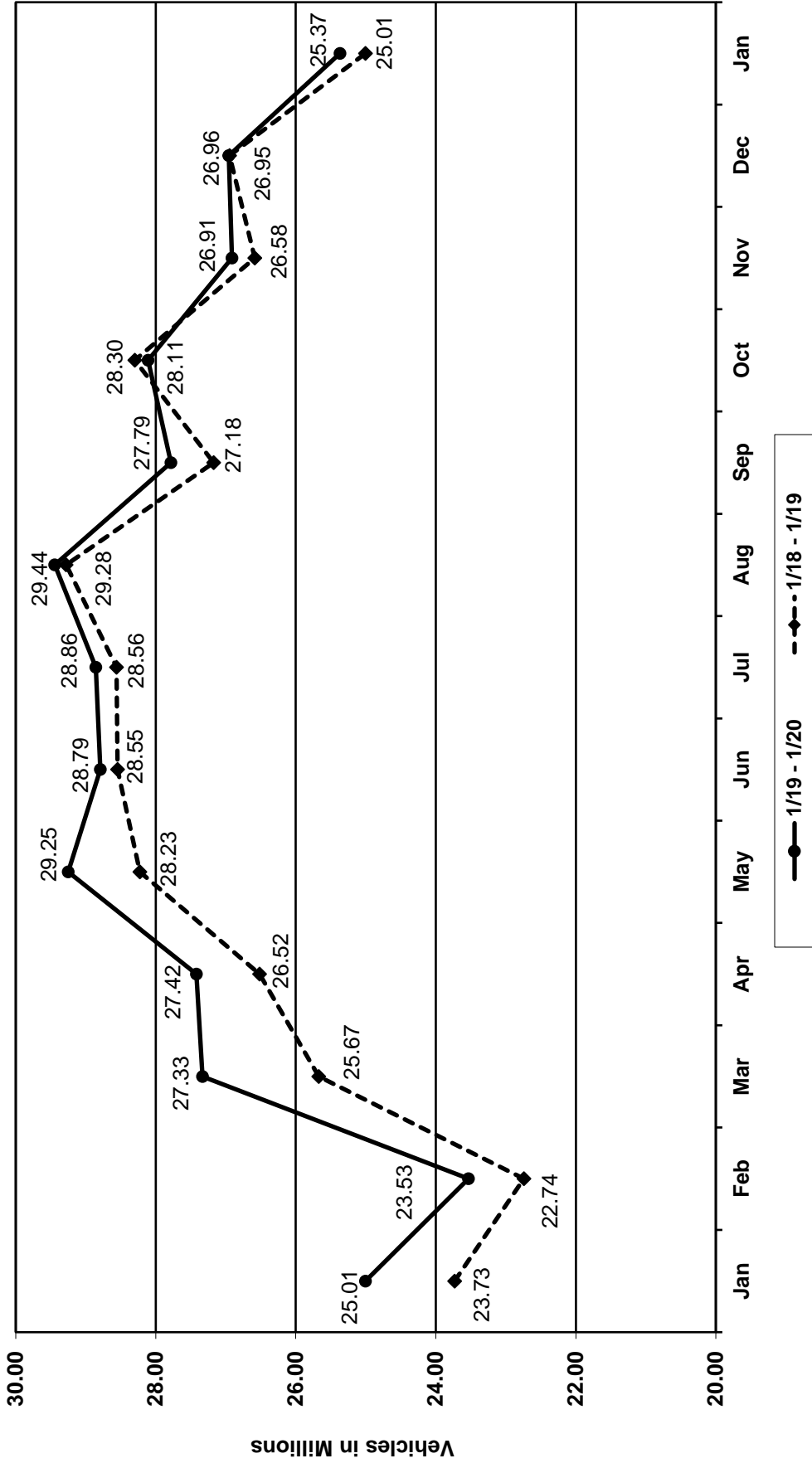
Summary

Traffic was higher on a year-to-year basis, with 25.4 million crossings this month vs. 25.0 million crossings in January 2019, an increase of 1.5%.

E-ZPass volume increased by 1.9% on a year-to-year basis for the month and crossings using Tolls by Mail declined 7.8%. Passenger car travel increased 1.5% and other vehicle travel increased 1.0% from January 2019.

Snowfall totaled 2.6 inches this year, which was 2 inches more than last year. Rainfall was less than 2 inches this year, which was 2 inches less than last year. Gas prices averaged \$2.71 per gallon this past January, which was \$0.01 higher than 2019 at this time.

**MTA Bridges and Tunnels
Traffic Volume - All Facilities
Two Years Ending January 2020**



**MTA Bridges and Tunnels
E-ZPass and Tolls by Mail Traffic
January 2020**

Preliminary data subject to final audit

All B&T Facilities by Method of Payment	January 2020		January 2019		2020 YTD	
	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass
E-ZPass ¹	24,249,379	23,792,162	24,249,379	23,792,162	24,249,379	23,792,162
Tolls by Mail ¹	1,119,112	1,213,600	1,119,112	1,213,600	1,119,112	1,213,600
Total	25,368,491	25,005,762	25,368,491	25,005,762	25,368,491	25,005,762
E-ZPass Market Share:						
Total	95.6%	95.1%	95.6%	95.1%	95.6%	95.1%
Cars	95.5%	95.1%	95.5%	95.1%	95.5%	95.1%
Trucks	96.4%	96.3%	96.4%	96.3%	96.4%	96.3%

Facility	Average Weekday ²						Average Weekend ²					
	January 2020		January 2019		Change		January 2020		January 2019		Change	
	Total	E-ZPass	TBM	Jan 2020	Jan 2019	Change	Total	E-ZPass	TBM	Jan 2020	Jan 2019	Change
Bronx-Whitestone Bridge	130,661	123,510	7,151	94.5%	94.0%	0.5%	116,474	108,054	8,420	92.8%	91.9%	0.9%
Cross Bay Bridge	23,077	22,086	991	95.7%	97.2%	-1.4%	16,657	15,831	826	95.0%	95.9%	-0.9%
Henry Hudson Bridge	68,985	66,683	2,302	96.7%	96.2%	0.4%	53,788	51,338	2,450	95.4%	95.5%	0.0%
Hugh L. Carey Tunnel	53,666	52,269	1,397	97.4%	96.2%	1.2%	37,161	35,802	1,359	96.3%	94.8%	1.5%
Marine Parkway Bridge	21,704	21,114	590	97.3%	97.2%	0.1%	14,867	14,372	495	96.7%	96.5%	0.2%
Queens Midtown Tunnel	79,106	76,707	2,399	97.0%	96.4%	0.5%	67,792	64,914	2,879	95.8%	95.1%	0.7%
Robert F. Kennedy Bridge	173,240	165,712	7,528	95.7%	95.1%	0.6%	142,467	134,282	8,186	94.3%	93.3%	0.9%
Throgs Neck Bridge	108,889	103,716	5,174	95.2%	94.8%	0.4%	100,061	93,409	6,652	93.4%	92.8%	0.6%
Verrazano-Narrows Bridge ¹	203,528	196,679	6,848	96.6%	96.4%	0.2%	176,179	167,578	8,602	95.1%	94.8%	0.3%
All Facilities¹	862,855	828,475	34,380	96.0%	95.6%	0.4%	725,446	685,578	39,868	94.5%	93.9%	0.6%

Notes:

- At the Verrazano-Narrows Bridge (VNB), tolls are only collected in the westbound direction. These transactions are doubled to provide traffic statistics that are consistent with B&T's other facilities.
- Average traffic and market share figures exclude holidays.

MTA Bridges and Tunnels
E-ZPass and Tolls by Mail Traffic
January 2020
Preliminary data subject to final audit

Distribution by Facility & Time Period			
Facility	January 2020		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	23.2%	22.8%	54.0%
Cross Bay Bridge	25.4%	24.5%	50.1%
Henry Hudson Bridge	24.6%	28.5%	46.9%
Hugh L. Carey Tunnel	25.8%	26.1%	48.1%
Marine Parkway Bridge	27.0%	26.3%	46.7%
Queens Midtown Tunnel	22.0%	22.3%	55.7%
Robert F. Kennedy Bridge	25.4%	21.6%	53.0%
Throgs Neck Bridge	24.7%	24.1%	51.2%
Verrazzano-Narrows Bridge ¹	<u>16.3%</u>	<u>29.5%</u>	<u>54.2%</u>
All Facilities	23.4%	24.5%	52.2%

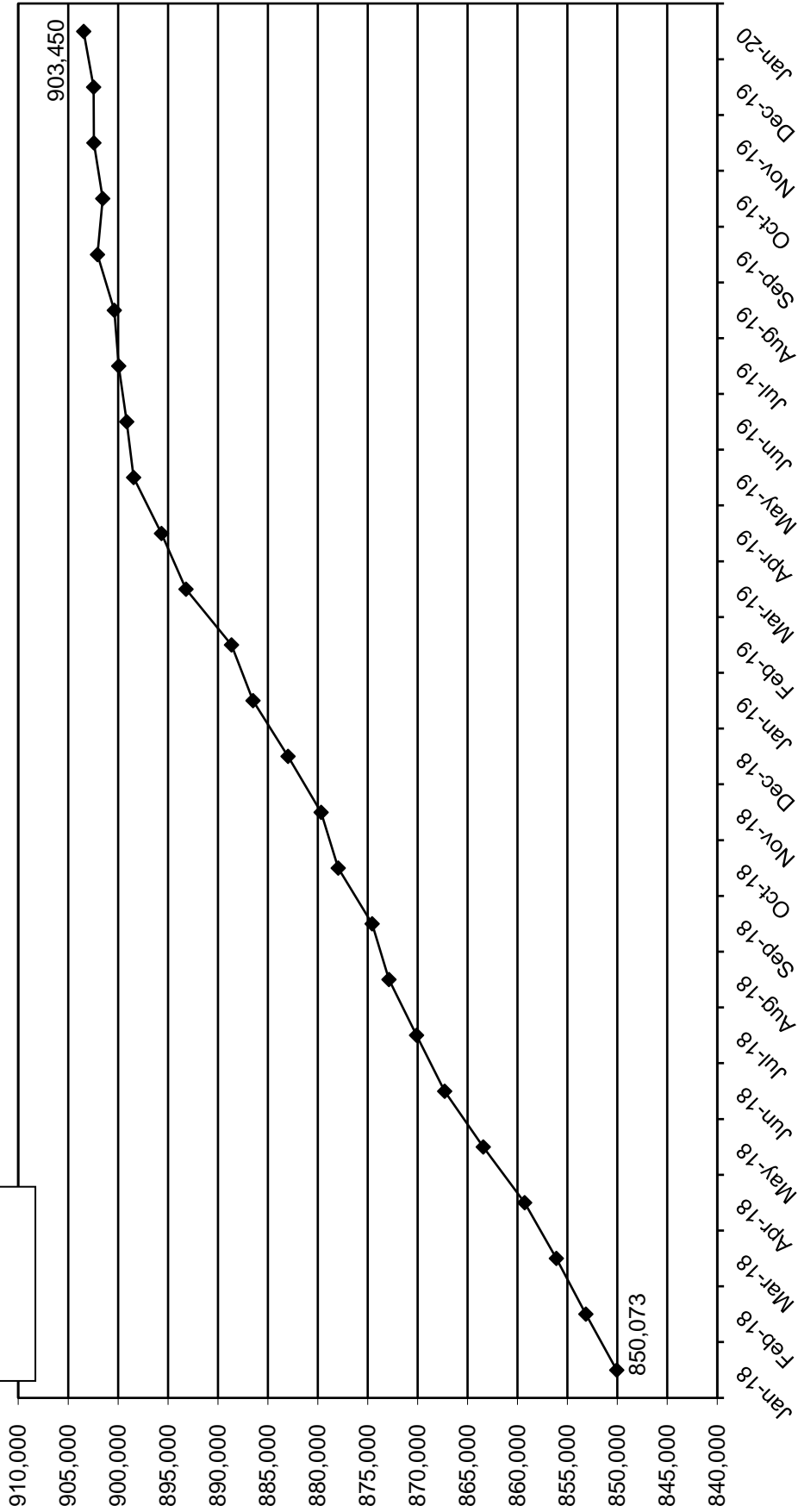
Payment Method by Facility (Transactions)			
Facility	January 2020		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls by Mail
Bronx-Whitestone Bridge	88.4%	5.6%	6.0%
Cross Bay Bridge	94.3%	1.2%	4.5%
Henry Hudson Bridge	86.1%	10.2%	3.7%
Hugh L. Carey Tunnel	91.5%	5.7%	2.9%
Marine Parkway Bridge	94.9%	2.3%	2.9%
Queens Midtown Tunnel	92.1%	4.6%	3.4%
Robert F. Kennedy Bridge	89.0%	6.2%	4.7%
Throgs Neck Bridge	87.2%	7.5%	5.3%
Verrazzano-Narrows Bridge	<u>86.5%</u>	<u>9.7%</u>	<u>3.8%</u>
All Facilities	88.6%	7.0%	4.4%

Note:

1. Traffic distributions reported in westbound tolled direction only

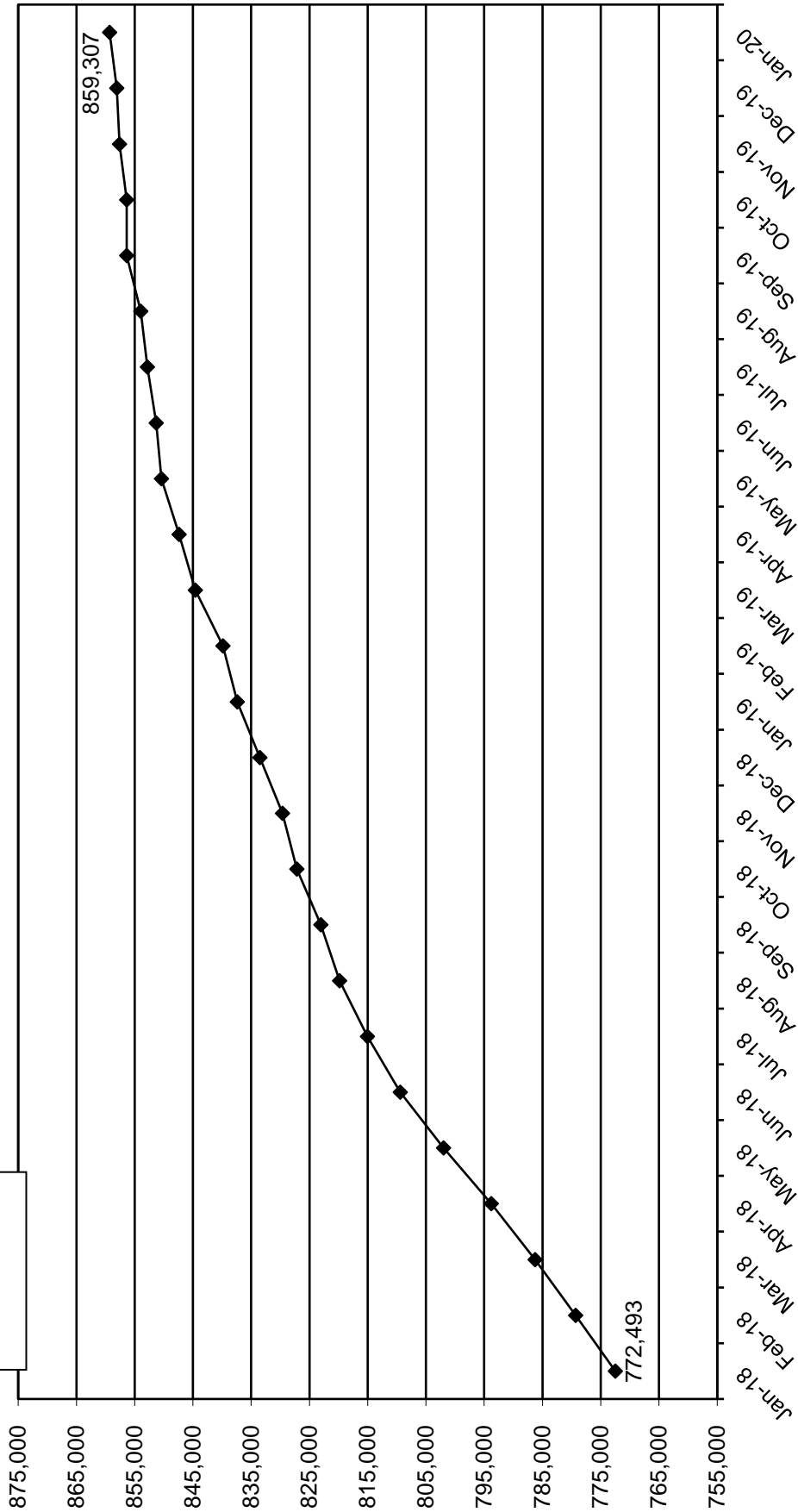
**MTA Bridges and Tunnels
Average Daily Traffic: January 2018- January 2020
12-Month Rolling Averages**

All Vehicles



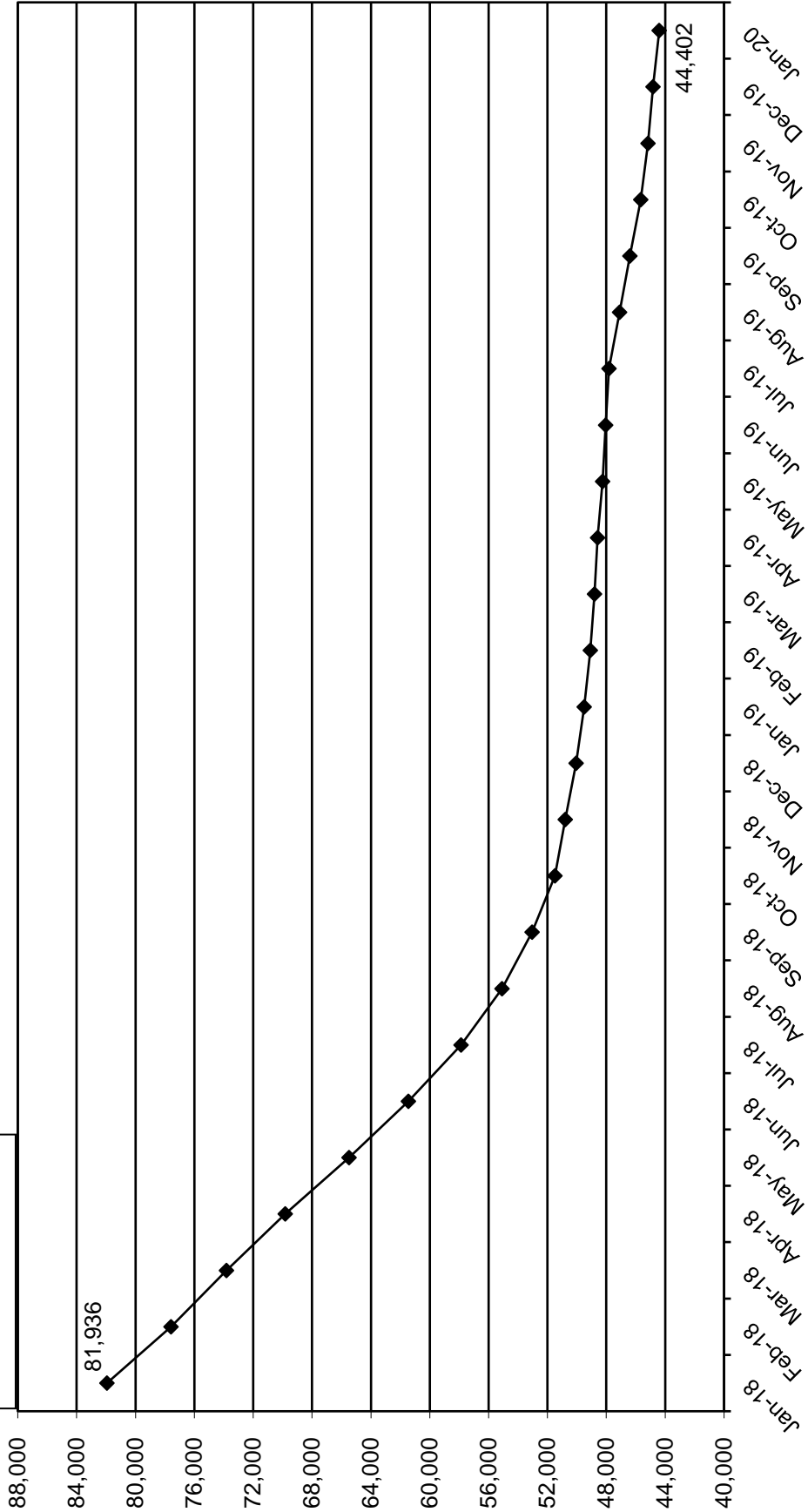
**MTA Bridges and Tunnels
Average Daily Traffic: January 2018- January 2020
12-Month Rolling Averages**

**E-ZPass
Vehicles**



**MTA Bridges and Tunnels
Average Daily Traffic: January 2018- January 2020
12-Month Rolling Averages**

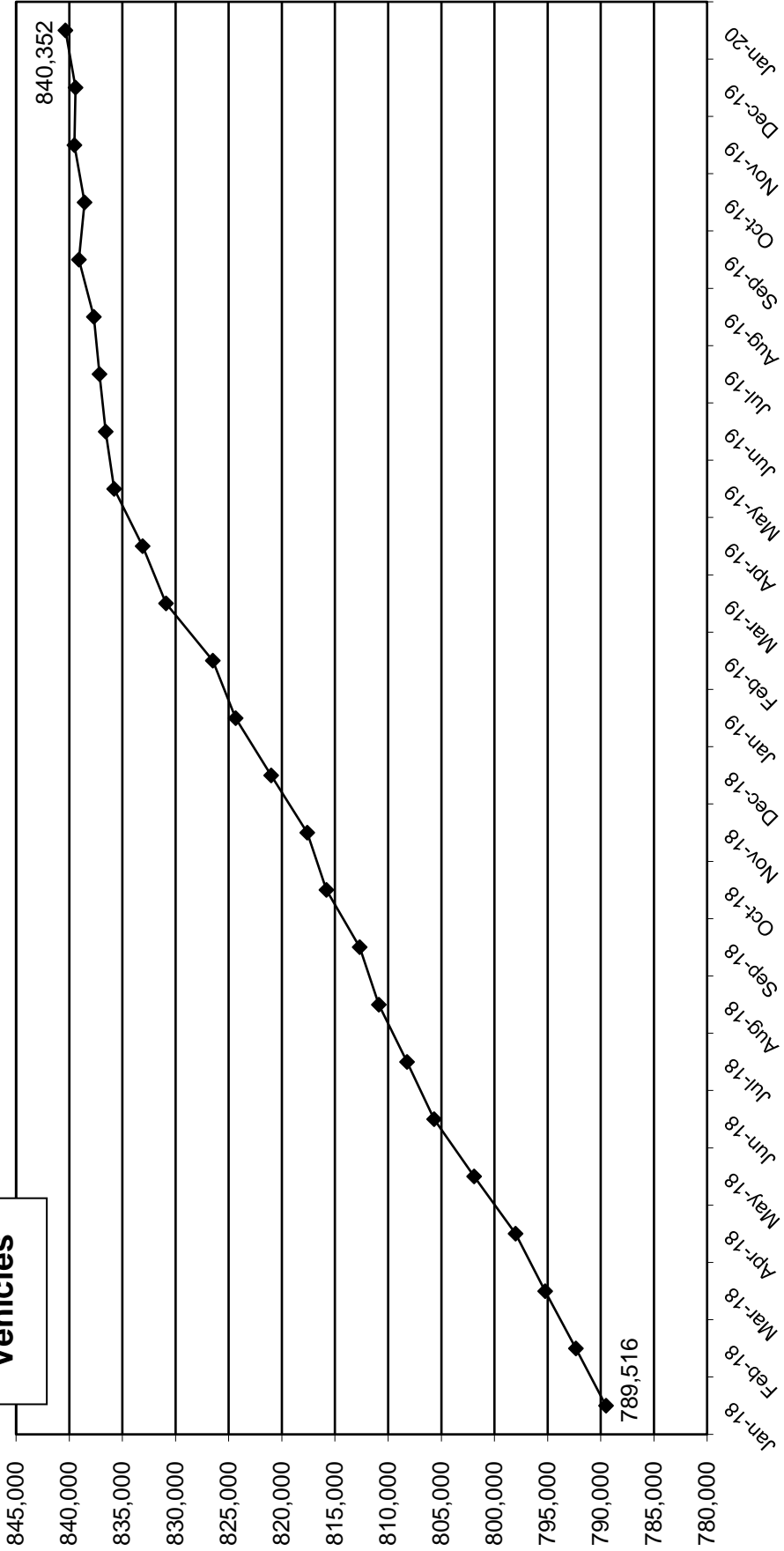
**Non-E-ZPass
Vehicles***



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

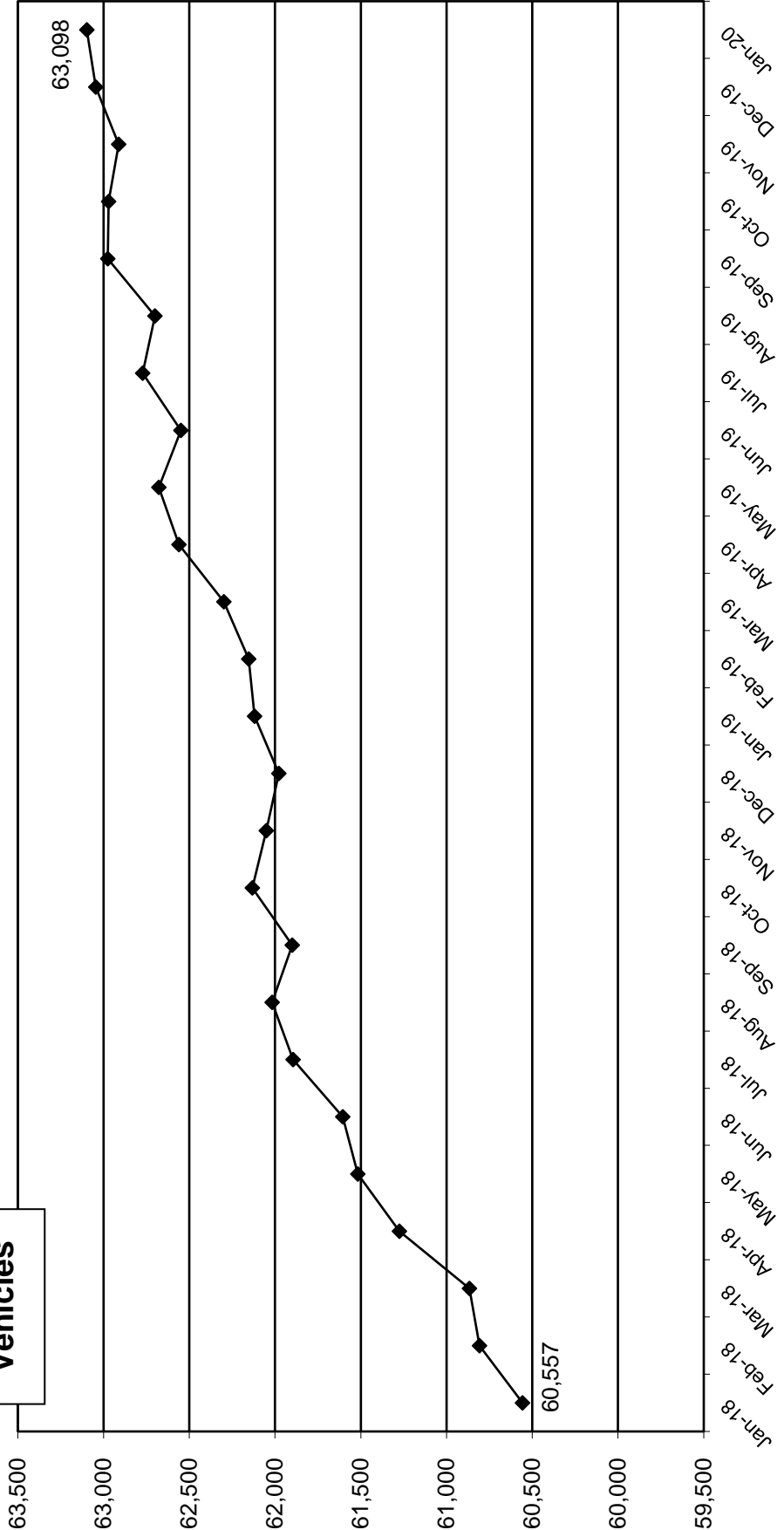
MTA Bridges and Tunnels
Average Daily Traffic: January 2018- January 2020
12-Month Rolling Averages

Passenger Vehicles



**MTA Bridges and Tunnels
Average Daily Traffic: January 2018 - January 2020
12-Month Rolling Averages**

**Other
Vehicles**



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

Corridor	Toll Media	Jan(1)	3 Months(2) (Nov-Jan)	6 Months(3) (Aug-Jan)	9 Months(4) (May-Jan)	12 Months(5) (Feb-Jan)
All Facilities	Total Vehicles	1.5%	0.9%	0.8%	1.1%	1.9%
	E-ZPass	1.9%	1.4%	1.5%	1.9%	2.6%
	Tolls by Mail	-7.8%	-9.2%	-12.3%	-10.9%	-10.1%
RFK Bridge	Total Vehicles	1.2%	1.9%	0.6%	0.5%	0.7%
	E-ZPass	1.9%	2.7%	1.6%	1.5%	1.6%
	Tolls by Mail	-11.4%	-11.5%	-15.7%	-14.4%	-13.6%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-0.2%	0.1%	1.5%	3.7%	6.2%
	E-ZPass	0.3%	0.6%	2.1%	4.2%	6.5%
	Tolls by Mail	-12.9%	-13.3%	-13.4%	-7.0%	-2.5%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	1.7%	0.6%	0.7%	1.1%	1.3%
	E-ZPass	2.2%	1.2%	1.6%	1.8%	2.3%
	Tolls by Mail	-7.0%	-8.8%	-11.9%	-10.5%	-10.8%
Verrazano-Narrows Bridge	Total Vehicles	2.0%	0.9%	0.6%	0.8%	1.5%
	E-ZPass	2.2%	1.2%	1.0%	1.3%	2.1%
	Tolls by Mail	-4.0%	-5.8%	-9.5%	-9.6%	-9.4%
Henry Hudson Bridge	Total Vehicles	2.9%	1.4%	0.9%	0.4%	0.9%
	E-ZPass	3.5%	2.1%	1.6%	0.9%	1.4%
	Tolls By Mail	-10.4%	-11.3%	-11.8%	-10.5%	-9.2%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	1.4%	0.3%	0.8%	1.5%	1.4%
	E-ZPass	1.2%	0.4%	1.2%	1.9%	1.8%
	Tolls by Mail	7.2%	-2.2%	-9.0%	-7.8%	-8.1%

- (1) January 2020 vs. January 2019
- (2) November 2019 to January 2020 vs. November 2018 to January 2019
- (3) August 2019 to January 2020 vs. August 2018 to January 2019
- (4) May 2019 to January 2020 vs. May 2018 to January 2020
- (5) February 2019 to January 2020 vs. February 2018 to January 2019
- (6) Includes tokens and tickets

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

Corridor	Toll Media	Jan(1)	3 Months(2) (Nov-Jan)	6 Months(3) (Aug-Jan)	9 Months(4) (May-Jan)	12 Months(5) (Feb-Jan)
All Facilities	Total Vehicles	1.5%	0.9%	0.8%	1.1%	1.9%
	Passenger	1.5%	0.9%	0.8%	1.1%	1.9%
	Other	1.0%	0.9%	1.0%	1.1%	1.6%
RFK Bridge	Total Vehicles	1.2%	1.9%	0.6%	0.5%	0.7%
	Passenger	1.3%	2.0%	0.7%	0.6%	0.8%
	Other	0.6%	0.2%	-0.8%	-0.6%	-0.3%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-0.2%	0.1%	1.5%	3.7%	6.2%
	Passenger	-0.2%	0.0%	1.4%	3.7%	6.3%
	Other	0.5%	2.0%	3.3%	4.1%	4.5%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	1.7%	0.6%	0.7%	1.1%	1.3%
	Passenger	1.8%	0.7%	0.7%	1.1%	1.4%
	Other	0.3%	-0.5%	0.3%	1.6%	0.8%
Verrazano-Narrows Bridge	Total Vehicles	2.0%	0.9%	0.6%	0.8%	1.5%
	Passenger	1.9%	0.8%	0.4%	0.6%	1.4%
	Other	3.5%	3.5%	3.3%	3.4%	3.8%
Henry Hudson Bridge	Total Vehicles	2.9%	1.4%	0.9%	0.4%	0.9%
	Passenger	2.8%	1.3%	0.8%	0.3%	0.8%
	Other	10.7%	12.4%	10.9%	7.9%	6.3%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	1.4%	0.3%	0.8%	1.5%	1.4%
	Passenger	1.7%	0.6%	1.2%	1.8%	1.7%
	Other	-3.6%	-5.2%	-4.9%	-4.1%	-4.5%

(1) January 2020 vs. January 2019
(2) November 2019 to January 2020 vs. November 2018 to January 2019
(3) August 2019 to January 2020 vs. August 2018 to January 2019
(4) May 2019 to January 2020 vs. May 2018 to January 2020
(5) February 2019 to January 2020 vs. February 2018 to January 2019

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>
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	25,005,762	\$2.51	33	3.9	0.6	9
Feb-19	23,532,551	\$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	28,857,383	\$2.90	82	6.1	-	10
Aug-19	29,442,733	\$2.84	78	3.1	-	9
Sep-19	27,785,633	\$2.71	72	0.6	-	3
Oct-19	28,109,963	\$2.68	61	5.6	-	14
Nov-19	26,913,540	\$2.68	45	1.6	-	9
Dec-19	26,955,734	\$2.67	39	7.2	2.0	14
Jan-20	25,368,491	\$2.71	39	1.6	2.6	9

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences

<u>Month</u>	<u>Traffic & Gas Monthly Inc/(Dec)</u>		<u>Weather Monthly Inc/(Dec)</u>			
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
2019 vs. 2018						
January	1,273,925	(\$0.18)	1	1.8	(8)	2
February	789,853	(\$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	295,761	(\$0.10)	2	0.8	-	(1)
August	162,638	(\$0.15)	(3)	(3.6)	-	(5)
September	610,501	(\$0.27)	(1)	(5.3)	-	(10)
October	(191,071)	(\$0.29)	1	2.6	-	3
November	328,903	(\$0.17)	(1)	(5.5)	(5)	(6)
December	8,955	\$0.01	(2)	0.3	2	3
2020 vs. 2019						
January	362,729	\$0.20	6	(2.3)	2	0

1. Average gasoline (all types) price per gallon data are from the U.S. Bureau of Labor Statistics, NY-NJ-CT-PA area.
2. Local weather data are from the National Weather Service, LaGuardia Airport Station.
3. Toll Increase, March 31, 2019

Supplemental Data Page for Exhibits 2 through 6

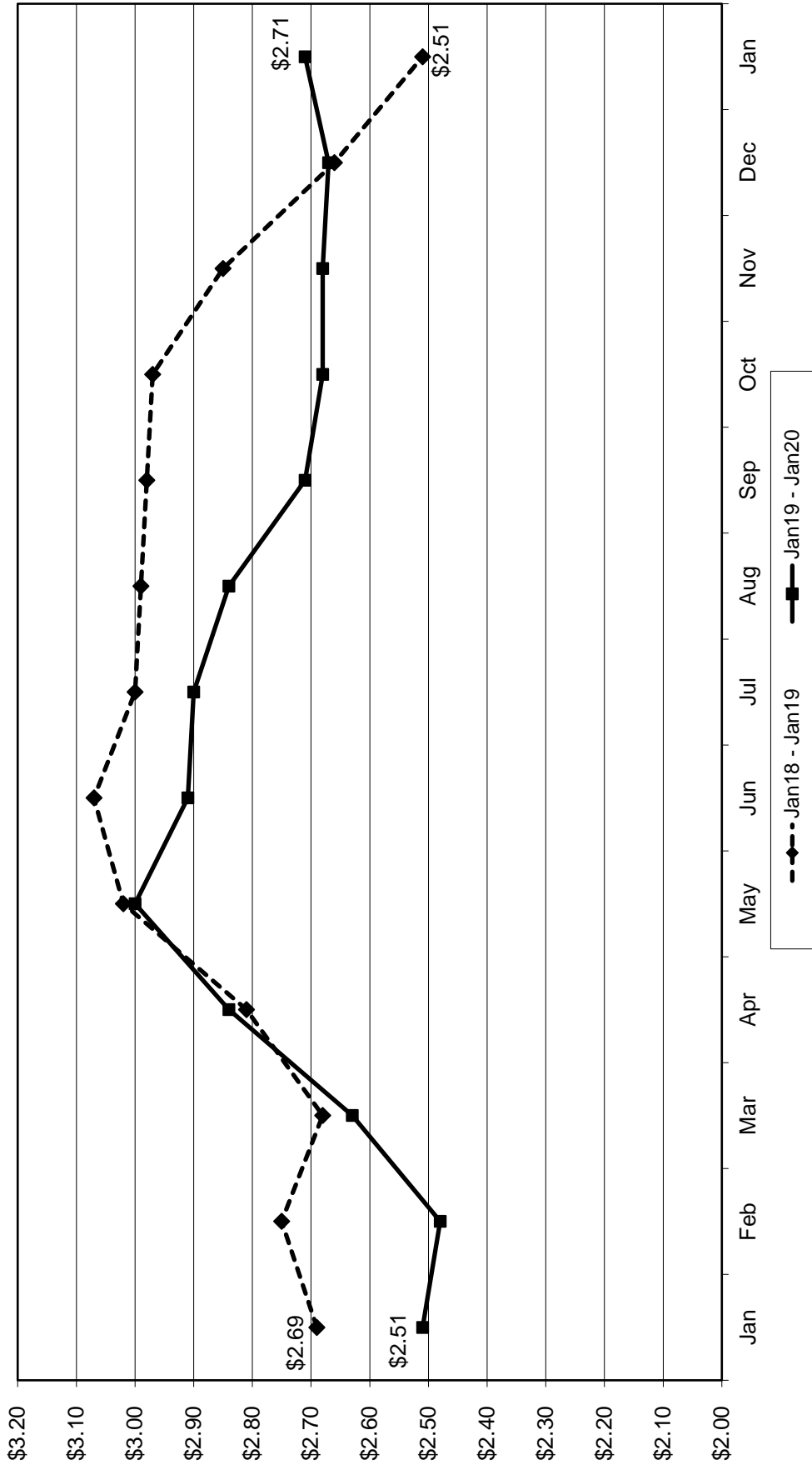
Average Daily Traffic: 12-Month Rolling Averages

<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Non-E-ZPass²</u>	<u>Passenger</u>	<u>Other</u>
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	886,474	837,377	49,098	824,355	62,119
Feb-19	888,638	839,833	48,805	826,484	62,154
Mar-19	893,185	844,593	48,592	830,887	62,298
Apr-19	895,652	847,393	48,259	833,091	62,561
May-19	898,453	850,408	48,046	835,775	62,678
Jun-19	899,126	851,311	47,814	836,576	62,549
Jul-19	899,936	852,837	47,099	837,164	62,772
Aug-19	900,382	853,973	46,409	837,682	62,700
Sep-19	902,054	856,388	45,667	839,079	62,975
Oct-19	901,531	856,368	45,162	838,561	62,970
Nov-19	902,432	857,601	44,830	839,520	62,912
Dec-19	902,456	858,055	44,402	839,411	63,046
Jan-20	903,450	859,307	44,143	840,352	63,098

Note: Bold numbers are preliminary.

1. Numbers may not add due to rounding.

**Supplemental Graph
Gas Prices in the NY-NJ-CT-PA Area
January 2018 - January 2020**





Bridges and Tunnels

Safety Report January 2020



Safety Report

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

Performance Indicator				
Performance Indicator	12-Month Average			
	February 2017 - January 2018	February 2018 - January 2019	February 2019 - January 2020	
Customer Collisions Rate per Million Vehicles	7.84	6.51	6.31	
Customer Injury Collisions Rate per Million Vehicles	0.96	0.99	0.92	
Employee Accident Reports	230	272	200	
Employee Lost Time Injuries Rate per 200,000 Hours Worked	7.1	8.4	6.2	
Construction Injuries per 200,000 Hours Worked	1.41	1.59	2.20	
Leading Indicators				
Roadway Safety	2019		2020	
	January	Year End	January	Year to Date
Workforce Development (# of Participants)	146	429	0	0
Fleet Preventative Maintenance Insp.	178	1608	153	153
Safety Taskforce Inspections	0	13	0	0
Construction Safety	January	Year End	January	Year to Date
Construction Safety Inspections	242	2381	126	126
Fire Safety	January	Year End	January	Year to Date
Fire Code Audits Completed	0	15	0	0
FDNY Liaison Visits	1	32	0	0

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.

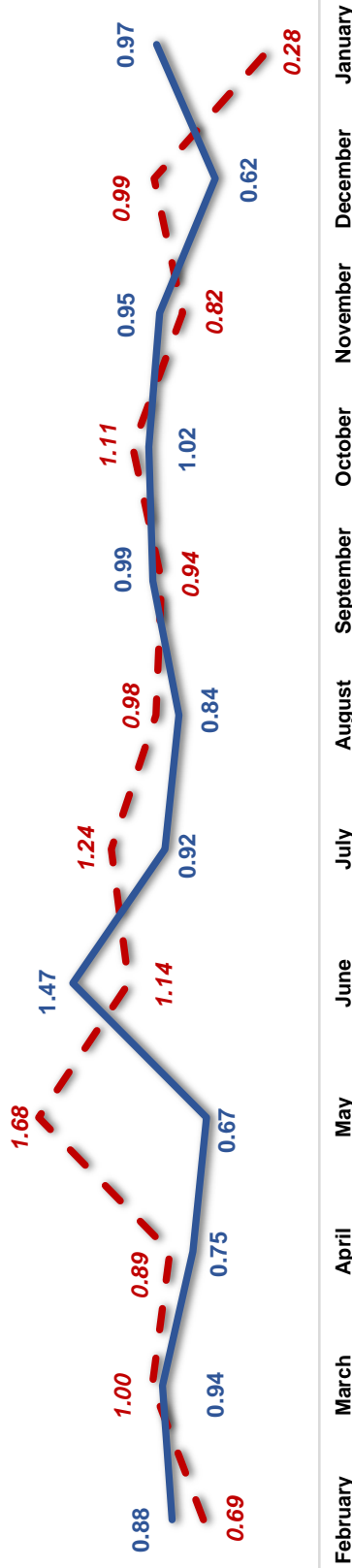
Fire Code Audits are required by the NYS Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

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

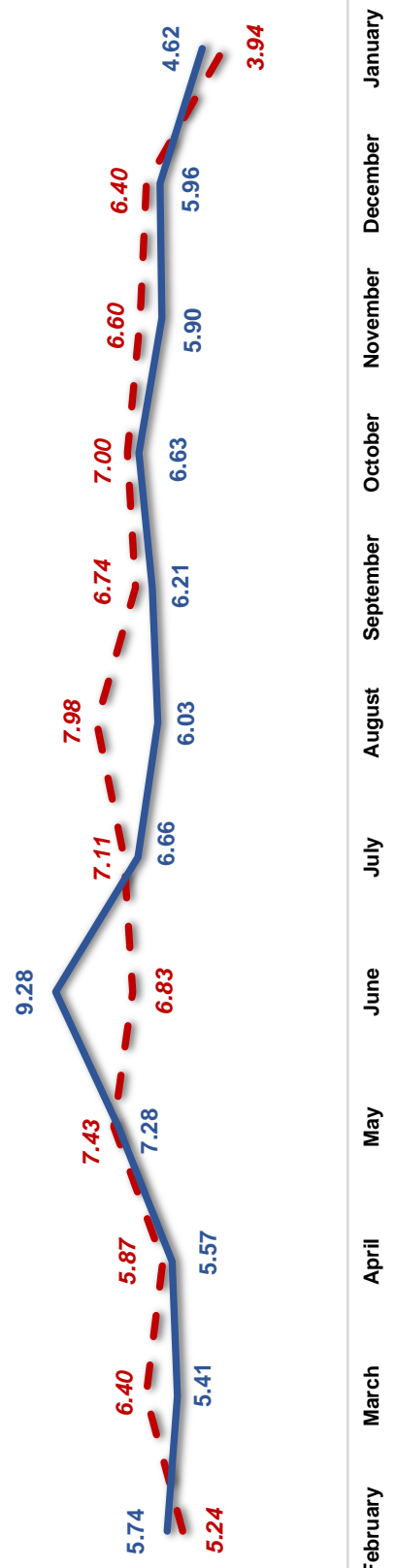


Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



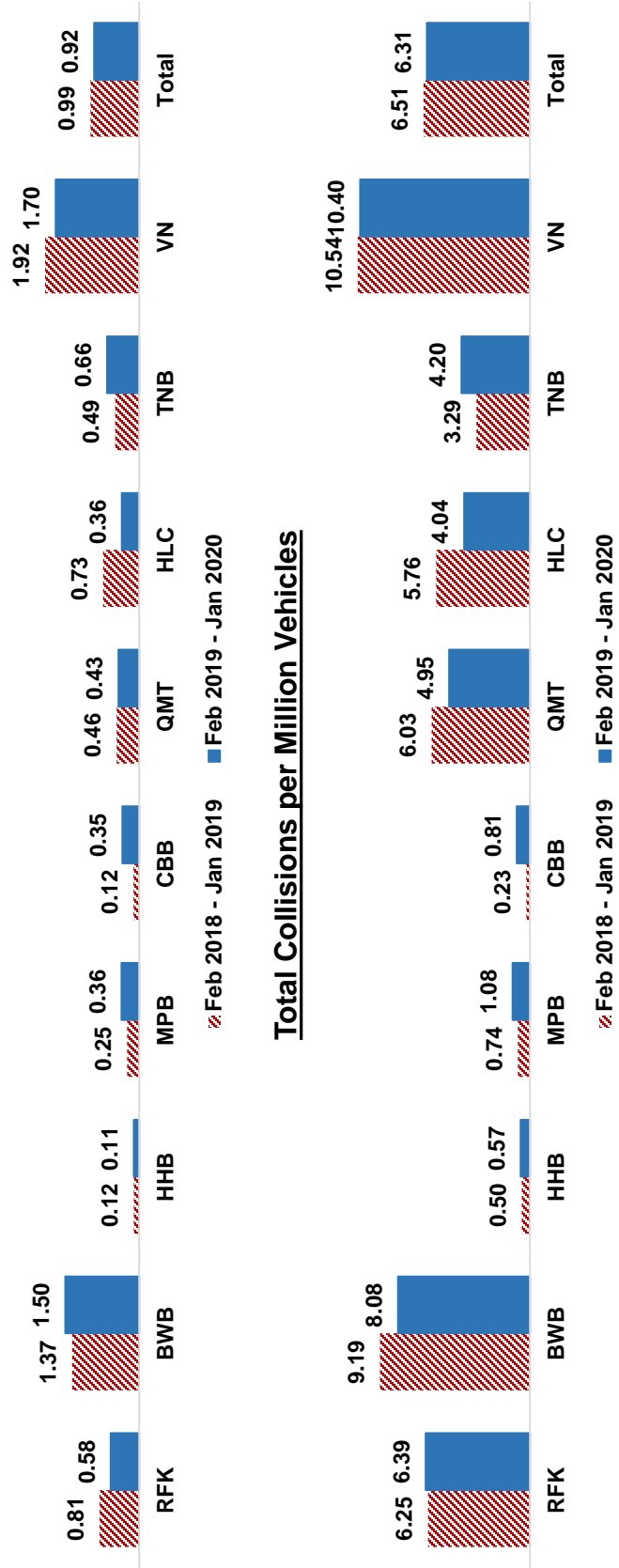
Total Collisions per Million Vehicles





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: January 2019 – January 2020

	19-Jan	19-Feb	19-Mar	19-Apr	19-May	19-Jun	19-Jul	19-Aug	19-Sep	19-Oct	19-Nov	19-Dec	20-Jan
RFK	3.17	4.14	4.42	5.30	7.28	10.41	5.33	7.08	7.20	6.32	6.19	8.38	3.92
BWB	5.61	4.91	6.40	6.77	10.25	12.69	8.59	5.94	9.77	11.51	8.12	5.89	5.10
TNB	2.38	2.83	2.99	1.90	5.07	5.41	5.37	4.48	5.32	4.24	4.16	2.82	5.46
VNB	6.12	11.64	9.99	11.18	11.53	14.85	11.46	9.87	8.83	10.82	8.75	9.09	6.48
QMT	4.30	7.18	6.22	3.92	5.52	4.96	4.68	4.84	3.52	4.46	4.81	5.66	3.84
HLC	3.25	5.45	2.99	1.82	5.78	7.18	6.22	3.67	1.82	1.18	3.68	3.05	5.96
HNB	0.00	0.00	0.00	0.90	0.84	0.44	0.46	1.32	0.46	0.44	0.91	0.47	0.50
MPB	1.70	0.00	0.00	1.62	0.00	2.50	2.21	0.00	0.00	0.00	3.17	3.14	0.00
CBB	1.52	0.00	1.45	0.00	0.00	3.73	0.00	1.23	1.38	0.00	0.00	0.00	1.53
Total	3.94	5.74	5.41	5.57	7.28	9.28	6.66	6.03	6.21	6.63	5.90	5.96	4.62



Bridges and Tunnels

Financial Report February 2020



MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION

As of February 28, 2020
(in thousands)

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

CURRENT ASSETS:

Cash-Unrestricted	26,816
Investments:	
Unrestricted	120,624
Restricted	1,211,170
Accrued interest receivable	1,773
Accounts receivable	289,987
Less allowance for uncollectible accounts	-203,424
Tolls due from other agencies	33,729
Prepaid expenses	6,513
	<hr/>
Total current assets	1,487,189

NONCURRENT ASSETS:

Investments:	
Unrestricted	
Restricted	1
Facilities, less acc.dep of \$1,812,385	6,629,886
Capital lease 2 Broadway net acc. dep.	36,449
Derivative Hedge Assets	3,519
Security Deposits	-
	<hr/>
Total noncurrent assets	6,669,855

TOTAL ASSETS: 8,157,044

DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to pension	70,622
Deferred outflow of resources related to other post-employment benefits	60,746
Accumulated decreases in fair value of derivative instruments	177,502
Defeasance costs	220,627
	<hr/>

TOTAL DEFERRED OUTFLOWS OF RESOURCES: 529,496

TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES 8,686,540

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of February 28, 2020
(in thousands)

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

Current portion-long term debt	266,490
Interest Payable	98,223
Accounts Payable	124,623
Accrued Pension Payable	0
Payable to MTA-CAP	392,336
Due to MTA-Operating Expenses	3,771
Due to NYCTA-Operating Expenses	78
Accrued salaries	16,994
Accrued Vac & Sick Benefits	20,458
Current portion of estimated liability arising from injury	6,615
Due to New York City Transit Authority	21,658
Due to Metropolitan Transportation Authority	34,922
Unearned Toll Revenue	192,793
Tolls due to other agencies	49,463
E-ZPass Airport Toll Liability	9,673
	<hr/>
Total current liabilities	1,238,097

NONCURRENT LIABILITIES:

Long term debt	9,009,396
Post Employment Benefits Other than Pensions	823,748
Estimated liability arising from injury	51,919
Capital lease obligations	57,828
Derivative Hedge Liabilities	160,754
Due (to)/from MTA - change in fair value of derivative	20,267
Net Pension Liability	226,285
Security deposits-Contra	-
	<hr/>
Total noncurrent liabilities	10,350,197

DEFERRED INFLOW OF RESOURCES

Deferred Inflow of resources related to Pension	58,844
Deferred Inflow of resources related to other post-employment benefits	856

TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES 11,647,994

NET POSITION

-2,961,454 *

TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET

8,686,540

*The negative Net Position consists of various fund balances such as surplus monies and purchase of assets on behalf of MTA and NYCTA. The negative balance occurs because the assets are transferred to MTA and NYCTA during the year, and taken off the B&T Statement of Net Position; while the debt to purchase these assets remains as a liability on the Statement of Net Position of B&T.

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
ACCURAL STATEMENT of OPERATIONS by CATEGORY
FEBRUARY 2020
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	148.860	149.089	0.228	0.2	0.000	0.000	0.000	-	148.860	149.089	0.228	0.2
Other Operating Revenue	0.897	1.334	0.437	48.7	0.000	0.000	0.000	-	0.897	1.334	0.437	48.7
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.895	1.883	(0.012)	(0.6)	1.895	1.883	(0.012)	(0.6)
Investment Income	0.098	0.050	(0.048)	-	0.152	0.000	(0.152)	-	0.098	0.000	(0.098)	-
Total Revenue	\$149.856	\$150.673	\$0.817	0.5	\$1.895	\$1.883	(\$0.012)	(0.6)	\$151.751	\$152.556	\$0.805	0.5
Expenses												
<i>Labor:</i>												
Payroll	\$10.664	\$8.784	\$1.880	17.6	\$0.738	\$0.671	\$0.067	9.0	11.401	\$9.454	\$1.947	17.1
Overtime	2.327	1.811	0.516	22.2	0.065	0.072	(0.007)	(10.9)	2.392	1.883	0.509	21.3
Health and Welfare	2.647	2.305	0.342	12.9	0.159	0.156	0.003	1.9	2.806	2.461	0.345	12.3
OPEB Current Payment	1.932	1.948	(0.015)	(0.8)	0.000	0.000	0.000	-	1.932	1.948	(0.015)	(0.8)
Pensions	3.590	3.608	(0.018)	(0.5)	0.189	0.171	0.019	9.8	3.779	3.779	0.001	0.0
Other Fringe Benefits	1.485	1.485	0.000	0.0	0.088	0.101	(0.012)	(14.1)	1.573	1.325	0.248	15.8
Reimbursable Overhead	(0.656)	(0.713)	0.057	8.7	0.656	0.713	(0.057)	(8.7)	0.000	0.000	0.000	-
Total Labor Expenses	\$21.989	\$18.966	\$3.023	13.7	\$1.895	\$1.883	\$0.012	0.6	\$23.884	\$20.849	\$3.034	12.7
<i>Non-Labor:</i>												
Electric Power	\$0.392	\$0.320	\$0.072	18.4	\$0.000	\$0.000	\$0.000	-	0.392	\$0.320	\$0.072	18.4
Fuel	0.239	0.313	(0.074)	(31.0)	0.000	0.000	0.000	-	0.239	0.313	(0.074)	(31.0)
Insurance	0.896	0.889	0.008	0.9	0.000	0.000	0.000	-	0.896	0.889	0.008	0.9
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.390	7.172	1.218	14.5	0.000	0.000	0.000	-	8.390	7.172	1.218	14.5
Professional Service Contracts	2.942	1.455	1.488	50.6	0.000	0.000	0.000	-	2.942	1.455	1.488	50.6
Materials & Supplies	0.303	0.277	0.026	8.5	0.000	0.000	0.000	-	0.303	0.277	0.026	8.5
Other Business Expenses	3.933	3.039	0.895	22.7	0.000	0.000	0.000	-	3.933	3.039	0.895	22.7
Total Non-Labor Expenses	\$17.095	\$13.463	\$3.632	21.2	\$0.000	\$0.000	\$0.000	-	\$17.095	\$13.463	\$3.632	21.2
<i>Other Expense Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$39.084	\$32.430	\$6.654	17.0	\$1.895	\$1.883	\$0.012	0.6	\$40.979	\$34.313	\$6.666	16.3
Depreciation	\$12.581	\$14.212	(\$1.631)	(13.0)	\$0.000	\$0.000	\$0.000	-	12.581	\$14.212	(\$1.631)	(13.0)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$51.665	\$46.641	\$5.024	9.7	\$1.895	\$1.883	\$0.012	0.6	\$53.560	\$48.524	\$5.035	9.4
Less: Depreciation	\$12.581	\$14.212	(\$1.631)	(13.0)	\$0.000	\$0.000	\$0.000	-	\$12.581	\$14.212	(\$1.631)	(13.0)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$39.084	\$32.430	\$6.654	17.0	\$1.895	\$1.883	\$0.012	0.6	\$40.979	\$34.313	\$6.666	16.3
Net Surplus/(Deficit)	\$110.772	\$118.243	\$7.471	6.7	\$0.000	\$0.000	\$0.000	-	\$110.772	\$118.243	\$7.471	6.7

Results are preliminary and subject to audit review.

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
FEBRUARY 2020
(\$ in millions)

	Nonreimbursable			Reimbursable			Total					
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Net Income/(Deficit)												
Less: Capitalized Assets												
Reserves												
GASB Reserves												
Adjusted Net Income/(Deficit)												
Less: Debt Service												
Less: Contribution to the Capital Program												
Income Available for Distribution												
Distributable To:												
MTA - Investment Income												
MTA - Distributable Income												
NYCTR - Distributable Income												
Total Distributable Income												
Support to Mass Transit:												
Total Revenues												
Less: Total Operating Expenses												
Net Operating Income/(Deficit)												
Deductions from Net Operating Income:												
Capitalized Assets												
Reserves												
B&T Debt Service												
Contribution to the Capital Program												
GASB Reserves												
Total Deductions From Operating Income												
Total Support to Mass Transit												

Total Support to Mass Transit **\$74,994** **\$86,480** **\$11,486** **15.3**

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

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
ACCURAL STATEMENT of OPERATIONS by CATEGORY
FEBRUARY Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Actual		Favorable (Unfavorable)		Actual		Favorable (Unfavorable)		Actual		Favorable (Unfavorable)	
	Budget	Variance	Percent		Budget	Variance	Percent		Budget	Variance	Percent	
Revenue												
Farebox Revenue	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	304.439	308.189	3.751	1.2	0.000	0.000	-	304.439	308.189	3.751	1.2	
Other Operating Revenue	1.856	3.118	1.263	68.0	0.000	0.000	-	1.856	3.118	1.263	68.0	
Capital & Other Reimbursements	0.000	0.000	0.000	-	3.795	3.767	(0.028)	(0.7)	3.795	3.767	(0.028)	
Investment Income	0.203	0.466	0.262	*	0.000	0.000	-	0.203	0.466	0.262	*	
Total Revenue	\$306.498	\$311.774	\$5.276	1.7	\$3.795	\$3.767	(\$0.028)	(0.7)	\$310.292	\$315.540	\$5.248	1.7
Expenses												
Labor:												
Payroll	\$22.038	\$18.542	\$3.496	15.9	1.475	\$1.342	\$0.133	9.0	23.513	\$19.883	\$3.629	15.4
Overtime	4.691	3.805	0.886	18.9	0.135	0.144	(0.009)	(6.8)	4.826	3.949	0.877	18.2
Health and Welfare	5.295	4.552	0.743	14.0	0.317	0.312	0.006	1.9	5.612	4.863	0.749	13.3
OPEB Current Payment	3.998	3.902	0.096	2.4	0.000	0.000	0.000	-	3.998	3.902	0.096	2.4
Pensions	7.180	7.216	(0.036)	(0.5)	0.379	0.342	0.037	9.8	7.557	7.557	0.001	0.0
Other Fringe Benefits	3.960	3.468	0.492	12.4	0.176	0.202	(0.025)	(14.3)	4.136	3.670	0.467	11.3
Reimbursable Overhead	(1.312)	(1.426)	0.114	8.7	1.312	1.426	(0.114)	(8.7)	0.000	0.000	0.000	-
Total Labor Expenses	\$45.849	\$40.058	\$5.791	12.6	\$3.795	\$3.767	\$0.028	0.7	\$49.644	\$43.824	\$5.819	11.7
Non-Labor:												
Electric Power	\$0.810	\$0.546	\$0.264	32.6	0.000	\$0.000	\$0.000	-	0.810	\$0.546	\$0.264	32.6
Fuel	0.484	0.324	0.159	32.9	0.000	0.000	0.000	-	0.484	0.324	0.159	32.9
Insurance	1.855	1.776	0.078	4.2	0.000	0.000	0.000	-	1.855	1.776	0.078	4.2
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	16.434	13.883	2.551	15.5	0.000	0.000	0.000	-	16.434	13.883	2.551	15.5
Professional Service Contracts	6.088	3.784	2.304	37.8	0.000	0.000	0.000	-	6.088	3.784	2.304	37.8
Materials & Supplies	0.626	0.340	0.286	45.6	0.000	0.000	0.000	-	0.626	0.340	0.286	45.6
Other Business Expenses	8.892	6.847	2.045	23.0	0.000	0.000	0.000	-	8.892	6.847	2.045	23.0
Total Non-Labor Expenses	\$35.189	\$27.501	\$7.688	21.8	\$0.000	\$0.000	\$0.000	-	\$35.189	\$27.501	\$7.688	21.8
Other Expense Adjustments												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$81.038	\$67.559	\$13.479	16.6	\$3.795	\$3.767	\$0.028	0.7	\$84.833	\$71.326	\$13.507	15.9
Depreciation	\$26.029	\$28.423	(\$2.394)	(9.2)	0.000	\$0.000	\$0.000	-	26.029	\$28.423	(\$2.394)	(9.2)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$107.068	\$95.982	\$11.085	10.4	\$3.795	\$3.767	\$0.028	0.7	\$110.862	\$99.749	\$11.113	10.0
Less: Depreciation	\$26.029	\$28.423	(\$2.394)	(9.2)	\$0.000	\$0.000	\$0.000	-	\$26.029	\$28.423	(\$2.394)	(9.2)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$81.038	\$67.559	\$13.479	16.6	\$3.795	\$3.767	\$0.028	0.7	\$84.833	\$71.326	\$13.507	15.9
Net Surplus/(Deficit)	\$225.460	\$244.215	\$18.755	8.3	\$0.000	\$0.000	\$0.000	-	\$225.460	\$244.215	\$18.755	8.3

Results are preliminary and subject to audit review.
Differences are due to rounding.
*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
ACCURAL STATEMENT of OPERATIONS by CATEGORY
FEBRUARY Year-To-Date
(\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Adopted Budget	Actual	Percent	Adopted Budget	Actual	Percent	Adopted Budget	Actual	Percent
Net Income/(Deficit)		\$225,460			\$244,215			\$18,755	8.3
Less: Capitalized Assets Reserves		4,848	0.351		0,351	0.351		\$4,497	92.8
GASB Reserves		0,000	0.000		0,000	0.000		0,000	-
Adjusted Net Income/(Deficit)		\$220,611			\$243,863			\$23,252	10.5
Less: Debt Service		118,139	126.079		(7,940)	(6.7)		0,000	0.0
Less: Contribution to the Capital Program		9,437	9.437		0,000	0.0		0,000	0.0
Income Available for Distribution		\$93,035			\$108,347			\$15,312	16.5
Distributable To:									
MTA - Investment Income		0,203	0.466		0,262	*		0,262	*
MTA - Distributable Income		56,167	65.572		9,404	16.7		9,404	16.7
NYCTR - Distributable Income		36,665	42.310		5,645	15.4		5,645	15.4
Total Distributable Income		\$93,035			\$108,347			\$15,312	16.5
Support to Mass Transit:									
Total Revenues		310,292	315.540		5,248	1.7		5,248	1.7
Less: Total Operating Expenses		<u>84,833</u>	<u>71.326</u>		<u>13,507</u>	<u>15.9</u>		<u>13,507</u>	<u>15.9</u>
Net Operating Income/(Deficit)		\$225,460			\$244,215			\$18,755	8.3
Deductions from Net Operating Income:									
Capitalized Assets Reserves		4,848	0.351		4,497	92.8		0,000	-
B&T Debt Service		56,249	54.376		1,872	3.3		1,872	3.3
Contribution to the Capital Program		9,437	9.437		0,000	0.0		0,000	0.0
GASB Reserves		0,000	0.000		0,000	-		0,000	-
Total Deductions From Operating Income		\$70,534			\$64,165			\$6,369	9.0
Total Support to Mass Transit		\$154,925			\$180,050			\$25,124	16.2

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

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
 (\$ in millions)

Generic Revenue or Expense Category	February 2020		Year-to-Date		Reason for Variance
	Favorable/ (Unfavorable) Variance		Favorable/ (Unfavorable) Variance		
	\$	%	\$	%	
Nonreimbursable					
Vehicle Toll Revenue	0.228	0.2%	3,751	1.2%	Higher revenue primarily due to higher than anticipated traffic
Other Operating Revenue	0.437	48.7%	1,283	68.0%	Higher revenue primarily due to timing against the YTD budget allocation of income from E-ZPass administrative fees
Investment Income	0.152	*	0.262	*	Higher than anticipated short-term investment returns on fund balances
Payroll	1,880	17.6%	3,496	15.9%	Lower expenses primarily due to vacancies
Overtime	0.516	22.2%	0.886	18.9%	See overtime tables
Health and Welfare	0.342	12.6%	0.743	14.0%	Lower expenses primarily due to vacancies
OPEB Current Payment	(0.015)	-0.8%	0.096	2.4%	Lower expenses primarily due to timing against the YTD budget allocation
Pensions	(0.018)	-0.5%	(0.036)	-0.5%	Higher non-reimbursable expenses primarily due to higher than allocated YTD capital reimbursement offsets. Total expenses are on budget.
Other Fringe Benefits	0.261	17.5%	0.492	12.4%	Lower expenses primarily due to vacancies
Electric Power	0.072	18.4%	0.264	32.6%	Lower electricity expenses primarily due to timing against the YTD budget allocation.
Fuel	(0.074)	-31.0%	0.159	32.9%	Higher fuel expenses primarily due to timing against the YTD budget allocation.
Insurance	0.008	0.9%	0.078	4.2%	Lower insurance expenses primarily due to timing against the YTD budget allocation.
Maintenance and Other Operating Contracts	1,218	14.5%	2,551	15.5%	Lower expenses mainly due to timing against the monthly budget allocation for E-Z Pass tags (\$0.487 Mill), routine maintenance costs (\$0.267 Mill), security and surveillance equipment (\$0.234 M) and major maintenance and painting projects (\$0.150 Mill)
Professional Service Contracts	1,488	50.6%	2,304	37.8%	Lower expenses primarily due to timing against the monthly budget allocation for bond issuance costs (\$0.752 Mill), outside engineering services (\$0.323 Mill), and various consulting services (\$0.254 Mill)
Materials & Supplies	0.026	8.5%	0.286	45.6%	Lower expenses across a variety of small equipment and supply categories, due to timing against the monthly budget allocation
Other Business Expense	0.895	22.7%	2,045	23.0%	Lower expenses primarily due to timing against the monthly budget allocation for toll collection processing fees
Depreciation	(1,631)	-13.0%	(2,394)	-9.2%	Higher depreciation expense primarily due to timing against the monthly budget allocation
Other Post Employment Benefits	0.000	-	0.000	-	No variance
Reimbursable					
Capital and Other Reimbursements	(0.012)	-0.6%	(0.028)	-0.7%	Lower capital reimbursements due to timing against the YTD budget allocation
Payroll	0.067	9.0%	0.133	9.0%	Lower capital reimbursements due to timing against the YTD budget allocation
Overtime	(0.007)	-10.9%	(0.009)	-6.8%	See overtime tables
Health and Welfare	0.003	1.9%	0.006	1.9%	Lower capital reimbursements due to timing against the YTD budget allocation
OPEB Current Payment	0.000	-	0.000	-	No variance
Pensions	0.019	9.8%	0.037	9.8%	Lower capital reimbursements due to timing against the YTD budget allocation
Other Fringe Benefits	(0.012)	-14.1%	(0.025)	-14.3%	Higher capital reimbursements due to timing against the YTD budget allocation
Reimbursable Overhead	(0.057)	-8.7%	(0.114)	-8.7%	Higher capital reimbursements due to timing against the YTD budget allocation

*Variance exceeds 100%

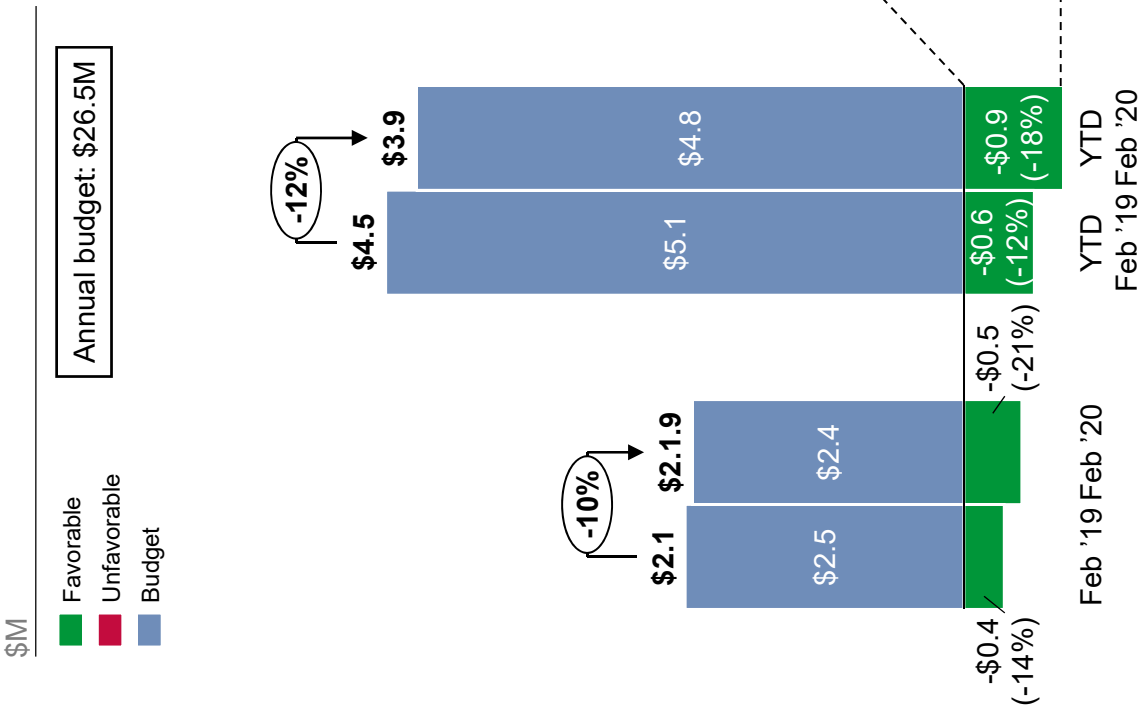
MTA Bridges and Tunnels
Toll Revenue Collection Rates
Preliminary data subject to final audit

Facility	Revenue Collection Rate February 2020 ¹
Henry Hudson Bridge	99.6%
Hugh L. Carey Tunnel	99.6%
Queens Midtown Tunnel	100.4%
Marine Parkway Bridge	98.8%
Cross Bay Bridge	96.3%
Robert F. Kennedy Bridge	98.1%
Verrazzano-Narrows Bridge	96.0%
Bronx-Whitestone Bridge	97.9%
Throgs Neck Bridge	97.4%
All Facilities	97.8%

1. Represents total revenue collections from transactions in March 2018 through February 2019

B&T – Total Overtime Variance

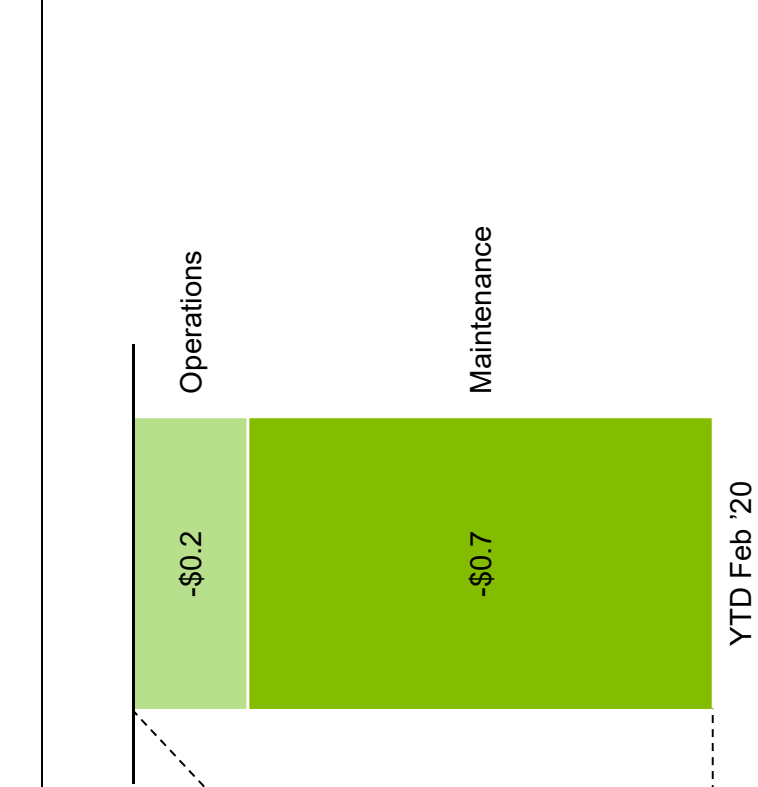
Feb 2020 and YTD budget vs. variance



Overview

- YTD 2020 total Overtime was 18% below budget through February
- Lower Maintenance Overtime primarily due to relatively mild winter weather accounted for 20% of the favorable variance
- Lower Operations Overtime primarily due to scheduling efficiencies accounted for 20% of the favorable variance

YTD variance by division



Source: Adopted (restated) budget. GL actuals for actual overtime spending.

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

Month of February

Year to date ending February 2020

Comparison Current Year vs. Prior Year:

	*Current Year		Prior Year		*Current Year		Percentage Change			
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		
	3.4	\$23.4	3.7	\$25.4	7.2	\$49.2	7.6	\$53.1	6.4%	8.0%
Bronx-Whitestone	0.6	1.4	0.6	1.2	1.2	2.8	1.3	2.6	1.0%	-8.4%
Cross Bay	1.8	5.9	1.9	5.7	3.8	12.0	3.9	12.4	3.9%	3.1%
Henry Hudson	1.5	8.8	1.5	9.2	3.0	17.9	3.0	18.4	0.7%	2.9%
Hugh L. Carey	0.5	1.2	0.6	1.2	1.1	2.5	1.2	2.4	5.0%	-3.9%
Marine Parkway	2.2	13.9	2.3	15.0	4.5	28.5	4.7	30.3	2.7%	6.1%
Queens Midtown	4.8	31.9	4.9	33.3	9.8	65.4	10.0	68.4	2.0%	4.6%
RFK	3.2	23.9	3.2	25.0	6.5	50.0	6.5	51.7	-0.4%	3.5%
Throgs Neck	5.5	29.7	5.8	33.1	11.4	63.2	11.8	68.9	3.4%	9.1%
Verrazzano-Narrows										
Total	23.5	\$140.2	24.5	\$149.1	48.5	\$291.5	49.9	\$308.2	2.8%	5.7%
Revenue Per Vehicle		\$5.958		\$6.075		\$6.005		\$6.175		2.8%

Note: Numbers may not add due to rounding.

*Toll increase implemented March 31, 2019

Comparison Actual vs. Adopted Budget:

	February Actual		YTD Budget		YTD Actual		Percentage Change			
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		
	23.3	\$148.9	24.5	\$149.1	47.7	\$304.4	49.9	\$308.2	4.7%	1.2%
Total All		\$6.388		\$6.075		\$6.384		\$6.175		-3.3%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
February 2020

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	11	11	-	
Law ⁽¹⁾	12	12	-	
CFO ⁽²⁾	19	17	2	2 Managerial vacancies
Administration ⁽³⁾	35	30	5	1 Managerial overage and 6 Professional vacancies
EEO	1	-	1	1 Professional vacancy
Total Administration	78	70	8	
Operations				
Revenue Management	42	36	6	2 Managerial and 4 Professional vacancies
Operations (Non-Security)	60	47	13	13 Managerial vacancies
Total Operations	102	83	19	
Maintenance				
Maintenance	227	213	14	10 Managerial and 4 Professional vacancies
Operations - Maintainers	168	168	-	
Total Maintenance	395	381	14	
Engineering/Capital				
Engineering & Construction	192	128	64	12 Managerial and 52 Professional vacancies
Safety & Health	10	9	1	1 Professional vacancy
Law ⁽¹⁾	22	19	3	3 Professional vacancies
CFO-Planning & Budget/Capital	29	20	9	3 Managerial vacancies and 6 Professional vacancies
Total Engineering/Capital	253	176	77	
Public Safety				
Operations (Security)	605	541	64	34 Managerial and 30 Operational vacancies
Internal Security - Operations	45	29	16	3 Managerial and 13 Professional vacancies
Total Public Safety	650	570	80	
Total Positions	1,478	1,280	198	
Non-Reimbursable	1,391	1,193	198	
Reimbursable	87	87	-	
Total Full-Time	1,478	1,280	198	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
February 2020

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	23	22	1	2 vacancies in CFO and 1 overage in Administration
Professional, Technical, Clerical	55	48	7	6 vacancies in Administration and 1 in EEO
Operational Hourlies	-	-	-	
Total Administration	78	70	8	
Operations				
Managers/Supervisors	64	49	15	13 vacancies in Operations and 2 in Revenue Management
Professional, Technical, Clerical	38	34	4	4 vacancies in Revenue Management
Operational Hourlies	-	-	-	
Total Operations	102	83	19	
Maintenance				
Managers/Supervisors	31	27	4	4 vacancies in Maintenance
Professional, Technical, Clerical	21	17	4	4 vacancies in Maintenance
Operational Hourlies ⁽¹⁾	343	337	6	6 vacancies in Maintenance
Total Maintenance	395	381	14	
Engineering/Capital				
Managers/Supervisors	56	41	15	12 vacancies in Engineering, 2 in CFO, and 1 in Law
Professional, Technical, Clerical	197	135	62	52 vacancies in Engineering, 6 in CFO, 3 in Law, and 1 in Safety and Health
Operational Hourlies	-	-	-	
Total Engineering/Capital	253	176	77	
Public Safety				
Managers/Supervisors	187	154	33	30 vacancies in Operations and 3 in Internal Security
Professional, Technical, Clerical	35	22	13	13 vacancies in Internal Security
Operational Hourlies ⁽²⁾	428	394	34	34 BTO vacancies in Operations
Total Public Safety	650	570	80	
Total Positions				
Managers/Supervisors	361	293	68	
Professional, Technical, Clerical	346	256	90	
Operational Hourlies	771	731	40	
Total Positions	1,478	1,280	198	

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

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



Bridges and Tunnels

Capital Program Project Status Report February 2020

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
STATUS REPORT
FEBRUARY 29, 2020

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 February, six core capital program commitments were made with a total value of \$2.5 million, against a Plan calling for 2 commitments with a total value of \$0.08 million. (See *Attachment 1 – 2020 Commitments Chart and Attachment 2– 2020 Major Commitments*)

In addition, one commitment for the Central Business District Tolling Program (CBDTP) was made with a total value of \$10.1 million.

In aggregate, 7 commitments totaling \$12.5 million were made in February, against a plan of 4 commitments with a total value of \$15.2 million.

Year-to-date, 32 commitments totaling \$29.8 million were made, against a plan of 27 commitments with a total value of \$23.5 million.

Completions

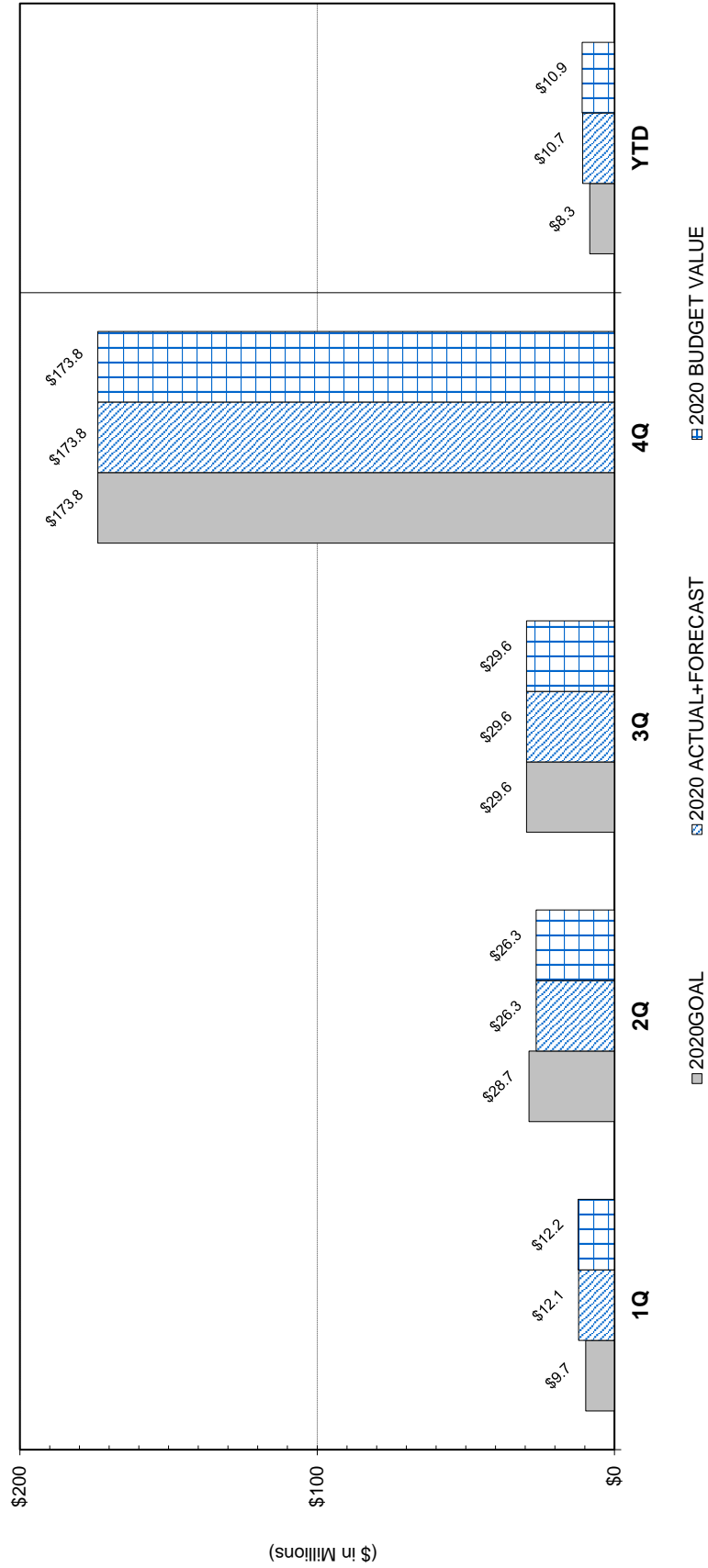
There were no completions made or planned in February.

Close-outs

There were two task level closeouts in February for \$0.1 million.

MTA Bridges and Tunnels
Commitments as of February 28, 2020

2020 Budget Goal:	\$241.8
2020 Annual Forecast	\$241.8
YTD Goal:	\$8.3
YTD Actual:	\$10.7 (128.9% of YTD Goal)
YTD Budgeted Value:	\$10.9 (130.9% of YTD Goal)
Left to Commit:	\$223.1

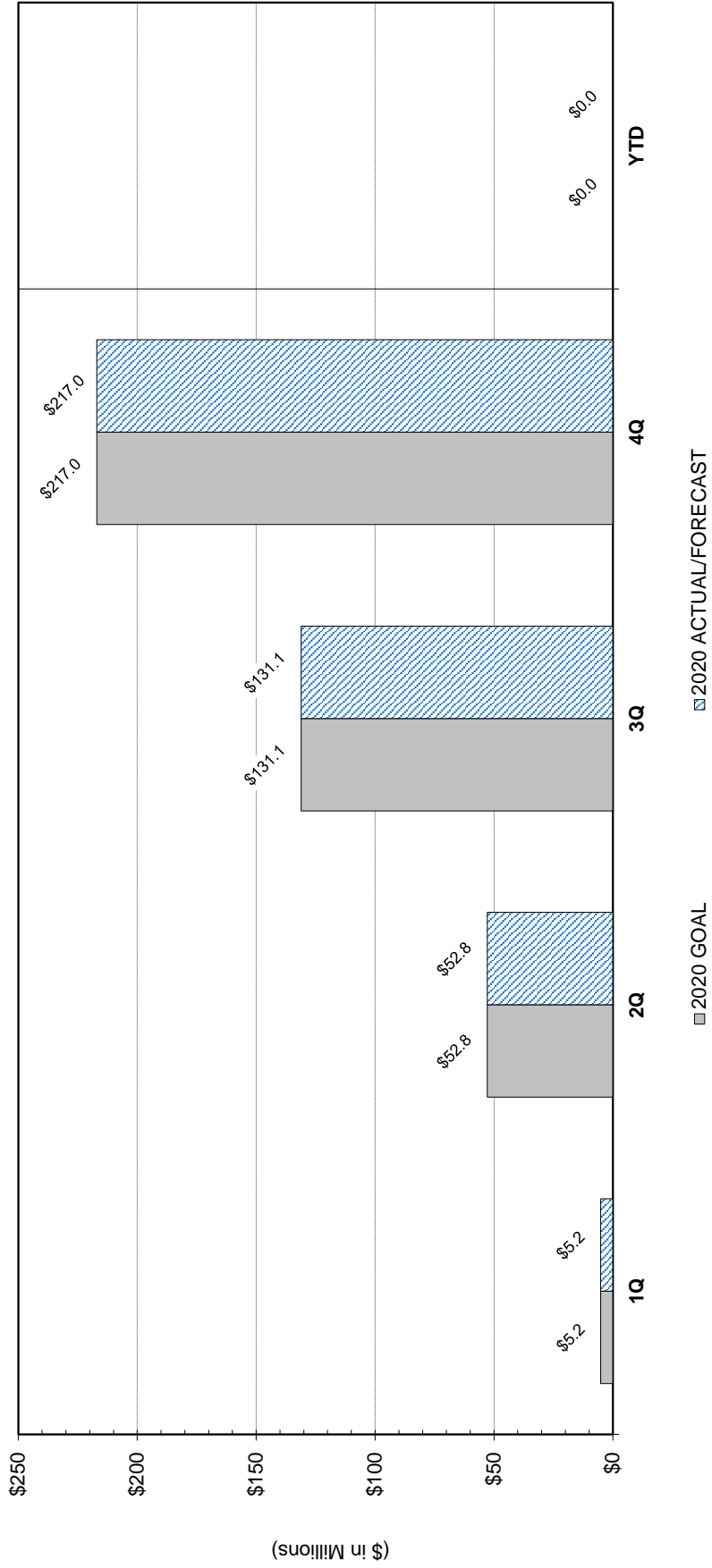


MTA Bridges and Tunnels: Status of Major Commitments as of February 28, 2020

Project ID	ACEP	Project Description	Budget (\$ in Millions)			Award Date		Notes	
			2020 Goal	Actual / Forecast*	Budgeted Value	2020 Goal	Advertisement Date		Actual / Forecast
VN-X4	D806VNX1	VN - Operational Improvements (Safety Fence)	\$40.0	\$40.0	\$40.0	Dec-20	May-20	Dec-20	F

MTA Bridges and Tunnels
Completions as of February 28, 2020

2020 Budget Goal: \$406.1
 2020 Annual Forecast: \$406.1
 YTD Goal: \$0.0
 YTD Actual: \$0.0
 Left to Complete: \$406.1



MTA Bridges and Tunnels: Status of Major Completions as of February 28, 2020

Project ID	ACEP	Project Description	Budget (\$ in Millions)		Completions Status		Completion Date		Notes
			2020 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2020 Goal	Actual / Forecast	
HH-89	D701HH89	Skewback Retrofit	\$100.4	\$100.4	80	61	Aug-20	Aug-20	F
VN-30/VN-89	D704VN30	Elevator Rehabilitation	\$44.2	\$44.2	57	0	Oct-20	Oct-20	F
	D701VN89	Tower Pier Rehab/Construct Mooring Platform							
BW39/RK60	D704BW39	Install Electronic Monitoring & Detection Systems	\$88.3	\$88.3	70	28	Dec-20	Dec-20	F
	D704RK60	Install Electronic Monitoring & Detection Systems							
RK-23C	D702RK23	New HRD Ramp at RFK (D/B Sub-Project RK23C)	\$73.2	\$73.2	33	12	Dec-20	Dec-20	F



Bridges and Tunnels

Procurements March 2020



Staff Summary



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

Date: 3/9/2020
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	President	3/9/2020			
2	MTA B&T Committee	3/23/2020			
3	Board	3/25/2020			

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

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
	Chief Financial Officer		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># of Actions</u>	<u>Dollar Amount</u>
<u>Schedule Requiring Two-Third Vote:</u>		
Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	1	\$30.000M
<u>Schedule Requiring Majority Vote:</u>		
Schedule F: Personal Service Contracts (Staff Summaries Requiring Board Approval)	1	\$10.740M
SUBTOTAL	2	\$40.740M

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

TOTAL	2	\$40.740M
--------------	----------	------------------

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
MARCH 2020

MTA BRIDGES & TUNNELS

Procurements Requiring Two-Third Vote:

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

- | | | |
|-------------------------------|------------------------|--------------------------------------|
| 1. Various Contractors | \$30,000,000.00 | <u>Staff Summary Attached</u> |
| Contract No. GFM-534 | | |

4 yr. contract – Competitive RFP

B&T is seeking Board approval under the All-Agency General Procurement Guidelines to award public work contracts via the competitive RFP process for Miscellaneous Electrical Construction on an As-Needed Basis.

Procurements Requiring Majority Vote:

F: Personal Service Contracts
(Staff Summaries requiring Board approval)

- | | | |
|---|------------------------------|--------------------------------------|
| 2. WSP USA, Inc. | \$3,283,140.00 | <u>Staff Summary Attached</u> |
| Hardesty & Hanover, LLC | \$2,681,161.00 | |
| HNTB New York Engineering and Architecture, P.C. | \$3,164,330.00 | |
| KB Group of NY, Inc. | <u>\$1,611,132.00</u> | |
| | \$10,739,763.00 | |

Contract No. (s): PSC-19-3035A
PSC-19-3035B
PSC-19-3035C
PSC-19-3035D

2 yr. 9 months Contract – Competitive RFP

B&T is seeking Board approval under the All-Agency Service Procurement Guidelines to award four personal service contracts for the 2020 Biennial Bridge Inspections at the: (i) Robert F. Kennedy Bridge: Main Line, (ii) Robert F. Kennedy Bridge Approach Ramps & Lift Span, (iii) Verrazzano-Narrows Bridge Main Spans and (iv) Verrazzano-Narrows Bridge Approach Ramps.

Staff Summary

Item Number					
Dept & Dept Head Name: Engineering and Construction, Joseph Keane, P.E. <i>Joe Keane</i>					
Division & Division Head Name: Engineering and Construction, Aris Stathopoulos, P.E. <i>Aris Stathopoulos</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	3/09/20			
2	MTA B&T Committee	3/23/20			
3	MTA Board	3/25/20			
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				
3	Vice President & Chief Procurement Officer <i>BB</i>				

SUMMARY INFORMATION	
Vendor Name Various	Contract Number GFM-534
Description Miscellaneous Electrical Construction on an As-Needed Basis at Various B&T Facilities	
Total Amount Aggregate Total: \$30,000,000	
Contract Term (including Options, if any) Four (4) years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Funding Source to be allocated by Work Order.	

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All-Agency General Procurement Guidelines to award public work contracts via the competitive RFP process for Miscellaneous Electrical Construction on an As-Needed Basis at Various B&T Facilities to the nine (9) firms listed below for the aggregate amount of \$30,000,000 for a duration of four (4) years.

Contract GFM-534 – Nine (9) firms selected:

- E-J Electric Installation Co.(EJ)
- Hellman Electrical LLC (Hellman)
- JEMCO Electrical Contractors, Inc. (JEMCO)
- Mass Electric Construction Co. (Mass)
- PJS Electric, Inc. (PJS)
- TAP Electrical Contracting Service Inc. (TAP)
- TC Electric, LLC (TC)
- Voltamp Electrical Contractors, Inc. (Voltamp)
- Welsbach Electric Corp (Welsbach)

II. DISCUSSION

In July 2019, the Board authorized the use of the competitive Request for Proposal (RFP) process in order to procure miscellaneous electrical construction services on an as-needed basis. The requirements were publicly advertised. A RFP was issued and the committee selection process was conducted.

Staff Summary

During the term of the contract, the selected contractors will be invited to bid on specific scope of electrical construction work which will be awarded to the lowest bidder. Funds from the aggregate amount will be allocated to individual contracts. Projected requirements under these contracts include but may not be limited to (i) removal, construction and maintenance of overhead and underground electrical power transmission and distribution lines; (ii) installation and removal of transformers, switchboards, panelboards, disconnect switches, conduits and associated materials; (iii) maintenance, calibration and commissioning of electrical equipment; (iv) construction of indoor/outdoor electrical and lighting and maintenance of roadway lighting, traffic signals and intelligent transportation systems; (v) installation and maintenance of fiber optic network; (vi) systems integration and troubleshooting; (vii) critical response and emergency restoration services. Since most of the electrical projects are small-scale and/or involve urgently needed repairs, it would be inefficient, time-consuming and not meet the agency's expedited needs to conduct separate competitively bid solicitations for each project.

The selection of contractors to be awarded these as-needed contracts was accomplished by a one-step RFP process. The firms were evaluated against established criteria including proposer's record of performance, qualifications of firm's specific personnel proposed, safety record and quality assurance program. Nine (9) proposals were received on November 14, 2019. Based on the established criteria, B&T's Selection Committee chose all nine (9) firms.

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 13, 2018. Mass was found to be responsible notwithstanding SAI pursuant to All-Agency Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the B&T General Counsel in February 07, 2014. PJS was found to be responsible notwithstanding SAI pursuant to All-Agency Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the B&T General Counsel on February 23, 2016. TC was found to be responsible notwithstanding SAI pursuant to All-Agency Guidelines and such responsibility finding was approved by the MTA Interim Executive Director in consultation with the MTA General Counsel on May 10, 2017. Welsbach was found to be responsible notwithstanding significant (SAI) pursuant to All-Agency Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the B&T General Counsel in March 10, 2015. All the selected firms were determined to be responsive and responsible contractors with extensive backgrounds of prior and current public agency work.

Based on anticipated additional electrical needs and projects, an increase of \$10M to the original budgeted amount of \$20M was determined to be in the Authority's best interest. It is recommended that the Board authorize B&T to enter into contracts with the above selected firms.

III. D/M/WBE INFORMATION

The Department of Diversity and Civil Rights (DDCR) has established goals of 10% MBE and 10% WBE on this contract due to the emergency as-needed contract requirements. TC Electric, EJ Electric, PJS Electrical, TAP Electrical, Voltamp Electrical, Hellman Electric, Jemco Electric, Mass Electric, and Welsbach Electric have all submitted MWBE utilization plans to meet the MWBE requirement. All firms except Welsbach have achieved their MWDBE goals on previous contracts. Welsbach has not achieved its previous MWDBE goals however; it has demonstrated good faith effort towards meeting these goals.

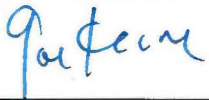
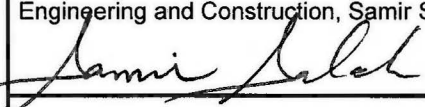




IV. IMPACT ON FUNDING

Funding under B&T contract GFM-534 will be provided in the Capital and Operating budgets in the amount of \$30,000,000.00 and will be established for each individual work order prior to their issuance.

V. ALTERNATIVES

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

Staff Summary

Item Number					
Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E. 					
Division & Division Head Name: Engineering and Construction, Samir Salah, P.E. 					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	3/9/20			
2	MTA B&T Committee	3/23/20			
3	MTA Board	3/25/20			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer 	4	Acting President 		
2	General Counsel 				
3	Chief Procurement Officer 				

SUMMARY INFORMATION	
Vendor Name	Contract No.
A) WSP USA, Inc.	PSC-19-3035A
B) Hardesty & Hanover, LLC	PSC-19-3035B
C) HNTB New York Engineering and Architecture, P.C.	PSC-19-3035C
D) KB Group of NY, Inc.	PSC-19-3035D
Description 2020 Biennial Bridge Inspection & Design of Miscellaneous Structural Repairs at the Robert F. Kennedy & Verrazzano Narrows Bridges	
Total Amount PSC-19-3035A, \$3,283,140.00; PSC-19-3035B, \$2,681,161.00; PSC-19-3035C, \$3,164,330.00; PSC-19-3035D, \$1,611,132.00	
Contract Term (including Options, if any) Two years, nine months (through 12/31/22)	
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

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All-Agency Service Procurement Guidelines to award four personal service contracts for the 2020 Biennial Bridge Inspections at the: (i) Robert F. Kennedy Bridge: Main Line (Contract PSC-19-3035A) to WSP USA, Inc. (WSP), (ii) Robert F. Kennedy Bridge Approach Ramps & Lift Span (Contract PSC-19-3035B) to Hardesty & Hanover, LLC (H&H), (iii) Verrazzano-Narrows Bridge Main Spans (Contract PSC-19-3035C) to HNTB New York Engineering and Architecture, P.C. (HNTB), and (iv) Verrazzano-Narrows Bridge Approach Ramps (Contract PSC-19-3035D) to KB Group of NY, Inc. (KB). The negotiated contract amounts are: (A) \$3,283,140.00 (B) \$2,681,161.00 (C) \$3,164,330.00 (D) \$1,611,132.00. Each contract will be for a duration of two years, nine months.

II DISCUSSION

B&T requires the services of four consultant firms to provide biennial bridge inspection and miscellaneous design services at the Robert F. Kennedy and Verrazzano-Narrows Bridges. These inspections assist in our mission to keep B&T's assets in a state of good repair, and are required by the New York State Department of Transportation.

The requirements were publicly advertised. Seven firms submitted qualification information for review and evaluation by the Selection Committee. All seven firms were chosen to receive the RFP based on a review of those qualifications and six of those firms submitted proposals: Hardesty & Hanover, LLC (H&H); HNTB New York Engineering & Architecture, P.C. (HNTB); KB Group of NY, Inc. (KB); Parsons Transportation Group of NY, Inc. (Parsons); Thornton Tomasetti, Inc. (TT); and WSP USA, Inc. (WSP). The proposals were evaluated against established criteria set forth in the RFP including technical work proposed, depth of understanding of the project, qualifications of the firm for specific personnel proposed

Staff Summary

and cost. Based on the Committee's review of all submittals and its consideration of proposed costs, the Committee selected WSP for Group A (Robert F. Kennedy Bridge: Main Line), H&H for Group B (Robert F. Kennedy Bridge: Approach Ramps & Lift Span), HNTB for Group C (Verrazzano-Narrows Bridge: Main Spans) and KB for Group D (Verrazzano-Narrows Bridge: Approach Ramps).

The Committee's selections were based on the following:

- WSP has a knowledgeable Project Manager, Quality Control Engineer, Safety Officer and Inspection Team that have been working together for many years and have demonstrated a strong record of performance during previous facility inspections.
- H&H demonstrated strong experience with lift span inspections and proposed a team with a proven record of performance on prior biennial inspections.
- HNTB has a record of sound management of previous biennial inspections and a responsiveness to the Authority.
- KB submitted a practical approach to field inspections and proposed an experienced team to manage the project. They also proposed inspection teams with extensive prior experience inspecting these facilities, as well as staff with substantial expertise in the bridge inspection field.
- Parsons' presentation lacked detail and Parsons' proposed team hours and costs for all groups were high compared to the Engineer's Estimate, suggesting a lack of understanding of the project technical requirements.
- TT lacked some detail during their presentation and their man hours and costs for all groups were the highest proposed and were significantly above the Engineer's Estimate (between 25% and 40%). This indicated a lack of understanding of the level of effort required for all groups.

The following represents a summary of costs for the 2018 Biennial Contracts, and the costs proposed, estimated and negotiated for the recommended 2020 Biennial Contracts (all excluding allowances).

Group	2018 Contracts	2020 Contracts			Comparisons	
	Amount	B&T Estimate	Proposed	Negotiated	2020 Negotiated vs. 2018	2020 Negotiated vs. Estimate
A	\$2,273,125.05	\$2,602,991.00	\$2,536,946.25	\$2,483,139.00	9.24%	-4.60%
B	\$1,901,195.19	\$2,157,426.00	\$2,245,119.00	\$2,081,161.00	9.47%	-3.53%
C	\$2,143,524.00	\$2,561,563.00	\$2,214,330.00	\$2,214,330.00	3.30%	-13.56%
D	\$1,192,893.20	\$1,280,450.00	\$1,250,072.00	\$1,211,132.00	1.52%	-5.41%

* All costs above exclude allowances.

WSP's negotiated price for Group A is an increase of 9.24% over the prior contract. This is attributable to an increased level of effort to update the NYSDOT Bridge Data Information System (BDIS), as well as inspecting and documenting the conditions of the orthotropic deck superstructure and updating the facility inventory and load rating in the BDIS. H&H's negotiated price for Group B is an increase of 9.47% over the prior contract. This is attributable to an increased level of effort to update the NYSDOT Bridge Data Information System (BDIS) and updating the facility inventory and load rating in the BDIS, as well as the detailed level of inspection needed at the Harlem River Lift Span. The negotiated prices for Groups C and D are 3.30% and 1.52%, respectively, and are attributable to increased labor costs.

With the aggregate cost of all Groups being within 6.38% of the preceding 2018 Biennial Contracts (PSC-17-3005), and 7.12% below the Engineer's Estimate for all Groups, the negotiated amounts are considered fair and reasonable. H&H, HNTB and KB are each considered to be responsible consultants.

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

Staff Summary

Summary of 2020 Proposed Contracts			
Group	<u>Negotiated Amount</u>	<u>Allowance</u>	<u>Contract Amount with Allowance</u>
A	\$2,483,139.00	\$800,000.00	\$3,283,140.00
B	\$2,081,161.00	\$600,000.00	\$2,681,161.00
C	\$2,214,330.00	\$950,000.00	\$3,164,330.00
D	\$1,211,132.00	\$400,000.00	\$1,611,132.00

The total amount for each contract will include the assigned allowances as shown in the table above. Services under these allowances are to provide support based on the results of the inspection and include: (i) interim or special inspections; (ii) spalling concrete removal supervision; (iii) sign gantries and light pole inspections; (iv) auxiliary design services for the repair of defective structural conditions; (v) preliminary studies and scope development for future capital improvement projects; and (vi) auxiliary testing services for elements such as concrete cores, steel coupons, and cable wires. These services will be provided via work orders on an as-needed basis. The allowances are based on historical costs and will permit B&T to quickly respond to the needs of each facility.

III. D/M/WBE INFORMATION:

The Department of Diversity and Civil Rights (DDCR) has established goals of 15% MBE, 15% WBE and 6% SDVOB on this contract. WSP, H&H, HNTB and KB all submitted MWBE utilization plans to meet the MWBE requirement. All firms except KB have achieved their MWDBE goals on previous contracts. KB has not completed any MTA contract; therefore, no assessment of the firm's MWDBE or SDVOB performance can be determined at this time.

IV. IMPACT ON FUNDING

Funding in the amount of \$10,739,763.00 is available in the Operating Budget under GFM-535, General Ledger #711101.

V. ALTERNATIVES

There are no recommended alternatives. While B&T has the resources for smaller scale inspections of this nature, and have performed them in the past, it does not have the resources required to perform these large structure inspections pursuant New York State inspection requirements.



Bridges and Tunnels

Split Tolling at Verrazzano-Narrows Bridge (Action Items)



Staff Summary

Subject	Split Tolling at VNB Under New Crossing Charge Schedule (Environmental Determination)				
Department	Law				
Department Head Name	M. Margaret Terry				
Department Head Signature					
Project Manager Name					
Board Action					
Order	To	Date	Approval	Info	Other
2	Board	3/25/20			
1	TBTA Committee	3/23/20			

Date	March 25, 2020		
Vendor Name	N/A		
Contract Number	N/A		
Contract Manager Name	N/A		
Table of Contents Ref. #	N/A		
Internal Approvals			
Order	Approval	Order	Approval
3	Acting President		VP Staff Services
	General Counsel		VP Procurement & Materials
2	Senior Vice President, Business Operations and Transformation Officer		VP Labor Relations
	VP Operations		VP & Chief Engineer

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

ENVIRONMENTAL DETERMINATION

PURPOSE: To obtain the Board’s approval and adoption of the annexed Resolution which will (i) find and determine that the proposed change in the method of toll collection at the Verrazzano-Narrows Bridge (VNB) so that tolls are collected in the Staten Island-bound and Brooklyn-bound directions (split tolling) and required revisions to the Crossing Charge Schedule constitute Type II Actions under the State Environmental Quality Review Act (SEQRA) and, moreover, will have no significant adverse effect on the environment within the meaning of SEQRA; and (ii) adopt and approve the Type II Determination/Determination of No Significance in accordance with SEQRA and authorize and direct the Acting President of the Authority or his designee to execute it.

DISCUSSION: Tolls have been collected on the VNB in only one direction, Staten Island-bound, since 1986, initially in accordance with Section 324 (a) of the federal *Department of Transportation and Related Agencies Appropriations Act of 1986*. As a result, the current Crossing Charge Schedule states, in footnote (a), that all per crossing charges shown in the Schedule shall be doubled at the VNB under the VNB’s one-way crossing charge collection program.

In December 2019, however, Section 126 of the federal *Further Consolidated Appropriations Act, 2020* (2020 Appropriations Act), which eliminates one-way tolling and restores split tolling at the VNB, was enacted by Congress and signed by the President. The 2020 Appropriations Act provides that “[n]otwithstanding any other provision of law, tolls collected for motor vehicles on any bridge connecting the boroughs of Brooklyn, New York, and Staten Island, New York, shall be collected for any such vehicles exiting from such bridge in both Staten Island and Brooklyn.”

A copy of the proposed new Crossing Charge Schedule (Attachment 1) is attached.

The Authority is planning to implement split tolling at the VNB and to revise its current Crossing Charge Schedule under the State Administrative Procedure Act by deleting footnote (a), which states: “(a) Under Verrazzano-Narrows one-way crossing charge collection program, all per crossing charges shown should be doubled. Presently paid in westbound direction only.”

Because the implementation of split tolling at the VNB and required revisions to the Crossing Charge Schedule are mandated by federal law, they constitute Type II “non-discretionary” actions that are exempt from SEQRA. Nevertheless, TBTA has elected to go beyond the requirements of SEQRA to undertake an environmental review of these actions consistent with SEQRA procedures to determine whether the implementation of split tolling under the new Crossing Charge Schedule would have a significant adverse effect on the environment.

Under SEQRA, prior to the Board’s adoption of a Resolution approving this proposed change in Authority tolling policy and adopting the new Crossing Charge Schedule, the Board would consider the potential environmental impacts of the proposed implementation of split tolling at the VNB under the new Crossing Charge Schedule and determine whether there may be a significant adverse impact resulting from such implementation. If there are none, the Board would approve a Type II Determination/Determination of No Significance finding that the proposed implementation of split tolling at the VNB under the new Crossing Charge Schedule will have no significant adverse impacts on the environment.

An environmental assessment (“EA”) therefore was performed to analyze the potential environmental impacts (particularly traffic and air quality) at the VNB and along the diversion routes of the proposed implementation of split tolling at the VNB, including proposed changes to the MTA’s VNB Rebate Programs to accommodate split tolling. The EA analyzed in detail the potential environmental impacts of the proposed implementation of split tolling at the VNB under the new Crossing Charge Schedule and associated changes to the MTA’s VNB Rebate Programs and concluded that no significant adverse impacts to the environment would arise at the VNB or along the diversion routes from such actions.

The results of this SEQRA analysis are described in the EA separately provided to the Board and the attached Type II Determination/Determination of No Significance (Attachment 2). The EA provides a basis for concluding that there would be no significant adverse environmental impacts at the VNB or along the diversion routes from the proposed implementation of split tolling at the VNB under the new Crossing Charge Schedule and thus no Environmental Impact Statement is required in connection with the Board action.

The Resolution also authorizes the Acting President of the Authority or his designee to execute the Type II Determination/Determination of No Significance.

IMPACT ON FUNDING: Approval and adoption of the attached Resolution will permit the Board to consider and adopt a separate resolution changing the method of toll collection at the VNB to split tolling and adopting a Crossing Charge Schedule that has been revised accordingly. Implementation of split tolling at the VNB under the new Crossing Charge Schedule is estimated to generate additional net operating income of \$10 million annually.

RECOMMENDATION: It is recommended that the Board separately approve and adopt the attached Resolution finding that the proposed change in the method of toll collection at the Verrazzano-Narrows Bridge so that tolls will be collected in the Staten Island-bound and Brooklyn-bound directions and required revisions to the Crossing Charge Schedule constitute Type II actions under SEQRA and,

moreover, will have no significant adverse environmental effects; adopt the Type II Determination/Determination of No Significance; and authorize the Acting President or his designee to execute the Type II Determination/Determination of No Significance.

RESOLUTION

WHEREAS, tolls have been collected by the Triborough Bridge and Tunnel Authority (Authority) on the Verrazzano-Narrows Bridge (VNB) in only one direction, Staten Island-bound, since 1986, initially in accordance with Section 324 (a) of the federal *Department of Transportation and Related Agencies Appropriations Act of 1986*; and

WHEREAS, in December 2019, Section 126 of the federal *Further Consolidated Appropriations Act, 2020* (2020 Appropriations Act), which restores split tolling at the VNB, was enacted by Congress and signed by the President. The 2020 Appropriations Act provides that “[n]otwithstanding any other provision of law, tolls collected for motor vehicles on any bridge connecting the boroughs of Brooklyn, New York, and Staten Island, New York, shall be collected for any such vehicles exiting from such bridge in both Staten Island and Brooklyn”; and

WHEREAS, the Authority proposes to change the method of toll collection at the VNB so that tolls are collected in the Staten Island-bound and Brooklyn-bound directions (split tolling), in accordance with federal law; and

WHEREAS, the Authority proposes to implement split tolling at the VNB and revise the Authority’s Crossing Charge Schedule by deleting its footnote (a), which states: “(a) Under Verrazzano-Narrows one-way crossing charge collection program, all per crossing charges shown should be doubled. Presently paid in westbound direction only”; and

WHEREAS, the implementation of split tolling at the VNB and required revisions to the Crossing Charge Schedule are mandated by federal law and thus constitute Type II “non-discretionary” actions that are exempt from SEQRA; and

WHEREAS, TBTA nonetheless has elected to go beyond the requirements of SEQRA to undertake an environmental review of these actions consistent with SEQRA procedures to determine whether the implementation of split tolling under the new Crossing Charge Schedule would have a significant adverse effect on the environment; and

WHEREAS, there has been distributed to the Board an Environmental Assessment (“EA”) regarding the effects on the environment of implementing split tolling at the VNB under the new Crossing Charge Schedule (Attachment 1); and

WHEREAS, the EA analyzed in detail the potential environmental impacts of the proposed implementation of split tolling at the VNB under the new Crossing Charge Schedule and proposed changes to the MTA’s VNB Rebate Programs to accommodate split tolling and concluded that no significant adverse impacts to the environment would arise at the VNB or along the diversion routes from such actions; and

WHEREAS, the EA provides the basis for finding that there would be no resulting significant adverse environmental effects from the implementation of split tolling at the VNB under the new Crossing Charge Schedule; and

WHEREAS, a proposed Type II Determination/Determination of No Significance (Attachment 2) has been prepared regarding the implementation of split tolling at the VNB under the new Crossing Charge Schedule in accordance with the State Environmental Quality Review Act; and

WHEREAS, the EA provides a basis for approving and adopting the Type II Determination/Determination of No Significance as it applies to the implementation of split tolling at the VNB under the new Crossing Charge Schedule; and

WHEREAS, the Board has considered all of the above.

NOW, THEREFORE, upon motion duly made and seconded, the following resolution is adopted by the Board:

RESOLVED, that the Authority hereby determines, for the reasons set forth in the EA and the Type II Determination/Determination of No Significance, that the change in the method of toll collection at the Verrazzano-Narrows Bridge to collect tolls in the Staten Island-bound and Brooklyn-bound directions and required revisions to the new Crossing Charge Schedule constitute Type II “non-discretionary” actions exempt from SEQRA and, moreover, will not have a significant adverse impact on the environment and, accordingly, that no Environmental Impact Statement is required to be prepared in connection with such action. A Type II Determination/Determination of No Significance as it applies to the implementation of split tolling at the Verrazzano-Narrows Bridge under the new Crossing Charge Schedule is hereby approved and adopted and the Acting President of the Authority or his designee is hereby authorized and directed to execute, file and publish such Type II Determination/Determination of No Significance, as may be required by law.

New York, New York
March 25, 2020

ATTACHMENT 1

Part 1021.1 Crossing Charges

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY CROSSING CHARGES

A. E-ZPass Charges For E-ZPass New York Customer Service Center Customers

CLASSIFICATION	Crossing Charges			
	VERRAZZANO-NARROWS BRIDGE	ROBERT F. KENNEDY, BRONX-WHITESTONE, AND THROGS NECK BRIDGES AND QUEENS MIDTOWN AND HUGH L CAREY TUNNELS	HENRY HUDSON BRIDGE	MARINE PARKWAY-GIL HODGES MEMORIAL, AND CROSS BAY VETERANS MEMORIAL BRIDGES
1 Two-axle vehicles, including: passenger vehicles, station wagons, self-propelled mobile homes, ambulances, hearses, vehicles with seating capacity of not more than 15 adult persons (including the driver) and trucks with maximum gross weight (MGW) of 7,000 lbs. and under	\$6.12	\$6.12	\$2.80	\$2.29
Registered Staten Island Residents using an eligible vehicle taking 3 or more trips per month	\$3.44			
Registered Staten Island Residents using an eligible vehicle taking less than 3 trips per month	\$3.63			
Registered Staten Island Residents using an eligible vehicle with three or more occupants (HOV)	\$1.70			
Registered Rockaway Residents using an eligible vehicle				\$1.49
Each additional axle costs	\$4.00	\$4.00	\$3.00	\$3.00
2 All vehicles with MGW greater than 7,000 lbs. and buses (other than franchise buses using E-ZPass and motor homes)				
Two-axle vehicles	\$11.06	\$11.06		\$5.53
Three-axle vehicles	\$18.12	\$18.12		\$9.06
Four-axle vehicles	\$23.16	\$23.16		\$11.58
Five-axle vehicles	\$30.19	\$30.19		\$15.10
Six-axle vehicles	\$35.23	\$35.23		\$17.62
Seven-axle vehicles	\$42.26	\$42.26		\$21.13
Each additional axle	\$7.06	\$7.06		\$3.53
3 Two-axle franchise buses	\$4.43	\$4.43		\$2.21
4 Three-axle franchise buses	\$5.26	\$5.26		\$2.77
5 Motorcycles	\$2.66	\$2.66	\$1.91	\$1.91
Each additional axle	\$1.59	\$1.59	\$1.59	\$1.59

See Footnotes on next page

The Authority reserves the right to determine whether any vehicle is of unusual or unconventional design, weight or construction and therefore not within any of the listed categories. The Authority also reserves the right to determine the crossing charge for any such vehicle of unusual or unconventional design, weight or construction.

Bicycles are not permitted over Bronx-Whitestone, Throgs Neck, and Verrazzano-Narrows Bridges, or through the tunnels. Such vehicles may cross the Robert F. Kennedy, Henry Hudson, Marine Parkway-Gil Hodges Memorial and Cross Bay Veterans Memorial Bridges without payment of crossing charge, but must be walked across the pedestrian paths of such bridges.

Only vehicles authorized to use parkways are authorized to use the Henry Hudson Bridge. An unauthorized vehicle using the Henry Hudson Bridge must pay the Marine Parkway-Gil Hodges Memorial Bridge rate.

E-ZPass crossing charges apply to New York E-ZPass Customer Service Center customers only and are available subject to terms, conditions and agreements established by the Authority.

There are no residential restrictions with regard to enrollment as a TBTA Customer in the New York Customer Service Center.

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY CROSSING CHARGES

B. For Fare Media Other Than E-ZPass Charges for E-ZPass New York Customer Service Center Customers

CLASSIFICATION	Crossing Charges			
	VERRAZZANO-NARROWS BRIDGE	ROBERT F. KENNEDY, BRONX-WHITESTONE, AND THROGS NECK BRIDGES AND QUEENS MIDTOWN AND HUGH L CAREY TUNNELS	HENRY HUDSON BRIDGE	MARINE PARKWAY-GIL HODGES MEMORIAL, AND CROSS BAY VETERANS MEMORIAL BRIDGES
1 Two-axle vehicles, including: passenger vehicles, station wagons, self-propelled mobile homes, ambulances, hearses, vehicles with seating capacity of not more than 15 adult persons (including the driver) and trucks with maximum gross weight (MGW) of 7,000 lbs. and under	\$9.50	\$9.50	\$7.00	\$4.75
The following discounted charges are available for eligible class 1 vehicles:				
Charge per crossing for E-Tokens				\$3.17
Charge per crossing for E-Tokens for registered Staten Island Residents using an eligible vehicle	\$4.90			
Charge per crossing for E-Tokens for registered Rockaway Peninsula/Broad Channel Residents using an eligible vehicle				\$2.05
Each additional axle costs	\$4.00	\$4.00	\$3.00	\$3.00
2 All vehicles with MGW greater than 7,000 lbs. and buses (other than franchise buses using E-ZPass and motor homes)				
Two-axle vehicles	\$19.00	\$19.00		\$9.50
Three-axle vehicles	\$31.29	\$31.29		\$15.65
Four-axle vehicles	\$39.12	\$39.12		\$19.56
Five-axle vehicles	\$51.41	\$51.41		\$25.71
Six-axle vehicles	\$59.24	\$59.24		\$29.62
Seven-axle vehicles	\$73.76	\$73.76		\$36.88
Each additional axle	\$11.18	\$11.18		\$5.59
3 Two-axle franchise buses	\$9.25	\$9.25		\$4.50
4 Three-axle franchise buses	\$10.25	\$10.25		\$5.25
5 Motorcycles	\$4.00	\$4.00	\$4.00	\$4.00
Each additional axle	\$1.68	\$1.68	\$1.68	\$1.68

See Footnotes on next page

The Authority reserves the right to determine whether any vehicle is of unusual or unconventional design, weight or construction and therefore not within any of the listed categories. The Authority also reserves the right to determine the crossing charge for any such vehicle of unusual or unconventional design, weight or construction.

Bicycles are not permitted over Bronx-Whitestone, Throgs Neck, and Verrazzano-Narrows Bridges, or through the tunnels. Such vehicles may cross the Robert F. Kennedy, Henry Hudson, Marine Parkway-Gil Hodges Memorial and Cross Bay Veterans Memorial Bridges without payment of crossing charge, but must be walked across the pedestrian paths of such bridges.

Only vehicles authorized to use parkways are authorized to use the Henry Hudson Bridge. An unauthorized vehicle using the Henry Hudson Bridge must pay the Marine Parkway-Gil Hodges Memorial Bridge rate.

ATTACHMENT 2

Type II Determination/Determination of No Significance

Triborough Bridge and Tunnel Authority

TYPE II DETERMINATION/DETERMINATION OF NO SIGNIFICANCE

Under the State Environmental Quality Review Act

For the Implementation of Two-Way Tolling on the Verrazzano-Narrows Bridge

I. Introduction

From its opening in 1964 through 1986, tolls at the Verrazzano-Narrows Bridge (“VNB”) were collected in the eastbound (Brooklyn-bound) and westbound (Staten Island-bound) directions. Congress changed this system in the Department of Transportation and Related Agencies Appropriations Act of 1986, by requiring the Triborough Bridge and Tunnel Authority (“TBTA”) to collect tolls on the VNB only in the westbound direction. This one-way tolling mandate was extended by Congress on an annual basis each year from 1986 until one-way tolling at the VNB was permanently adopted in 1995 in Section 352 of the National Highway System Designation Act of 1995, P.L. 104-59.

In December 2019, Congress reversed this requirement in the Further Consolidated Appropriations Act of 2020, P.L. 116-94, by repealing the prior one-way tolling provisions and mandating that TBTA return to its original system of collecting tolls at the VNB in the eastbound and westbound directions (referred to as “two-way tolling”).

In order to implement the federally mandated two-way tolling system, TBTA must construct a new eastbound toll collection point and revise its toll schedule under the State Administrative Procedure Act (collectively, the “TBTA Actions”) so that tolls can be collected in the eastbound (Brooklyn-bound) direction, in addition to the existing collection of tolls in the westbound (Staten Island-bound) direction.

The Metropolitan Transportation Authority (“MTA”) also proposes to adjust the existing Staten Island Resident (“SIR”) Rebate and VNB Commercial Rebate Programs (together, the “VNB Rebate Programs” which constitute the “MTA Actions”) to accommodate two-way tolling on the VNB. The SIR rebate would be adjusted so that the effective post-rebate SIR toll on the VNB is \$2.75 in each direction (to replace the \$5.50 post-rebate SIR toll currently collected in the westbound direction only), while the eligibility threshold for the VNB Commercial Rebate would be doubled to more than 20 trips per month in either direction by trucks and other commercial vehicles using the same New York Customer Service Center (“NYCSC”) E-ZPass account.

The TBTA Actions and the MTA Actions are collectively referred to as the “Proposed Action” for purposes of this determination.

II. State Environmental Quality Review Act Compliance and Other Actions

Because the TBTA Actions are mandated by federal law, such actions are exempt from the State Environmental Quality Review Act, Environmental Conservation Law Section 8-0101 et seq. (“SEQRA”), and SEQRA’s implementing regulations appearing at 6 New York Code, Rules and Regulations (“N.Y.C.R.R.”) Part 617. *See* New York Environmental Conservation Law, Article 8, Section 8-0105(5)(ii) (excluding from agency “actions” subject to SEQRA “official acts of a ministerial nature involving no exercise of discretion ...”); *see also* 6 N.Y.C.R.R. Section 617.5(c)(25), which incorporates such non-discretionary acts into the list of “Type II” actions that are “not subject to review” under SEQRA; and 6 N.Y.C.R.R. Section 617.3(f) (“No [SEQRA] determination of significance ... is required for actions which are Type II.”). Nevertheless, TBTA has elected to go beyond the requirements of SEQRA to undertake an environmental review of the Proposed Action in its entirety consistent with SEQRA procedures in order to determine whether the Proposed Action would have a significant adverse impact on the environment. The MTA Actions are being treated as “unlisted” actions pursuant to the SEQRA regulations. *See* 6 N.Y.C.R.R. Section 617.2(al).

To assist in performing the environmental review of the Proposed Action, TBTA retained WSP and AKRF, Inc. (“AKRF”) to complete Environmental Assessment Forms (“EAFs”) for TBTA and MTA and to prepare supplemental studies analyzing its environmental effects in more detail. Together, the studies along with the EAFs constitute the March 2020 Environmental Assessment (“EA”) for the Proposed Action. The EA is fully incorporated by reference into TBTA’s Type II Determination/Determination of No Significance and MTA’s Negative Declaration, respectively. The analyses and results of those analyses as set forth in the EA are summarized briefly in Section III below.

As discussed in Section III below, the EA demonstrates that the Proposed Action would not result in any large and/or important impacts and, as a result, the Proposed Action would not have any significant adverse environmental impacts.

1. Future Toll and Fare Increases.

Each July MTA issues a preliminary budget for the next year and a financial plan for the three years that follow, which projects revenues, subsidies and expenses for the four-year period. The preliminary budget and financial plan are revised and updated in November, adopted by the MTA Board in December, and reissued as an adopted budget and financial plan in February of the following year to reflect additional adjustments and to establish a 12-month allocation of the adopted budget. This four-year financial planning process helps MTA identify its long-range goals and objectives for the operation of its services and facilities, and develop and refine its plan for funding those activities. The plan undergoes periodic review and adjustment throughout the year.

To help address projected deficits for future years, the 2020-2023 Financial Plan anticipates potential toll increases in March 2021 and March 2023. For purposes of forecasting revenues, this financial plan assumes that any such toll increases would be coupled with a fare increase, and forecasts the additional revenue from a potential 2021 toll/fare increase (assuming a combined 4 percent yield) as \$279 million in 2021 and \$328 million in 2022, and forecasts the additional revenue from a potential 2023 toll/fare increase (also assuming a combined 4 percent yield) as \$291 million in 2023. However, no specific 2021 or 2023 toll or fare schedule has been identified or proposed.

Due to the breadth and scale of the MTA system and the many sources of funds used to support it, virtually every element in the four-year financial plan is an estimate that is subject to further refinement. For example, revenues are a direct result of system usage, and certain subsidies are tied to taxes that fluctuate in response to economic

conditions. To predict future income from such sources requires complex financial modeling involving present-day economic indicators that are constantly being updated. A similar approach is employed in predicting costs. Accordingly, MTA's financial plan is an evolving document which projects expenses, revenues and subsidies at a particular point in time, but is revised on an ongoing basis. It is for this reason that MTA updates its four-year financial plan periodically as each year progresses, as described above, to provide the most accurate predictions of its financial condition.

The identification of a possible future action in MTA's financial planning documents does not obligate TBTA or MTA to institute the projected 2021 or 2023 toll/fare increase. At present, there is no specific proposal for a 2021 or 2023 toll/fare increase under consideration by TBTA or MTA and any such increase may or may not ultimately be adopted. A toll or fare increase may be proposed sooner or later than 2021 or 2023, and the amount of any required toll or fare increase has not been determined.

In accordance with the federal mandate in the Further Consolidated Appropriations Act of 2020 discussed above, TBTA must implement two-way tolling at the VNB; TBTA's and MTA's implementation of the Proposed Action flow from that requirement and collectively have independent utility from any future toll/fare increase that may be implemented across the MTA and TBTA system. In light of that requirement and the considerable uncertainties that exist with respect to any such future toll/fare increase in 2021, 2023 or other time, TBTA and MTA find that any such future proposal should be analyzed and considered through a separate environmental review. Moreover, implementation of the Proposed Action does not make it any more or less likely that a future toll/fare increase may be implemented. Finally, considering the Proposed Action separately from any future toll/fare increase is no less protective of the environment because two-way tolling and the other aspects of the Proposed Action will be taken into account in any subsequent environmental review.¹

III. Consideration of Impacts Resulting from the Proposed Action

A. The Proposed Action

Implementation of two-way tolling at the VNB as part of the Proposed Action would have both physical and operational elements.

With respect to the physical elements, construction would involve the installation of an all-electronic Cashless Tolling system over the Brooklyn-bound lanes within the existing TBTA right-of-way to collect tolls from vehicles crossing the VNB and entering Brooklyn. The Cashless Tolling system would consist of two sets of triple gantries (each about 30 feet apart) that would be located approximately 130 feet to the southwest of the existing gantries above the westbound lanes. Like the existing gantries, the proposed gantries would be a pipe or tubular style about 20 feet tall. The gantry foundations would generally consist of six caisson foundations with each caisson shaft (about four feet in diameter) drilled into the ground. The required electronic equipment for the Brooklyn-bound Cashless Tolling system would be located in the existing access tunnel beneath the roadway. One set of new gantries would span the traffic lanes approaching the upper level of the VNB from the Staten Island Expressway ("SIE") and the other set of gantries would span the traffic lanes approaching both the upper and lower levels of the VNB from the SIE and Narrows Road South to the west, and ramps from both Lily Pond Avenue/Father Capodanno Boulevard near the bridge. The eastbound Cashless Tolling system is expected to be operational at the VNB by the end of 2020. *See* EA at 2.

¹ While TBTA has followed the practice of performing an environmental review of periodic toll adjustments in accordance with SEQRA procedures, such adjustments are matters of routine agency administration. *See* Type II list at 6 N.Y.C.R.R. Section 617.5(c)(26).

The Proposed Action would also have a number of operational elements. With the Cashless Tolling system in place, tolls would be collected in the eastbound direction of the VNB, as well as the current westbound direction. The current toll schedule regulations, 21 N.Y.C.R.R. Section 1021.1, would be revised in accordance with the State Administrative Procedure Act to eliminate footnote “a”, so that tolls on the VNB would no longer be doubled and collected only in the Staten Island-bound direction.

The Cashless Tolling system on the Brooklyn-bound approach to the VNB would function in the same way as the system installed Staten Island-bound. Equipment on overhead gantries would read E-ZPass tags so that pre-existing E-ZPass accounts would be debited and for vehicles without E-ZPass tags, license plate images would be taken and matched with the applicable Department of Motor Vehicle registration data, and toll bills would be sent to the registered owner.

The SIR Rebate Program currently results in an effective post-rebate toll of \$5.50 in the westbound direction for eligible Staten Island residents using a SIR E-ZPass account with the NYCSC. Under the current VNB Commercial Rebate Program, there is an initial rebate of 16.25 percent of the tolls for trucks or other commercial vehicles with more than 10 trips a month on the same NYCSC E-ZPass account, collected in the Staten Island-bound direction. With the Proposed Action MTA would adjust the SIR Rebate Program so that the effective, post-rebate SIR toll on the VNB would be \$2.75 in each direction and would double the eligibility threshold for the VNB Commercial Rebate Program to more than 20 trips a month in either direction by trucks and other commercial vehicles using the same NYCSC E-ZPass account.

B. Potential Impacts of the Proposed Action

The physical and operational elements of the Proposed Action have the potential to impact the following aspects of the environment: land use, zoning, and community character; natural resources; historic and cultural resources; urban design; transportation; air quality; noise and vibration; and hazardous wastes and contaminated materials. The EA examines each of these impact areas, and also considers the temporary impacts that the Proposed Action would have during the period of construction. EA at 5.

Following is a summary discussion of the analyses and conclusions set forth in the EA.

1. Land Use, Zoning, Community Character, and Public Policy

The gantry-based Cashless Tolling system associated with the Proposed Action would be contained entirely within the existing roadways at the VNB which are owned and operated by TBTA. The Cashless Tolling system would represent a continuation of the existing transportation use of the area and would not introduce infrastructure that would substantially alter adjacent land uses. Because the proposed construction of overhead gantries is consistent with the current land use and character of the project site, and because the Proposed Action would not require any land outside of the TBTA right-of-way, the Proposed Action would not adversely affect the use or character of surrounding properties. The Proposed Action would also not adversely impact land uses or local land use plans.

As noted above, the gantry-based Cashless Tolling system associated with the Proposed Action would be contained entirely within the roadways at the VNB which are owned and operated by TBTA, a state public benefit corporation, and as such are not subject to New York City zoning requirements. Moreover, the Proposed Action would not impact the current or potential future zoning of adjacent areas.

In addition, as discussed in the EA, the Proposed Action would result in no significant adverse environmental impacts to traffic, air quality, noise, and other factors that affect community character. The Proposed Action would be consistent with the relevant smart growth criteria required by the New York State Smart Growth Infrastructure Act. The project site falls within the New York state coastal area boundary, established under the authority of New York Executive Law Article 42, Waterfront Revitalization of Coastal Areas and Inland Waterways Act, as implemented by the New York State Department of State (“NYS DOS”) under 19 N.Y.C.R.R. Part 600. Coastal Assessment Forms (“CAF”) were prepared for the TBTA and MTA Actions and submitted to NYSDOS.. As shown in the CAFs, the Proposed Action would be consistent with applicable policies established under the Coastal Management Program.

Accordingly, the Proposed Action would not cause any significant adverse impacts relating to land use, zoning, community character, or public policy. *See* EA at 5-8.

2. Natural Resources

The project site is located entirely within the existing roadways at the VNB and consists of paved areas associated with the existing roadways, bridges, or vegetated areas characteristic of highway medians or shoulders. Due to the developed nature of the project site, natural resources such as surface waters and wetlands are not present and habitat potential and wildlife within the project site would be extremely limited. Moreover, the VNB project site is not located within any 100-year or 500-year floodplain. In summary, the Proposed Action would not result in significant adverse impacts to natural resources. *See* EA at 9.

3. Historic and Cultural Resources

In accordance with Section 14.09 of the New York State Historic Preservation Act, TBTA initiated consultation with the New York State Office of Parks, Recreation, and Historic Preservation (“OPRHP,” which serves as the State Historic Preservation Officer (“SHPO”)) regarding the Proposed Action’s potential impacts on historic and cultural resources. By letter dated February 20, 2020, OPRHP determined that the project would have No Adverse Effect on historic resources, including archaeological resources. Therefore, the Proposed Action would not result in significant adverse impacts to archaeological and architectural resources. *See* EA at 9-10.

4. Urban Design

While the erection of Cashless Tolling gantry structures would alter views at the Brooklyn-bound VNB, the gantry structures would be in close proximity (approximately 130 feet to the southwest) to the existing Cashless Tolling gantries above the westbound lanes of the SIE. At the VNB, views of the new gantries would be primarily limited to motorists as there is limited pedestrian access to the site. The single-pipe design of the gantries and location near other roadway infrastructure would be the same design as the existing Cashless Tolling gantries above the westbound lanes, rendering them consistent with existing highway infrastructure. The proposed design of the gantries would result in highway infrastructure (gantries with minimal lighting) that is similar to existing infrastructure and would not add obstructive structures to the roadways. Therefore, the Proposed Action would not result in significant adverse impacts to visual and aesthetic resources or views to visual and aesthetic resources. *See* EA at 11-12.

5. Transportation

The shift to two-way tolling from the current one-way tolling conditions (and elimination of the double toll in the westbound direction) at the VNB would encourage some drivers to change their current trip routes and use the

westbound VNB instead of traveling through lower Manhattan and across Port Authority of New York and New Jersey (“PANYNJ”) facilities, which are toll-free when crossing westbound from New York into New Jersey. With two-way tolling under the Proposed Action, it is expected that some eastbound trips would move away from the VNB, reducing traffic on the SIE and Gowanus Expressway. The net impacts of these changes on the affected corridors are expected to be minimal and there would not be a significant adverse traffic impact as a result of the Proposed Action. *See* EA at 5, 13.

These conclusions are based on a detailed traffic study (initially prepared in 2018, finalized in 2020 and incorporated into the EA), which analyzes how restoring the VNB to two-way toll collection and adjusting the VNB Rebate Programs to accommodate two-way collection would impact regional travel patterns. The study, based on fall 2017 traffic data, concluded that changing toll collection at the VNB to two-way tolling would not result in significant adverse traffic impact impacts. This conclusion is still valid and considered to be conservative since the average weekday traffic volumes at the VNB declined between 2017 and 2019 based on TBTA transaction data. Therefore, potential traffic impacts would be expected to be slightly lower if the analyses were updated using more recent traffic data. *See* EA at 12-13.

As explained in the 2018 study, under the existing one-way westbound tolling system, there is a daily directional imbalance with approximately 7,000 more vehicles traveling eastbound on an average weekday and Saturdays and 10,000 more vehicles traveling eastbound on Sundays as compared to westbound vehicle volumes. The eastbound-westbound imbalance at the VNB is attributable to one-way tolling because some drivers divert from the VNB to toll-free crossings in the westbound direction to avoid the double toll, causing increased traffic volumes westbound along Canal Street as well as eastbound along the Gowanus Expressway. In addition, some drivers divert to take advantage of the toll-free eastbound VNB. The traffic imbalance affects not only the VNB but also travel patterns on regional crossings, connecting highways and local streets, affecting delays, speed, and level of service (“LOS”), which are key measures of congestion. EA at 13.

The traffic analysis incorporated in the EA examined traffic impact locations based on the anticipated diversion routes and where traffic impacts would be most likely to occur. These locations included key intersections along Canal Street and in lower Manhattan, which are considered the worst-case scenario locations for diversions; bridge and tunnel approaches; key highway segments along the Gowanus Expressway in Brooklyn; and key roadway segments along the SIE in Staten Island. *Id.*

a. Diversion Analysis.

1. Canal Street

As discussed in the EA, traffic volume changes along Canal Street would vary by direction and time of day, with small decreases in traffic westbound and small increases in traffic eastbound. The largest changes would occur during the off-peak periods when congestion is lower. Under a VNB two-way tolling scenario, average speeds along Canal Street would increase up to 0.3 mph in the westbound direction and decrease up to 0.3 mph in the eastbound direction during the peak periods. Speed impacts during the off-peak periods would be smaller since there is less overall traffic in the off-peak periods, and, therefore, less congestion and delay. During off-peak periods, the roads and bridges have a greater capacity to accept additional traffic without affecting travel speeds. The overall speed changes would be relatively small and would not be expected to be noticeable to motorists during any hour of the day. EA at 16.

Operations at 17 intersections on Canal Street were analyzed for impacts associated with the Proposed Action; none of the intersections analyzed would experience an increase in delays that would be over 5.0 seconds at LOS E or F, which is the New York State Environmental Quality Review Act (“SEQRA”) criteria used by the New

York State Department of Transportation (“NYSDOT”) to determine the significance of traffic impacts. Therefore, there would not be a significant adverse traffic impact along Canal Street under SEQRA. *Id.*

The 17 intersections in Manhattan were also analyzed in accordance with the more stringent New York City Environmental Quality Review (“CEQR”) Technical Manual² procedures which require the analysis of traffic impacts for each movement at each intersection. Of the 201 movements analyzed during the AM, MD, and PM peak hours, 76 movements would experience a decrease in delay, 53 movements would experience an increase in delay, and 72 movements would not experience any change in delay. The relative number of movements that would experience a decrease in delay, increase in delay, or no change in delay are consistent throughout the day. EA at 16-17.

Since the increases in total intersection volumes would be less than the CEQR Technical Manual screening threshold of 50 vehicles at all locations during the AM, Midday, and PM peak hours, the intersections analyzed would screen out under the CEQR screening volume threshold and would have no significant adverse traffic impact. EA at 17.

Based on both the SEQRA and CEQR Technical Manual analyses of traffic impacts along Canal Street, it is unlikely that the change from one-way tolling to two-way tolling at the VNB would result in a noticeable change in traffic operations along Canal Street and in lower Manhattan. Canal Street will likely continue to operate at conditions very similar to current conditions with only minor speed changes—a slight improvement in speeds in the westbound direction and a slight decrease in speeds in the eastbound direction—and no change in overall LOS. As there would be no significant adverse impacts at Canal Street, which as noted above is considered the worst case location for diversions, there would be no adverse traffic impacts related to diversions. EA at 13, 16-19.

b. Highway/Freeway Segments

As noted above, the EA presented the analysis of traffic impacts on three highway segments that currently experience frequent congestion to determine impacts to highway traffic flow under a two-way VNB toll scenario. The density, speed, and LOS were evaluated for both one-way and two-way tolling at the key highway segments, which were analyzed along the Gowanus Expressway and the SIE during the AM, Midday, and PM peak hours in both the eastbound and westbound directions considering the changes in traffic volumes, geometry, and operating characteristics of the highway. EA at 13, 15

1. Gowanus Expressway/Prospect Expressway/HLCT Weave

Traffic volume changes along the Gowanus Expressway Weave area in Brooklyn (on/off ramps to the Gowanus Expressway, Prospect Expressway and Hugh L. Carey Tunnel (“HLCT”) approach road) would vary by direction and time of day, with relatively small increases in traffic westbound (*i.e.*, Staten Island-bound) and small decreases in traffic eastbound (*i.e.*, Manhattan-bound). The highest changes in traffic volumes would occur during the off-peak periods when congestion is lower. The projected changes in traffic volumes would be small and would not be noticeable to drivers. EA at 20.

Speeds along the Gowanus Expressway between the Prospect Expressway and the Brooklyn-Queens Expressway may increase or decrease up to about 0.1 mph during any hour of the day, with most hours showing no change in

² As public benefit corporations, TBTA and MTA are not subject to CEQR; nevertheless, TBTA and MTA will consider relevant CEQR Technical Manual criteria as one factor in determining whether their actions may result in significant environmental impacts.

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speed. The LOS is based on the *vehicle density* which is calculated as vehicles/per lane/mile. Projected changes in vehicle density under two-way tolling would be small during all hours of the day, would fall within normal daily fluctuations, would not be noticed by drivers and would be well below the applicable SEQRA threshold for significance used by NYCDOT. *Id.*

2. Gowanus Expressway at 92nd Street

Traffic volume changes along the Gowanus Expressway at 92nd Street would vary by direction and time of day, with small increases in traffic westbound and small decreases in traffic eastbound. The highest changes in traffic volumes would occur during the off-peak periods when congestion is lower. The projected changes in traffic volumes would be small and would not be noticeable to drivers. *Id.*

Speeds along the Gowanus Expressway at 92nd Street may increase or decrease up to about 0.1 mph during any hour of the day, with most hours showing no change in speed. The LOS is based on the density of vehicles/per lane/mile. Projected changes in vehicle density under two-way tolling would be small during all hours of the day, would fall within normal daily fluctuations, would not be noticed by drivers and would be well below the applicable SEQRA threshold for significance used by NYCDOT. EA at 20-21.

3. Staten Island Expressway

Traffic volume changes along the SIE at Mosel Avenue would vary by direction and time of day, with small increases in traffic westbound and small decreases in traffic eastbound. The highest changes in traffic volumes would occur during the off-peak periods when congestion is lower. The projected changes in traffic volumes would be within the normal fluctuation of traffic volumes. EA at 21.

Speeds along the SIE at Mosel Avenue may increase or decrease less than 0.1 mph during any hour of the day, with most hours showing no change in speed. The LOS is based on the density of vehicles/per lane/mile. Projected changes in vehicle density under two-way tolling would be small during all hours of the day, would fall within normal daily fluctuations, would not be noticed by drivers and would be well below the applicable SEQRA threshold for significance used by NYCDOT. *Id.*

c. Vehicle Miles Traveled

It is predicted that there will be a daily reduction of close to 45,000 vehicle miles traveled (“VMT”), an approximately 0.02 percent reduction for vehicles traveling on the VNB, in the New York–New Jersey–Long Island area for an average weekday due to the Proposed Action. Weekend numbers are expected to be close to this value. The daily number represents approximately a 5-mile decrease in average travel distance. The annualized net reduction in VMT is projected to be approximately 16 million. EA at 25.

8. Air Quality

The potential effect of the predicted changes in traffic volumes and speed on air quality from the Proposed Action, as well as the overall potential change in region-wide emissions due to the Proposed Action, was examined in the EA. The air quality analyses focus on the potential for local (microscale) impacts along diversion routes and on the potential region-wide (mesoscale) change in emissions due to diversion of traffic associated with the Proposed Action. *Id.*

a. Microscale Analyses of Local Impacts Along Diversion Routes

As with transportation impacts, the Canal Street corridor is the worst case location for diversion-related air quality impacts. Therefore microscale impacts were assessed in the Canal Street area for carbon monoxide (“CO”), particulate matter (“PM”), which is regulated in two size categories: particles with an aerodynamic diameter of less than or equal to 2.5 micrometers (“PM_{2.5}”), and particles with an aerodynamic diameter of less than or equal to 10 micrometers (“PM₁₀”) which includes PM_{2.5} concentrations, and nitrogen dioxide (“NO₂”). EA at 37.

The EA found that no significant adverse impacts on CO or PM concentrations would occur at the reasonable worst-case analysis locations due to the projected diversion of vehicles resulting from the Proposed Action. The potential local air quality impacts along all other diversion routes would be less than those predicted for the reasonable worst-case locations because total traffic volumes and congestion, and the traffic increments due to implementation of two-way tolling at the VNB, would be less than those projected in the reasonable worst-case analyses. Therefore, the local impacts along all other diversion routes are also not projected to result in significant adverse local impacts on CO or PM levels. Moreover, a qualitative analysis of NO₂ impacts indicated that the traffic associated with implementation of the Proposed Action would not be expected to change concentrations of that pollutant appreciably, since the vehicular traffic diversion associated with the proposed implementation of two-way tolling at the VNB would be a small percentage of the total number of vehicles in the area. The Proposed Action would therefore have no significant adverse impact on local air quality along the diversion routes. *See* EA at 39-41.

b. Mesoscale Analyses of Region-Wide Air Quality Impacts

As noted in Section 7.c. [Transportation, VMT] above, the Proposed Action is projected to result in a net decrease in VMT in the New York–New Jersey–Long Island nonattainment area. *See* EA at 25, 38. As a result, the Proposed Action would result in a net decrease in on-road regional emissions of volatile organic compounds (“VOCs”), CO, nitrogen oxides (nitric oxide, NO, and NO₂, collectively referred to as “NO_x”) PM₁₀, and PM_{2.5} (along with the precursors to PM_{2.5}). Therefore, the Proposed Action is not expected to interfere with the State Implementation Plan for region-wide attainment of the ozone National Ambient Air Quality Standards (“NAAQS”), maintenance of the CO NAAQS, or current and future State Implementation Plans for attaining or maintaining the PM_{2.5} NAAQS. Greenhouse Gas (“GHG”) emissions are also estimated to decrease as a result of the Proposed Action, which would be consistent with current plans for reducing GHG emissions in New York City and New York State. The Proposed Action would therefore have no significant adverse impact on regional air quality. *See* EA at 42-44.

9. Noise and Vibration

The area surrounding the proposed Cashless Tolling gantries at the project site includes a variety of land uses, with some noise-sensitive uses such as residences and office buildings. However, implementation of Cashless Tolling in the Brooklyn-bound direction would not have the potential to result in significant noise level increases, and it is expected that noise levels would remain comparable to those in the existing condition. At locations along roadways where traffic volumes may be affected by implementation of Cashless Tolling in the Brooklyn-bound direction, Proposed Action-generated vehicle diversions would not have the potential to result in an increase in noise levels. The implementation of Cashless Tolling in the Brooklyn-bound direction would also not result in substantial changes in traffic patterns, or associated ambient noise, on alternate travel routes. Consequently, the proposed implementation of Cashless Tolling in the Brooklyn-bound direction would not result in any significant adverse impacts due to noise. Vibration is typically not a substantial concern for roadways in good condition, so the Proposed Action is not expected to have any substantial effect on vibration at nearby sensitive receptors. *See* EA at 44.

10. Hazardous Waste and Contaminated Materials

The Proposed Action would not require substantial soil disturbance at the project site, since construction would entail only limited soil disturbance for construction of gantry foundations and support posts, and potentially limited shallow trenching for installation of utilities. Typical ground disturbance would include installation of six caisson foundations for each set of gantries (total of 12 caissons for 6 gantries) with each caisson comprised of a drilled shaft about four feet in diameter. Existing TBTA construction standards (and contract specifications) address requirements for proper management of any unexpectedly encountered subsurface contaminated materials in accordance with applicable federal, state and local requirements, including those for dust control, temporary on-site storage, off-site transportation and disposal, and safety and other measures to minimize the potential for impacts to the community and construction workers. With compliance with applicable regulatory and contractual requirements and procedures for the subsurface work, the Proposed Action would not result in any significant adverse impacts related to hazardous waste and contaminated materials. *See EA at 44-45.*

11. Construction Impacts

Construction of the Proposed Action would include the installation of the gantry-based Cashless Tolling system over the Brooklyn-bound lanes crossing the VNB, approximately 130 feet to the southwest of the existing gantries. The Proposed Action would be completed by the end of 2020 or earlier.

Construction and implementation at the Proposed Action would generally take place over a period of about six months, or less. The installation of the Cashless Tolling structures and equipment is expected to take four to five months, followed by an integration and testing period of approximately one month. Since traffic, air, and noise effects during construction would be limited in duration and of modest magnitude, significant adverse impacts would not be expected. All construction activities would remain within the TBTA right-of-way and the noise, emission, dust and erosion control practices routinely imposed under the environmental provisions of TBTA's construction contracts would be followed. Among other things, those provisions require the following:

- Construction activities must comply with the noise level requirements and limits set forth in the New York City Noise Control Code, Title 24 of the Administrative Code of the City of New York;
- Activities must be conducted so that dust, debris, waste materials, and construction materials are not released or spilled into the soil, water, sediment, and/or sewers;
- Erosion and sediment control measures must be provided to protect catch basins, drainage channels, waterways, etc.;
- Control devices and methods must be implemented to prevent water pollution and soil erosion in accordance with the accepted Storm Water Pollution Prevention Plan; and
- Industry standard best practices must be employed to protect the work zone during construction activities.

The construction staging layout would be focused on maintaining traffic through existing toll lanes until the new Cashless Tolling gantries are constructed. Protective measures to be used during construction would include the placement of barriers, roadway striping, lane closures, speed restrictions, and signing. Maintenance and Protection of Traffic ("MPT") Plans for each site would be developed in accordance with TBTA policies and NYSDOT and FHWA standards, which would also require a resident engineer or supervisor to be on site during all construction activities to ensure that all safety procedures are followed. With these measures in place, no significant adverse impacts during construction are expected to occur as a result of the Proposed Action. *See EA at 45-46.*

IV. Conclusions and Finding

Having undertaken a thorough environmental analysis, TBTA finds and concludes that based on the foregoing analysis and the EA incorporated herein by reference, the Proposed Action, including the TBTA Actions, will not result in any large and/or important impacts and that the Proposed Action will have no significant adverse environmental impact. This Type II Determination/Determination of No Significance regarding the TBTA Actions has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law.

Dated: New York, New York
March __, 2020

Name: _____

Title: _____

Staff Summary

Subject	Split Tolling at VNB and Adoption of a New Crossing Charge Schedule
Department	Law
Department Head Name	M. Terry
Department Head Signature	
Project Manager Name	

Date	March 25, 2020
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref. #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
2	Board	3/25/20			
1	TBTA Committee	3/23/20			

Internal Approvals			
Order	Approval	Order	Approval
3	Acting President		VP Staff Services
	General Counsel		VP Procurement & Materials
2	Senior Vice President, Business Operations and Transformation Officer		VP Labor Relations
	VP Operations		VP & Chief Engineer

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

PURPOSE: To obtain Board approval and adoption of the annexed Resolution which will (i) change the method of toll collection at the Verrazzano-Narrows Bridge (VNB) so that tolls are collected in the Staten Island-bound and Brooklyn-bound directions (split tolling), in accordance with federal law; (ii) repeal the prior Crossing Charge Schedule and adopt a new Crossing Charge Schedule to implement split tolling at the VNB by eliminating the provision that doubles the VNB toll under the VNB’s one-way crossing charge collection program; and (iii) authorize the Acting President of the Authority or his designee to take all such steps that may be necessary and desirable to establish, implement and permanently adopt, pursuant to law, the new Crossing Charge Schedule.

DISCUSSION: Tolls have been collected on the VNB in only one direction, Staten Island-bound, since 1986, initially in accordance with Section 324 (a) of the federal *Department of Transportation and Related Agencies Appropriations Act of 1986*. As a result, the current Crossing Charge Schedule states, in footnote (a), that all per crossing charges shown in the Schedule shall be doubled at the VNB under the VNB’s one-way crossing charge collection program.

In December 2019, however, Section 126 of the federal *Further Consolidated Appropriations Act, 2020* (2020 Appropriations Act), which eliminates one-way tolling and restores split tolling at the VNB, was enacted by Congress and signed by the President. The 2020 Appropriations Act provides that “[n]otwithstanding any other provision of law, tolls collected for motor vehicles on any bridge connecting the boroughs of Brooklyn, New York, and Staten Island, New York, shall be collected for any such vehicles exiting from such bridge in both Staten Island and Brooklyn.”

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

As a result, the Authority seeks approval to change the method of toll collection at the VNB so that tolls are collected in the Staten Island-bound and Brooklyn-bound directions and to revise the Authority's Crossing Charge Schedule by deleting footnote (a), which states: "(a) Under Verrazzano-Narrows one-way crossing charge collection program, all per crossing charges shown should be doubled. Presently paid in westbound direction only."

A copy of the proposed Crossing Charge Schedule (Attachment 1) is attached.

If approved, split tolling at the Verrazzano-Narrows Bridge is planned for implementation by the end of 2020.

The Board has separately adopted a Resolution (i) finding that the proposed implementation of split tolling at the Verrazzano-Narrows Bridge under the new Crossing Charge Schedule constitutes a "non-discretionary" Type II action under the State Environmental Quality Review Act (SEQRA) and, moreover, will have no significant adverse effect on the environment within the meaning of the SEQRA; and (ii) adopting and approving a Type II Determination/Determination of No Significance.

Finally, the Board is asked to delegate to the Acting President of the Authority or his designee authority to take all necessary and desirable steps to repeal the prior Part 1021.1 of Title 21 of the New York Codes, Rules and Regulations (NYCRR) and implement and permanently adopt a new Part 1021.1 of Title 21 NYCRR to reflect the new Crossing Charge Schedule.

IMPACT ON FUNDING: Implementation of split tolling at the VNB under the new Crossing Charge Schedule is estimated to generate additional net operating income of \$10 million annually.

RECOMMENDATION: It is recommended that the Board adopt and approve the attached Resolution authorizing the Authority to change the method of toll collection at the Verrazzano-Narrows Bridge so that tolls are collected in the Staten Island-bound and Brooklyn-bound directions, repeal the prior Crossing Charge Schedule, establish the new Crossing Charge Schedule to implement split tolling at the VNB by eliminating the provision that doubled the per crossing charges under the former one-way crossing charge collection program, and authorize the Acting President or his designee to take all steps to establish, implement and permanently adopt the Schedule, pursuant to law.

RESOLUTION

WHEREAS, tolls have been collected by the Triborough Bridge and Tunnel Authority (Authority) on the Verrazzano-Narrows Bridge (VNB) in only one direction, Staten Island-bound, since 1986, initially in accordance with Section 324 (a) of the federal *Department of Transportation and Related Agencies Appropriations Act of 1986*. To implement one-way tolling, the current Crossing Charge Schedule states, in footnote (a), that all per crossing charges shown for the VNB in the Schedule should be doubled under the VNB's one-way crossing charge collection program; and

WHEREAS, in December 2019, Section 126 of the federal *Further Consolidated Appropriations Act, 2020* (2020 Appropriations Act), which eliminates one-way tolling and restores split tolling at the VNB, was enacted by Congress and signed by the President. The 2020 Appropriations Act provides that “[n]otwithstanding any other provision of law, tolls collected for motor vehicles on any bridge connecting the boroughs of Brooklyn, New York, and Staten Island, New York, shall be collected for any such vehicles exiting from such bridge in both Staten Island and Brooklyn”; and

WHEREAS, the Authority proposes to change the method of toll collection at the VNB so that tolls are collected in the Staten Island-bound and Brooklyn-bound directions (split tolling), in accordance with federal law; and

WHEREAS, the Authority proposes to revise the Crossing Charge Schedule to implement split tolling at the VNB by deleting from the current Crossing Charge Schedule its footnote (a), which states: “(a) Under Verrazzano-Narrows one-way crossing charge collection program, all per crossing charges shown should be doubled. Presently paid in westbound direction only”; and

WHEREAS, the Board, by resolution adopted March 25, 2020, found that the proposed implementation of split tolling at the Verrazzano-Narrows Bridge under the new Crossing Charge Schedule constitutes a “non-discretionary” Type II action under the State Environmental Quality Review Act (SEQRA) and, moreover, will have no significant adverse effects on the environment under the meaning of SEQRA and adopted and approved a Type II Determination/Determination of No Significance, and authorized and directed the Acting President of the Authority, or his designee, to execute said Type II Determination/Determination of No Significance.

NOW, THEREFORE, IT IS:

RESOLVED, that provided the Type II Determination/Determination of No Significance has been duly executed by the Acting President of the Authority, or his designee, the Authority is authorized to change the

method of toll collection at the Verrazzano-Narrows Bridge to collect tolls in the Staten Island-bound and Brooklyn-bound directions; and be it further

RESOLVED, that the Crossing Charge Schedule in the prior Part 1021.1 of Title 21 New York Codes, Rules and Regulations shall be and hereby is repealed and the new Crossing Charge Schedule in the new Part 1021.1 of Title 21 New York Codes, Rules and Regulations, providing for implementation of split tolling at the Verrazzano-Narrows Bridge, as set forth in the attachment to this Resolution, shall be and hereby is adopted to be implemented by the end of 2020; and be it further,

RESOLVED, that the Acting President of the Authority or his designee is hereby fully authorized and directed to take such steps as may be necessary or desirable to repeal the prior Part 1021.1 of Title 21 of the New York Codes, Rules and Regulations and establish, implement and adopt the proposed Crossing Charge Schedule, annexed hereto, in the new Part 1021.1 of Title 21 of the New York Codes, Rules and Regulations, pursuant to law.

March 25, 2020
New York, New York

ATTACHMENT 1

Part 1021.1 Crossing Charges

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

Part 1021.1 Crossing Charges

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY CROSSING CHARGES

A. E-ZPass Charges For E-ZPass New York Customer Service Center Customers

CLASSIFICATION	VERRAZZANO-NARROWS BRIDGE	ROBERT F. KENNEDY, BRONX-WHITESTONE, AND THROGS NECK BRIDGES AND QUEENS MIDTOWN AND HUGH L CAREY TUNNELS	HENRY HUDSON BRIDGE	MARINE PARKWAY-GIL HODGES MEMORIAL, AND CROSS BAY VETERANS MEMORIAL BRIDGES
	Crossing Charges			
1 Two-axle vehicles, including: passenger vehicles, station wagons, self-propelled mobile homes, ambulances, hearses, vehicles with seating capacity of not more than 15 adult persons (including the driver) and trucks with maximum gross weight (MGW) of 7,000 lbs. and under	\$6.12	\$6.12	\$2.80	\$2.29
Registered Staten Island Residents using an eligible vehicle taking 3 or more trips per month	\$3.44			
Registered Staten Island Residents using an eligible vehicle taking less than 3 trips per month	\$3.63			
Registered Staten Island Residents using an eligible vehicle with three or more occupants (HOV)	\$1.70			
Registered Rockaway Residents using an eligible vehicle				\$1.49
Each additional axle costs	\$4.00	\$4.00	\$3.00	\$3.00
2 All vehicles with MGW greater than 7,000 lbs. and buses (other than franchise buses using E-ZPass and motor homes)				
Two-axle vehicles	\$11.06	\$11.06		\$5.53
Three-axle vehicles	\$18.12	\$18.12		\$9.06
Four-axle vehicles	\$23.16	\$23.16		\$11.58
Five-axle vehicles	\$30.19	\$30.19		\$15.10
Six-axle vehicles	\$35.23	\$35.23		\$17.62
Seven-axle vehicles	\$42.26	\$42.26		\$21.13
Each additional axle	\$7.06	\$7.06		\$3.53
3 Two-axle franchise buses	\$4.43	\$4.43		\$2.21
4 Three-axle franchise buses	\$5.26	\$5.26		\$2.77
5 Motorcycles	\$2.66	\$2.66	\$1.91	\$1.91
Each additional axle	\$1.59	\$1.59	\$1.59	\$1.59

See Footnotes on next page

The Authority reserves the right to determine whether any vehicle is of unusual or unconventional design, weight or construction and therefore not within any of the listed categories. The Authority also reserves the right to determine the crossing charge for any such vehicle of unusual or unconventional design, weight or construction.

Bicycles are not permitted over Bronx-Whitestone, Throgs Neck, and Verrazzano-Narrows Bridges, or through the tunnels. Such vehicles may cross the Robert F. Kennedy, Henry Hudson, Marine Parkway-Gil Hodges Memorial and Cross Bay Veterans Memorial Bridges without payment of crossing charge, but must be walked across the pedestrian paths of such bridges.

Only vehicles authorized to use parkways are authorized to use the Henry Hudson Bridge. An unauthorized vehicle using the Henry Hudson Bridge must pay the Marine Parkway-Gil Hodges Memorial Bridge rate.

E-ZPass crossing charges apply to New York E-ZPass Customer Service Center customers only and are available subject to terms, conditions and agreements established by the Authority.

There are no residential restrictions with regard to enrollment as a TBTA Customer in the New York Customer Service Center.

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY CROSSING CHARGES

B. For Fare Media Other Than E-ZPass Charges for E-ZPass New York Customer Service Center Customers

CLASSIFICATION	Crossing Charges			
	VERRAZZANO-NARROWS BRIDGE	ROBERT F. KENNEDY, BRONX-WHITESTONE, AND THROGS NECK BRIDGES AND QUEENS MIDTOWN AND HUGH L CAREY TUNNELS	HENRY HUDSON BRIDGE	MARINE PARKWAY-GIL HODGES MEMORIAL AND CROSS BAY VETERANS MEMORIAL BRIDGES
1 Two-axle vehicles, including: passenger vehicles, station wagons, self-propelled mobile homes, ambulances, hearses, vehicles with seating capacity of not more than 15 adult persons (including the driver) and trucks with maximum gross weight (MGW) of 7,000 lbs. and under	\$9.50	\$9.50	\$7.00	\$4.75
The following discounted charges are available for eligible class 1 vehicles:				
Charge per crossing for E-Tokens				\$3.17
Charge per crossing for E-Tokens for registered Staten Island Residents using an eligible vehicle	\$4.90			
Charge per crossing for E-Tokens for registered Rockaway Peninsula/Broad Channel Residents using an eligible vehicle				\$2.05
Each additional axle costs	\$4.00	\$4.00	\$3.00	\$3.00
2 All vehicles with MGW greater than 7,000 lbs. and buses (other than franchise buses using E-ZPass and motor homes)				
Two-axle vehicles	\$19.00	\$19.00		\$9.50
Three-axle vehicles	\$31.29	\$31.29		\$15.65
Four-axle vehicles	\$39.12	\$39.12		\$19.56
Five-axle vehicles	\$51.41	\$51.41		\$25.71
Six-axle vehicles	\$59.24	\$59.24		\$29.62
Seven-axle vehicles	\$73.76	\$73.76		\$36.88
Each additional axle	\$11.18	\$11.18		\$5.59
3 Two-axle franchise buses	\$9.25	\$9.25		\$4.50
4 Three-axle franchise buses	\$10.25	\$10.25		\$5.25
5 Motorcycles	\$4.00	\$4.00	\$4.00	\$4.00
Each additional axle	\$1.68	\$1.68	\$1.68	\$1.68

See Footnotes on next page

The Authority reserves the right to determine whether any vehicle is of unusual or unconventional design, weight or construction and therefore not within any of the listed categories. The Authority also reserves the right to determine the crossing charge for any such vehicle of unusual or unconventional design, weight or construction.

Bicycles are not permitted over Bronx-Whitestone, Throgs Neck, and Verrazano-Narrows Bridges, or through the tunnels. Such vehicles may cross the Robert F. Kennedy, Henry Hudson, Marine Parkway-Gil Hodges Memorial and Cross Bay Veterans Memorial Bridges without payment of crossing charge, but must be walked across the pedestrian paths of such bridges.

Only vehicles authorized to use parkways are authorized to use the Henry Hudson Bridge. An unauthorized vehicle using the Henry Hudson Bridge must pay the Marine Parkway-Gil Hodges Memorial Bridge rate.



Bridges and Tunnels

Changes to the VNB Rebate Programs for Split Tolling at the VNB (Action Items)

Staff Summary

Subject	Changes to the VNB Rebate Programs for Split Tolling at the VNB (Environmental Determination)
Department	Law
Department Head Name	Robert Foran, Chief Financial Officer
Department Head Signature	
Project Manager Name	

Date	March 25, 2020
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref. #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	MTA B&T Comm Board	3/23/20	X		
2		3/25/20	X		
				X	

Internal Approvals			
Order	Approval	Order	Approval
1	General Counsel		VP Staff Services
2	Chief of Staff		VP Procurement & Materials

ENVIRONMENTAL DETERMINATION

PURPOSE: To obtain the Board’s approval and adoption of the annexed Resolution which will (i) find and determine that the proposed changes to the two Metropolitan Transportation Authority (MTA) toll rebate programs at the Verrazzano-Narrows Bridge (VNB) to accommodate the implementation of split tolling at the VNB will have no significant adverse effects on the environment within the meaning of the State Environmental Quality Review Act (SEQRA); and (ii) adopt and approve the Negative Declaration in accordance with SEQRA and authorize and direct the Chairman or his designee to execute it.

DISCUSSION: Since 2014, the Metropolitan Transportation Authority (MTA) has had two toll rebate programs partially funded by the State at the VNB, which is owned and operated by the Triborough Bridge and Tunnel Authority (TBTA): the Staten Island Resident (SIR) Rebate Program, available for residents of Staten Island participating in the SIR E-ZPass toll discount plan, and the Verrazzano-Narrows Bridge (VNB) Commercial Rebate Program, available for trucks and other commercial vehicles meeting the trip eligibility threshold.

Under the current SIR Rebate Program, Staten Island residents pay an effective, post-rebate toll of \$5.50 per trip, collected only in the Staten Island-bound direction. Under the current VNB Commercial Rebate Program, the initial rebate is 16.25% of the E-ZPass toll for trucks and other commercial vehicles with more than ten trips per month across the VNB using the same New York Customer Service Center (NYCSC) E-ZPass Account, collected only in the Staten Island-bound direction; and

Tolls have been collected on the VNB in only one direction, Staten Island-bound, since 1986, initially in accordance with a federal law enacted in 1986. In December 2019, however, the one-way tolling law was eliminated and a new federal law was enacted to restore split tolling at the VNB, providing that “[n]otwithstanding any other provision of law, tolls collected for motor vehicles on any bridge connecting the boroughs of Brooklyn, New York, and Staten Island, New York, shall be collected for any such vehicles exiting from such bridge in both Staten Island and Brooklyn.” TBTA is planning to change the method of toll collection at the VNB to collect tolls in the Staten Island-bound and Brooklyn-bound directions (split tolling), in accordance with federal law, and is seeking the necessary approvals from the Board this month.

Here, the MTA seeks approval for changes to the VNB Rebate Programs needed to accommodate split tolling at the VNB. Specifically, the MTA proposes to change the SIR Rebate Program so that the effective, post-rebate toll for Staten Island Residents on the VNB is \$2.75 in each direction and to double the eligibility threshold for the VNB Commercial Rebate Program to more than 20 trips per month in either direction across the VNB by trucks and other commercial vehicles using the same NYCSC E-ZPass account.

Under SEQRA, prior to the Board’s adoption of a Resolution approving these changes to the VNB Rebate Programs to accommodate split tolling, the Board would consider the potential environmental impacts of the proposed changes to the VNB Rebate Programs and determine whether there may be a significant adverse impact resulting from such changes. If there are none, the Board would approve a Negative Declaration that the proposed changes to the VNB Rebate Programs to accommodate split tolling will have no significant adverse impacts on the environment.

An environmental assessment (“EA”) therefore was performed to analyze the potential environmental impacts (particularly traffic and air quality) at the VNB and along the diversion routes of implementing split tolling at the VNB, including the proposed changes to the MTA’s VNB Rebate Programs to accommodate split tolling. The EA analyzed in detail the potential environmental impacts of the proposed implementation of split tolling at the VNB and associated changes to the VNB Rebate Programs and concluded that no significant adverse impacts to the environment would arise at the VNB or along the diversion routes from such actions.

The results of this SEQRA analysis are described in the EA separately provided to the Board and the Negative Declaration (Attachment 1). The EA provides a basis for

concluding that there would be no significant adverse environmental impacts at the VNB or along the diversion routes from the proposed changes to the VNB Rebate Programs to accommodate split tolling and thus no Environmental Impact Statement is required in connection with the Board action.

The Resolution also authorizes the Chairman or his designee to execute the Negative Declaration.

IMPACT ON FUNDING: There would be no impact on funding as a result of the proposed changes to the VNB Rebate Programs to accommodate split tolling at the VNB.

RECOMMENDATION: It is recommended that the Board separately approve and adopt the attached Resolution finding that the proposed changes to the VNB Rebate Programs to provide Staten Island Residents with an effective, post-rebate toll on the VNB of \$2.75 in each direction and to double the eligibility threshold for the VNB Commercial Rebate Program to more than 20 trips per month in either direction across the VNB by trucks and other commercial vehicles using the same NYCSC E-ZPass account to accommodate split tolling will have no significant adverse environmental effects; adopt the Negative Declaration; and authorize the Chairman or his designee to execute the Negative Declaration.

RESOLUTION

WHEREAS, since 2014, the Metropolitan Transportation Authority (MTA) has had two toll rebate programs partially funded by the State at the VNB, which is owned and operated by the Triborough Bridge and Tunnel Authority (TBTA): the Staten Island Resident (SIR) Rebate Program, available for residents of Staten Island participating in the SIR E-ZPass toll discount plan, and the Verrazzano-Narrows Bridge (VNB) Commercial Rebate Program, available for trucks and other commercial vehicles meeting the trip eligibility threshold; and

WHEREAS, under the current SIR Rebate Program, Staten Island residents pay an effective, post-rebate toll of \$5.50 per trip, collected only in the Staten Island-bound direction. Under the current VNB Commercial Rebate Program, the initial rebate is 16.25% of the E-ZPass toll for trucks and other commercial vehicles with more than ten trips per month across the VNB using the same NYCSC E-ZPass Account, collected only in the Staten Island-bound direction; and

WHEREAS, tolls have been collected on the VNB in only one direction, Staten Island-bound, since 1986, initially in accordance with a federal law enacted in 1986. In December 2019, however, the one-way tolling law was eliminated and a new federal law was enacted to restore split tolling at the VNB, providing that “[n]otwithstanding any other provision of law, tolls collected for motor vehicles on any bridge connecting the boroughs of Brooklyn, New York, and Staten Island, New York, shall be collected for any such vehicles exiting from such bridge in both Staten Island and Brooklyn”; and

WHEREAS, TBTA is planning to change the method of toll collection at the VNB to collect tolls in the Staten Island-bound and Brooklyn-bound directions (split tolling), in accordance with federal law, and is seeking the necessary approvals from the Board this month; and

WHEREAS, the MTA seeks approval for changes to the VNB Rebate Programs needed to accommodate split tolling at the VNB, to wit: changing the SIR Rebate Program so that the effective, post-rebate toll for Staten Island Residents on the VNB is \$2.75 in each direction and doubling the eligibility threshold for the VNB Commercial Rebate Program to more than 20 trips per month in either direction across the VNB by trucks and other commercial vehicles using the same NYCSC E-ZPass account; and

WHEREAS, there has been distributed to the Board an Environmental Assessment (“EA”) regarding the effects on the environment of changing the VNB Rebate Programs to accommodate split tolling at the VNB; and

WHEREAS, the EA analyzed in detail the potential environmental impacts of the proposed implementation of split tolling and changes to the VNB Rebate Programs to accommodate split tolling at the VNB and concluded that no significant adverse impacts to the environment would arise at the VNB or along the diversion routes from such actions; and

WHEREAS, the EA provides the basis for finding that there would be no resulting significant adverse environmental effects from changing the VNB Rebate Programs to accommodate split tolling; and

WHEREAS, a proposed Negative Declaration (Attachment 1) has been prepared regarding the changes to the VNB Rebate Programs to accommodate split tolling in accordance with the State Environmental Quality Review Act; and

WHEREAS, the EA provides a basis for approving and adopting the Negative Declaration as it applies to the changes to the VNB Rebate Programs to accommodate split tolling; and

WHEREAS, the Board has considered all of the above.

NOW, THEREFORE, upon motion duly made and seconded, the following resolution is adopted by the Board:

RESOLVED, that the MTA hereby determines, for the reasons set forth in the EA and the Negative Declaration, that changing the VNB Rebate Programs to accommodate split tolling by providing Staten Island Residents with an effective, post-rebate toll on the Verrazzano-Narrows Bridge of \$2.75 in each direction and doubling the eligibility threshold for the VNB Commercial Rebate Program to more than 20 trips per month in either direction across the VNB by trucks and other commercial vehicles using the same New York Customer Service Center E-ZPass account will not have a significant adverse impact on the environment and, accordingly, that no Environmental Impact Statement is required to be prepared in connection with such action. A Negative Declaration as it applies to the changes to the VNB Rebate Programs to accommodate split tolling is hereby approved and adopted and the Chairman or his designee is hereby authorized and directed to execute, file and publish such Negative Declaration, as may be required by law.

New York, New York
March 25, 2020

ATTACHMENT 1

Negative Declaration

Metropolitan Transportation Authority

NEGATIVE DECLARATION

Under the State Environmental Quality Review Act

For Adjustments to the VNB Rebate Programs

For Implementation of Two-Way Tolling on the Verrazzano-Narrows Bridge

I. Introduction

From its opening in 1964 through 1986, tolls at the Verrazzano-Narrows Bridge (“VNB”) were collected in the eastbound (Brooklyn-bound) and westbound (Staten Island-bound) directions. Congress changed this system in the Department of Transportation and Related Agencies Appropriations Act of 1986, by requiring the Triborough Bridge and Tunnel Authority (“TBTA”) to collect tolls on the VNB only in the westbound direction. This one-way tolling mandate was extended by Congress on an annual basis each year from 1986 until one-way tolling at the VNB was permanently adopted in 1995 in Section 352 of the National Highway System Designation Act of 1995, P.L. 104-59.

In December 2019, Congress reversed this requirement in the Further Consolidated Appropriations Act of 2020, P.L. 116-94, by repealing the prior one-way tolling provisions and mandating that TBTA return to its original system of collecting tolls at the VNB in the eastbound and westbound directions (referred to as “two-way tolling”).

In order to implement the federally mandated two-way tolling system, TBTA must construct a new eastbound toll collection point and revise its toll schedule under the State Administrative Procedure Act (collectively, the “TBTA Actions”) so that tolls can be collected in the eastbound (Brooklyn-bound) direction, in addition to the existing collection of tolls in the westbound (Staten Island-bound) direction.

The Metropolitan Transportation Authority (“MTA”) also proposes to adjust the existing Staten Island Resident (“SIR”) Rebate and VNB Commercial Rebate Programs (together, the “VNB Rebate Programs” which constitute the “MTA Actions”) to accommodate two-way tolling on the VNB. The SIR rebate would be adjusted so that the effective post-rebate SIR toll on the VNB is \$2.75 in each direction (to replace the \$5.50 post-rebate SIR toll currently collected in the westbound direction only), while the eligibility threshold for the VNB Commercial Rebate would be doubled to more than 20 trips per month in either direction by trucks and other commercial vehicles using the same New York Customer Service Center (“NYCSC”) E-ZPass account.

The TBTA Actions and the MTA Actions are collectively referred to as the “Proposed Action” for purposes of this determination.

II. State Environmental Quality Review Act Compliance and Other Actions

Because the TBTA Actions are mandated by federal law, such actions are exempt from the State Environmental Quality Review Act, Environmental Conservation Law Section 8-0101 et seq. (“SEQRA”), and SEQRA’s implementing regulations appearing at 6 New York Code, Rules and Regulations (“N.Y.C.R.R.”) Part 617. *See* New York Environmental Conservation Law, Article 8, Section 8-0105(5)(ii) (excluding from agency “actions” subject to SEQRA “official acts of a ministerial nature involving no exercise of discretion ...”); *see also* 6 N.Y.C.R.R. Section 617.5(c)(25), which incorporates such non-discretionary acts into the list of “Type II” actions that are “not subject to review” under SEQRA; and 6 N.Y.C.R.R. Section 617.3(f) (“No [SEQRA] determination of significance ... is required for actions which are Type II.”). Nevertheless, TBTA has elected to go beyond the requirements of SEQRA to undertake an environmental review of the Proposed Action in its entirety consistent with SEQRA procedures in order to determine whether the Proposed Action would have a significant adverse impact on the environment. The MTA Actions are being treated as “unlisted” actions pursuant to the SEQRA regulations. 6 N.Y.C.R.R. Section 617.2(al).

To assist in performing the environmental review of the Proposed Action, TBTA retained WSP and AKRF, Inc. (“AKRF”) to complete Environmental Assessment Forms (“EAFs”) for TBTA and MTA and to prepare supplemental studies analyzing its environmental effects in more detail. Together, the studies along with the EAFs constitute the March 2020 Environmental Assessment (“EA”) for the Proposed Action. The EA is fully incorporated by reference into TBTA’s Type II Determination/Determination of No Significance and MTA’s Negative Declaration, respectively. The analyses and results of those analyses as set forth in the EA are summarized briefly in Section III below.

As discussed in Section III below, the EA demonstrates that the Proposed Action would not result in any large and/or important impacts and, as a result, the Proposed Action would not have any significant adverse environmental impacts.

1. Future Toll and Fare Increases.

Each July MTA issues a preliminary budget for the next year and a financial plan for the three years that follow, which projects revenues, subsidies and expenses for the four-year period. The preliminary budget and financial plan are revised and updated in November, adopted by the MTA Board in December, and reissued as an adopted budget and financial plan in February of the following year to reflect additional adjustments and to establish a 12-month allocation of the adopted budget. This four-year financial planning process helps MTA identify its long-range goals and objectives for the operation of its services and facilities, and develop and refine its plan for funding those activities. The plan undergoes periodic review and adjustment throughout the year.

To help address projected deficits for future years, the 2020-2023 Financial Plan anticipates potential toll increases in March 2021 and March 2023. For purposes of forecasting revenues, this financial plan assumes that any such toll increases would be coupled with a fare increase, and forecasts the additional revenue from a potential 2021 toll/fare increase (assuming a combined 4 percent yield) as \$279 million in 2021 and \$328 million in 2022, and forecasts the additional revenue from a potential 2023 toll/fare increase (also assuming a combined 4 percent yield) as \$291 million in 2023. However, no specific 2021 or 2023 toll or fare schedule has been identified or proposed.

Due to the breadth and scale of the MTA system and the many sources of funds used to support it, virtually every element in the four-year financial plan is an estimate that is subject to further refinement. For example, revenues are a direct result of system usage, and certain subsidies are tied to taxes that fluctuate in response to economic conditions. To predict future income from such sources requires complex financial modeling involving present-day economic indicators that are constantly being updated. A similar approach is employed in predicting costs. Accordingly, MTA's financial plan is an evolving document which projects expenses, revenues and subsidies at a particular point in time, but is revised on an ongoing basis. It is for this reason that MTA updates its four-year financial plan periodically as each year progresses, as described above, to provide the most accurate predictions of its financial condition.

The identification of a possible future action in MTA's financial planning documents does not obligate TBTA or MTA to institute the projected 2021 or 2023 toll/fare increase. At present, there is no specific proposal for a 2021 or 2023 toll/fare increase under consideration by TBTA or MTA and any such increase may or may not ultimately be adopted. A toll or fare increase may be proposed sooner or later than 2021 or 2023, and the amount of any required toll or fare increase has not been determined.

In accordance with the federal mandate in the Further Consolidated Appropriations Act of 2020 discussed above, TBTA must implement two-way tolling at the VNB; TBTA's and MTA's implementation of the Proposed Action flow from that requirement and collectively have independent utility from any future toll/fare increase that may be implemented across the MTA and TBTA system. In light of that requirement and the considerable uncertainties that exist with respect to any such future toll/fare increase in 2021, 2023 or other time, TBTA and MTA find that any such future proposal should be analyzed and considered through a separate environmental review. Moreover, implementation of the Proposed Action does not make it any more or less likely that a future toll/fare increase may be implemented. Finally, considering the Proposed Action separately from any future toll/fare increase is no less protective of the environment because two-way tolling and the other aspects of the Proposed Action will be taken into account in any subsequent environmental review.¹

¹ While TBTA has followed the practice of performing an environmental review of periodic toll adjustments in accordance with SEQRA procedures, such adjustments are matters of routine agency administration. *See* Type II list at 6 N.Y.C.R.R. Section 617.5(c)(26).

III. Consideration of Impacts Resulting from the Proposed Action

A. The Proposed Action

Implementation of two-way tolling at the VNB as part of the Proposed Action would have both physical and operational elements.

With respect to the physical elements, construction would involve the installation of an all-electronic Cashless Tolling system over the Brooklyn-bound lanes within the existing TBTA right-of-way to collect tolls from vehicles crossing the VNB and entering Brooklyn. The Cashless Tolling system would consist of two sets of triple gantries (each about 30 feet apart) that would be located approximately 130 feet to the southwest of the existing gantries above the westbound lanes. Like the existing gantries, the proposed gantries would be a pipe or tubular style about 20 feet tall. The gantry foundations would generally consist of six caisson foundations with each caisson shaft (about four feet in diameter) drilled into the ground. The required electronic equipment for the Brooklyn-bound Cashless Tolling system would be located in the existing access tunnel beneath the roadway. One set of new gantries would span the traffic lanes approaching the upper level of the VNB from the Staten Island Expressway (“SIE”) and the other set of gantries would span the traffic lanes approaching both the upper and lower levels of the VNB from the SIE and Narrows Road South to the west, and ramps from both Lily Pond Avenue/Father Capodanno Boulevard near the bridge. The eastbound Cashless Tolling system is expected to be operational at the VNB by the end of 2020. *See* EA at 2.

The Proposed Action would also have a number of operational elements. With the Cashless Tolling system in place, tolls would be collected in the eastbound direction of the VNB, as well as the current westbound direction. The current toll schedule regulations, 21 N.Y.C.R.R. Section 1021.1, would be revised in accordance with the State Administrative Procedure Act to eliminate footnote “a”, so that tolls on the VNB would no longer be doubled and collected only in the Staten Island-bound direction.

The Cashless Tolling system on the Brooklyn-bound approach to the VNB would function in the same way as the system installed Staten Island-bound. Equipment on overhead gantries would read E-ZPass tags so that pre-existing E-ZPass accounts would be debited and for vehicles without E-ZPass tags, license plate images would be taken and matched with the applicable Department of Motor Vehicle registration data, and toll bills would be sent to the registered owner.

The SIR Rebate Program currently results in an effective post-rebate toll of \$5.50 in the westbound direction for eligible Staten Island residents using a SIR E-ZPass account with the NYCSC. Under the current VNB Commercial Rebate Program, there is an initial rebate of 16.25 percent of the

tolls for trucks or other commercial vehicles with more than 10 trips a month on the same NYCSC E-ZPass account, collected in the Staten Island-bound direction. With the Proposed Action MTA would adjust the SIR Rebate Program so that the effective, post-rebate SIR toll on the VNB would be \$2.75 in each direction and would double the eligibility threshold for the VNB Commercial Rebate Program to more than 20 trips a month in either direction by trucks and other commercial vehicles using the same NYCSC E-ZPass account.

B. Potential Impacts of the Proposed Action

The physical and operational elements of the Proposed Action have the potential to impact the following aspects of the environment: land use, zoning, and community character; natural resources; historic and cultural resources; urban design; transportation; air quality; noise and vibration; and hazardous wastes and contaminated materials. The EA examines each of these impact areas, and also considers the temporary impacts that the Proposed Action would have during the period of construction. EA at 5.

Following is a summary discussion of the analyses and conclusions set forth in the EA.

1. Land Use, Zoning, Community Character, and Public Policy

The gantry-based Cashless Tolling system associated with the Proposed Action would be contained entirely within the existing roadways at the VNB which are owned and operated by TBTA. The Cashless Tolling system would represent a continuation of the existing transportation use of the area and would not introduce infrastructure that would substantially alter adjacent land uses. Because the proposed construction of overhead gantries is consistent with the current land use and character of the project site, and because the Proposed Action would not require any land outside of the TBTA right-of-way, the Proposed Action would not adversely affect the use or character of surrounding properties. The Proposed Action would also not adversely impact land uses or local land use plans.

As noted above, the gantry-based Cashless Tolling system associated with the Proposed Action would be contained entirely within the roadways at the VNB which are owned and operated by TBTA, a state public benefit corporation, and as such are not subject to New York City zoning requirements. Moreover, the Proposed Action would not impact the current or potential future zoning of adjacent areas.

In addition, as discussed in the EA, the Proposed Action would result in no significant adverse environmental impacts to traffic, air quality, noise, and other factors that affect community character. The Proposed Action would be consistent with the relevant smart growth criteria required by the New York State Smart Growth Infrastructure Act. The project site falls within the New York state coastal area boundary, established under the authority of New York Executive Law Article 42, Waterfront Revitalization of Coastal Areas and Inland Waterways Act, as implemented by the New York State Department of State (“NYSDOS”) under 19 N.Y.C.R.R. Part 600. Coastal Assessment Forms (“CAF”) were prepared for the TBTA and MTA Actions and

submitted to NYSDOS.. As shown in the CAFs, the Proposed Action would be consistent with applicable policies established under the Coastal Management Program.

Accordingly, the Proposed Action would not cause any significant adverse impacts relating to land use, zoning, community character, or public policy. *See* EA at 5-8.

2. Natural Resources

The project site is located entirely within the existing roadways at the VNB and consists of paved areas associated with the existing roadways, bridges, or vegetated areas characteristic of highway medians or shoulders. Due to the developed nature of the project site, natural resources such as surface waters and wetlands are not present and habitat potential and wildlife within the project site would be extremely limited. Moreover, the VNB project site is not located within any 100-year or 500-year floodplain. In summary, the Proposed Action would not result in significant adverse impacts to natural resources. *See* EA at 9.

3. Historic and Cultural Resources

In accordance with Section 14.09 of the New York State Historic Preservation Act, TBTA initiated consultation with the New York State Office of Parks, Recreation, and Historic Preservation (“OPRHP,” which serves as the State Historic Preservation Officer (“SHPO”)) regarding the Proposed Action’s potential impacts on historic and cultural resources. By letter dated February 20, 2020, OPRHP determined that the project would have No Adverse Effect on historic resources, including archaeological resources. Therefore, the Proposed Action would not result in significant adverse impacts to archaeological and architectural resources. *See* EA at 9-10.

4. Urban Design

While the erection of Cashless Tolling gantry structures would alter views at the Brooklyn-bound VNB, the gantry structures would be in close proximity (approximately 130 feet to the southwest) to the existing Cashless Tolling gantries above the westbound lanes of the SIE. At the VNB, views of the new gantries would be primarily limited to motorists as there is limited pedestrian access to the site. The single-pipe design of the gantries and location near other roadway infrastructure would be the same design as the existing Cashless Tolling gantries above the westbound lanes, rendering them consistent with existing highway infrastructure. The proposed design of the gantries would result in highway infrastructure (gantries with minimal lighting) that is similar to existing infrastructure and would not add obstructive structures to the roadways. Therefore, the Proposed Action would not result in significant adverse impacts to visual and aesthetic resources or views to visual and aesthetic resources. *See* EA at 11-12.

5. Transportation

The shift to two-way tolling from the current one-way tolling conditions (and elimination of the double toll in the westbound direction) at the VNB would encourage some drivers to change their current trip routes and use the westbound VNB instead of traveling through lower Manhattan and across Port Authority of New York and New Jersey (“PANYNJ”) facilities, which are toll-free when crossing westbound from New York into New Jersey. With two-way tolling under the Proposed Action, it is expected that some eastbound trips would move away from the VNB, reducing traffic on the SIE and Gowanus Expressway. The net impacts of these changes on the affected corridors are expected to be minimal and there would not be a significant adverse traffic impact as a result of the Proposed Action. *See* EA at 5, 13.

These conclusions are based on a detailed traffic study (initially prepared in 2018, finalized in 2020 and incorporated into the EA), which analyzes how restoring the VNB to two-way toll collection and adjusting the VNB Rebate Programs to accommodate two-way collection would impact regional travel patterns. The study, based on fall 2017 traffic data, concluded that changing toll collection at the VNB to two-way tolling would not result in significant adverse traffic impact impacts. This conclusion is still valid and considered to be conservative since the average weekday traffic volumes at the VNB declined between 2017 and 2019 based on TBTA transaction data. Therefore, potential traffic impacts would be expected to be slightly lower if the analyses were updated using more recent traffic data. *See* EA at 12-13.

As explained in the 2018 study, under the existing one-way westbound tolling system, there is a daily directional imbalance with approximately 7,000 more vehicles traveling eastbound on an average weekday and Saturdays and 10,000 more vehicles traveling eastbound on Sundays as compared to westbound vehicle volumes. The eastbound-westbound imbalance at the VNB is attributable to one-way tolling because some drivers divert from the VNB to toll-free crossings in the westbound direction to avoid the double toll, causing increased traffic volumes westbound along Canal Street as well as eastbound along the Gowanus Expressway. In addition, some drivers divert to take advantage of the toll-free eastbound VNB. The traffic imbalance affects not only the VNB but also travel patterns on regional crossings, connecting highways and local streets, affecting delays, speed, and level of service (“LOS”), which are key measures of congestion. EA at 13.

The traffic analysis incorporated in the EA examined traffic impact locations based on the anticipated diversion routes and where traffic impacts would be most likely to occur. These locations included key intersections along Canal Street and in lower Manhattan, which are considered the worst-case scenario locations for diversions; bridge and tunnel approaches; key highway segments along the Gowanus Expressway in Brooklyn; and key roadway segments along the SIE in Staten Island. *Id.*

a. Diversion Analysis.

1. Canal Street

As discussed in the EA, traffic volume changes along Canal Street would vary by direction and time of day, with small decreases in traffic westbound and small increases in traffic eastbound. The largest changes would occur during the off-peak periods when congestion is lower. Under a VNB two-way tolling scenario, average speeds along Canal Street would increase up to 0.3 mph in the westbound direction and decrease up to 0.3 mph in the eastbound direction during the peak periods. Speed impacts during the off-peak periods would be smaller since there is less overall traffic in the off-peak periods, and, therefore, less congestion and delay. During off-peak periods, the roads and bridges have a greater capacity to accept additional traffic without affecting travel speeds. The overall speed changes would be relatively small and would not be expected to be noticeable to motorists during any hour of the day. EA at 16.

Operations at 17 intersections on Canal Street were analyzed for impacts associated with the Proposed Action; none of the intersections analyzed would experience an increase in delays that would be over 5.0 seconds at LOS E or F, which is the New York State Environmental Quality Review Act (“SEQRA”) criteria used by the New York State Department of Transportation (“NYSDOT”) to determine the significance of traffic impacts. Therefore, there would not be a significant adverse traffic impact along Canal Street under SEQRA. *Id.*

The 17 intersections in Manhattan were also analyzed in accordance with the more stringent New York City Environmental Quality Review (“CEQR”) Technical Manual² procedures which require the analysis of traffic impacts for each movement at each intersection. Of the 201 movements analyzed during the AM, MD, and PM peak hours, 76 movements would experience a decrease in delay, 53 movements would experience an increase in delay, and 72 movements would not experience any change in delay. The relative number of movements that would experience a decrease in delay, increase in delay, or no change in delay are consistent throughout the day. EA at 16-17.

Since the increases in total intersection volumes would be less than the CEQR Technical Manual screening threshold of 50 vehicles at all locations during the AM, Midday, and PM peak hours, the intersections analyzed would screen out under the CEQR screening volume threshold and would have no significant adverse traffic impact. EA at 17.

Based on both the SEQRA and CEQR Technical Manual analyses of traffic impacts along Canal Street, it is unlikely that the change from one-way tolling to two-way tolling at the VNB would result in a noticeable change in traffic operations along Canal Street and in lower Manhattan. Canal Street will likely continue to operate at conditions very similar to current conditions with only minor speed changes—a slight improvement in speeds in the westbound direction and a slight decrease in speeds in the eastbound direction—and no change in overall LOS. As there would be

² As public benefit corporations, TBTA and MTA are not subject to CEQR; nevertheless, TBTA and MTA will consider relevant CEQR Technical Manual criteria as one factor in determining whether their actions may result in significant environmental impacts.

no significant adverse impacts at Canal Street, which as noted above is considered the worst case location for diversions, there would be no adverse traffic impacts related to diversions. EA at 13, 16-19.

b. Highway/Freeway Segments

As noted above, the EA presented the analysis of traffic impacts on three highway segments that currently experience frequent congestion to determine impacts to highway traffic flow under a two-way VNB toll scenario. The density, speed, and LOS were evaluated for both one-way and two-way tolling at the key highway segments, which were analyzed along the Gowanus Expressway and the SIE during the AM, Midday, and PM peak hours in both the eastbound and westbound directions considering the changes in traffic volumes, geometry, and operating characteristics of the highway. EA at 13, 15

1. Gowanus Expressway/Prospect Expressway/HLCT Weave

Traffic volume changes along the Gowanus Expressway Weave area in Brooklyn (on/off ramps to the Gowanus Expressway, Prospect Expressway and Hugh L. Carey Tunnel (“HLCT”) approach road) would vary by direction and time of day, with relatively small increases in traffic westbound (*i.e.*, Staten Island-bound) and small decreases in traffic eastbound (*i.e.*, Manhattan-bound). The highest changes in traffic volumes would occur during the off-peak periods when congestion is lower. The projected changes in traffic volumes would be small and would not be noticeable to drivers. EA at 20.

Speeds along the Gowanus Expressway between the Prospect Expressway and the Brooklyn-Queens Expressway may increase or decrease up to about 0.1 mph during any hour of the day, with most hours showing no change in speed. The LOS is based on the *vehicle density* which is calculated as vehicles/per lane/mile. Projected changes in vehicle density under two-way tolling would be small during all hours of the day, would fall within normal daily fluctuations, would not be noticed by drivers and would be well below the applicable SEQRA threshold for significance used by NYCDOT. *Id.*

2. Gowanus Expressway at 92nd Street

Traffic volume changes along the Gowanus Expressway at 92nd Street would vary by direction and time of day, with small increases in traffic westbound and small decreases in traffic eastbound. The highest changes in traffic volumes would occur during the off-peak periods when congestion is lower. The projected changes in traffic volumes would be small and would not be noticeable to drivers. *Id.*

Speeds along the Gowanus Expressway at 92nd Street may increase or decrease up to about 0.1 mph during any hour of the day, with most hours showing no change in speed. The LOS is based

on the density of vehicles/per lane/mile. Projected changes in vehicle density under two-way tolling would be small during all hours of the day, would fall within normal daily fluctuations, would not be noticed by drivers and would be well below the applicable SEQRA threshold for significance used by NYCDOT. EA at 20-21.

3. Staten Island Expressway

Traffic volume changes along the SIE at Mosel Avenue would vary by direction and time of day, with small increases in traffic westbound and small decreases in traffic eastbound. The highest changes in traffic volumes would occur during the off-peak periods when congestion is lower. The projected changes in traffic volumes would be within the normal fluctuation of traffic volumes. EA at 21.

Speeds along the SIE at Mosel Avenue may increase or decrease less than 0.1 mph during any hour of the day, with most hours showing no change in speed. The LOS is based on the density of vehicles/per lane/mile. Projected changes in vehicle density under two-way tolling would be small during all hours of the day, would fall within normal daily fluctuations, would not be noticed by drivers and would be well below the applicable SEQRA threshold for significance used by NYCDOT. *Id.*

c. Vehicle Miles Traveled

It is predicted that there will be a daily reduction of close to 45,000 vehicle miles traveled (“VMT”), an approximately 0.02 percent reduction for vehicles traveling on the VNB, in the New York–New Jersey–Long Island area for an average weekday due to the Proposed Action. Weekend numbers are expected to be close to this value. The daily number represents approximately a 5-mile decrease in average travel distance. The annualized net reduction in VMT is projected to be approximately 16 million. EA at 25.

8. Air Quality

The potential effect of the predicted changes in traffic volumes and speed on air quality from the Proposed Action, as well as the overall potential change in region-wide emissions due to the Proposed Action, was examined in the EA. The air quality analyses focus on the potential for local (microscale) impacts along diversion routes and on the potential region-wide (mesoscale) change in emissions due to diversion of traffic associated with the Proposed Action. *Id.*

a. Microscale Analyses of Local Impacts Along Diversion Routes

As with transportation impacts, the Canal Street corridor is the worst case location for diversion-related air quality impacts. Therefore microscale impacts were assessed in the Canal Street area for carbon monoxide (“CO”), particulate matter (“PM”), which is regulated in two size categories:

particles with an aerodynamic diameter of less than or equal to 2.5 micrometers (“PM_{2.5}”), and particles with an aerodynamic diameter of less than or equal to 10 micrometers (“PM₁₀”) which includes PM_{2.5} concentrations, and nitrogen dioxide (“NO₂”). EA at 37.

The EA found that no significant adverse impacts on CO or PM concentrations would occur at the reasonable worst-case analysis locations due to the projected diversion of vehicles resulting from the Proposed Action. The potential local air quality impacts along all other diversion routes would be less than those predicted for the reasonable worst-case locations because total traffic volumes and congestion, and the traffic increments due to implementation of two-way tolling at the VNB, would be less than those projected in the reasonable worst-case analyses. Therefore, the local impacts along all other diversion routes are also not projected to result in significant adverse local impacts on CO or PM levels. Moreover, a qualitative analysis of NO₂ impacts indicated that the traffic associated with implementation of the Proposed Action would not be expected to change concentrations of that pollutant appreciably, since the vehicular traffic diversion associated with the proposed implementation of two-way tolling at the VNB would be a small percentage of the total number of vehicles in the area. The Proposed Action would therefore have no significant adverse impact on local air quality along the diversion routes. *See* EA at 39-41.

b. Mesoscale Analyses of Region-Wide Air Quality Impacts

As noted in Section 7.c. [Transportation, VMT] above, the Proposed Action is projected to result in a net decrease in VMT in the New York–New Jersey–Long Island nonattainment area. *See* EA at 25, 38. As a result, the Proposed Action would result in a net decrease in on-road regional emissions of volatile organic compounds (“VOCs”), CO, nitrogen oxides (nitric oxide, NO, and NO₂, collectively referred to as “NO_x”) PM₁₀, and PM_{2.5} (along with the precursors to PM_{2.5}). Therefore, the Proposed Action is not expected to interfere with the State Implementation Plan for region-wide attainment of the ozone National Ambient Air Quality Standards (“NAAQS”), maintenance of the CO NAAQS, or current and future State Implementation Plans for attaining or maintaining the PM_{2.5} NAAQS. Greenhouse Gas (“GHG”) emissions are also estimated to decrease as a result of the Proposed Action, which would be consistent with current plans for reducing GHG emissions in New York City and New York State. The Proposed Action would therefore have no significant adverse impact on regional air quality. *See* EA at 42-44.

9. Noise and Vibration

The area surrounding the proposed Cashless Tolling gantries at the project site includes a variety of land uses, with some noise-sensitive uses such as residences and office buildings. However, implementation of Cashless Tolling in the Brooklyn-bound direction would not have the potential to result in significant noise level increases, and it is expected that noise levels would remain comparable to those in the existing condition. At locations along roadways where traffic volumes may be affected by implementation of Cashless Tolling in the Brooklyn-bound direction, Proposed Action-generated vehicle diversions would not have the potential to result in an increase in noise levels. The implementation of Cashless Tolling in the Brooklyn-bound direction would also not result in substantial changes in traffic patterns, or associated ambient noise, on alternate travel

routes. Consequently, the proposed implementation of Cashless Tolling in the Brooklyn-bound direction would not result in any significant adverse impacts due to noise. Vibration is typically not a substantial concern for roadways in good condition, so the Proposed Action is not expected to have any substantial effect on vibration at nearby sensitive receptors. *See EA at 44.*

10. Hazardous Waste and Contaminated Materials

The Proposed Action would not require substantial soil disturbance at the project site, since construction would entail only limited soil disturbance for construction of gantry foundations and support posts, and potentially limited shallow trenching for installation of utilities. Typical ground disturbance would include installation of six caisson foundations for each set of gantries (total of 12 caissons for 6 gantries) with each caisson comprised of a drilled shaft about four feet in diameter. Existing TBTA construction standards (and contract specifications) address requirements for proper management of any unexpectedly encountered subsurface contaminated materials in accordance with applicable federal, state and local requirements, including those for dust control, temporary on-site storage, off-site transportation and disposal, and safety and other measures to minimize the potential for impacts to the community and construction workers. With compliance with applicable regulatory and contractual requirements and procedures for the subsurface work, the Proposed Action would not result in any significant adverse impacts related to hazardous waste and contaminated materials. *See EA at 44-45.*

11. Construction Impacts

Construction of the Proposed Action would include the installation of the gantry-based Cashless Tolling system over the Brooklyn-bound lanes crossing the VNB, approximately 130 feet to the southwest of the existing gantries. The Proposed Action would be completed by the end of 2020 or earlier.

Construction and implementation at the Proposed Action would generally take place over a period of about six months, or less. The installation of the Cashless Tolling structures and equipment is expected to take four to five months, followed by an integration and testing period of approximately one month. Since traffic, air, and noise effects during construction would be limited in duration and of modest magnitude, significant adverse impacts would not be expected. All construction activities would remain within the TBTA right-of-way and the noise, emission, dust and erosion control practices routinely imposed under the environmental provisions of TBTA's construction contracts would be followed. Among other things, those provisions require the following:

- Construction activities must comply with the noise level requirements and limits set forth in the New York City Noise Control Code, Title 24 of the Administrative Code of the City of New York;
- Activities must be conducted so that dust, debris, waste materials, and construction materials are not released or spilled into the soil, water, sediment, and/or sewers;

- Erosion and sediment control measures must be provided to protect catch basins, drainage channels, waterways, etc.;
- Control devices and methods must be implemented to prevent water pollution and soil erosion in accordance with the accepted Storm Water Pollution Prevention Plan; and
- Industry standard best practices must be employed to protect the work zone during construction activities.

The construction staging layout would be focused on maintaining traffic through existing toll lanes until the new Cashless Tolling gantries are constructed. Protective measures to be used during construction would include the placement of barriers, roadway striping, lane closures, speed restrictions, and signing. Maintenance and Protection of Traffic (“MPT”) Plans for each site would be developed in accordance with TBTA policies and NYSDOT and FHWA standards, which would also require a resident engineer or supervisor to be on site during all construction activities to ensure that all safety procedures are followed. With these measures in place, no significant adverse impacts during construction are expected to occur as a result of the Proposed Action. *See* EA at 45-46.

IV. Conclusions and Finding

Having undertaken a thorough environmental analysis, MTA finds and concludes that based on the foregoing analysis and the EA incorporated herein by reference, the Proposed Action, including the MTA Actions, will not result in any large and/or important impacts and that the Proposed Action will have no significant adverse environmental impact. This Negative Declaration regarding the MTA Actions has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law.

Dated: New York, New York
 March __, 2020

Name: _____

Title: _____

Staff Summary

Subject	Changes to the VNB Rebate Programs for Split Tolling at the VNB
Department	Law
Department Head Name	Robert Foran, Chief Financial Officer
Department Head Signature	
Project Manager Name	

Date	March 25, 2020
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref. #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	MTA B&T Comm Board.	3/23/20	X		
2		3/25/20	X		

Internal Approvals			
Order	Approval	Order	Approval
1	General Counsel		VP Staff Services
2	Chief of Staff		VP Procurement & Materials

PURPOSE: To obtain Board approval of the annexed Resolution which will (i) change two Metropolitan Transportation Authority (MTA) toll rebate programs on the Verrazzano-Narrows Bridge (VNB) to accommodate the implementation of split tolling on the VNB, in accordance with federal law.

DISCUSSION: Since 2014, the MTA has had two toll rebate programs partially funded by the State at the VNB, which is owned and operated by the Triborough Bridge and Tunnel Authority (TBTA): the Staten Island Resident (SIR) Rebate Program, available for residents of Staten Island participating in the SIR E-ZPass toll discount plan, and the Verrazzano-Narrows Bridge (VNB) Commercial Rebate Program, available for trucks and other commercial vehicles meeting the trip eligibility threshold.

Under the current SIR Rebate Program, Staten Island Residents pay an effective, post-rebate toll of \$5.50 per trip, collected only in the Staten Island-bound direction. Under the current VNB Commercial Rebate Program, the initial rebate is 16.25% of the E-ZPass toll for trucks and other commercial vehicles with more than ten trips per month across the VNB using the same New York Customer Service Center (NYCSC) E-ZPass Account, collected only in the Staten Island-bound direction.

Tolls have been collected on the VNB in only one direction, Staten Island-bound, since 1986, initially in accordance with a federal law enacted in 1986. In December 2019, however, the one-way tolling law was eliminated and a new federal law was enacted to restore split tolling at the VNB, providing that “[n]otwithstanding any other provision of law, tolls collected for motor vehicles on any bridge connecting the boroughs of Brooklyn, New York, and Staten Island, New York, shall be collected for any such vehicles exiting from such bridge in both Staten Island and Brooklyn.” TBTA is planning to change the method of toll collection at the VNB to collect tolls in the Staten Island-bound and Brooklyn-bound directions (split tolling), in accordance with federal law, and is seeking the necessary approvals from the Board this month. If approved, split tolling at the VNB is planned for implementation by the end of 2020.

Here, the MTA seeks approval for changes to the VNB Rebate Programs needed to accommodate split tolling at the VNB. Specifically, the MTA proposes to change the SIR Rebate Program so that the effective, post-rebate toll for Staten Island Residents on the VNB is \$2.75 in each direction and to double the eligibility threshold for the VNB Commercial Rebate Program to more than 20 trips per month in either direction across the VNB by trucks and other commercial vehicles using the same NYCSC E-ZPass account.

If approved, the changes to the VNB Rebate Programs will go into effect with the implementation of split tolling at the VNB, expected by the end of 2020.

The Board has separately adopted a Resolution (i) finding that the proposed changes to the VNB Rebate Programs to accommodate split tolling will have no significant adverse effects on the environment within the meaning of the State Environmental Quality Review Act (SEQRA); and (ii) adopting and approving a Negative Declaration.

IMPACT ON FUNDING: There would be no impact on funding as a result of the proposed changes to the VNB Rebate Programs to accommodate split tolling at the VNB.

RECOMMENDATION: It is recommended that the Board separately approve and adopt the attached Resolution authorizing the MTA to accommodate split tolling at the VNB by changing the VNB Rebate Programs to provide Staten Island Residents with an effective, post-rebate toll on the VNB of \$2.75 in each direction and to double the eligibility threshold for the VNB Commercial Rebate Program to more than 20 trips per month in either direction across the VNB by trucks and other commercial vehicles using the same NYCSC E-ZPass account.

RESOLUTION

WHEREAS, since 2014, the Metropolitan Transportation Authority (MTA) has had two toll rebate programs partially funded by the State at the VNB, which is owned and operated by the Triborough Bridge and Tunnel Authority (TBTA): the Staten Island Resident (SIR) Rebate Program, available for residents of Staten Island participating in the SIR E-ZPass toll discount plan, and the Verrazzano-Narrows Bridge (VNB) Commercial Rebate Program, available for trucks and other commercial vehicles meeting the trip eligibility threshold; and

WHEREAS, under the current SIR Rebate Program, Staten Island residents pay an effective, post-rebate toll of \$5.50 per trip, collected only in the Staten Island-bound direction. Under the current VNB Commercial Rebate Program, the initial rebate is 16.25% of the E-ZPass toll for trucks and other commercial vehicles with more than ten trips per month across the VNB using the same New York Customer Service Center (NYCSC) E-ZPass Account, collected only in the Staten Island-bound direction; and

WHEREAS, tolls have been collected on the VNB in only one direction, Staten Island-bound, since 1986, initially in accordance with a federal law enacted in 1986. In December 2019, however, the one-way tolling law was eliminated and a new federal law was enacted to restore split tolling at the VNB, providing that “[n]otwithstanding any other provision of law, tolls collected for motor vehicles on any bridge connecting the boroughs of Brooklyn, New York, and Staten Island, New York, shall be collected for any such vehicles exiting from such bridge in both Staten Island and Brooklyn”; and

WHEREAS, TBTA is planning to change the method of toll collection at the VNB by the end of 2020 to collect tolls in the Staten Island-bound and Brooklyn-bound directions (split tolling), in accordance with federal law, and is seeking the necessary approvals from the Board this month; and

WHEREAS, the MTA is seeking approval for changes to the VNB Rebate Programs needed to accommodate split tolling at the VNB, to wit: changing the SIR Rebate Program so that the effective, post-rebate toll for Staten Island Residents on the VNB is \$2.75 in each direction and doubling the eligibility threshold for the VNB Commercial Rebate Program to more than 20 trips per month in either direction across the VNB by trucks and other commercial vehicles using the same NYCSC E-ZPass account; and

WHEREAS, the Board has considered all of the above.

NOW, THEREFORE, upon motion duly made and seconded, the following resolution is adopted by the Board:

RESOLVED, that provided the Negative Declaration has been duly executed by the Chairman, or his designee, the VNB Rebate Programs are hereby changed to provide Staten Island Residents with an effective, post-rebate toll on the Verrazzano-Narrows Bridge of \$2.75 in each direction and to double the eligibility threshold for the VNB Commercial Rebate Program to more than 20 trips per month in either direction across the VNB by trucks and other commercial vehicles using the same New York Customer Service Center E-ZPass account.

New York, New York
March 25, 2020