



Metropolitan Transportation Authority

# Bridges and Tunnels Committee Meeting

## November 2023

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### **Committee Members**

D. Mack, Chair

A. Albert

J. Barbas

N. Brown

R. Glucksman

F. Miranda

J. Samuelson

L. Sorin

V. Tessitore

M. Valdivia

**Bridges & Tunnels Committee Meeting**

**2 Broadway, 20th Floor**

**New York, NY 10004**

**Wednesday, 11/29/2023**

**9:30 - 10:00 AM ET**

**1. Summary of Actions**

*B&T Summary of Actions - Page 3*

**2. Public Comments Period**

**3. Approval of Minutes - October 2023**

*B&T Committee Minutes - October 2023 - Page 5*

**4. Committee Work Plan**

*B&T Committee Work Plan - Page 9*

**5. Report on Operations - September 2023**

*B&T Report on Operations - September 2023 - Page 15*

**6. Safety Report - September 2023**

*B&T Safety Report- September 2023 - Page 27*

**7. Financial Report - October 2023**

*B&T Financial Report - October 2023 - Page 32*

**8. Procurement**

*B&T Procurement - Page 46*

**B&T Competitive**

*B&T Competitive - Page 49*



# Bridges and Tunnels

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## Summary of Actions

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**MTA BRIDGES AND TUNNELS COMMITTEE  
ACTIONS and PRESENTATIONS SUMMARY  
for NOVEMBER 2023**

<b>Responsible Department</b>	<b>Vendor Name</b>	<b>Total Amount</b>	<b>Summary of action</b>
<b>Procurement</b>	Atkins P.A. P.C. Gannett Fleming Engineers and Architects, P.C. Henningson, Durham & Richardson Architecture and Engineering P.C.	\$10,000,000 (aggregate)	<ul style="list-style-type: none"> <li>• Approval to award three (3) Personal Service Contracts</li> <li>• Miscellaneous Toll Collection Consultant Support Services on an As-Needed Basis</li> </ul>



# Bridges and Tunnels

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## Minutes of Committee Meeting October 2023



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

**October 23, 2023**

**9:00 a.m.**

In attendance were the Honorable:

David Mack, Chair  
Andrew Albert  
Jamey Barbas  
Norman Brown  
Randolph Glucksman  
Frankie Miranda

In Person:

Nichola Angel, Vice President of Intelligent Transportation Systems and Tolling  
Allison L. C. de Cerreño, Ph.D., Chief Operating Officer  
Paul L. Friman, General Counsel and Corporate Secretary – TBTA, MTA  
Richard Hildebrand, Vice President and Chief of Operations  
Donald E. Look, Vice President and Chief Security Officer  
Eric Osnes, Vice President and Chief Safety Officer  
Rose Pascone, Deputy Director of Public Affairs and Agency Support  
Charles J. Passarella, Vice President of Maintenance and Operations Support  
Catherine T. Sheridan, P.E., President

# MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

**October 23, 2023**

Minutes of TBTA Committee held October 23, 2023 at 9:00 a.m. A list of those in attendance is attached.

## **Public Speakers**

The following speakers commented during the public speakers' session:

- Matthew Buchys Hyland about congestion pricing.
- Aleta Dupree about toll revenues and about congestion pricing.

## **Minutes**

Upon a motion duly made and seconded, the minutes of the Committee Meetings held on July 17, 2023 and September 18, 2023 were approved.

## **Committee Work Plan**

President Sheridan stated that there are no changes to the TBTA Committee Work Plan and noted that four procurements related to congestion pricing would be discussed at the Finance Committee later that day.

## **President Sheridan's Remarks**

President Sheridan opened her remarks by stating that in September, TBTA was proud to join other State agencies, and represent the MTA, at the "Transportation for Life" Summit at Dutchess Community College. Governor Hochul had announced the first-time gathering earlier this year, as a collaborative multi-agency approach to the subject of suicide prevention in public spaces. TBTA's Vice President of Safety & Health, Eric Osnes, participated on a panel, along with representatives from the New York State Bridge Authority and the NYS Office of Mental Health, to discuss suicide prevention mitigations. The MTA's "Addressing Track Trespassing" report, prepared by C&D in May 2022, was championed by other agencies as a valuable reference in its thorough discussion of the challenges of mental health issues.

Noting that October is Breast Cancer Awareness Month, President Sheridan stated that TBTA joined MTA employees from all agencies uniting to raise funds and participate in the annual "Making Strides Against Breast Cancer Walk" in Central Park. The funds go the American Cancer Society to help fund research and provide information and support to women in local communities. TBTA raised more than \$9,100 out of an overall \$27,000 raised by the MTA. Assistant Vice President Cassandra Edgill led the effort with the "Empowering Women in Transportation" Employee Resource Group.

President Sheridan commended the TBTA blood donors and volunteers who braved a heavy rainstorm on September 29th to participate in TBTA's semi-annual Blood Drive on Randall's Island.

## **Winter Preparation, Response, Mitigation, and Recovery Presentation**

TBTA Department Heads Charles Passarella, Vice President of Maintenance and Operations Support, Nichola Angel, Vice President of Intelligent Transportation Systems and Tolling, and Richard Hildebrand, Vice President and Chief of Operations, presented TBTA's review of its readiness to deliver safe, secure, and efficient service to its customers through extreme winter weather conditions.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details of the presentation, Committee members comments, TBTA Department Heads responses, and President Sheridan's remarks.

In ongoing celebration of TBTA's 90th anniversary, President Sheridan shared that TBTA has collaborated with the New York City Municipal Archives to present an exhibit entitled "Uniting the Boroughs: The Triborough Bridge," which is free and runs through June 2024, in the landmark Surrogate's Court building. President Sheridan thanked TBTA's Special Archive team and the NYC Department of Records & Information Services for the exhibition.

Finally, a moment of silence was observed for Bridge and Tunnel Officer Rocco Cicero, who passed away on October 7th.

### **Adjournment**

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

Respectfully submitted,



Paul L. Friman  
General Counsel and Corporate Secretary





# Bridges and Tunnels

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## Committee Work Plan

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# BRIDGES & TUNNELS COMMITTEE WORK PLAN

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## I. RECURRING AGENDA ITEMS

### TOPIC

Approval of Minutes  
Committee Work Plan  
Report on Operations  
Safety Report  
Financial Report

Procurements  
Action Items (if any)

### Responsibility

Committee Chair & Members  
Committee Chair & Members  
ITS & Tolling  
Safety & Health  
Controller/Office of  
Management & Budget  
Procurement & Materials

## II. SPECIFIC AGENDA ITEMS

### November 2023

No items scheduled

### December 2023

2024 Proposed Committee Work Plan  
2024 Proposed Final Budget

### Responsibility

Committee Chair & Members  
Office of Management &  
Budget

### January 2024

Approval of 2024 Work Plan

Committee Chair & Members

### February 2024

2024 Adopted Budget/Financial Plan 2024-2027  
  
2023 B&T Operating Surplus  
2023 Customer Environment Report

Office of Management &  
Budget  
Controller  
Operations

### March 2024

Annual Procurement Contracts Report

Office of Management &  
Budget

### April 2024

No items scheduled

### May 2024

Final Review of 2023 Year-End Operating Results

Office of Management &  
Budget

### June 2024

No items scheduled

July 2024

No items scheduled

August 2024

No meeting scheduled

September 2024

2025 Preliminary Budget

Office of Management &  
Budget

October 2024

2025 Preliminary Budget

Office of Management &  
Budget

## **BRIDGES & TUNNELS COMMITTEE WORK PLAN**

### **Detailed Summary**

#### **I. RECURRING**

##### Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

##### Report on Operations

Summary of major B&T service indicators, including graphs and tables depicting total traffic for all facilities, average daily traffic by method of payment and vehicle type, traffic by facility, and data on 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, and leading indicators for roadway 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.

##### Procurements

List of procurement action items requiring Board approval. The non-competitive items are listed first, followed by competitive items, and then ratifications. The list will indicate items that require a 2/3 vote and a majority vote of the Board for approval. Procurements are for the current month; in the month of September, the August and September procurements are included.

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

## **II. SPECIFIC AGENDA ITEMS**

### **NOVEMBER 2023**

No items scheduled

### **DECEMBER 2023**

#### 2024 Proposed Committee Work Plan

The Committee Chair will present a draft Bridges and Tunnels Committee Work Plan for 2024 that will address initiatives to be reported throughout the year.

#### 2024 Proposed Final Budget

The Committee will recommend action to the Board.

### **JANUARY 2024**

#### Approval of Work Plan for 2024

The committee will have already received a draft work plan for 2024 at the December 2023 meeting. The committee will be requested to approve the amended work plan for the year.

### **FEBRUARY 2024**

#### 2024 Adopted Budget and February Financial Plan 2024-2027

The Agency will present its revised 2024 Adopted Budget and Financial Plan which incorporates any changes made by the Board at the December 2023 meeting and any Agency technical adjustments is included for information.

#### 2023 B&T Operating Surplus

The Committee will recommend action to the Board.

#### 2023 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.

### **MARCH 2024**

#### 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 2024**

No items scheduled

## **MAY 2024**

### Final Review of 2023 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 financial performance. The MTA Budget Division will prepare an overall review also for inclusion in the materials that draws MTA-wide conclusions.

## **JUNE 2024**

No items scheduled

## **JULY 2024**

No items scheduled

## **AUGUST 2024**

No meeting scheduled

## **SEPTEMBER 2024**

### 2025 Preliminary Budget

Agency will present highlights of the Preliminary Budget to the Committee. Public comment will be accepted on the 2025 Preliminary Budget.

## **OCTOBER 2024**

### 2025 Preliminary Budget

Agency will present highlights of the Preliminary Budget to the Committee. Public comment will be accepted on the 2025 Preliminary Budget.



# Bridges and Tunnels

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## Report on Operations September 2023



## **MTA Bridges and Tunnels September 2023 Traffic Trends**

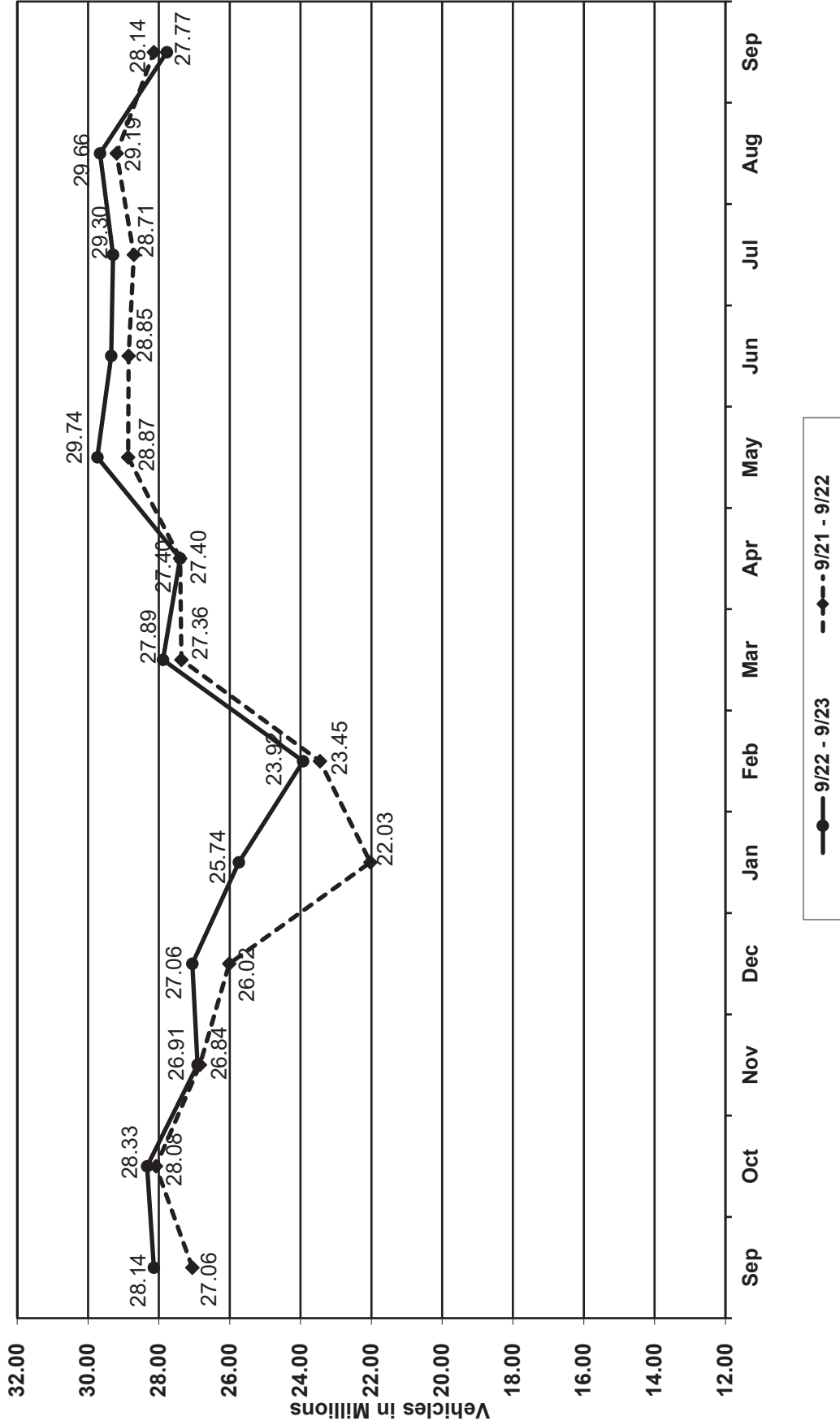
### **Summary**

B&T's total paid traffic for September was 27.8 million, a decrease of 1.3% compared to 28.1 million crossings in September 2022. Compared to September 2021, B&T paid traffic was 2.6% higher with an increase of 0.7 million crossings. E-ZPass market share was 92.5% in September, lower than both last year and two years ago.

Gasoline prices increased slightly in September to an average of \$3.95 per gallon, which is \$0.12 higher than September 2022, and \$0.60 higher than two years ago. The price of gasoline was not a significant factor on September traffic. Inclement weather did have an unfavorable impact on September traffic. Rainfall was 12.8 inches, 7.7 inches higher than September 2022, with the majority of the rainfall occurring on September 29<sup>th</sup> resulting in Governor Hochul declaring a State of Emergency in New York City, the Hudson Valley and Long Island.



**MTA Bridges and Tunnels  
Traffic Volume - All Facilities  
Two Years Ending September 2023**



**MTA Bridges and Tunnels  
E-ZPass and Tolls by Mail Traffic  
September 2023**  
Preliminary data subject to final audit

All B&T Facilities by Method of Payment	September 2023		September 2022		September 2021		2023 YTD	
	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass
E-ZPass <sup>1</sup>	25,684,737	26,768,785	25,713,072	25,713,072	234,876,370	234,876,370	15,884,204	15,884,204
Tolls by Mail	2,087,366	1,372,875	1,344,172	1,344,172	15,884,204	15,884,204	27,772,103	27,772,103
<b>Total</b>	<b>27,772,103</b>	<b>28,141,660</b>	<b>27,057,244</b>	<b>27,057,244</b>	<b>250,760,574</b>	<b>250,760,574</b>		
<b>E-ZPass Market Share:</b>								
Total	92.5%	95.1%	95.0%	95.0%	93.7%	93.7%	93.7%	93.7%
Cars	92.3%	95.0%	95.0%	95.0%	93.5%	93.5%	93.5%	93.5%
Trucks	95.5%	96.9%	96.9%	96.9%	95.9%	95.9%	95.6%	95.6%

Facility	Average Weekday <sup>2</sup>				Average Weekend <sup>2</sup>				E-ZPass Market Share				
	Total	E-ZPass	TBM	E-ZPass Market Share	Total	E-ZPass	TBM	E-ZPass Market Share	Sep 2023	Sep 2022	Sep 2021	2023 vs 2022	2023 vs 2021
				Sep 2023				Sep 2023	Sep 2023	Sep 2022	Sep 2021	2023 vs 2022	2023 vs 2021
Bronx-Whitestone Bridge	140,759	128,404	12,355	91.2%	136,980	122,744	14,136	89.7%	92.9%	92.8%	-3.2%	-3.2%	
Cross Bay Bridge	23,253	21,778	1,475	93.7%	18,228	16,854	1,374	92.5%	95.1%	95.1%	-2.6%	-2.6%	
Henry Hudson Bridge	72,606	67,867	4,739	93.5%	61,412	56,559	4,853	92.1%	94.3%	94.2%	-2.2%	-2.1%	
Hugh L. Carey Tunnel	67,784	63,955	3,828	94.4%	54,695	50,831	3,863	92.9%	95.1%	95.0%	-2.1%	-2.1%	
Marine Parkway Bridge	23,834	22,705	1,129	95.3%	19,205	18,082	1,124	94.1%	96.3%	96.1%	-2.1%	-2.0%	
Queens Midtown Tunnel	87,764	82,949	4,816	94.5%	81,118	75,895	5,223	93.6%	95.3%	95.0%	-1.8%	-1.4%	
Robert F. Kennedy Bridge	186,543	180,859	15,685	92.0%	175,452	159,156	16,296	90.7%	93.6%	93.6%	-2.9%	-3.1%	
Throgs Neck Bridge	118,361	108,716	9,645	91.9%	123,083	111,293	11,790	90.4%	93.2%	93.3%	-2.8%	-2.8%	
Verrazano-Narrows Bridge <sup>1</sup>	226,281	212,720	13,562	94.0%	207,140	191,503	15,637	92.5%	94.6%	94.5%	-2.2%	-2.0%	
<b>All Facilities<sup>1</sup></b>	<b>957,185</b>	<b>889,952</b>	<b>67,234</b>	<b>93.0%</b>	<b>877,412</b>	<b>802,917</b>	<b>74,295</b>	<b>91.5%</b>	<b>94.1%</b>	<b>94.0%</b>	<b>-2.6%</b>	<b>-2.5%</b>	

- Notes:
- As of April 1, 2023, customers receiving E-ZPass violation notices are now receiving Tolls by Mail notices. Previously these customers were included in E-ZPass market share.
  - Average traffic and market share figures exclude holidays.

**MTA Bridges and Tunnels**  
**E-ZPass and Tolls by Mail Traffic**  
**September 2023**  
Preliminary data subject to final audit

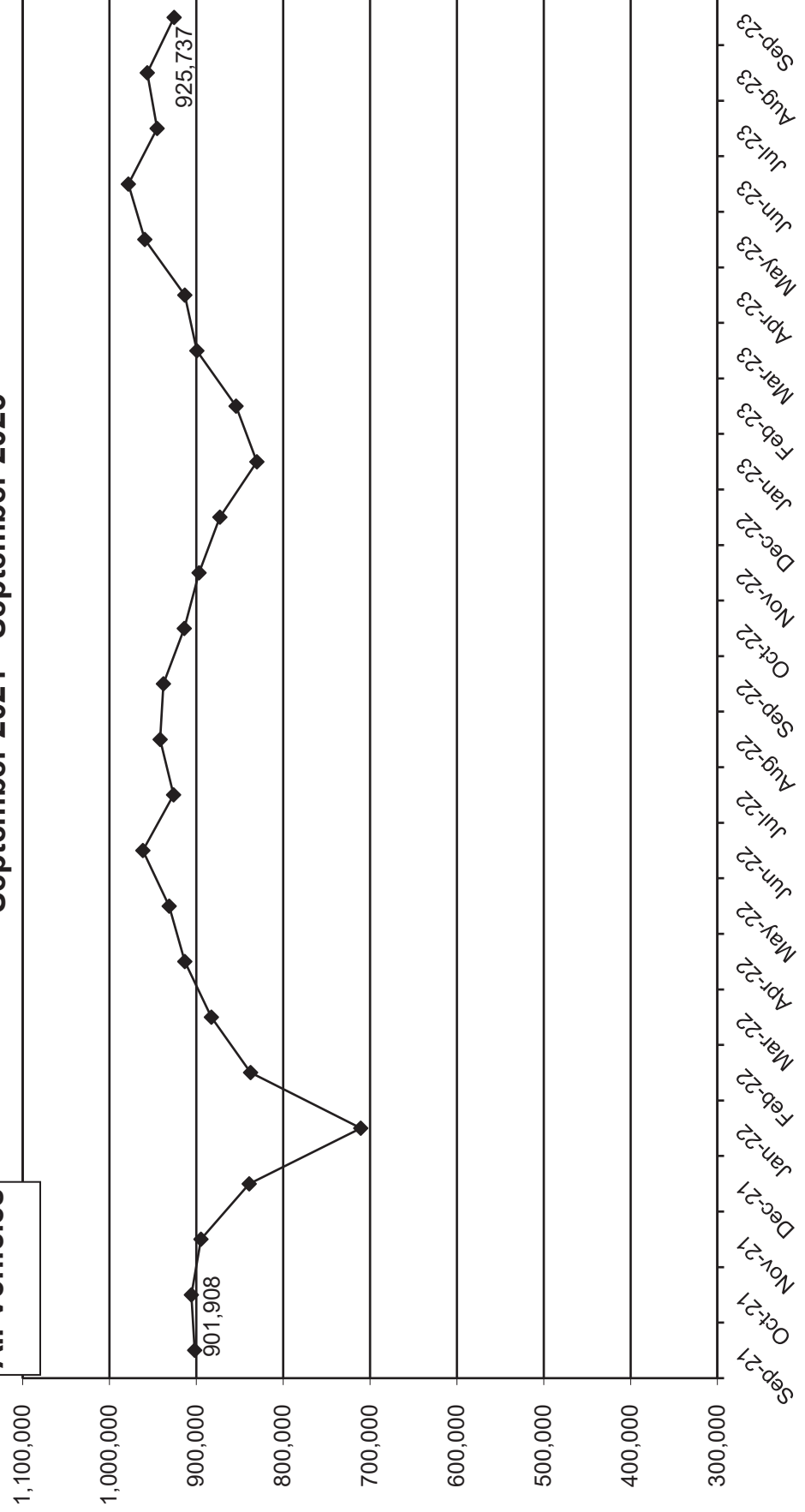
<b>Distribution by Facility &amp; Time Period</b>			
Facility	September 2023		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	21.9%	22.7%	55.4%
Cross Bay Bridge	24.3%	24.7%	51.0%
Henry Hudson Bridge	23.2%	28.9%	47.9%
Hugh L. Carey Tunnel	23.1%	23.8%	53.1%
Marine Parkway Bridge	24.6%	26.8%	48.6%
Queens Midtown Tunnel	19.7%	22.6%	57.7%
Robert F. Kennedy Bridge	22.9%	21.7%	55.4%
Throgs Neck Bridge	22.7%	23.2%	54.1%
Verrazzano-Narrows Bridge	<u>22.6%</u>	<u>23.4%</u>	<u>53.9%</u>
<b>All Facilities</b>	<b>22.5%</b>	<b>23.4%</b>	<b>54.1%</b>

<b>Payment Method by Facility (Transactions)</b>			
Facility	September 2023		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	85.3%	5.4%	9.3%
Cross Bay Bridge	91.6%	1.8%	6.7%
Henry Hudson Bridge	81.8%	11.3%	7.0%
Hugh L. Carey Tunnel	87.7%	6.2%	6.1%
Marine Parkway Bridge	91.5%	3.5%	5.1%
Queens Midtown Tunnel	88.6%	5.6%	5.8%
Robert F. Kennedy Bridge	85.1%	6.6%	8.4%
Throgs Neck Bridge	83.3%	8.0%	8.6%
Verrazzano-Narrows Bridge	<u>82.5%</u>	<u>10.9%</u>	<u>6.5%</u>
<b>All Facilities</b>	<b>84.8%</b>	<b>7.7%</b>	<b>7.5%</b>

NOTE: As of April 1, 2023, customers receiving E-ZPass violation notices are now receiving Tolls by Mail notices. Previously these customers were included in E-ZPass market share.

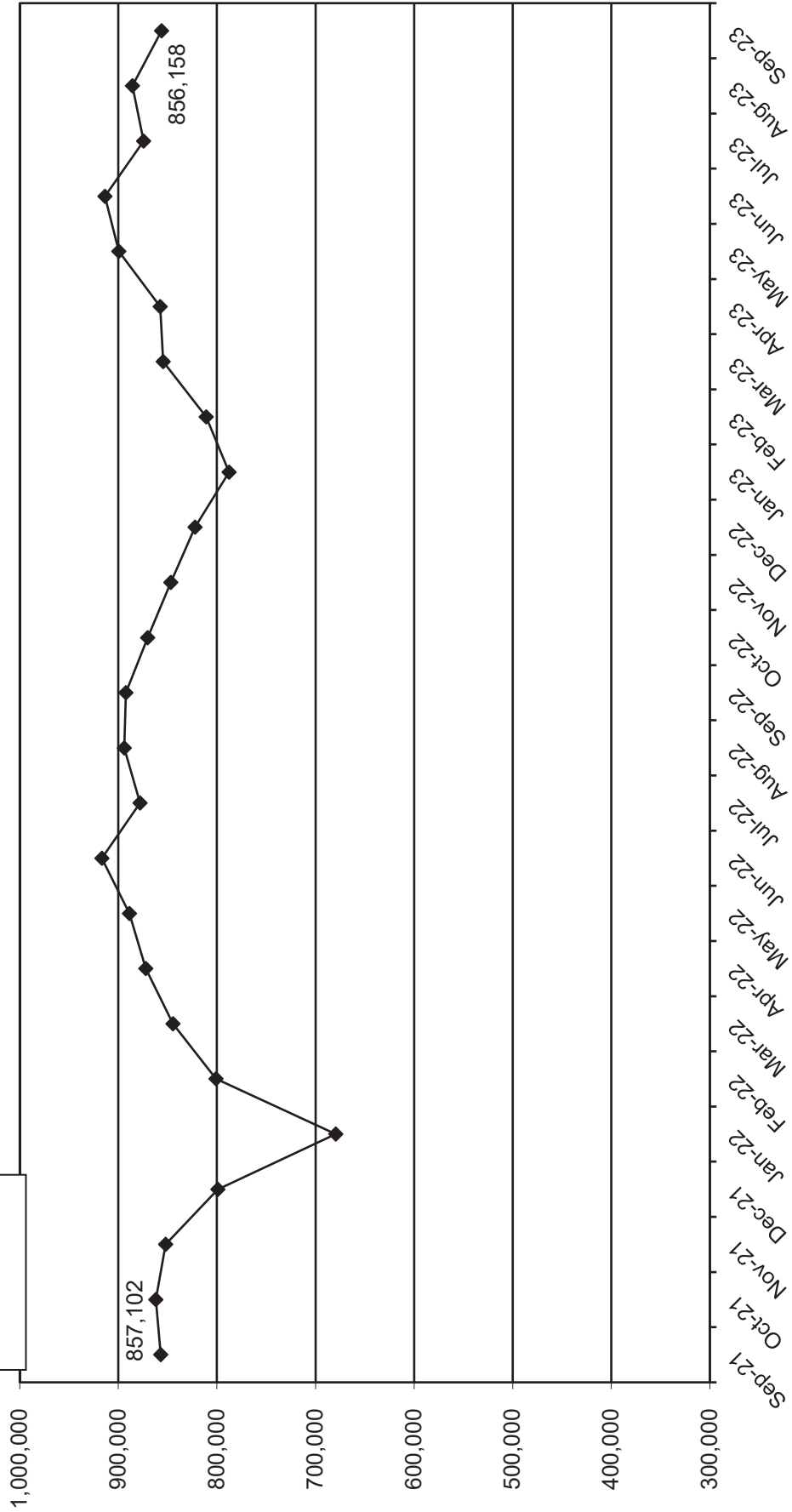
**MTA Bridges and Tunnels  
Average Daily Traffic  
September 2021 - September 2023**

**All Vehicles**



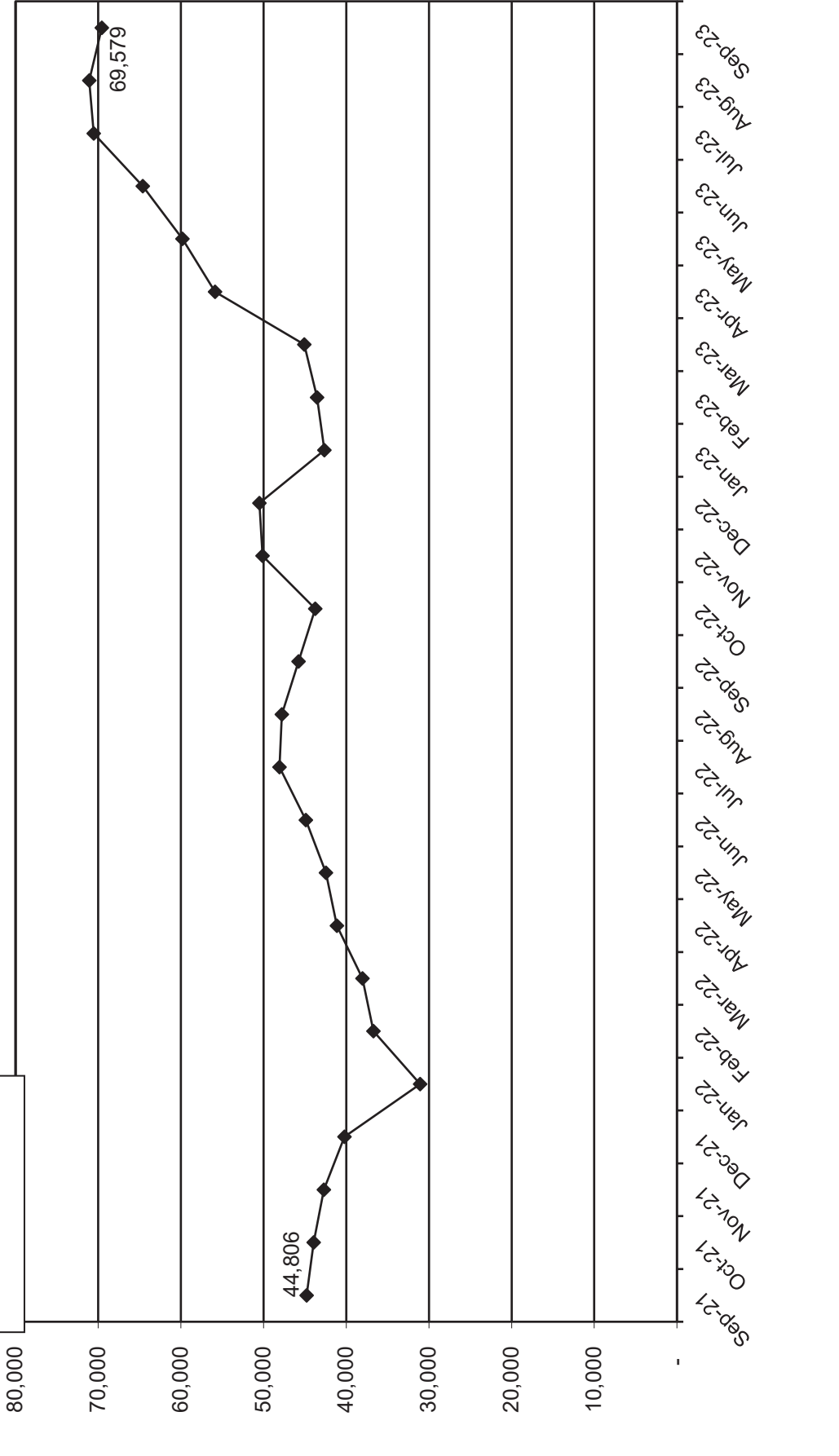
**MTA Bridges and Tunnels  
Average Daily Traffic  
September 2021 - September 2023**

**E-ZPass  
Vehicles**



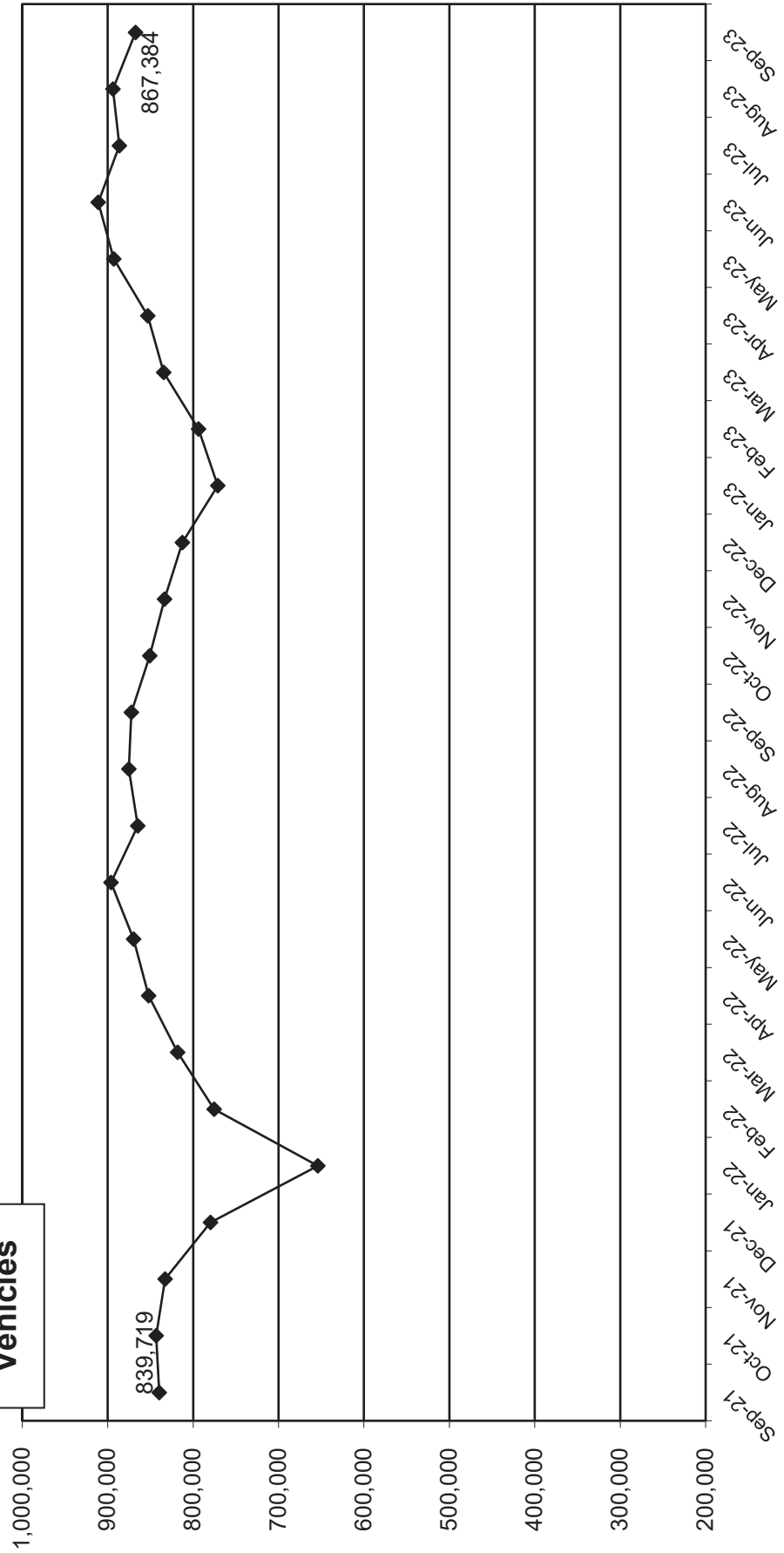
**MTA Bridges and Tunnels  
Average Daily Traffic  
September 2021 - September 2023**

**Tolls by Mail  
Vehicles**



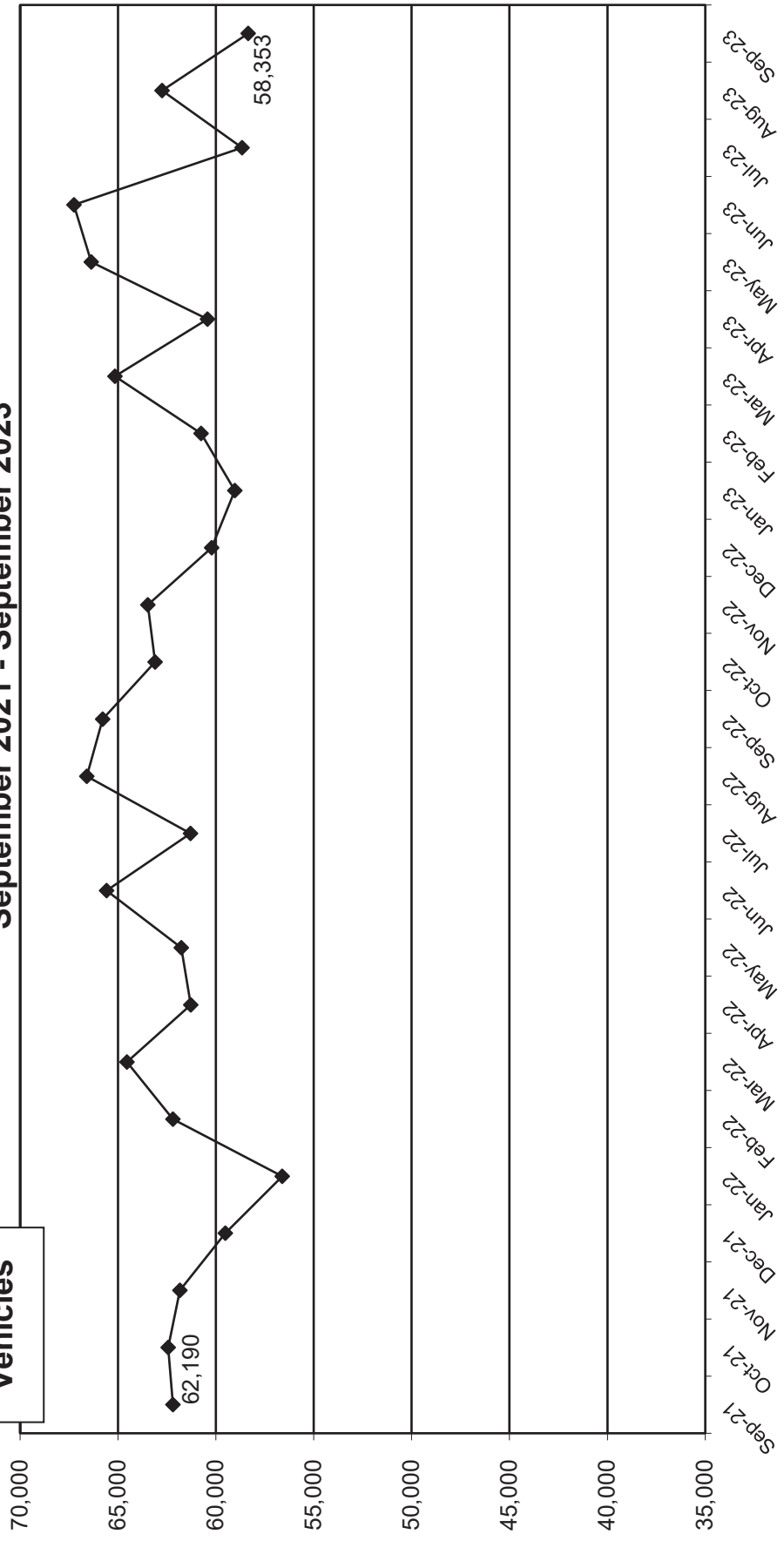
**MTA Bridges and Tunnels  
Average Daily Traffic  
September 2021 - September 2023**

**Passenger  
Vehicles**



**MTA Bridges and Tunnels  
Average Daily Traffic  
September 2021 - September 2023**

**Other  
Vehicles**





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

Corridor	Toll Media	Sep(1)	3 Months(2) (Jul-Sep)	6 Months(3) (Apr-Sep)	9 Months(4) (Jan-Sep)	12 Months(5) (Oct-Sep)
All Facilities	Total Vehicles	-1.3%	0.8%	1.2%	2.8%	2.5%
	E-ZPass	-4.0%	-1.8%	-1.0%	1.0%	1.0%
	Tolls by Mail	52.0%	49.1%	45.0%	39.2%	32.7%
RFK Bridge	Total Vehicles	-0.3%	1.9%	2.5%	4.1%	4.2%
	E-ZPass	-3.5%	-1.2%	-0.2%	1.9%	2.3%
	Tolls by Mail	57.3%	55.8%	50.3%	44.4%	38.6%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-0.7%	0.1%	0.1%	2.2%	2.6%
	E-ZPass	-3.0%	-2.0%	-1.6%	0.7%	1.5%
	Tolls by Mail	55.9%	51.2%	46.8%	40.3%	33.9%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-0.8%	1.6%	1.9%	2.6%	2.7%
	E-ZPass	-4.0%	-1.4%	-0.7%	0.9%	0.9%
	Tolls by Mail	50.7%	47.8%	43.9%	38.2%	32.5%
Verrazzano-Narrows Bridge	Total Vehicles	-1.5%	0.9%	1.6%	2.8%	2.4%
	E-ZPass	-3.8%	-1.3%	-0.4%	1.3%	1.1%
	Tolls by Mail	50.1%	47.6%	45.1%	38.8%	30.9%
Henry Hudson Bridge	Total Vehicles	-5.0%	-2.0%	-0.9%	1.3%	0.5%
	E-ZPass	-7.2%	-4.1%	-2.7%	-0.2%	-0.7%
	Tolls By Mail	39.4%	38.5%	35.8%	31.5%	25.0%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-4.1%	-2.3%	-3.0%	-1.6%	-2.3%
	E-ZPass	-6.4%	-4.3%	-4.5%	-2.8%	-3.3%
	Tolls by Mail	56.8%	45.3%	35.9%	29.8%	23.4%

(1) September 2023 vs. September 2022  
(2) July 2023 to September 2023 vs. July 2022 to September 2022  
(3) April 2023 to September 2023 vs. April 2022 to September 2022  
(4) January 2023 to September 2023 vs. January 2022 to September 2022  
(5) October 2022 to September 2023 vs. October 2021 to September 2022

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

Corridor	Toll Media	Sep(1)	3 Months(2) (Jul-Sep)	6 Months(3) (Apr-Sep)	9 Months(4) (Jan-Sep)	12 Months(5) (Oct-Sep)
All Facilities	Total Vehicles	-1.3%	0.8%	1.2%	2.8%	2.5%
	Passenger	-0.6%	1.4%	1.4%	3.1%	2.7%
	Other	-11.3%	-7.1%	-2.2%	-1.2%	-0.5%
RFK Bridge	Total Vehicles	-0.3%	1.9%	2.5%	4.1%	4.2%
	Passenger	0.6%	2.7%	2.7%	4.3%	4.4%
	Other	-11.5%	-7.3%	-1.0%	0.7%	1.7%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-0.7%	0.1%	0.1%	2.2%	2.6%
	Passenger	0.3%	0.7%	0.3%	2.3%	2.7%
	Other	-15.4%	-8.4%	-2.3%	-0.5%	1.4%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-0.8%	1.6%	1.9%	2.6%	2.7%
	Passenger	0.1%	2.5%	2.5%	2.9%	3.3%
	Other	-10.2%	-8.2%	-4.6%	-1.5%	-3.3%
Verrazzano-Narrows Bridge	Total Vehicles	-1.5%	0.9%	1.6%	2.8%	2.4%
	Passenger	-0.9%	1.3%	1.7%	3.0%	2.5%
	Other	-9.4%	-4.2%	0.2%	0.0%	0.0%
Henry Hudson Bridge	Total Vehicles	-5.0%	-2.0%	-0.9%	1.3%	0.5%
	Passenger	-4.8%	-1.9%	-0.9%	1.3%	0.4%
	Other	-15.4%	-12.4%	-0.6%	2.1%	7.7%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-4.1%	-2.3%	-3.0%	-1.6%	-2.3%
	Passenger	-3.5%	-2.0%	-3.0%	-1.7%	-2.5%
	Other	-14.6%	-8.3%	-2.3%	-0.2%	0.9%

(1) September 2023 vs. September 2022  
(2) July 2023 to September 2023 vs. July 2022 to September 2022  
(3) April 2023 to September 2023 vs. April 2022 to September 2022  
(4) January 2023 to September 2023 vs. January 2022 to September 2022  
(5) October 2022 to September 2023 vs. October 2021 to September 2022



# Bridges and Tunnels

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## Safety Report September 2023



## Safety Report

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

<b>Performance Indicator</b>			
<b>Performance Indicator</b>	<b>12-Month Average</b>		
	<b>October 2020 - September 2021</b>	<b>October 2021 - September 2022</b>	<b>October 2022 - September 2023</b>
<b>Customer Collisions Rate per Million Vehicles</b>	<b>3.91</b>	<b>3.96</b>	<b>3.63</b>
<b>Customer Injury Collisions Rate per Million Vehicles</b>	<b>0.62</b>	<b>0.82</b>	<b>0.82</b>
<b>Employee Accident Reports</b>	<b>140</b>	<b>114</b>	<b>135</b>
<b>Employee Lost Time Injuries Rate per 200,000 Hours Worked</b>	<b>6.1</b>	<b>5.4</b>	<b>4.7</b>

<b>Leading Indicators</b>				
<b>Roadway Safety</b>	<b>2022</b>		<b>2023</b>	
	<b>September</b>	<b>Year End</b>	<b>September</b>	<b>Year to Date</b>
<b>Workforce Development (# of Participants)</b>	<b>57</b>	<b>486</b>	<b>13</b>	<b>908</b>
<b>Fleet Preventative Maintenance Insp.</b>	<b>152</b>	<b>1531</b>	<b>124</b>	<b>1095</b>
<b>* Safety Taskforce Inspections</b>	<b>1</b>	<b>14</b>	<b>1</b>	<b>10</b>
<b>Fire Safety</b>	<b>September</b>	<b>Year End</b>	<b>September</b>	<b>Year to Date</b>
<b>* Fire Code Audits Completed</b>	<b>2</b>	<b>14</b>	<b>2</b>	<b>10</b>
<b>** FDNY Liaison Visits</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>16</b>

\* Safety Taskforce Inspections and Fire Code Audits occur annually and commence during the month of March.

\*\* FDNY Liaison Visits are scheduled by the local responding authorities and typically occur seasonally during spring and fall.

### **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 consists of reviewing past accident and incident experiences/reports and facility safety reports. The Taskforce meets with location management and union representatives and make 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.

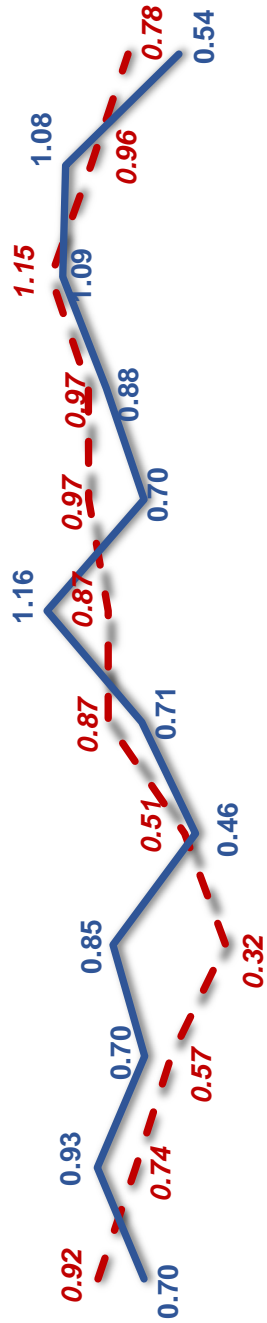
**Fire Code Audits** are required by the NY'S Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

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

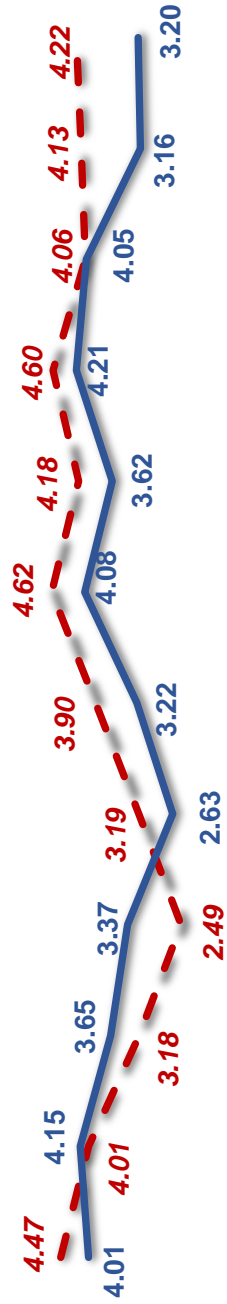


## Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



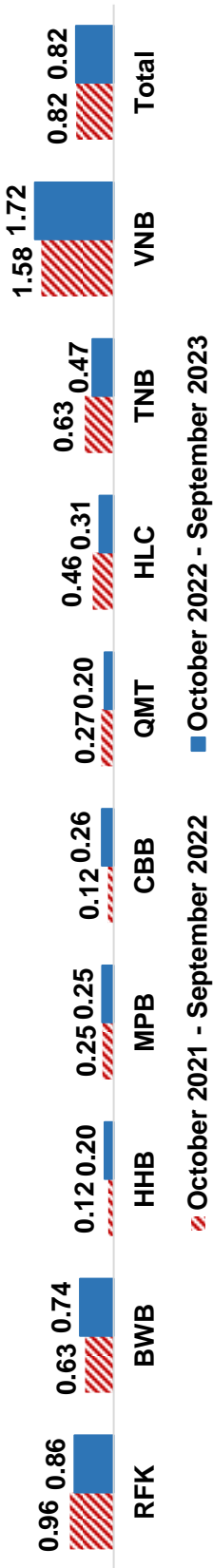
Total Collisions per Million Vehicles



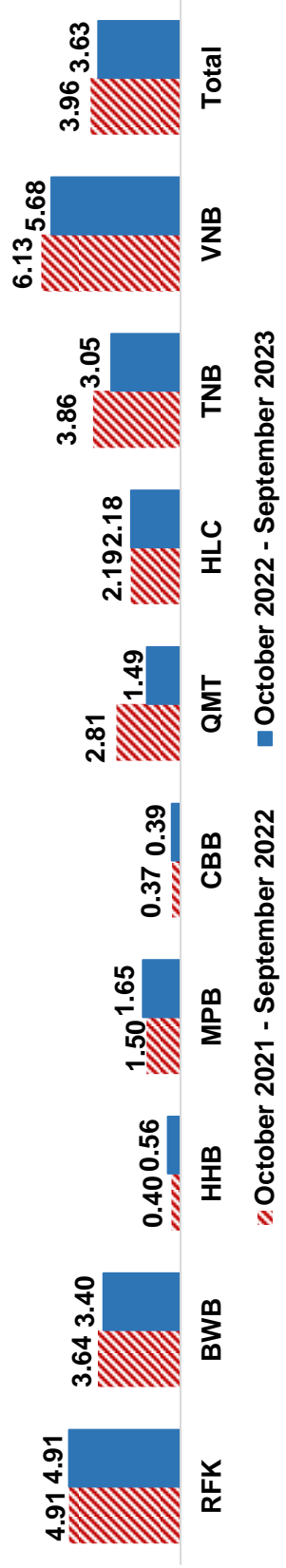


## Collision Rates by Facility Year over Year Comparison of 12-Month Averages

### Collisions with Injuries per Million Vehicles



### Total Collisions per Million Vehicles





**Collision Rates by Facility**  
**Total Collisions per Million Vehicles: September 2022 – September 2023**

	22-Sep	22-Oct	22-Nov	22-Dec	22-Jan	23-Feb	23-Mar	23-Apr	23-May	23-Jun	23-Jul	23-Aug	23-Sep
<b>RFK</b>	6.17	6.47	6.45	4.22	4.07	3.74	3.00	5.57	5.40	5.55	5.45	3.99	4.77
<b>BWB</b>	2.74	3.01	1.44	1.94	4.56	2.49	2.39	2.18	3.89	5.78	4.96	3.11	4.79
<b>TNB</b>	3.46	3.12	4.79	3.61	3.72	3.64	3.16	3.38	1.81	3.12	2.29	1.53	3.05
<b>VNB</b>	7.49	5.81	6.99	6.74	4.73	3.43	6.53	6.52	5.66	6.37	6.84	4.96	3.19
<b>QMT</b>	1.92	2.60	0.80	1.22	1.28	0.90	0.77	2.80	0.75	1.92	0.39	2.29	1.95
<b>HLC</b>	1.60	1.04	2.19	3.23	0.00	1.20	2.05	4.89	2.02	1.02	2.70	3.57	2.11
<b>HHB</b>	0.00	1.34	0.48	0.49	0.53	0.56	0.47	0.47	1.29	0.00	0.48	0.46	0.00
<b>MPB</b>	1.44	1.59	3.32	1.67	3.49	0.00	1.60	0.00	2.77	2.71	0.00	1.28	1.49
<b>CBB</b>	1.47	1.53	1.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.29	0.00	0.00
<b>Total</b>	4.22	4.01	4.15	3.65	3.37	2.63	3.22	4.08	3.62	4.21	4.05	3.16	3.20



# Bridges and Tunnels

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## Financial Report October 2023





**MTA BRIDGES & TUNNELS**  
**STATEMENT OF NET POSITION**  
**As of October 31, 2023**  
(in thousands)

**ASSETS AND DEFERRED OUTFLOWS OF RESOURCES**

**CURRENT ASSETS:**

Cash-Unrestricted	9,518
Investments:	
Unrestricted	744,733
Restricted	2,254,718
Accrued interest receivable	-182,029
Accounts receivable	516,742
Accounts receivable-Other	14,546
Less allowance for uncollectible accounts	-434,142
Tolls due from other agencies	78,227
Loan receivable from MTA	11,382,524
Prepaid expenses	5,874
	14,390,711
 Total current assets	 14,390,711

**NONCURRENT ASSETS:**

Investments:	
Unrestricted	195,679
Restricted	-
Facilities, less acc.dep of \$2,501,244	7,828,925
Capital lease 2 Broadway net acc. dep.	35,776
Derivative Hedge Assets	3,446
	8,063,825
 Total noncurrent assets	 8,063,825

**TOTAL ASSETS:** 22,454,536

**DEFERRED OUTFLOWS OF RESOURCES:**

Deferred outflows of resources related to pension	65,648
Deferred outflow of resources related to other post-employment benefits	155,800
Deferred outflow of resources related to capital Lease	13,122
Accumulated decreases in fair value of derivative instruments	50,259
Defeasance costs	74,208
	359,037

**TOTAL DEFERRED OUTFLOWS OF RESOURCES:** 359,037

**TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES** 22,813,573

**MTA BRIDGES & TUNNELS**  
**STATEMENT OF NET POSITION**  
**As of October 31, 2023**  
(in thousands)

**LIABILITIES AND INFLOWS OF RESOURCES**

**CURRENT LIABILITIES:**

Current portion-long term debt	234,980
Interest Payable	425,284
Accounts Payable	129,899
Accrued Pension Payable	9,407
Payable to MTA-CAP	34,627
Due to MTA-Operating Expenses	5,692
Due to NYCTA-Operating Expenses	132
Accrued salaries	29,324
Accrued Vac & Sick Benefits	18,278
Current portion of estimated liability arising from injury	812
Due to New York City Transit Authority	116,989
Due to Metropolitan Transportation Authority	139,083
Unearned Toll Revenue	256,005
Tolls due to other agencies	116,950
E-ZPass Airport Toll Liability	5,382
	<u>1,522,845</u>
Total current liabilities	<u>1,522,845</u>

**NONCURRENT LIABILITIES:**

Long term debt	23,485,535
Post Employment Benefits Other than Pensions	908,111
Estimated liability arising from injury	38,978
Capital lease obligations	64,875
Other long-term liabilities	-
Derivative Hedge Liabilities	11,364
Due (to)/from MTA - change in fair value of derivative	42,341
Net Pension Liability	167,407
Security deposits-Contra	-
	<u>24,718,611</u>
Total noncurrent liabilities	<u>24,718,611</u>

**DEFERRED INFLOW OF RESOURCES**

Deferred Inflow of resources related to Pension	54,456
Deferred Inflow of resources related to other post-employment benefits	167,013
Deferred Inflow of resources related to Capital Lease	12,160

**TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES** 26,475,085

**NET POSITION** -3,661,512 \*

**TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET** 22,813,573

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

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2023 MID-YEAR FORECAST**  
**ACCURAL STATEMENT OF OPERATIONS by CATEGORY**  
**October 2023**  
(\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Mid-Year Forecast	Actual	Percent	Mid-Year Forecast	Actual	Percent	Mid-Year Forecast	Actual	Percent
<b>Revenue</b>									
Farebox Revenue	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Vehicle Toll Revenue	218.835	220.268	0.7	218.835	220.268	0.7	218.835	220.268	0.7
Other Operating Revenue	1.658	4.258	*	0.000	0.000	-	1.658	4.258	*
Capital & Other Reimbursements	0.000	0.000	-	1.321	1.238	(6.3)	1.321	1.238	(6.3)
Investment Income	0.109	1.341	*	0.000	0.000	-	0.109	1.341	*
<b>Total Revenue</b>	<b>\$220.601</b>	<b>\$225.867</b>	<b>2.4</b>	<b>\$1.321</b>	<b>\$1.238</b>	<b>(6.3)</b>	<b>\$221.923</b>	<b>\$227.105</b>	<b>2.3</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	\$11.372	\$8.931	21.5	\$0.497	\$0.425	14.5	11.869	\$9.356	21.2
Overtime	2.050	2.712	(32.3)	\$0.051	0.033	34.7	2.101	2.745	(30.7)
Health and Welfare	3.121	2.366	24.2	\$0.118	0.102	13.7	3.239	2.468	0.771
OPEB Current Payment	2.391	2.539	(6.2)	0.000	0.000	-	2.391	2.539	(6.2)
Pensions	2.413	2.392	0.9	0.139	0.097	30.0	2.552	2.490	0.063
Other Fringe Benefits	1.778	1.246	29.9	0.062	0.048	21.8	1.840	1.295	0.546
Reimbursable Overhead	(0.454)	(0.532)	17.2	0.454	0.532	(17.2)	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$22.671</b>	<b>\$19.654</b>	<b>13.3</b>	<b>\$1.321</b>	<b>\$1.238</b>	<b>6.3</b>	<b>\$23.992</b>	<b>\$20.892</b>	<b>12.9</b>
<b>Non-Labor:</b>									
Electric Power	\$0.384	\$0.677	(76.1)	\$0.000	\$0.000	-	\$0.384	\$0.677	(76.1)
Fuel	0.389	0.023	94.1	0.000	0.000	-	0.389	0.023	94.1
Insurance	1.566	1.091	30.4	0.000	0.000	-	1.566	1.091	0.476
Claims	0.000	0.000	-	0.000	0.000	-	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	-	0.000	0.000	-	0.000	0.000	-
Maintenance and Other Operating Contracts	11.735	7.392	37.0	0.000	0.000	-	11.735	7.392	37.0
Professional Service Contracts	2.710	(11.044)	*	0.000	0.000	-	2.710	(11.044)	*
Materials & Supplies	0.504	0.186	63.0	0.000	0.000	-	0.504	0.186	0.317
Other Business Expenses	4.899	4.957	(1.2)	0.000	0.000	-	4.899	4.957	(0.057)
<b>Total Non-Labor Expenses</b>	<b>\$22.186</b>	<b>\$3.281</b>	<b>85.2</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$22.186</b>	<b>\$3.281</b>	<b>85.2</b>
<b>Other Expense Adjustments:</b>									
Other	0.000	0.000	-	0.000	0.000	-	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$44.857</b>	<b>\$22.935</b>	<b>48.9</b>	<b>\$1.321</b>	<b>\$1.238</b>	<b>6.3</b>	<b>\$46.178</b>	<b>\$24.173</b>	<b>47.7</b>
Depreciation	\$16.510	\$16.063	2.7	\$0.000	\$0.000	-	16.510	\$16.063	\$0.446
OPEB Obligation	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	-
GASB 68 Pension Adjustment	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	-
GASB 87 Net Adjustment	0.291	0.000	100.0	0.000	0.000	-	0.291	0.000	100.0
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$61.657</b>	<b>\$38.998</b>	<b>36.8</b>	<b>\$1.321</b>	<b>\$1.238</b>	<b>6.3</b>	<b>\$62.979</b>	<b>\$40.236</b>	<b>36.1</b>
Less: Depreciation	\$16.510	\$16.063	2.7	\$0.000	\$0.000	-	\$16.510	\$16.063	\$0.446
Less: OPEB Obligation	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	-
Less: GASB 68 Pension Adjustment	0.000	0.000	-	0.000	0.000	-	0.000	0.000	-
Less: GASB 87 Net Adjustment	0.291	0.000	100.0	0.000	0.000	-	0.291	0.000	100.0
<b>Total Expenses</b>	<b>\$44.857</b>	<b>\$22.935</b>	<b>48.9</b>	<b>\$1.321</b>	<b>\$1.238</b>	<b>6.3</b>	<b>\$46.178</b>	<b>\$24.173</b>	<b>47.7</b>
<b>Net Surplus/(Deficit)</b>	<b>\$175.744</b>	<b>\$202.932</b>	<b>15.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$175.744</b>	<b>\$202.932</b>	<b>15.5</b>

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

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2023 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**October 2023**  
(\$ in millions)

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

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

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2023 MID-YEAR FORECAST**  
**ACCURAL STATEMENT OF OPERATIONS by CATEGORY**  
**October 2023 Year-To-Date**  
(\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Mid-Year Forecast	Actual	Percent	Mid-Year Forecast	Actual	Percent	Mid-Year Forecast	Actual	Percent
<b>Revenue</b>									
Farebox Revenue	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Vehicle Toll Revenue	2,033.246	2,043.178	0.5	0.000	0.000	-	2,033.246	2,043.178	0.5
Other Operating Revenue	17.456	23.414	34.1	0.000	0.000	-	17.456	23.414	34.1
Capital & Other Reimbursements	0.000	0.000	*	14.330	15.465	7.9	14.330	15.465	7.9
Investment Income	3.859	9.803	*	0.000	0.000	-	3.859	9.803	*
<b>Total Revenue</b>	<b>\$2,054.560</b>	<b>\$2,076.395</b>	<b>1.1</b>	<b>\$14.330</b>	<b>\$15.465</b>	<b>7.9</b>	<b>\$2,068.890</b>	<b>\$2,091.860</b>	<b>1.1</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	\$101.129	\$88.028	13.0	5.065	\$5.093	(0.5)	106.194	\$93.121	12.3
Overtime	21.991	23.765	(8.1)	0.726	0.840	(15.6)	22.717	24.604	(8.3)
Health and Welfare	26.742	22.892	14.4	1.209	1.222	(0.1)	27.951	24.114	33.7
OPEB Current Payment	26.039	27.043	(3.9)	0.000	0.000	-	26.039	27.043	(3.9)
Pensions	23.417	22.290	4.8	1.319	1.164	11.7	24.736	23.455	5.2
Other Fringe Benefits	17.995	12.925	28.2	0.614	0.585	4.7	18.609	13.510	27.4
Reimbursable Overhead	(5.397)	(6.561)	21.6	5.397	6.561	(21.6)	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$211.917</b>	<b>\$190.381</b>	<b>10.2</b>	<b>\$14.330</b>	<b>\$15.465</b>	<b>(7.9)</b>	<b>\$226.247</b>	<b>\$205.846</b>	<b>9.0</b>
<b>Non-Labor:</b>									
Electric Power	\$3.010	\$3.132	(4.1)	0.000	\$0.000	-	\$3.010	\$3.132	(4.1)
Fuel	2.228	1.605	27.9	0.000	0.000	-	2.228	1.605	27.9
Insurance	15.794	10.689	32.3	0.000	0.000	-	15.794	10.689	32.3
Claims	0.000	0.000	-	0.000	0.000	-	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	-	0.000	0.000	-	0.000	0.000	-
Maintenance and Other Operating Contracts	126.382	112.681	10.8	0.000	0.000	-	126.382	112.681	10.8
Professional Service Contracts	27.802	9.993	64.1	0.000	0.000	-	27.802	9.993	64.1
Materials & Supplies	3.824	2.449	36.0	0.000	0.000	-	3.824	2.449	36.0
Other Business Expenses	46.846	44.829	4.3	0.000	0.000	-	46.846	44.829	4.3
<b>Total Non-Labor Expenses</b>	<b>\$225.886</b>	<b>\$185.379</b>	<b>17.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$225.886</b>	<b>\$185.379</b>	<b>17.9</b>
<b>Other Expense Adjustments</b>									
Other	0.000	0.000	-	0.000	0.000	-	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$437.803</b>	<b>\$375.760</b>	<b>14.2</b>	<b>\$14.330</b>	<b>\$15.465</b>	<b>(7.9)</b>	<b>\$452.133</b>	<b>\$391.225</b>	<b>13.5</b>
Depreciation	\$165.096	\$173.739	(5.2)	0.000	\$0.000	-	165.096	\$173.739	(5.2)
OPEB Obligation	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	-
GASB 68 Pension Adjustment	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	-
GASB 87 Net Adjustment	1.743	3.641	*	0.000	0.000	-	1.743	3.641	*
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$604.642</b>	<b>\$553.141</b>	<b>8.5</b>	<b>\$14.330</b>	<b>\$15.465</b>	<b>(7.9)</b>	<b>\$618.972</b>	<b>\$568.606</b>	<b>8.1</b>
Less: Depreciation	\$165.096	\$173.739	(5.2)	\$0.000	\$0.000	-	\$165.096	\$173.739	(5.2)
Less: OPEB Obligation	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	-
Less: GASB 68 Pension Adjustment	0.000	0.000	-	0.000	0.000	-	0.000	0.000	-
Less: GASB 87 Net Adjustment	1.743	3.641	*	0.000	0.000	-	1.743	3.641	*
<b>Total Expenses</b>	<b>\$437.803</b>	<b>\$375.760</b>	<b>14.2</b>	<b>\$14.330</b>	<b>\$15.465</b>	<b>(7.9)</b>	<b>\$452.133</b>	<b>\$391.225</b>	<b>13.5</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,616.758</b>	<b>\$1,700.635</b>	<b>5.2</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$1,616.758</b>	<b>\$1,700.635</b>	<b>5.2</b>

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

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2023 MID-YEAR FORECAST**  
**ACCURAL STATEMENT of OPERATIONS by CATEGORY**  
**October 2023 Year-To-Date**  
(\$ in millions)

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

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

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2023 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS**  
 (\$ in millions)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Nonreimbursable</b>						
Vehicle Toll Revenue	1,433	0.7%	Higher than forecasted traffic volume and higher average toll revenue per vehicle.	9,932	0.5%	Higher than forecasted traffic volume and higher average toll revenue per vehicle.
Other Operating Revenue	2,600	*	Higher revenue primarily due to the timing of income from E-ZPass administrative fees.	5,989	34.1%	Higher revenue primarily due to the timing of income from E-ZPass administrative fees.
Investment Income	1,233	*	Higher than anticipated short-term investment returns on fund balances.	5,944	*	Higher than anticipated short-term investment returns on fund balances.
Payroll	2,441	21.5%	Lower payroll expenses primarily due to vacancies.	13,101	13.0%	Lower payroll expenses primarily due to vacancies.
Overtime	(0,662)	-32.3%	Higher overtime in part due to unfilled vacancies.	(1,774)	-8.1%	Higher overtime in part due to unfilled vacancies.
Health and Welfare	0,755	24.2%	Lower expenses primarily due to timing against the mid-year forecast allocation as well as vacancies.	3,850	14.4%	Lower expenses primarily due to vacancies.
OPEB Current Payment	(0,149)	-6.2%	Higher expenses primarily due to timing against the mid-year forecast allocation.	(1,003)	-3.9%	Higher expenses primarily due to timing against the mid-year forecast allocation.
Pensions	0,021	0.9%	Lower non-reimbursable expenses primarily due to the timing against the mid-year forecast allocation as well as vacancies.	1,127	4.8%	Lower non-reimbursable expenses primarily due to the timing against the mid-year forecast allocation as well as vacancies.
Other Fringe Benefits	0,532	29.9%	Lower expenses primarily due to timing against the mid-year forecast allocation as well as vacancies.	5,070	28.2%	Lower expenses primarily due to timing against the mid-year forecast allocation as well as vacancies.
Electric Power	(0,293)	-76.1%	Higher electricity expenses primarily due to timing against the mid-year forecast allocation.	(0,123)	-4.1%	Higher electricity expenses primarily due to timing against the mid-year forecast allocation.
Fuel	0,366	94.1%	Lower fuel expenses primarily due to timing against the monthly mid-year forecast allocation.	0,622	27.9%	Lower fuel expenses primarily due to timing against the monthly mid-year forecast allocation.
Insurance	0,476	30.4%	Lower insurance expenses primarily due to lower-than-forecasted liability insurance premiums and the timing against the monthly mid-year forecast allocation.	5,105	32.3%	Lower insurance expenses primarily due to lower-than-forecasted liability and property insurance premiums and the timing against the monthly mid-year forecast allocation.
Maintenance and Other Operating Contracts	4,343	37.0%	Lower expenses are mainly due to lower expenses and the timing against the monthly mid-year forecast allocation for Major Maintenance & Painting (\$2,278 Mill), Refuse & Recycling (\$1,359 Mill), E-ZPass Equipment costs (\$0,702 Mill), partially offset by higher E-ZPass Customer Service Center costs (\$0,352 Mill).	13,701	10.8%	Lower expenses are mainly due to lower expenses and the timing against the monthly mid-year forecast allocation for Refuse & Recycling (\$8,173 Mill), E-ZPass Equipment costs (\$4,005 Mill), Major Maintenance & Painting (\$2,108 Mill), E-ZPass tag costs (\$1,506 Mill), partially offset by higher expenses for the E-ZPass Customer Service Center (\$0,468 Mill).
Professional Service Contracts	13,754	*	Lower expenses are primarily due to an \$11,900 Mill. credit in legal fees resulting from a payment booked in Liabilities reserves and not booked to expense. Accounting will make an adjustment from the Liabilities account to this account in November for approximately \$11,045 Mill. Additionally there was favorable timing against the monthly mid-year forecast allocation for Bond Issuance costs (\$1,259 Mill).	17,809	64.1%	Lower expenses are primarily due to an \$11,900 Mill. credit in legal fees resulting from a payment booked in Liabilities reserves and not booked to expense. Accounting will make an adjustment from the Liabilities account to this account in November for approximately \$11,045 Mill. Additionally, there was favorable timing against the monthly mid-year forecast allocation for Bond Issuance costs (\$3,025 Mill), engineering services (\$0,768 Mill), professional service contracts (\$0,393 Mill.), outside services (\$0,368 Mill.) and medical services (\$0,352 Mill).
Materials & Supplies	0,317	63.0%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly mid-year forecast allocation.	1,375	36.0%	Lower expenses are primarily due to lower expenses and timing for de-icing materials (\$0,800 Mill.) and a variety of small equipment and supply categories against the monthly mid-year forecast allocation.
Other Business Expense	(0,057)	-1.2%	Expenses are slightly higher than the mid-year forecast.	2,017	4.3%	Lower expenses primarily due to lower-than-forecasted credit card processing fees.
Depreciation	0,446	2.7%	Lower depreciation expense primarily due to timing against the monthly mid-year forecast allocation.	(8,643)	-5.2%	Higher depreciation expense primarily due to timing against the monthly mid-year forecast allocation.
<b>Reimbursable</b>						
Capital and Other Reimbursements	(0,083)	-6.3%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.	1,135	7.9%	Higher capital reimbursements due to timing against the monthly mid-year forecast allocation.
Payroll	0,072	14.5%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.	(0,028)	-0.5%	Higher capital reimbursements due to timing against the monthly mid-year forecast allocation.
Overtime	0,018	34.7%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.	(0,113)	-15.6%	Higher capital reimbursements due to timing against the monthly mid-year forecast allocation.
Health and Welfare	0,016	13.7%	Higher capital reimbursements due to timing against the monthly mid-year forecast allocation.	(0,013)	-1.1%	Higher capital reimbursements due to timing against the monthly mid-year forecast allocation.
Pensions	0,042	30.0%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.	0,154	11.7%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.
Other Fringe Benefits	0,014	21.8%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.	0,029	4.7%	Higher capital reimbursements due to timing against the monthly mid-year forecast allocation.
Reimbursable Overhead	(0,078)	-17.2%	Higher capital reimbursements due to timing against the monthly mid-year forecast allocation.	(1,164)	-21.6%	Higher capital reimbursements due to timing against the monthly mid-year forecast allocation.

\*Variance exceeds 100%

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

Year to date ending October 2023

Month of October

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

	<u>Month of October</u>		<u>Year to date ending October 2023</u>		Percentage Change
	Prior Year	*Current Year	Prior Year	*Current Year	
	Traffic	Traffic	Traffic	Traffic	Traffic
	Revenue	Revenue	Revenue	Revenue	Revenue
	4.3	4.3	42.6	41.9	-1.7%
	\$36.0	\$36.2	\$337.3	\$338.2	0.3%
Bronx-Whitestone	0.6	0.6	6.7	6.5	-2.2%
Cross Bay	2.2	2.2	20.8	21.0	1.1%
Henry Hudson	1.9	2.0	18.2	18.8	3.2%
Hugh L. Carey	0.6	0.6	6.7	6.7	0.0%
Marine Parkway	2.7	2.7	24.9	25.3	1.6%
Queens Midtown	5.7	5.9	54.4	56.6	4.0%
RFK	3.5	3.7	33.0	33.4	0.9%
Throgs Neck	6.7	6.8	65.2	66.9	2.7%
Verrazano-Narrows					
<b>Total</b>	<b>28.3</b>	<b>29.0</b>	<b>272.3</b>	<b>279.8</b>	<b>2.7%</b>
	<b>\$210.3</b>	<b>\$220.3</b>	<b>\$1,953.5</b>	<b>\$2,043.2</b>	<b>4.6%</b>
	<b>\$7.423</b>	<b>\$7.595</b>	<b>\$7.173</b>	<b>\$7.303</b>	<b>1.8%</b>

1) Toll increase implemented August 06, 2023

2) Numbers may not add due to rounding.

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

	<u>Month of October</u>		<u>Year to date ending October 2023</u>		Percentage Change
	October Forecast	October Actual	YTD Forecast	YTD Actual	
	Traffic	Traffic	Traffic	Traffic	Traffic
	Revenue	Revenue	Revenue	Revenue	Revenue
	29.0	29.0	281.0	279.8	-0.4%
	\$218.8	\$220.3	\$2,033.2	\$2,043.2	0.5%
<b>Total All</b>	<b>29.0</b>	<b>29.0</b>	<b>281.0</b>	<b>279.8</b>	<b>-0.4%</b>
	<b>\$7.546</b>	<b>\$7.595</b>	<b>\$7.236</b>	<b>\$7.303</b>	<b>0.9%</b>
<b>Revenue Per Vehicle</b>			<b>281.0</b>	<b>279.8</b>	<b>-0.4%</b>
			<b>\$7.236</b>	<b>\$7.303</b>	<b>0.9%</b>

3) 2023 October traffic is \$0.9M above October 2019 traffic, an increase of 3.2% and revenue is \$36.9M above October 2019, an increase of 20.1%.

4) 2023 October YTD traffic is 4.2M above October YTD 2019, an increase of 1.5% and October YTD revenue is 311.5M above October 2019, an increase 18.0%.



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

Facility	Revenue Collection Rate October 2023 <sup>1</sup>
Henry Hudson Bridge	94.6%
Hugh L. Carey Tunnel	95.2%
Queens Midtown Tunnel	96.8%
Marine Parkway Bridge	95.2%
Cross Bay Bridge	92.9%
Robert F. Kennedy Bridge	93.1%
Verrazzano-Narrows Bridge	92.6%
Bronx-Whitestone Bridge	93.1%
Throgs Neck Bridge	94.1%
<b>All Facilities</b>	<b>93.7%</b>

1. Represents total revenue collections from transactions October 2021 through September 2022

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2023 MID-YEAR FORECAST**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
 October 2023

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	15	10	5	5 Managerial vacancies
Law <sup>(1)</sup>	12	5	7	2 Managerial and 5 Professional vacancies
Budget & Finance <sup>(2)</sup>	17	10	7	5 Managerial and 2 Professional vacancies
Administration <sup>(3)</sup>	34	26	8	5 Managerial and 3 Professional vacancies
EEO	1	-	1	1 Professional vacancy
<b>Total Administration</b>	<b>79</b>	<b>51</b>	<b>28</b>	
<b>Operations</b>				
ITS & Tolling	66	67	(1)	5 Managerial vacancies offset by 6 Professional overrun
Central Business District Tolling Program	47	10	37	4 Managerial and 33 Professional vacancies
Operations (Non-Security)	54	35	19	30 Managerial vacancies partially offset by 11 position overrun in Professional
<b>Total Operations</b>	<b>167</b>	<b>112</b>	<b>55</b>	
<b>Maintenance</b>				
Maintenance	205	176	29	6 Managerial, 4 Professional and 19 Maintainer vacancies
Operations - Maintainers	183	153	30	32 Maintainer vacancies partially offset by 2 Managerial overrun
<b>Total Maintenance</b>	<b>388</b>	<b>329</b>	<b>59</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	123	100	23	4 Managerial and 19 Professional vacancies
Health & Safety	9	7	2	2 Managerial vacancies
Law <sup>(1)</sup>	18	9	9	3 Managerial and 6 Professional vacancies
Planning & Budget Capital	8	6	2	1 Managerial and 1 Professional vacancy
<b>Total Engineering/Capital</b>	<b>158</b>	<b>122</b>	<b>36</b>	
<b>Public Safety</b>				
Operations (Security)	540	367	173	63 Managerial and 110 Operational vacancies
Internal Security - Operations	45	30	15	5 Managerial and 10 Professional vacancies
<b>Total Public Safety</b>	<b>585</b>	<b>397</b>	<b>188</b>	
<b>Total Positions</b>	<b>1,377</b>	<b>1,011</b>	<b>366</b>	
Non-Reimbursable	1,246	880	366	
Reimbursable	131	131	-	
<b>Total Full-Time</b>	<b>1,377</b>	<b>1,011</b>	<b>366</b>	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2023 MID-YEAR FORECAST**  
**TOTAL POSITIONS BY FUNCTION AND OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
 October 2023

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	30	12	18	5 vacancies in Administration, 6 in Executive, 5 in Budget & Finance, and 2 in Law
Professional, Technical, Clerical	49	39	10	4 vacancies in Administration, 4 in Law, 2 in Budget, 1 vacancy in EEO, and 1 overrun in Executive
Operational Hours	-	-	-	
<b>Total Administration</b>	<b>79</b>	<b>51</b>	<b>28</b>	
<b>Operations</b>				
Managers/Supervisors	73	34	39	30 vacancies in Operations, 5 in ITS & Tolling, and 4 in CBDTP
Professional, Technical, Clerical	94	78	16	33 in CBDTP, partially offset by a 11 position overrun in Operations, 6 overrun in ITS & Tolling,
Operational Hours	-	-	-	
<b>Total Operations</b>	<b>167</b>	<b>112</b>	<b>55</b>	
<b>Maintenance</b>				
Managers/Supervisors	27	23	4	4 vacancies in Maintenance
Professional, Technical, Clerical	11	7	4	4 vacancies in Maintenance
Operational Hours <sup>(1)</sup>	350	299	51	51 vacancies in Operations
<b>Total Maintenance</b>	<b>388</b>	<b>329</b>	<b>59</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	34	24	10	4 vacancies in Engineering, 3 in Law, 2 in Health & Safety and 1 vacancy in Capital Budget
Professional, Technical, Clerical	124	98	26	19 vacancies in Engineering, 6 in Law, and 1 in Capital Budget
Operational Hours	-	-	-	
<b>Total Engineering/Capital</b>	<b>158</b>	<b>122</b>	<b>36</b>	
<b>Public Safety</b>				
Managers/Supervisors	179	111	68	63 vacancies in Operations and 5 in Internal Security
Professional, Technical, Clerical	36	26	10	10 vacancies in Internal Security
Operational Hours <sup>(2)</sup>	370	260	110	110 BTO vacancies in Operations
<b>Total Public Safety</b>	<b>585</b>	<b>397</b>	<b>188</b>	
<b>Total Positions</b>				
Managers/Supervisors	343	204	139	
Professional, Technical, Clerical	314	248	66	
Operational Hours	720	559	161	
<b>Total Positions</b>	<b>1,377</b>	<b>1,011</b>	<b>366</b>	

(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.

**MTA BRIDGES AND TUNNELS**  
**MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)**  
**OCTOBER 2023 YEAR-TO-DATE**  
(\$ in millions)

	October Year-to-Date			Favorable(Unfavorable) Variance		
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast	November Forecast	
	\$	\$	\$	\$	\$	%
Total Revenue	2,054.560	2,068.566	2,076.395	21.835	7.829	0.4
Investment Income	3.859	7.453	8.462	4.603	1.009	13.5
<b>Total Revenue without Investment Income</b>	<b>2,050.702</b>	<b>2,061.113</b>	<b>2,067.934</b>	<b>17.232</b>	<b>6.821</b>	<b>0.3</b>
Total Expenses before Non-Cash Liability Adjs	437.803	408.004	375.760	<b>62.043</b>	<b>32.244</b>	<b>7.9</b>
Depreciation	165.096	188.893	173.739	(8.643)	15.153	8.0
GASB 68 Pension Adjustment	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	-
GASB 87 Net Adjustment	1.743	1.743	3.641	(1.898)	(1.898)	*
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	-
<b>Total Expenses after Non-Cash Liability Adjs</b>	<b>604.642</b>	<b>598.640</b>	<b>553.141</b>	<b>51.501</b>	<b>45.499</b>	<b>7.6</b>
Less: Depreciation	165.096	188.893	173.739	(8.643)	15.153	8.0
Less: Other Post-Employment Benefits	1.743	1.743	3.641	(1.898)	(1.898)	*
<b>Total Expenses</b>	<b>437.803</b>	<b>408.004</b>	<b>375.760</b>	<b>62.043</b>	<b>32.244</b>	<b>7.9</b>
<b>Net Surplus/(Deficit)</b>	<b>1,616.758</b>	<b>1,660.562</b>	<b>1,700.635</b>	<b>83.877</b>	<b>40.073</b>	<b>2.4</b>
<b>Net Income without Investment Income</b>	<b>1,612.899</b>	<b>1,653.109</b>	<b>1,692.173</b>	<b>79.274</b>	<b>39.064</b>	<b>2.4</b>

Note: Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS**  
**NON-REIMBURSABLE**  
**OCTOBER 2023 YEAR-TO-DATE**  
**(\$ in millions)**

	<u>Favorable/(Unfavorable)</u> <u>Variance</u>	<u>Percent</u>	<u>Variance Explanation</u>
Total Revenue	\$6.821	0.4	Higher revenue is primarily due to higher toll revenue, higher income from E-ZPass administrative fees, and higher investment income due to higher interest rates.
Total Expenses	\$32.244	7.9	Lower expenses are primarily due to vacancies, and lower expenses and timing of for insurance, refuse & recycling, major maintenance, E-Zpass equipment, professional service contracts and lower credit card processing fees.

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



# Bridges and Tunnels

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## Procurements November 2023



# Staff Summary



<b>Subject:</b> Request for Authorization to Award Procurement
<b>Department:</b> Procurement
<b>Department Head Name:</b> Louis Montanti
<b>Department Head Signature:</b>
<b>Project Manager Name:</b> Various

<b>Date:</b> 11/14/2023
<b>Vendor Name:</b>
<b>Contract Number:</b>
<b>Contract Manager Name:</b>
<b>Table of Contents Ref #:</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	President	11/14/2023	<i>LM</i>		
2	MTA B&T Committee	11/27/2023			
3	MTA Board	11/29/2023			

Internal Approvals			
Order	Approval	Order	Approval
	President		<i>LM</i>
	General Counsel & Corporate Secretary		<i>RF</i>
	MTA Deputy Chief Procurement Officer		<i>[Signature]</i>

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

**PURPOSE:**

To obtain approval of the Board to award procurement actions and to inform the Bridges and Tunnels Committee of the procurement actions.

**DISCUSSION:**

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

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

<u>Schedules Requiring Majority Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule F: Personal Service Contracts	3	\$10M
<b>SUBTOTAL</b>	<b>3</b>	<b>\$10M</b>

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

<b>TOTAL</b>	<b>3</b>	<b>\$10M</b>
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**BUDGET IMPACT:**

The purchase/contracts will result in obligating operating funds in the amount listed. Funds are available in the current MTA B&T operating budget 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 Sections §559, §2879 and §1265-a of the Public Authorities Law and the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive purchase and public works contracts, and the solicitation and award of request for proposals in regard to purchase and public work contracts; and

**WHEREAS**, in accordance with the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive miscellaneous service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts;

**WHEREAS**, in accordance with Section §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.

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. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action 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; v) the contract modifications to purchase and public work contracts set forth in Schedule I; 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.



**NOVEMBER 2023**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**MTA BRIDGES & TUNNELS**

***Procurements Requiring Majority Vote:***

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

***Staff Summary Attached***

<b>1-3.</b>	<b>Atkins, P.A. P.C.</b>	<b>\$10,000,000</b>	<b>1</b>
	<b>Contract No. PSC-21-3055A</b>	<b>(Aggregate A, B &amp; C)</b>	
	<b>Five Years</b>		

**Gannett Fleming Engineers and Architects, P.C.**  
**Contract No. PSC-21-3055B**  
**Five years**

**Henningson, Durham and Richardson**  
**Architecture and Engineering, P.C.**  
**Contract No. PSC-21-3055C**  
**Five years**

B&T is seeking Board approval to award three competitively solicited personal service contracts one to Atkins P.A. P.C, the second to Gannett Fleming Engineers and Architects, P.C and the third to Henningson, Durham and Richardson Architecture and Engineering, P.C., for miscellaneous toll collection consultant support services on an as-needed basis.

# Staff Summary

<b>Item Number</b>				<b>SUMMARY INFORMATION</b>																											
<b>Department, Department Head Name:</b> Vice President, ITS and Tolling, Nichola Angel				<b>Vendor Names</b> Atkins, P.A. P.C. Gannett Fleming Engineers and Architects, P.C. Henningson, Durham & Richardson Architecture and Engineering, P.C.		<b>Contract Nos.</b> PSC-21-3055A PSC-21-3055B PSC-21-3055C																									
<b>Internal Approvals</b> <table border="1"> <thead> <tr> <th>Order</th> <th>Approval</th> <th>Order</th> <th>Approval</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Deputy Director, B&amp;T &amp; C&amp;D Budgets</td> <td>✓</td> <td>RP</td> </tr> <tr> <td>2</td> <td>General Counsel/Corporate Secretary</td> <td>✓</td> <td>PF</td> </tr> <tr> <td>3</td> <td>MTA Deputy Chief Procurement Officer</td> <td>✓</td> <td>[Signature] 11/20</td> </tr> <tr> <td>4</td> <td>DDCR</td> <td></td> <td></td> </tr> <tr> <td>5</td> <td>President</td> <td></td> <td>[Signature]</td> </tr> </tbody> </table>				Order	Approval	Order	Approval	1	Deputy Director, B&T & C&D Budgets	✓	RP	2	General Counsel/Corporate Secretary	✓	PF	3	MTA Deputy Chief Procurement Officer	✓	[Signature] 11/20	4	DDCR			5	President		[Signature]	<b>Description</b> Miscellaneous Toll Collection Consultant Support Services on an As-Needed Basis			
Order	Approval	Order	Approval																												
1	Deputy Director, B&T & C&D Budgets	✓	RP																												
2	General Counsel/Corporate Secretary	✓	PF																												
3	MTA Deputy Chief Procurement Officer	✓	[Signature] 11/20																												
4	DDCR																														
5	President		[Signature]																												
				<b>Total Amount:</b> \$10,000,000 (aggregate)																											
				<b>Contract Term (including Options, if any)</b> Five Years																											
				<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A																											
				<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																											
				<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive																											
				<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:																											
				<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:																											

## Purpose

Bridges and Tunnels (“B&T”) is seeking Board approval in accordance with the All-Agency Service Contract Procurement Guidelines to award three competitively solicited personal service contracts, PSC-21-3055A, PSC-21-3055B, and PSC-21-3055C to (A) Atkins, P.A. P.C. (“Atkins”); (B) Gannett Fleming Engineers and Architects, P.C. (“Gannett Fleming”); and (C) Henningson, Durham & Richardson Architecture and Engineering, P.C. (“HDR”) for Miscellaneous Toll Collection Consultant Support Services on an As-Needed Basis in the aggregate not-to-exceed amount of \$10 million over a period of five years. These contracts will be an indefinite quantity, with the required services being assigned on an as-needed basis by issuing work orders.

## Discussion

Bridges and Tunnels (“B&T”) requires the services of three multi-disciplined firms to assist with tasks related to toll collection and toll violation enforcement. Consultant services required under this agreement shall include various tasks designed to ensure that B&T’s toll collection and violation enforcement systems are robust, accurate, reliable, auditable, and maintainable; and to develop plans to improve, modernize, and replace toll system components when necessary. The consultants will provide technical services including but not limited to the following: (1) conceptual design, planning and scoping for toll system capital projects and interfacing with third parties, exchanging data with Back Office Systems at the New York E-ZPass Customer Service Center (“NYCSC”) and B&T’s Revenue Account Analysis System (“RAAS”); (2) provide as-needed multi-disciplinary technical support personnel to B&T; (3) evaluate potential upgrades for the toll-collection systems including host and back-office systems, plaza systems, in-lane systems, and violation enforcement; and (4) plan and design toll-related infrastructure including electronic toll elements, roadway geometry, and traffic operations.

The required services will be assigned on an as-needed basis through the issuance of work orders, based on the consultant’s current workload, available personnel, and expertise. Each work order will be negotiated separately using the labor, overhead, and profit rates negotiated in each contract. The total amount of all work orders under the three contracts will not exceed \$10 million.

# Staff Summary

The Request for Proposal (“RFP”) was publicly advertised, and the solicitation notice was sent to 60 firms. Of the 29 firms that viewed/downloaded the RFP, seven submitted proposals: Atkins; Gannett Fleming; HNTB New York Engineering and Architecture, P.C.; HDR; Milligan Partners LLC; Protek Information Technology Services; and WSP USA Inc. Each was asked to quote labor, profit, overhead, and escalation rates based on predetermined titles. The firms were evaluated based on (1) qualification of firm for specific type of work; (2) qualification of firm for specific personnel proposed; (3) records of performance; (4) depth of understanding of the project; and (5) cost.

After evaluation of the technical and cost proposals, the Evaluation Committee recommended that B&T waive oral presentations and enter into negotiations with Atkins, Gannett Fleming, and HDR for these contracts. Each presented a comprehensive well-developed understanding of the technical requirements, demonstrated experience and knowledge of the toll industry and proposed well-qualified personnel. The recommended awards to the three selected firms are considered in B&T’s best interest and are deemed the best-valued proposals.

In connection with a previous contract awarded to Atkins P.A. P.C. dba Atkins Architecture and Engineering (“Atkins”), Atkins 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 Chairman / CEO in consultation with the MTA General Counsel in January 2016. No new SAI has been found relating to Atkins and Atkins has been found to be responsible. Gannett Fleming and HDR are responsible consultants.

The contracts resulting from this procurement have been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. The Authority is working with the vendors to include applicable cybersecurity requirements prior to issuance of the notice of award.

Each selected firm has certified that pursuant to Executive Order 16, it is not doing business in Russia.

## **M/W/DBE Information**

The MTA Department of Diversity and Civil Rights has established goals of 15 percent MBE, 15 percent WBE, and 6 percent SDVOB on this contract. Atkins, Gannett Fleming and HDR have submitted MWBE/SDVOB utilization plans that satisfy the goal requirements. Gannett Fleming and HDR have achieved its goals on recently completed MTA contracts. Atkins has not recently completed any MTA contracts with MWDBE goals; therefore, no assessment of the performance is available at this time.

## **Impact on Funding**

Funding in the amount of \$10 million is available in the Operating Budget under GL #712542.

## **Alternatives**

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

## **Recommendation**

It is recommended that the Board approve the award of personal service contracts to Atkins, Gannett Fleming, and HDR to provide Miscellaneous Toll Collection Consultant Support Services on an As-Needed Basis.