



Metropolitan Transportation Authority

Bridges and Tunnels Committee Meeting

July 2019

Bridges & Tunnels Committee Meeting

2 Broadway, 20th Floor Board Room

New York, NY 10004

Monday, 7/22/2019

1:00 - 1:30 PM ET

1. Summary of Actions

B&T Summary of Actions - Page 3

2. Public Comments Period

3. Approval of Minutes - June 2019

B&T Committee Minutes - June 2019 - Page 5

4. Approval of Committee Work Plan

B&T Committee Work Plan - Page 10

5. Report on Operations - May 2019

B&T Report on Operations Report - May 2019 - Page 18

6. Safety Report - May 2019

B&T Safety Report - May 2019 - Page 33

7. Financial Report - May 2019

B&T Financials Report - May 2019 - Page 39

8. Cashless Tolling Customer Service Report - May 2019

B&T Cashless Tolling Customer Service Reprt - May 2019 - Page 54

9. Capital Program Project Status Report - June 2019

B&T Capital Program Project Status Report - June 2019 - Page 56

10. Procurements

B&T Procurements - Page 64

Competitive

B&T Competitive - Page 67

Next Meeting: Monday, September 23, 2019 at 1:00 p.m.



Bridges and Tunnels

Summary of Actions



MTA BRIDGES AND TUNNELS
COMMITTEE ACTIONS and PRESENTATIONS
SUMMARY for JULY 2019

Responsible Department	Vendor Name	Total Amount	Summary of action
Procurement	TBD	Not to exceed \$20,000,00	<ul style="list-style-type: none"> • Approval to enter into competitive RFP process • Miscellaneous electrical construction services on an as-needed basis at various B&T facilities for four years
Procurement	Ahern Painting Contractors, Inc. Champion Painting Specialty Svcs. Corp. Kiska Construction, Inc. L&L Painting Co., Inc. NUCO Painting Corp.	Not to exceed \$20,000,00	<ul style="list-style-type: none"> • Approval to award a competitive RFP • Bridge, tunnel, and facility structure surface preparation and painting services on an as-needed basis at various B&T facilities for four years
Procurement	Parsons-HNTB JV	\$2,093,614	<ul style="list-style-type: none"> • Design services for Structural Health Monitoring Plan and Weigh-in-Motion • Increase real-time awareness of structural conditions to improve inspections and repairs
Procurement	Conduent State & Local Solutions	\$15,100,000	<ul style="list-style-type: none"> • Support Central Business District Tolling Project • Capital expansion of customer service operations and systems
Procurement	Amman & Whitney and WSP JV	\$2,229,178	<ul style="list-style-type: none"> • Design support services for RFK Bridge construction • Structural repairs at several RFK Bridge locations
Procurement	WSP/URS a Joint Venture	\$1,875,382	<ul style="list-style-type: none"> • Construction support services at the Henry Hudson Bridge • Rebuilding structural elements of the southbound approach and the former toll plaza areas on the upper and lower levels



Bridges and Tunnels

Minutes of Committee Meeting June 2019

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

June 24, 2019

1:00 p.m.

In attendance were the Honorable:

Neal Zuckerman, Acting Chair
David S. Mack, Vice Chair
Kevin Law
Lawrence S. Schwartz
Veronica Vanterpool

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

MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

June 24, 2019

Minutes of TBTA Committee held June 24, 2019 at 1:00 p.m. A list of those in attendance is attached.

Public Speakers

The following five (5) speakers commented during the public speakers' session:

- Murray Bodin, Concerned Grandparents (E-ZPass gantries/readers and license plate based billing);
- Paul Gertner, Harbor Ring and Transportation Alternatives (Verrazzano-Narrows Bridge (VNB) multi-use pathway study under Contract PSC-13-2935);
- David Wenger, Harbor Ring and Transportation Alternatives (VNB multi-use pathway study under Contract PSC-13-2935);
- Karen Lund, Transportation Alternatives (Climate Leadership and Community Protection Act that reduces greenhouse gas emissions); and
- Rose Uscianowski, Transportation Alternatives (VNB shared use bicycle and pedestrian access).

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 May 20, 2019 were approved.

Committee Work Plan

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

Acting President DeCrescenzo's Remarks

Mr. DeCrescenzo stated that TBTA recently entered into a Memorandum of Understanding with the New York City Department of Transportation for the Central Business District Tolling Program (CBDTP). The CBDTP will enable TBTA to expand its support to mass transit by providing much-needed funds for capital investment in transit and rail, while also helping to reduce traffic congestion and improve mobility. Mr. DeCrescenzo also stated that TBTA is focused on improving the safety of the increasing number of customers who use TBTA facilities by using best practices and new approaches and he thanked TBTA employees who are contributing to this effort.

Commissioner Schwartz reiterated a request for information that he made previously regarding the status of open road Cashless Tolling and related projects. Specifically, he mentioned roadway improvement projects being undertaken at all locations under TBTA's jurisdiction and he requested a bridge by bridge end-date comparison on when all roadway improvements will be completed on each project to be provided by the next Committee Meeting, since, he stated, it seems like this work is never-ending. He also requested that TBTA encourage its contractors to work more expeditiously on these projects. Mr. DeCrescenzo responded that TBTA will provide the requested information.

Report on Operations

With regard to the Report on Operations for April 2019, Mr. Hildebrand stated that paid vehicle traffic increased by 3.4% compared to the same period in 2018, which continues a trend of significant increases in paid vehicular traffic that started in July 2017. As compared to the same period last year, overall traffic in April was 3.4% higher, E-ZPass traffic was 3.9% higher, and Tolls by Mail transactions were lower, demonstrating both growth in overall traffic and a continued shift from Tolls by Mail transactions. Acting Chair Zuckerman asked

what the material increase in traffic is attributed to and whether it is based on a national trend or a TBTA trend. Mr. Hildebrand stated that the increase in traffic is attributed to improved traffic flow on and around TBTA facilities that resulted from the Cashless Tolling initiatives that were implemented throughout 2017 as well as national trend factors of tourism, lower vehicle gas prices and a relatively strong economy.

Safety Report

With regard to the Safety Report for April 2019, Mr. Osnes stated that the total collision rate continues to trend lower in April 2019 compared to the two previous years. The collision with injuries rate was lower in April compared to last year, the third month of year-over-year improvement this year. While there is a downward trend in collisions at most TBTA facilities, the VNB has been an exception due to significant increases in traffic. TBTA is utilizing engineering controls, education and law enforcement to improve safety at the VNB that include:

- real-time messaging of traffic conditions;
- improved line striping;
- modifying the timing of street lights at the 92nd street exit ramp to reduce traffic build-up;
- traffic pacing to moderate speeds and promote smoother traffic flow;
- improving roadway surface friction coefficients; and
- marked vehicle safety patrols.

The 12-month average employee lost time injury rate in April 2019 is higher than 2018 but lower than 2017. Contractor injury rates over the past 12 months are slightly higher than in the previous two years. Acting Chair Zuckerman stated that the good news is the decrease in customer collisions but the bad news, that was not mentioned, is that the injury collision rate has increased by 10% in the last two years. Acting Chair Zuckerman asked Mr. Osnes to just report the facts and not why the facts are not as bad as they look. He also recognized that the VNB presents a persistently difficult challenge due to its volatility and asked Mr. Osnes what else can be done to address these issues. Mr. Osnes responded that TBTA recognizes that there is a strong correlation between volume and the overall collision count. TBTA knows where the collisions are occurring and what those risk factors are and is putting controls in place to reduce collisions. Through observations, tracking collisions at specific locations and understanding patterns related to adjacent properties and throughput of traffic, TBTA is undertaking several corrective actions to reduce collisions including, but not limited to, improving communication, utilizing engineering strategies to increase the coefficient of friction, and utilizing law enforcement strategies.

Financial Report

With regard to the Financial Report for April 2019, Dr. C. de Cerreño stated that at nearly \$342 million, TBTA's support to mass transit was nearly \$43 million higher than the adopted budget. Toll revenue was over \$11 million above budget at \$627.5 million, which was largely due to better than expected traffic volumes. As revenues rose, expenses totaled just over \$153 million, which is \$25 million below budget.

Capital Program Status Report

Mr. Keane presented the Capital Program Status Report for May 2019 and stated that through the end of May, TBTA is exceeding its plan for capital commitments in terms of both dollar value and the number of commitments awarded. Project completions are also tracking better than plan with six (6) project completions achieved compared to three (3) planned completions. Remaining 2019 completions are on track to meet planned dates. Acting Chair Zuckerman asked why the construction is taking so long to complete at the Henry Hudson Bridge (HHB). Mr. Keane responded that TBTA is reconstructing the southern part of the HHB, which includes the upper and lower toll plaza and the south approach structure - a major structural reconstruction in terms of removing the intermediate columns that are in the lower level roadway. There is a complicated series of structural replacements of the columns, the floor beams and the whole framing system. Once completed, motorists will have an uninhibited free flow through the lower level. This project has an accelerated schedule in that the first stage

will be completed by the Spring of 2020 and the second stage will be completed by the Fall of 2020. Acting Chair Zuckerman reiterated Commissioner Schwartz's request for information as to when these projects will be completed but he also wants to know what, if anything, is holding them up and what opportunities are there for accelerating them.

Procurements

Mr. DeCrescenzo stated that there are no procurements.

Diversity Report – First Quarter 2019

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

Adjournment

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

Respectfully submitted,



Julia R. Christ
Secretary



Bridges and Tunnels

Committee Work Plan



BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

TOPIC

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

Procurements
Action Items (if any)

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

July 2019

No items scheduled.

August 2019

No meeting scheduled.

September 2019

Customer Environment Survey – 2nd Quarter 2019
2020 Preliminary Budget
Diversity Report – 2nd Quarter 2019

Operations
Planning & Budget
EEO

October 2019

2020 Preliminary Budget

Planning & Budget

November 2019

Customer Environment Survey – 3rd Quarter 2019

Operations

December 2019

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

Committee Chair & Members
Planning & Budget
EEO

January 2020

Approval of 2020 Work Plan

Committee Chair & Members

February 2020

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

Planning & Budget
Planning & Budget
Controller
Operations
EEO

March 2020

Annual Procurement Contracts Report

Procurement & Materials/
Finance

April 2020

Final Review of 2019 Year-End Operating Results

Planning & Budget

May 2020

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

Operations
EEO

June 2020

No items scheduled.

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 two-month lag, except in the month of September, at which time it includes the June and July reports.

Cashless Tolling Customer Service Report

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

Capital Program Project Status Report

Summary of the status of the current capital program, including commitments, completions, and closeouts, in addition to graphic presentations of the commitments and completions for the plan vs. actuals for the year. The Capital Program Project Status Report is provided on a one-month lag, except in the month of September, at which time it includes the July and August reports.

Procurements

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

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

II. SPECIFIC AGENDA ITEMS

JULY 2019

No items scheduled.

AUGUST 2019

No meeting scheduled.

SEPTEMBER 2019

Customer Environment Survey – 2nd Quarter 2019

Review and discuss key customer service areas: improve customer service and traffic mobility at all facilities; ensure the safety of customers traveling over the bridges and tunnels; and enhance the customer environment of bridge and tunnel facilities.

2020 Preliminary Budget

Agency will present highlights of the Preliminary Budget to the Committee. Public comment will be accepted on the 2020 Preliminary Budget.

Diversity Report – 2nd Quarter 2019

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

OCTOBER 2019

2020 Preliminary Budget

Public comment will be accepted on the 2020 Preliminary Budget.

NOVEMBER 2019

Customer Environment Survey – 3rd Quarter 2019

Review and discuss key customer service areas: improve customer service and traffic mobility at all facilities; ensure the safety of customers traveling over the bridges and tunnels; and enhance the customer environment of bridge and tunnel facilities.

DECEMBER 2019

2020 Proposed Committee Work Plan

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

2020 Proposed Final Budget

The Committee will recommend action to the Board.

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

JANUARY 2020

Approval of Work Plan for 2020

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

FEBRUARY 2020

Preliminary Review of 2019 Operating Budget Results

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

2020 Adopted Budget and February Financial Plan 2020-2023

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

2019 B&T Operating Surplus

The Committee will recommend action to the Board.

Customer Environment Survey – 4th Quarter 2019

Review and discuss key customer service areas: improve customer service and traffic mobility at all facilities; ensure the safety of customers traveling over the bridges and tunnels; and enhance the customer environment of bridge and tunnel facilities.

Diversity Report – 4th Quarter 2019

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

MARCH 2020

Annual Procurement Contracts Report

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

APRIL 2020

Final Review of 2019 Year-End Operating Results

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

MAY 2020Customer Environment Survey – 1st Quarter 2020

Review and discuss key customer service areas: improve customer service and traffic mobility at all facilities; ensure the safety of customers traveling over the bridges and tunnels; and enhance the customer environment of bridge and tunnel facilities.

Diversity Report – 1st Quarter 2020

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

JUNE 2020

No items scheduled.

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Bridges and Tunnels

Report on Operations May 2019



MTA Bridges and Tunnels May 2019 Traffic Trends

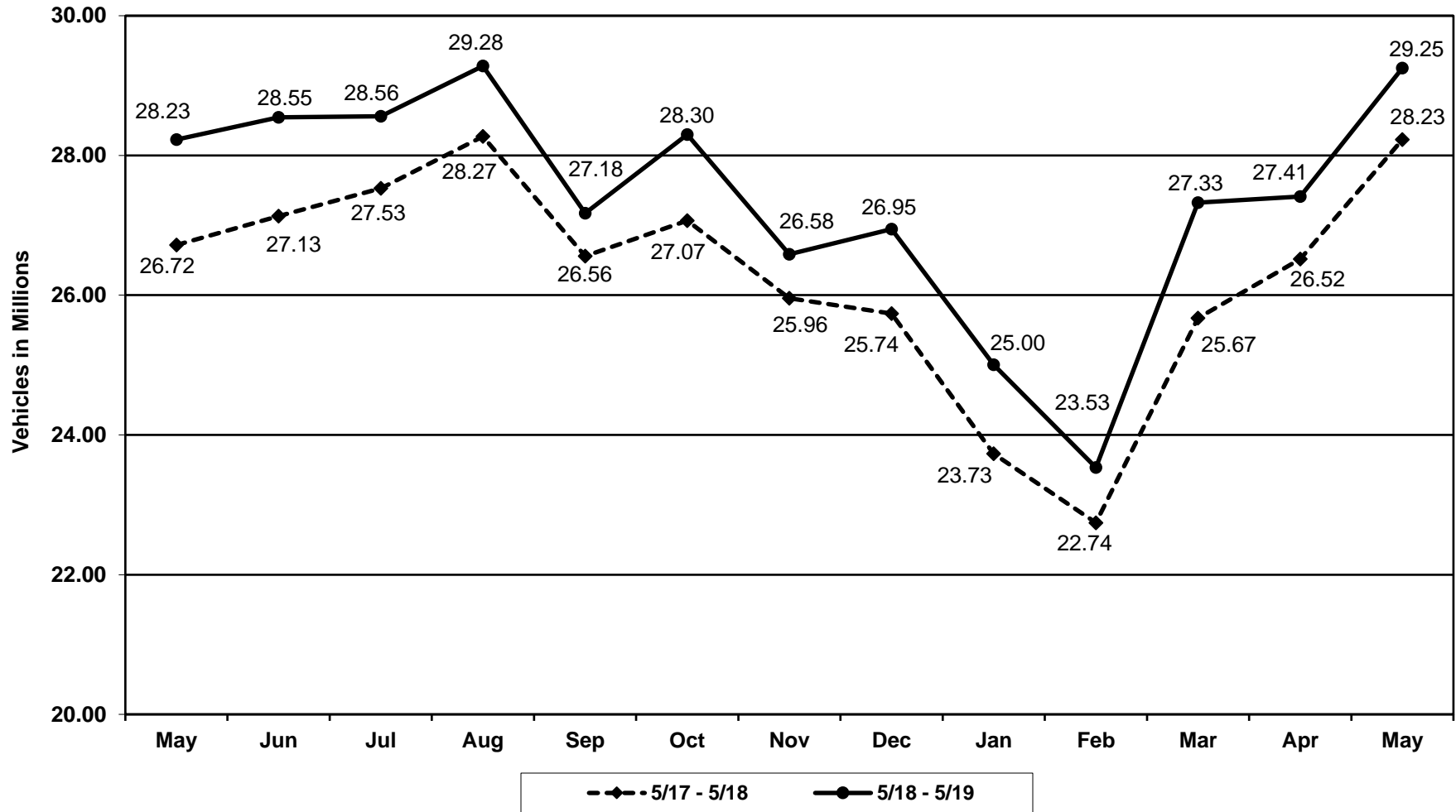
Summary

Traffic was higher on a year-to-year basis, with 29.2 million crossings this month vs. 28.2 million crossings in May 2018, an increase of 3.6%.

E-ZPass market share was 95.3% this year compared to 94.5% in May 2018. E-ZPass volume increased by 4.5% on a year-to-year basis for the month while crossings using Tolls by Mail declined 11.6%. Passenger car travel increased 3.8% and other vehicle travel increased 2.0% from May 2018.

A major factor in the overall year-to-year growth was increased volumes at the Queens Midtown Tunnel and the Hugh L. Carey Tunnel due to the completion of construction at both facilities. Weather this year was unfavorable compared to last year. Rainfall this year totaled 6.4 inches over 18 days while last year it rained 3.2 inches over 13 days. Gas prices averaged \$3.00 per gallon this past May, which was \$0.02 lower than last year at this time.

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



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

All B&T Facilities by Method of Payment			
	May 2019	May 2018	2019 YTD
E-ZPass1	27,883,148	26,680,841	126,009,702
Tolls by Mail1	1,366,445	1,546,102	6,513,177
Total	29,249,593	28,226,943	132,522,879
E-ZPass Market Share:			
Total	95.3%	94.5%	95.1%
Cars	95.3%	94.5%	95.0%
Trucks	96.2%	95.4%	96.1%

Average Weekday ²							Average Weekend ²					
Facility	May 2019			E-ZPass Market Share			May 2019			E-ZPass Market Share		
	Total	E-ZPass	TBM	May 2019	May 2018	Change	Total	E-ZPass	TBM	May 2019	May 2018	Change
Bronx-Whitestone Bridge	142,937	135,000	7,937	94.4%	93.3%	1.1%	140,070	128,499	11,571	91.7%	90.6%	1.2%
Cross Bay Bridge	25,976	25,034	942	96.4%	95.4%	0.9%	23,445	22,169	1,276	94.6%	94.1%	0.5%
Henry Hudson Bridge	78,839	75,796	3,043	96.1%	95.8%	0.4%	72,356	67,991	4,365	94.0%	93.6%	0.3%
Hugh L. Carey Tunnel	59,210	57,571	1,639	97.2%	96.8%	0.4%	47,103	44,898	2,205	95.3%	94.9%	0.4%
Marine Parkway Bridge	25,031	24,333	698	97.2%	96.5%	0.7%	21,331	20,412	919	95.7%	95.3%	0.4%
Queens Midtown Tunnel	90,672	87,668	3,004	96.7%	96.6%	0.1%	80,725	76,486	4,238	94.7%	94.7%	0.1%
Robert F. Kennedy Bridge	199,091	190,035	9,056	95.5%	94.6%	0.9%	186,495	173,440	13,056	93.0%	92.2%	0.8%
Throgs Neck Bridge	125,275	119,282	5,993	95.2%	94.2%	1.1%	133,332	123,232	10,101	92.4%	91.4%	1.0%
Verrazzano-Narrows Bridge ¹	<u>219,426</u>	<u>212,212</u>	<u>7,214</u>	<u>96.7%</u>	<u>96.0%</u>	<u>0.7%</u>	<u>204,982</u>	<u>193,581</u>	<u>11,401</u>	<u>94.4%</u>	<u>93.7%</u>	<u>0.7%</u>
All Facilities ¹	966,457	926,932	39,526	95.9%	95.1%	0.8%	909,838	850,707	59,131	93.5%	92.7%	0.8%

Notes:

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

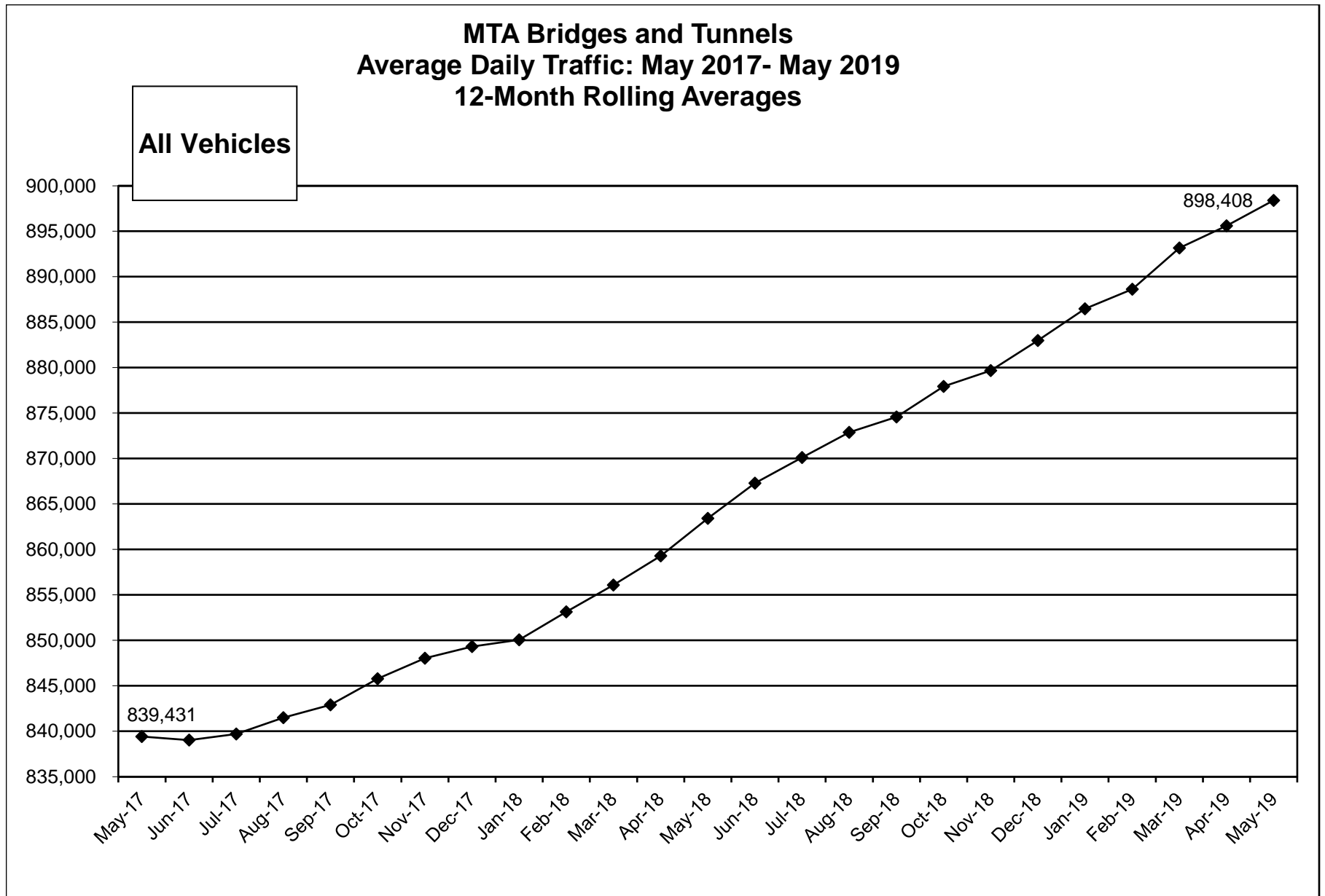
MTA Bridges and Tunnels
E-ZPass and Tolls by Mail Traffic
May 2019
Preliminary data subject to final audit

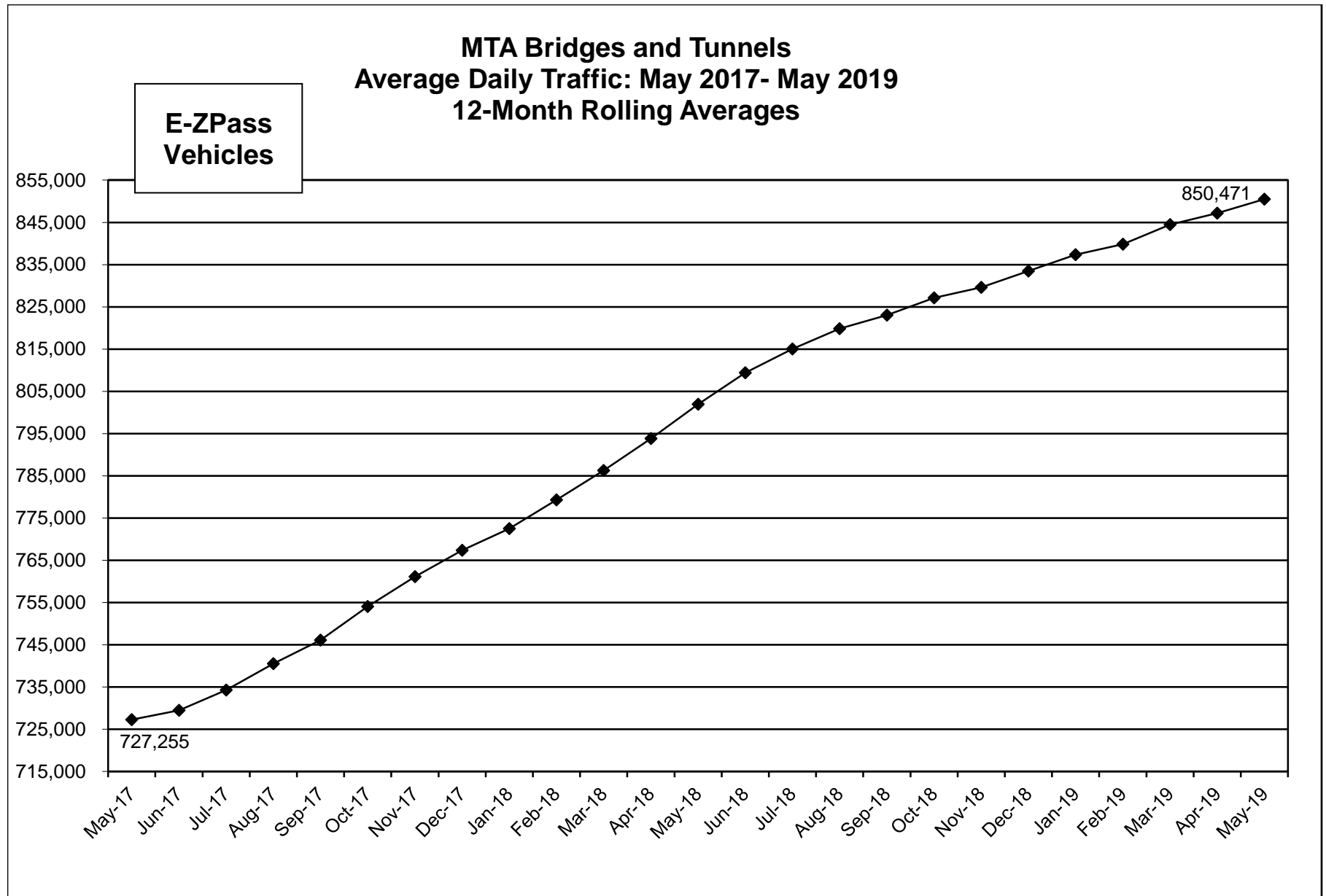
Distribution by Facility & Time Period			
Facility	May 2019		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	22.1%	22.8%	55.1%
Cross Bay Bridge	24.3%	24.1%	51.6%
Henry Hudson Bridge	22.7%	28.7%	48.6%
Hugh L. Carey Tunnel	24.8%	25.6%	49.6%
Marine Parkway Bridge	26.0%	27.1%	46.9%
Queens Midtown Tunnel	20.6%	22.7%	56.7%
Robert F. Kennedy Bridge	23.7%	21.5%	54.9%
Throgs Neck Bridge	23.8%	23.8%	52.4%
Verrazzano-Narrows Bridge ¹	16.2%	29.3%	54.5%
All Facilities	22.2%	24.4%	53.4%

Payment Method by Facility (Transactions)			
Facility	May 2019		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls by Mail
Bronx-Whitestone Bridge	88.3%	5.5%	6.2%
Cross Bay Bridge	94.5%	1.4%	4.1%
Henry Hudson Bridge	84.4%	11.2%	4.4%
Hugh L. Carey Tunnel	91.0%	5.8%	3.2%
Marine Parkway Bridge	94.2%	2.7%	3.1%
Queens Midtown Tunnel	91.5%	4.7%	3.7%
Robert F. Kennedy Bridge	88.5%	6.3%	5.1%
Throgs Neck Bridge	86.7%	7.8%	5.5%
Verrazzano-Narrows Bridge	<u>86.2%</u>	<u>10.0%</u>	<u>3.9%</u>
All Facilities	88.1%	7.2%	4.7%

Note:

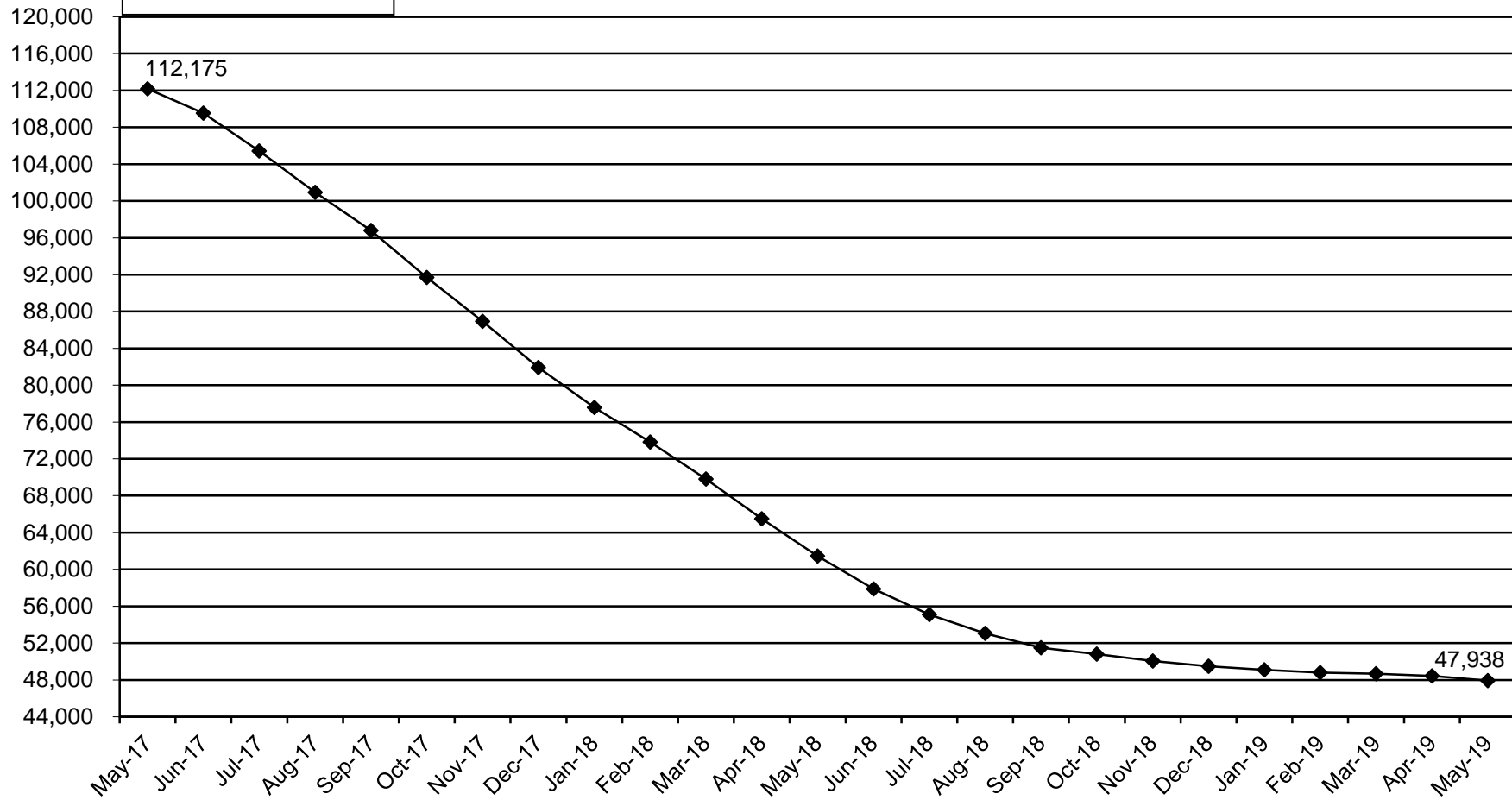
1. Traffic distributions reported in westbound tolled direction only



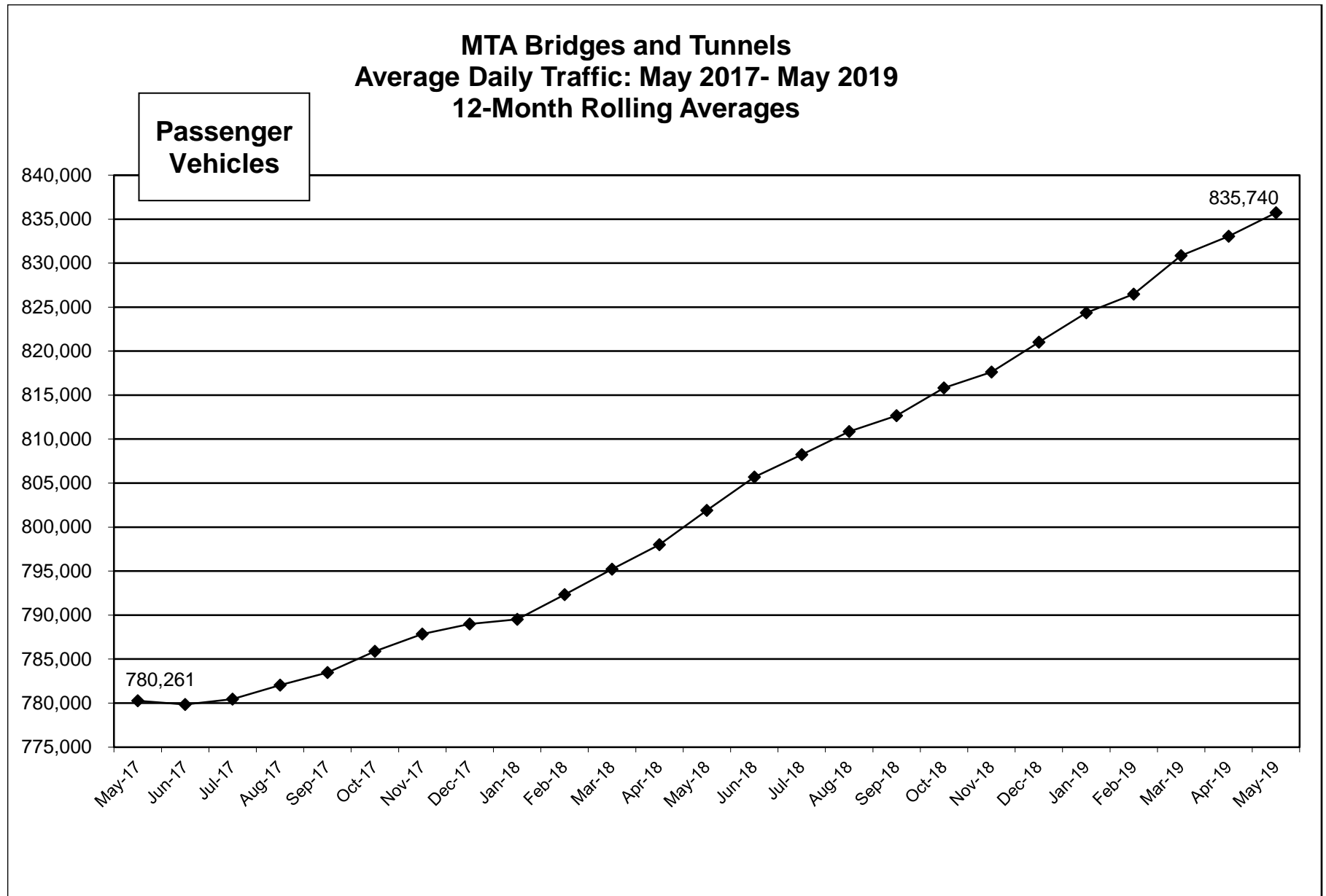


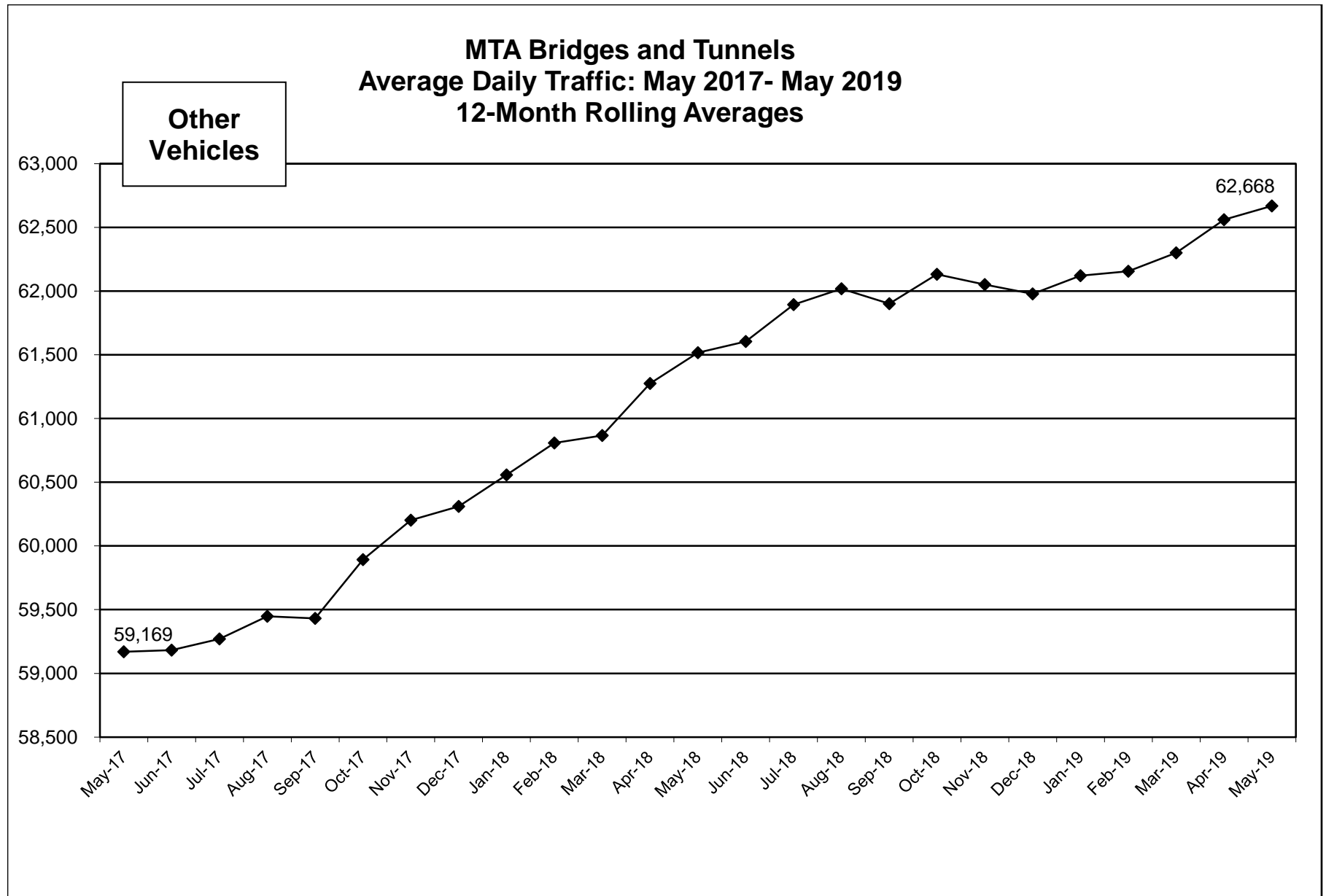
MTA Bridges and Tunnels Average Daily Traffic: May 2017- May 2019 12-Month Rolling Averages

Non-E-ZPass
Vehicles*



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





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

Corridor	Toll Media	May(1)	3 Months(2) (Mar-May)	6 Months(3) (Dec-May)	9 Months(4) (Sep-May)	12 Months(5) (Jun-May)
All Facilities	Total Vehicles	3.6%	4.4%	4.5%	4.0%	4.1%
	E-ZPass	4.5%	5.1%	5.3%	5.1%	6.0%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-11.6%	-7.1%	-8.9%	-13.1%	-22.0%
RFK Bridge	Total Vehicles	2.1%	1.7%	1.2%	0.3%	1.1%
	E-ZPass	3.1%	2.5%	2.2%	1.5%	2.9%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-13.1%	-9.8%	-13.0%	-15.7%	-20.8%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	11.5%	14.1%	14.5%	14.5%	12.7%
	E-ZPass	11.7%	14.1%	14.7%	14.8%	13.4%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	5.7%	14.1%	10.8%	6.2%	-1.5%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.4%	3.3%	3.5%	4.8%	3.6%
	E-ZPass	3.7%	4.3%	4.7%	5.8%	7.4%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-14.6%	-9.9%	-11.4%	-12.2%	-30.4%
Verrazano-Narrows Bridge	Total Vehicles	3.0%	3.9%	3.9%	3.4%	3.9%
	E-ZPass	3.8%	4.5%	4.6%	4.1%	5.4%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-14.2%	-9.0%	-10.2%	-10.9%	-19.9%
Henry Hudson Bridge	Total Vehicles	0.2%	2.0%	2.3%	1.5%	1.1%
	E-ZPass	0.6%	2.4%	2.6%	1.7%	1.4%
	Tolls By Mail	-6.6%	-5.2%	-2.5%	-3.1%	-5.8%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	3.3%	2.1%	1.9%	1.0%	0.8%
	E-ZPass	4.1%	2.6%	2.6%	1.9%	2.1%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-13.8%	-9.0%	-12.2%	-16.0%	-21.7%

(1) May 2019 vs. May 2018

(2) March 2019 to May 2019 vs. March 2018 to May 2018

(3) December 2018 to May 2019 vs. December 2017 to May 2018

(4) September 2018 to May 2019 vs. September 2017 to May 2018

(5) June 2018 to May 2019 vs. June 2017 to May 2018

(6) Includes tokens and tickets

(7) Tolls by Mail was implemented on the following schedule in 2017: Hugh L. Carey Tunnel, January 4; Queens Midtown Tunnel, January 10; Marine Parkway and Cross Bay Bridges, April 30; RFK Bridge, June 15; Verrazano-Narrows Bridge, July 8; Throgs Neck and Bronx-Whitestone Bridges, September 30

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

Corridor	Toll Media	May(1)	3 Months(2) (Mar-May)	6 Months(3) (Dec-May)	9 Months(4) (Sep-May)	12 Months(5) (Jun-May)
All Facilities	Total Vehicles	3.6%	4.4%	4.5%	4.0%	4.1%
	Passenger	3.8%	4.5%	4.7%	4.2%	4.2%
	Other	2.0%	3.2%	2.0%	1.4%	1.9%
RFK Bridge	Total Vehicles	2.1%	1.7%	1.2%	0.3%	1.1%
	Passenger	2.3%	1.7%	1.4%	0.5%	1.2%
	Other	0.8%	1.5%	-0.5%	-1.3%	-0.1%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	11.5%	14.1%	14.5%	14.5%	12.7%
	Passenger	11.9%	14.7%	15.4%	15.5%	13.7%
	Other	6.4%	6.7%	4.7%	2.4%	0.9%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.4%	3.3%	3.5%	4.8%	3.6%
	Passenger	2.7%	3.4%	3.6%	5.0%	3.6%
	Other	0.0%	2.7%	2.8%	2.2%	3.5%
Verrazano-Narrows Bridge	Total Vehicles	3.0%	3.9%	3.9%	3.4%	3.9%
	Passenger	3.0%	3.8%	3.9%	3.4%	3.9%
	Other	3.1%	4.7%	3.1%	2.4%	3.3%
Henry Hudson Bridge	Total Vehicles	0.2%	2.0%	2.3%	1.5%	1.1%
	Passenger	0.2%	2.0%	2.3%	1.5%	1.1%
	Other	2.7%	4.3%	0.4%	-2.2%	-3.2%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	3.3%	2.1%	1.9%	1.0%	0.8%
	Passenger	3.2%	2.3%	2.3%	1.4%	1.0%
	Other	4.0%	-1.4%	-3.8%	-3.7%	-2.1%

(1) May 2019 vs. May 2018

(2) March 2019 to May 2019 vs. March 2018 to May 2018

(3) December 2018 to May 2019 vs. December 2017 to May 2018

(4) September 2018 to May 2019 vs. September 2017 to May 2018

(5) June 2018 to May 2019 vs. June 2017 to May 2018

Supplemental Data Page for the Report on Operations

Traffic & Average Gas Price ⁽¹⁾			Weather ⁽²⁾			
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
May-17	26,717,750	\$2.51	63	6.0	-	12
Jun-17	27,133,265	\$2.49	74	4.2	-	9
Jul-17	27,530,620	\$2.44	79	4.3	-	8
Aug-17	28,271,494	\$2.51	76	3.3	-	13
Sep-17	26,559,138	\$2.83	72	1.8	-	5
Oct-17	27,068,258	\$2.65	66	3.8	-	9
Nov-17	25,955,869	\$2.66	66	2.1	-	8
Dec-17	25,737,055	\$2.62	39	2.0	7.2	9
Jan-18	23,731,837	\$2.69	32	2.1	8.7	7
Feb-18	22,742,698	\$2.75	43	5.9	4.9	17
Mar-18	25,672,596	\$2.68	41	4.1	11.6	11
Apr-18	26,519,055	\$2.81	50	5.0	5.5	13
May-18	28,226,943	\$3.02	68	3.2	-	13
Jun-18	28,546,822	\$3.07	73	3.6	-	14
Jul-18	28,561,622	\$3.00	80	5.3	-	11
Aug-18	29,280,095	\$2.99	81	6.7	-	14
Sep-18	27,175,132	\$2.98	73	5.9	-	13
Oct-18	28,301,034	\$2.97	60	3.0	-	11
Nov-18	26,584,637	\$2.85	46	7.1	4.7	15
Dec-18	26,946,779	\$2.66	41	6.9	-	11
Jan-19	25,004,686	\$2.51	33	3.9	0.6	9
Feb-19	23,532,569	\$2.48	36	3.6	3.3	11
Mar-19	27,325,487	\$2.63	42	3.9	10.4	9
Apr-19	27,410,544	\$2.84	55	4.4	-	17
May-19	29,249,593	\$3.00	63	6.4	-	18

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences

Traffic & Gas Monthly Inc/(Dec)			Weather Monthly Inc/(Dec)			
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
2018 vs. 2017						
May	1,509,193	\$0.51	5	(2.8)	-	1
June	1,413,557	\$0.58	(1)	(0.6)	-	5
July	1,031,002	\$0.56	1	1.0	-	3
August	1,008,601	\$0.48	5	3.4	-	1
September	615,994	\$0.15	1	4.1	-	8
October	1,232,776	\$0.32	(6)	(0.8)	-	2
November	628,768	\$0.19	(20)	5.0	5	7
December	1,209,724	\$0.04	2	4.9	(7)	2
2019 vs. 2018						
January	1,272,849	(\$0.18)	1	1.8	(8)	2
February	789,871	(\$0.27)	(7)	(2.3)	(2)	(6)
March	1,652,891	(\$0.05)	1	(0.2)	(1)	(2)
April	891,489	\$0.03	5	(0.6)	(6)	4
May	1,022,650	(\$0.02)	(5)	3.2	-	5

1. Average gasoline (all types) price per gallon data are from the U.S. Bureau of Labor Statistics, NY-NJ-CT-PA area.

2. Local weather data are from the National Weather Service, LaGuardia Airport Station.

3. Toll Increase, March 19, 2017

Supplemental Data Page for Exhibits 2 through 6

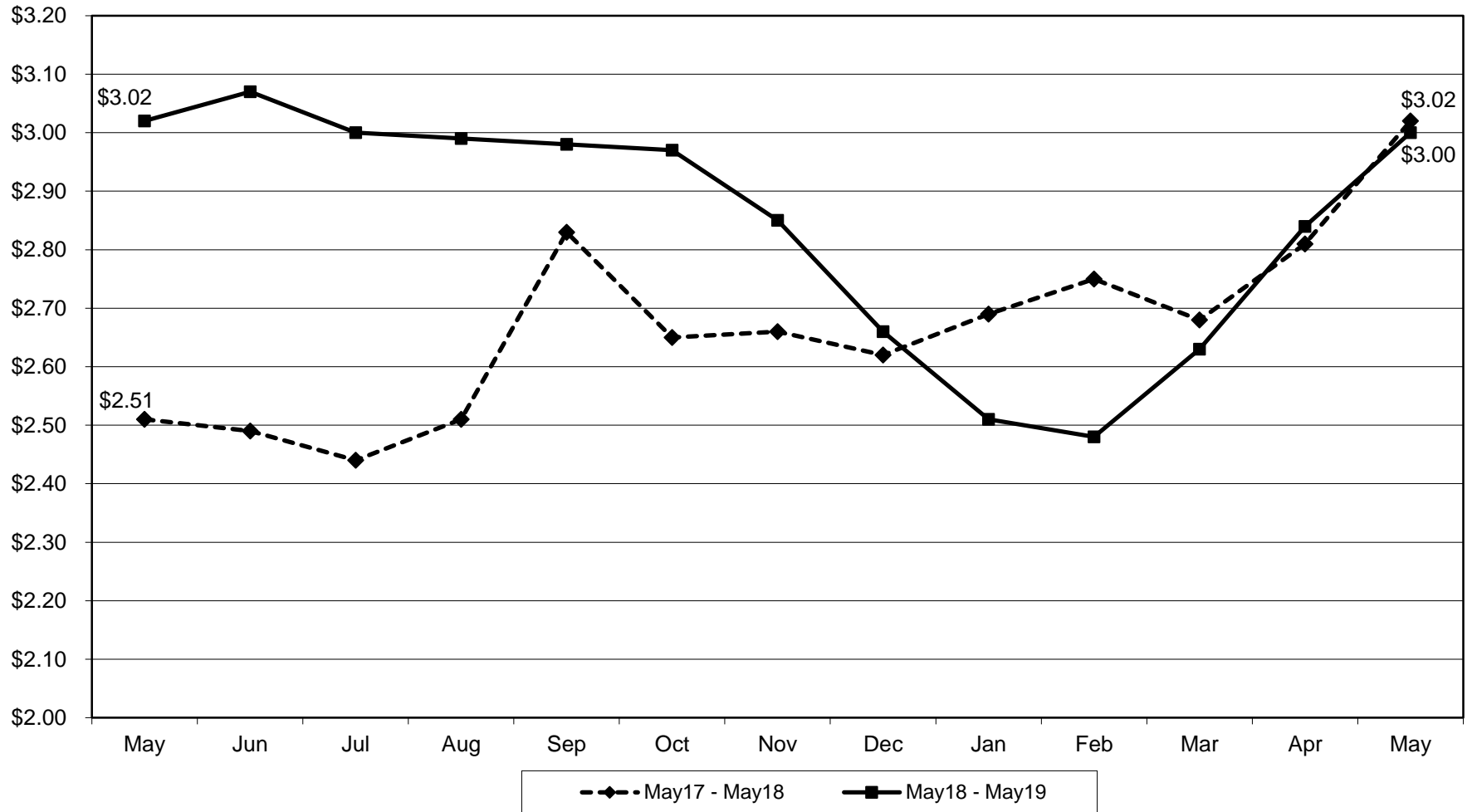
Average Daily Traffic: 12-Month Rolling Averages

<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Non-E-ZPass²</u>	<u>Passenger</u>	<u>Other</u>
May-17	839,431	727,255	112,175	780,261	59,169
Jun-17	839,025	729,496	109,529	779,843	59,182
Jul-17	839,712	734,273	105,439	780,442	59,270
Aug-17	841,496	740,550	100,945	782,047	59,448
Sep-17	842,909	746,115	96,794	783,478	59,431
Oct-17	845,774	754,069	91,705	785,882	59,892
Nov-17	848,037	761,116	86,921	787,834	60,203
Dec-17	849,308	767,371	81,936	788,998	60,310
Jan-18	850,073	772,493	77,580	789,516	60,557
Feb-18	853,146	779,328	73,819	792,338	60,808
Mar-18	856,097	786,271	69,826	795,230	60,867
Apr-18	859,287	793,804	65,483	798,012	61,274
May-18	863,421	801,976	61,446	801,904	61,517
Jun-18	867,294	809,421	57,873	805,689	61,605
Jul-18	870,119	815,030	55,089	808,224	61,895
Aug-18	872,882	819,840	53,042	810,865	62,017
Sep-18	874,570	823,069	51,501	812,669	61,901
Oct-18	877,947	827,156	50,791	815,815	62,132
Nov-18	879,670	829,609	50,061	817,618	62,052
Dec-18	882,984	833,488	49,496	821,006	61,979
Jan-19	886,472	837,374	49,098	824,351	62,120
Feb-19	888,636	839,830	48,805	826,479	62,156
Mar-19	893,164	844,495	48,669	830,864	62,300
Apr-19	895,606	847,177	48,430	833,047	62,559
May-19	898,408	850,471	47,938	835,740	62,668

Note: Bold numbers are preliminary.

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

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





Bridges and Tunnels

Safety Report May 2019



Safety Report

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

Performance Indicator				
Performance Indicator	12-Month Average			
	June 2016 - May 2017	June 2017 - May 2018	June 2018 - May 2019	
Customer Collisions Rate per Million Vehicles	8.08	7.11	6.42	
Customer Injury Collisions Rate per Million Vehicles	0.90	1.00	0.89	
Employee Accident Reports	293	215	264	
Employee Lost Time Injuries Rate per 200,000 Hours Worked	7.9	7.1	7.5	
Construction Injuries per 200,000 Hours Worked	1.68	1.47	1.40	
Leading Indicators				
Roadway Safety	2018		2019	
	May	Year End	May	Year to Date
Workforce Development (# of Participants)	8	385	7	253
Fleet Preventative Maintenance Insp.	141	1626	88	680
Safety Taskforce Inspections	2	13	0	2
Construction Safety	May	Year End	May	Year to Date
Construction Safety Inspections	183	2271	197	1146
Fire Safety	May	Year End	May	Year to Date
Fire Code Audits Completed	1	14	1	5
FDNY Liaison Visits	2	29	3	17

Definitions:

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

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

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

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

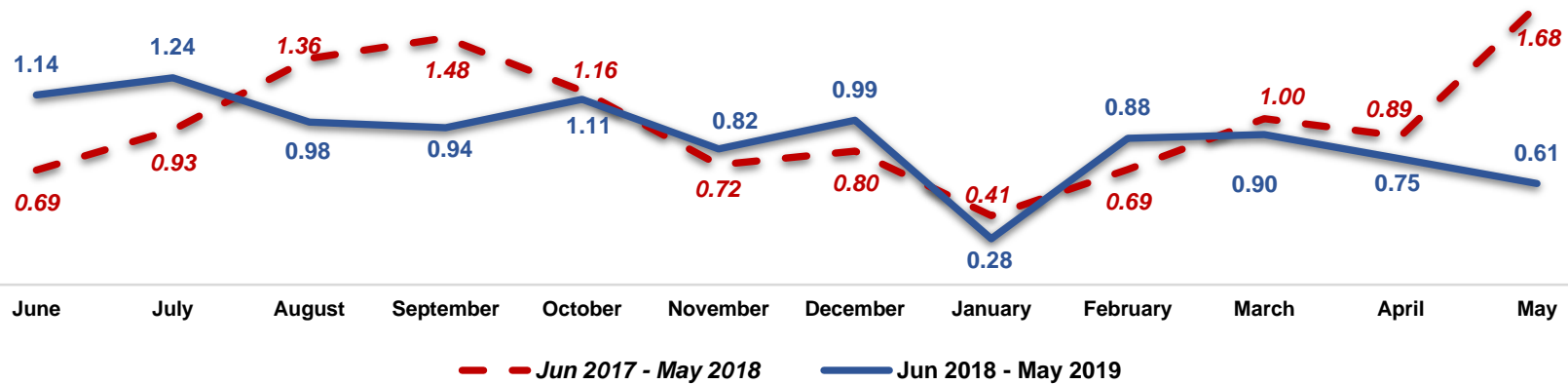
Fire Code Audits are required by the NYS Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

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

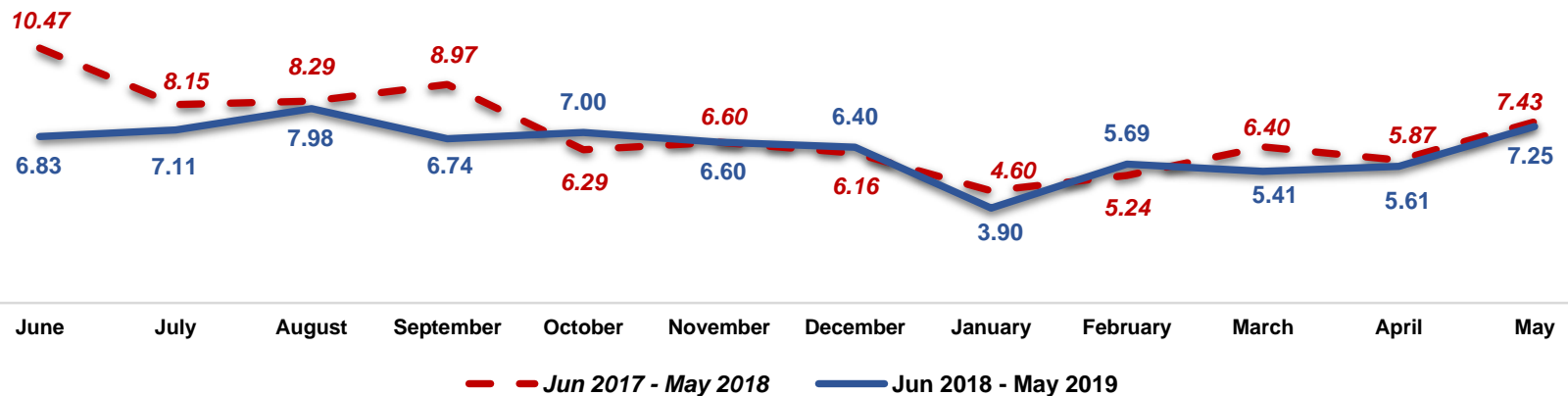


Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles

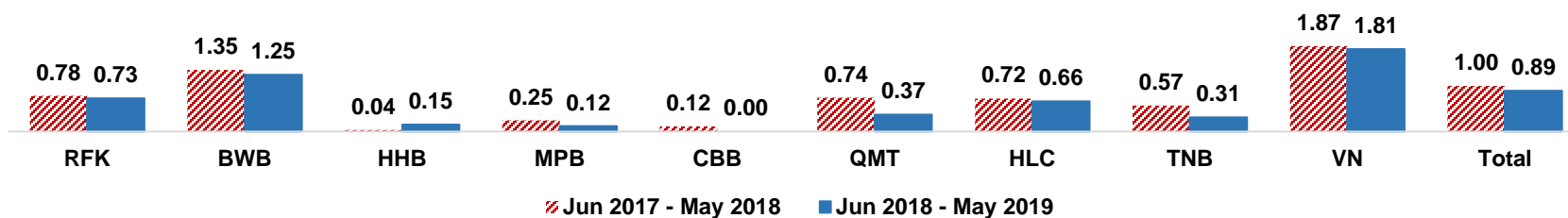




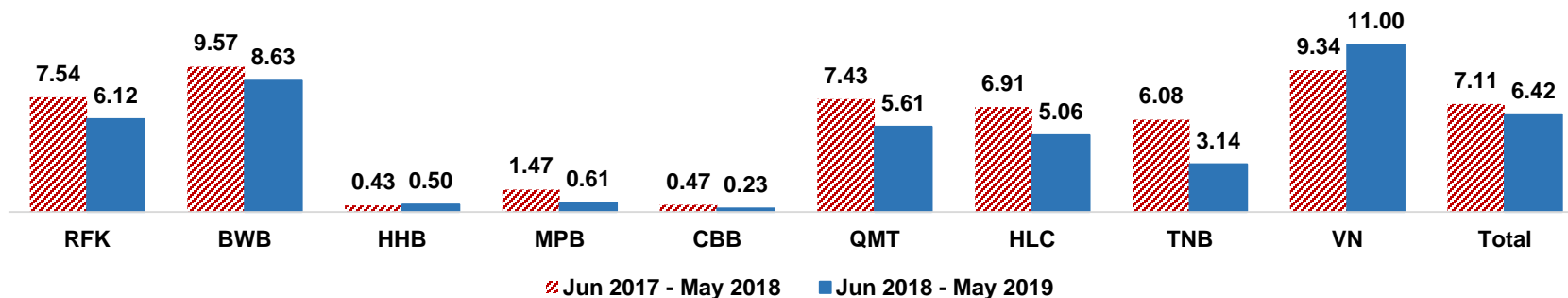
Bridges and Tunnels

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: May 2018 – May 2019

	18-May	18-Jun	18-Jul	18-Aug	18-Sep	18-Oct	18-Nov	18-Dec	19-Jan	19-Feb	19-Mar	19-Apr	19-May
RFK	8.62	6.78	5.48	8.48	5.67	8.84	8.17	5.02	2.98	4.14	4.42	5.30	7.28
BWB	10.24	10.30	10.27	12.95	10.54	8.09	9.10	6.99	5.61	4.91	6.40	6.77	10.25
TNB	4.31	3.29	3.20	2.95	2.91	2.34	3.27	4.36	2.38	2.83	2.99	1.90	5.07
VNB	11.11	11.31	13.64	12.64	11.17	10.95	9.30	12.03	6.12	11.47	9.99	11.34	11.53
QMT	6.44	5.21	4.99	5.50	7.02	5.76	7.29	4.87	4.30	7.18	6.22	3.92	5.15
HLC	4.83	5.44	5.09	7.21	5.70	8.57	3.69	5.44	3.25	5.45	2.99	1.82	5.78
HHB	0.85	0.43	0.90	0.44	0.46	0.43	0.47	0.93	0.00	0.00	0.00	0.90	0.84
MPB	1.39	0.00	1.16	0.00	0.00	1.51	1.61	0.00	1.70	0.00	0.00	1.62	0.00
CBB	1.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.52	0.00	1.45	0.00	0.00
Total	7.43	6.83	7.11	7.98	6.74	7.00	6.60	6.40	3.90	5.69	5.41	5.61	7.25



B&T Law Enforcement

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

- 18,001 summonses were issued in the YTD May 2019 period — 16.0% lower than the YTD May 2018 period.
- 73.7% (13,262) of the summonses issued in the YTD May 2019 period were safety related. Types of safety summonses include Speed, Disobey Signs/Traffic Control Device, Cell Phone/Texting and Unsafe Lane Change/Failure to Signal.

Summons Type	YTD May 2018	YTD May 2019	% Change
Speed	2,644	2,169	(18.0%)
Disobey Signs/Traffic Control Device	4,912	4,973	1.2%
Cell Phone/Texting	1,102	399	(63.8%)
Unsafe Lane Change/Failure to Signal	1,416	698	(50.7%)
*All Other	11,344	9,762	(13.9%)
Total	21,418	18,001	(16.0%)

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



Bridges and Tunnels

Financial Report May 2019



MTA BRIDGES & TUNNELS**STATEMENT OF NET POSITION****As of May 31, 2019**

(in thousands)

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

Cash-Unrestricted	8,215
Investments:	
Unrestricted	138,512
Restricted	1,023,968
Accrued interest receivable	1,671
Accounts receivable	248,762
Less allowance for uncollectible accounts	-155,012
Tolls due from other agencies	43,680
Prepaid expenses	5,648
	<hr/>
Total current assets	1,315,443

NONCURRENT ASSETS:

Investments:	
Unrestricted	
Restricted	12
Facilities, less acc.dep of \$1,687,159	6,372,708
Capital lease 2 Broadway net acc. dep.	37,275
Derivative Hedge Assets	3,526
Security Deposits	-
	<hr/>
Total noncurrent assets	6,413,520

TOTAL ASSETS:	<hr/> 7,728,964
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DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to pension	25,502
Deferred outflow of resources related to other post-employment benefits	60,746
Accumulated decreases in fair value of derivative instruments	156,938
Defeasance costs	236,239
	<hr/>

TOTAL DEFERRED OUTFLOWS OF RESOURCES:	<hr/> 479,425
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**TOTAL ASSETS AND DEFERRED OUTFLOWS
OF RESOURCES**

8,208,389

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION

As of May 31, 2019
(in thousands)

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

Current portion-long term debt	310,170
Interest Payable	18,861
Accounts Payable	103,691
Payable to MTA-CAP	354,450
Due to MTA-Operating Expenses	5,954
Due to NYCTA-Operating Expenses	465
Accrued salaries	39,295
Accrued Vac & Sick Benefits	19,843
Current portion of estimated liability arising from injury	3,486
Due to New York City Transit Authority	45,744
Due to Metropolitan Transportation Authority	60,438
Unearned Toll Revenue	189,607
Tolls due to other agencies	55,905
E-ZPass Airport Toll Liability	8,363
	<hr/>
Total current liabilities	1,216,271

NONCURRENT LIABILITIES:

Long term debt	9,087,213
Post Employment Benefits Other than Pensions	823,748
Estimated liability arising from injury	49,489
Capital lease obligations	57,005
Derivative Hedge Liabilities	138,568
Due (to)/from MTA - change in fair value of derivative	21,896
Net Pension Liability	203,707
Security deposits-Contra	-
	<hr/>
Total noncurrent liabilities	10,381,626

DEFERRED INFLOW OF RESOURCES

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

TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES 11,649,578

NET POSITION

-3,441,190

TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET

8,208,389

*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 - 2019 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
MAY 2019
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted 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	181.349	187.305	5.955	3.3	0.000	0.000	0.000	-	181.349	187.305	5.955	3.3
Other Operating Revenue	1.578	1.816	0.238	15.1	0.000	0.000	0.000	-	1.578	1.816	0.238	15.1
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.916	0.688	(1.228)	(64.1)	1.916	0.688	(1.228)	(64.1)
Investment Income	0.105	0.295	0.190	*	0.000	0.000	0.000	-	0.105	0.295	0.190	*
Total Revenue	\$183.033	\$189.416	\$6.383	3.5	\$1.916	\$0.688	(\$1.228)	(64.1)	\$184.949	\$190.104	\$5.155	2.8
Expenses												
<i>Labor:</i>												
Payroll	\$11.495	\$9.811	\$1.684	14.7	\$0.737	\$0.316	\$0.420	57.1	12.232	\$10.127	\$2.104	17.2
Overtime	2.168	1.980	0.188	8.7	0.047	(0.004)	0.051	*	2.215	1.976	0.239	10.8
Health and Welfare	2.749	2.437	0.312	11.4	0.159	0.073	0.085	53.7	2.908	2.510	0.397	13.7
OPEB Current Payment	2.056	1.864	0.193	9.4	0.000	0.000	0.000	-	2.056	1.864	0.193	9.4
Pensions	3.025	3.127	(0.103)	(3.4)	0.215	0.081	0.134	62.5	3.240	3.208	0.032	1.0
Other Fringe Benefits	1.621	1.379	0.242	15.0	0.103	0.048	0.055	53.8	1.725	1.427	0.298	17.3
Reimbursable Overhead	(0.656)	(0.174)	(0.482)	(73.5)	0.656	0.174	0.482	73.5	0.000	0.000	0.000	-
Total Labor Expenses	\$22.459	\$20.424	\$2.035	9.1	\$1.916	\$0.688	\$1.228	64.1	\$24.376	\$21.112	\$3.264	13.4
<i>Non-Labor:</i>												
Electric Power	\$0.503	\$0.213	\$0.291	57.7	\$0.000	\$0.000	\$0.000	-	0.503	\$0.213	\$0.291	57.7
Fuel	0.216	0.032	0.184	85.0	0.000	0.000	0.000	-	0.216	0.032	0.184	85.0
Insurance	0.976	0.875	0.102	10.4	0.000	0.000	0.000	-	0.976	0.875	0.102	10.4
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	10.616	9.109	1.508	14.2	0.000	0.000	0.000	-	10.616	9.109	1.508	14.2
Professional Service Contracts	3.088	3.867	(0.779)	(25.2)	0.000	0.000	0.000	-	3.088	3.867	(0.779)	(25.2)
Materials & Supplies	0.375	0.158	0.217	57.8	0.000	0.000	0.000	-	0.375	0.158	0.217	57.8
Other Business Expenses	4.104	4.315	(0.211)	(5.1)	0.000	0.000	0.000	-	4.104	4.315	(0.211)	(5.1)
Total Non-Labor Expenses	\$19.879	\$18.569	\$1.311	6.6	\$0.000	\$0.000	\$0.000	-	\$19.879	\$18.569	\$1.311	6.6
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.	\$42.339	\$38.993	\$3.346	7.9	\$1.916	\$0.688	\$1.228	64.1	\$44.255	\$39.681	\$4.574	10.3
Depreciation	\$12.369	\$13.934	(\$1.564)	(12.6)	\$0.000	\$0.000	\$0.000	-	12.369	\$13.934	(\$1.564)	(12.6)
OPEB Obligation	5.641	0.000	5.641	100.0	0.000	0.000	0.000	-	5.641	0.000	5.641	100.0
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.	\$60.350	\$52.926	\$7.423	12.3	\$1.916	\$0.688	\$1.228	64.1	\$62.266	\$53.614	\$8.652	13.9
Less: Depreciation	\$12.369	\$13.934	(\$1.564)	(12.6)	\$0.000	\$0.000	\$0.000	-	\$12.369	\$13.934	(\$1.564)	(12.6)
Less: OPEB Obligation	5.641	0.000	5.641	100.0	0.000	0.000	0.000	-	5.641	0.000	5.641	100.0
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	\$42.339	\$38.993	\$3.346	7.9	\$1.916	\$0.688	\$1.228	64.1	\$44.255	\$39.681	\$4.574	10.3
Net Surplus/(Deficit)	\$140.694	\$150.423	\$9.729	6.9	\$0.000	\$0.000	\$0.000	-	\$140.694	\$150.423	\$9.729	6.9

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
ACCURAL STATEMENT of OPERATIONS by CATEGORY
MAY 2019
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Net Income/(Deficit)									\$140.694	\$150.423	\$9.729	6.9
Less: Capitalized Assets									2.058	0.983	1.075	52.2
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$138.636	\$149.440	\$10.804	7.8
Less: Debt Service									53.510	55.320	(1.811)	(3.4)
Less: Contribution to the Capital Program									11.082	11.082	0.000	0.0
Income Available for Distribution									\$74.045	\$83.038	\$8.994	12.1
Distributable To:												
MTA - Investment Income									0.105	0.295	0.190	*
MTA - Distributable Income									41.895	46.127	4.232	10.1
NYCTR - Distributable Income									32.044	36.616	4.571	14.3
Total Distributable Income									\$74.045	\$83.038	\$8.994	12.1
Support to Mass Transit:												
Total Revenues									184.949	190.104	5.155	2.8
Less: Total Operating Expenses									<u>44.255</u>	<u>39.681</u>	<u>4.574</u>	10.3
Net Operating Income/(Deficit)									\$140.694	\$150.423	\$9.729	6.9
Deductions from Net Operating Income:												
Capitalized Assets									2.058	0.983	1.075	52.2
Reserves									0.000	0.000	0.000	-
B&T Debt Service									20.851	24.979	(4.128)	(19.8)
Contribution to the Capital Program									11.082	11.082	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$33.991	\$37.043	(\$3.053)	(9.0)
Total Support to Mass Transit									\$106.703	\$113.380	\$6.677	6.3

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.

Note (b): For monthly reporting purposes only, the 12-month allocation of the 2019 Adopted Budget has been adjusted to capture the impact of the 2019 toll increase, effective on 3/31/19.

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
MAY Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted 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	797.628	814.806	17.178	2.2	0.000	0.000	0.000	-	797.628	814.806	17.178	2.2
Other Operating Revenue	7.890	8.795	0.905	11.5	0.000	0.000	0.000	-	7.890	8.795	0.905	11.5
Capital & Other Reimbursements	0.000	0.000	0.000	-	9.337	6.553	(2.785)	(29.8)	9.337	6.553	(2.785)	(29.8)
Investment Income	0.513	1.417	0.904	*	0.000	0.000	0.000	-	0.513	1.417	0.904	*
Total Revenue	\$806.031	\$825.018	\$18.987	2.4	\$9.337	\$6.553	(\$2.785)	(29.8)	\$815.369	\$831.571	\$16.202	2.0
Expenses												
<i>Labor:</i>												
Payroll	\$56.163	\$48.309	\$7.853	14.0	3.589	\$2.588	\$1.001	27.9	59.752	\$50.897	\$8.855	14.8
Overtime	11.951	11.035	0.917	7.7	0.233	0.200	0.033	14.2	12.184	11.235	0.950	7.8
Health and Welfare	13.392	11.466	1.926	14.4	0.773	0.601	0.172	22.2	14.164	12.067	2.097	14.8
OPEB Current Payment	10.017	9.420	0.597	6.0	0.000	0.000	0.000	-	10.017	9.420	0.597	6.0
Pensions	14.733	15.387	(0.654)	(4.4)	1.047	0.659	0.388	37.0	15.780	16.046	(0.266)	(1.7)
Other Fringe Benefits	9.048	7.915	1.134	12.5	0.502	0.389	0.113	22.4	9.550	8.304	1.246	13.0
Reimbursable Overhead	(3.194)	(2.116)	(1.078)	(33.8)	3.194	2.116	1.078	33.8	0.000	0.000	0.000	-
Total Labor Expenses	\$112.110	\$101.415	\$10.695	9.5	\$9.337	\$6.553	\$2.785	29.8	\$121.448	\$107.968	\$13.479	11.1
<i>Non-Labor:</i>												
Electric Power	\$2.451	\$1.681	\$0.770	31.4	0.000	\$0.000	\$0.000	-	2.451	\$1.681	\$0.770	31.4
Fuel	1.164	0.658	0.507	43.5	0.000	0.000	0.000	-	1.164	0.658	0.507	43.5
Insurance	4.753	4.341	0.412	8.7	0.000	0.000	0.000	-	4.753	4.341	0.412	8.7
Claims	0.000	0.006	(0.006)	-	0.000	0.000	0.000	-	0.000	0.006	(0.006)	-
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	51.497	47.309	4.188	8.1	0.000	0.000	0.000	-	51.497	47.309	4.188	8.1
Professional Service Contracts	18.928	9.868	9.060	47.9	0.000	0.000	0.000	-	18.928	9.868	9.060	47.9
Materials & Supplies	1.829	1.077	0.751	41.1	0.000	0.000	0.000	-	1.829	1.077	0.751	41.1
Other Business Expenses	20.702	20.065	0.637	3.1	0.000	0.000	0.000	-	20.702	20.065	0.637	3.1
Total Non-Labor Expenses	\$101.324	\$85.005	\$16.319	16.1	\$0.000	\$0.000	\$0.000	-	\$101.324	\$85.005	\$16.319	16.1
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.	\$213.435	\$186.421	\$27.014	12.7	\$9.337	\$6.553	\$2.785	29.8	\$222.772	\$192.974	\$29.798	13.4
Depreciation	\$61.847	\$68.247	(\$6.401)	(10.3)	0.000	\$0.000	\$0.000	-	61.847	\$68.247	(\$6.401)	(10.3)
OPEB Obligation	28.207	0.000	28.207	100.0	0.000	0.000	0.000	-	28.207	0.000	28.207	100.0
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.	\$303.488	\$254.668	\$48.820	16.1	\$9.337	\$6.553	\$2.785	29.8	\$312.825	\$261.221	\$51.604	16.5
Less: Depreciation	\$61.847	\$68.247	(\$6.401)	(10.3)	\$0.000	\$0.000	\$0.000	-	\$61.847	\$68.247	(\$6.401)	(10.3)
Less: OPEB Obligation	28.207	0.000	28.207	100.0	0.000	0.000	0.000	-	28.207	0.000	28.207	100.0
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	\$213.435	\$186.421	\$27.014	12.7	\$9.337	\$6.553	\$2.785	29.8	\$222.772	\$192.974	\$29.798	13.4
Net Surplus/(Deficit)	\$592.597	\$638.597	\$46.000	7.8	\$0.000	\$0.000	\$0.000	-	\$592.597	\$638.597	\$46.000	7.8

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
MAY Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Actual	Favorable (Unfavorable)	
		Actual	Variance	Percent		Actual	Variance	Percent			Variance	Percent
Net Income/(Deficit)									\$592.597	\$638.597	\$46.000	7.8
Less: Capitalized Assets									10.290	4.185	\$6.105	59.3
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$582.307	\$634.412	\$52.105	8.9
Less: Debt Service									284.455	274.624	9.832	3.5
Less: Contribution to the Capital Program									55.409	55.409	0.000	0.0
Income Available for Distribution									\$242.443	\$304.380	\$61.937	25.5
Distributable To:												
MTA - Investment Income									0.513	1.417	0.904	*
MTA - Distributable Income									145.581	175.069	29.488	20.3
NYCTR - Distributable Income									96.349	127.894	31.545	32.7
Total Distributable Income									\$242.443	\$304.380	\$61.937	25.5
Support to Mass Transit:												
Total Revenues									815.369	831.571	16.202	2.0
Less: Total Operating Expenses									<u>222.772</u>	<u>192.974</u>	<u>29.798</u>	13.4
Net Operating Income/(Deficit)									\$592.597	\$638.597	\$46.000	7.8
Deductions from Net Operating Income:												
Capitalized Assets									10.290	4.185	6.105	59.3
Reserves									0.000	0.000	0.000	-
B&T Debt Service									121.212	123.843	(2.630)	(2.2)
Contribution to the Capital Program									55.409	55.409	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$186.911	\$183.437	\$3.474	1.9
Total Support to Mass Transit									\$405.686	\$455.160	\$49.475	12.2

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.

Note (b): For monthly reporting purposes only, the 12-month allocation of the 2019 Adopted Budget has been adjusted to capture the impact of the 2019 toll increase, effective on 3/31/19.

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		May 2019	Favorable/ (Unfavorable) Variance		Year-to-Date
	\$	%	Reason for Variance	\$	%	Reason for Variance
Nonreimbursable						
Vehicle Toll Revenue	5.955	3.3%	Higher toll revenue due to 3.7% higher traffic	17.178	2.2%	Higher toll revenue due to 3.9% higher traffic
Other Operating Revenue	0.238	15.1%	Higher revenue due to the timing of net income receipts from the Battery Parking Garage	0.905	11.5%	Higher revenue due to the timing of net income receipts from the Battery Parking Garage and revenue from E-ZPass administrative fees
Investment Income	0.190	*	Higher than anticipated short-term investment returns on fund balances	0.904	*	Higher than anticipated short-term investment returns on fund balances
Payroll	1.684	14.7%	Lower payroll expenses primarily due to vacancies	7.853	14.0%	Lower payroll expenses primarily due to vacancies
Overtime	0.188	8.7%	See overtime tables	0.917	7.7%	See overtime tables.
Health and Welfare	0.312	11.4%	Lower expenses primarily due to vacancies	1.926	14.4%	Lower expenses primarily due to vacancies.
OPEB Current Payment	0.193	9.4%	Lower expenses primarily due to timing against the budget allocation	0.597	6.0%	Lower expenses primarily due to timing against the YTD budget allocation
Pensions	(0.103)	-3.4%	Higher non-reimbursable expenses due to higher than allocated capital reimbursement offsets	(0.654)	-4.4%	Higher non-reimbursable expenses due to higher than allocated YTD capital reimbursement offsets and timing of expenses against the budget allocation
Other Fringe Benefits	0.242	15.0%	Lower expenses primarily due to vacancies	1.134	12.5%	Lower expenses primarily due to vacancies
Electric Power	0.291	57.7%	Lower electricity expenses primarily due to lower than budgeted rates	0.770	31.4%	Lower electricity expenses primarily due to lower than budgeted rates
Fuel	0.184	85.0%	Lower electricity expenses primarily due to lower than budgeted rates	0.507	43.5%	Lower electricity expenses primarily due to lower than budgeted rates
Insurance	0.102	10.4%	Lower insurance expenses primarily due to timing against the monthly budget allocation	0.412	8.7%	Lower insurance expenses primarily due to timing against the YTD budget allocation
Maintenance and Other Operating Contracts	1.508	14.2%	Lower expenses mainly due to lower than anticipated E-ZPass Customer Service Center costs (\$1.208 Mill) and routine maintenance expenses (\$0.229 Mill)	4.188	8.1%	Lower expenses primarily due to lower than anticipated E-ZPass Customer Service Center costs (\$4.962 Mill), routine maintenance expenses (\$1.059 Mill), and security and surveillance equipment (\$1.173 Mill), partially offset by higher expenses due to timing against the YTD budget allocation for major maintenance and painting projects (\$3.661 Mill)
Professional Service Contracts	(0.779)	-25.2%	Higher expenses primarily due to timing against the monthly budget allocation for bond issuance costs	9.060	47.9%	Lower expenses primarily due to timing against the YTD budget allocation for bond issuance costs (\$4.793 Mill), miscellaneous outside services (\$2.090 Mill), customer outreach expenses (\$0.992 Mill), engineering services (\$0.922 Mill) and planning studies (\$0.821 Mill)
Materials & Supplies	0.217	57.8%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly budget allocation.	0.751	41.1%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the YTD budget allocation.
Other Business Expense	(0.211)	-5.1%	Higher expenses primarily due to timing against the YTD budget allocation for toll collection processing fees.	0.637	3.1%	Lower expenses primarily due to timing against the YTD budget allocation for toll collection processing fees.
Depreciation	(1.564)	-12.6%	Higher depreciation expense primarily due to timing against the monthly budget allocation	(6.401)	-10.3%	Higher depreciation expense primarily due to timing against the YTD budget allocation
Other Post Employment Benefits	5.641	100.0%	Lower expense due to the reversal of prior months' OPEB accruals which are no longer required under the recently implemented GASB 75 ruling	28.207	100.0%	Lower expense due to the reversal of prior months' OPEB accruals which are no longer required under the recently implemented GASB 75 ruling
Reimbursable						
Capital and Other Reimbursements	(1.228)	-64.1%	Lower capital reimbursements due to timing against the monthly budget allocation	(2.785)	-29.8%	Lower capital reimbursements due to timing against the YTD budget allocation.
Payroll	0.420	57.1%	Lower capital reimbursements due to timing against the monthly budget allocation.	1.001	27.9%	Lower capital reimbursements due to timing against the YTD budget allocation.
Overtime	0.051	*	See overtime tables.	0.033	14.2%	See overtime tables.
Health and Welfare	0.085	53.7%	Lower capital reimbursements due to timing against the monthly budget allocation.	0.172	22.2%	Lower capital reimbursements due to timing against the YTD budget allocation.
OPEB Current Payment	0.000	-	No variance.	0.000	-	No variance.
Pensions	0.134	62.5%	Lower capital reimbursements due to timing against the monthly budget allocation.	0.388	37.0%	Lower capital reimbursements due to timing against the YTD budget allocation.
Other Fringe Benefits	0.055	53.8%	Lower capital reimbursements due to timing against the monthly budget allocation.	0.113	22.4%	Lower capital reimbursements due to timing against the YTD budget allocation.
Reimbursable Overhead	0.482	73.5%	Lower capital reimbursements due to timing against the monthly budget allocation.	1.078	33.8%	Lower 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 May 2019 ¹
Henry Hudson Bridge	100.9%
Hugh L. Carey Tunnel	100.3%
Queens Midtown Tunnel	101.4%
Marine Parkway Bridge	99.6%
Cross Bay Bridge	96.4%
Robert F. Kennedy Bridge	99.4%
Verrazzano-Narrows Bridge	97.0%
Bronx-Whitestone Bridge	99.5%
Throgs Neck Bridge	99.0%
All Facilities	99.1%

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

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

	May					May Year-to-Date						
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
OPERATIONS & MAINTENANCE												
<u>Scheduled Service</u>	5,947	\$0.390	4,929	\$0.323	1,018 17.1%	\$0.067 17.2%	28,726	\$1.861	23,120	\$1.498	5,606 19.5%	\$0.363 19.5%
<u>Unscheduled Service</u>	241	\$0.018	171	\$0.013	70 29.0%	\$0.005 27.8%	1,174	\$0.086	785	\$0.058	389 33.1%	\$0.028 32.6%
<u>Programmatic/Routine Maintenance</u>	1,865	\$0.152	2,803	\$0.228	(938) -50.3%	(\$0.076) -50.0%	12,271	\$0.999	15,059	\$1.226	(2,788) -22.7%	(\$0.227) -22.7%
<u>Unscheduled Maintenance</u>	1,518	\$0.124	1,030	\$0.084	489 32.2%	\$0.040 32.3%	8,010	\$0.654	7,586	\$0.619	424 5.3%	\$0.035 5.4%
<u>Vacancy/Absentee Coverage</u>	14,290	\$0.944	14,622	\$0.966	(332) -2.3%	(\$0.022) -2.3%	70,278	\$4.619	70,896	\$4.660	(618) -0.9%	(\$0.041) -0.9%
<u>Weather Emergencies</u>	55	\$0.004	74	\$0.005	(19) -34.5%	(\$0.001) -25.0%	11,530	\$0.918	12,276	\$0.977	(747) -6.5%	(\$0.059) -6.4%
<u>Safety/Security/Law Enforcement</u>	1,988	\$0.130	1,286	\$0.084	702 35.3%	\$0.046 35.4%	9,550	\$0.616	7,706	\$0.497	1,844 19.3%	\$0.119 19.3%
<u>Other</u>	1,777	\$0.145	1,078	\$0.088	699 39.3%	\$0.057 39.3%	10,584	\$0.860	5,140	\$0.418	5,445 51.4%	\$0.442 51.4%
<u>*All Other Departments and Accruals</u>		\$0.261		\$0.189		\$0.072 27.7%		\$1.338		\$1.082		\$0.256 19.1%
Subtotal	27,681	\$2.168	25,992	\$1.980	1,689 6.1%	\$0.188 8.7%	152,121	\$11.951	142,567	\$11.035	9,554 6.3%	\$0.917 7.7%
REIMBURSABLE OVERTIME	340	\$0.047	239	(\$0.004)	101	\$0.051	1,700	\$0.233	2,082	\$0.200	(382)	\$0.033
TOTAL OVERTIME	28,021	\$2.215	26,231	\$1.976	1,790 6.4%	\$0.239 10.8%	153,821	\$12.184	144,649	\$11.235	9,172 6.0%	\$0.950 7.8%

Figures are preliminary.

Totals may not add due to rounding

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

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

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

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
OPERATIONS & MAINTENANCE						
<u>Scheduled Service</u>	1,018 17.1%	\$0.067 17.2%	Lower than planned expenses	5,606 19.5%	\$0.363 19.5%	Lower than planned expenses
<u>Unscheduled Service</u>	70 29.0%	\$0.005 27.8%	Lower than planned expenses	389 33.1%	\$0.028 32.6%	Lower than planned expenses
<u>Programmatic/Routine Maintenance</u>	(938) -50.3%	(\$0.076) -50.0%	Higher than planned expenses	(2,788) -22.7%	(\$0.227) -22.7%	Higher than planned expenses
<u>Unscheduled Maintenance</u>	489 32.2%	\$0.040 32.3%	Lower than planned expenses	424 5.3%	\$0.035 5.4%	Lower than planned expenses
<u>Vacancy/Absentee Coverage</u>	(332) -2.3%	(\$0.022) -2.3%	Higher than planned expenses	(618) -0.9%	(\$0.041) -0.9%	Higher than planned expenses
<u>Weather Emergencies</u>	(19) -34.5%	(\$0.001) -25.0%	Minor Variance	(747) -6.5%	(\$0.059) -6.4%	Higher than planned expenses
<u>Safety/Security/Law Enforcement</u>	702 35.3%	\$0.046 35.4%	Lower than planned expenses	1,844 19.3%	\$0.119 19.3%	Lower than planned expenses
<u>Other</u>	699 39.3%	\$0.057 39.3%	Lower than planned expenses	5,445 51.4%	\$0.442 51.4%	Lower than planned expenses
<u>*All Other Departments and Accruals</u>		\$0.072 27.7%	Primarily due to adjustments for the 28-day OT payroll lag		\$0.256 19.1%	Primarily due to adjustments for the 28-day OT payroll lag
Subtotal	1,689 6.1%	\$0.188 8.7%		9,554 6.3%	\$0.917 7.7%	
REIMBURSABLE OVERTIME	101 0.0%	\$0.051 0.0%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program	(382) 0.0%	\$0.033 0.0%	Higher than planned overtime needed on projects eligible for reimbursement from the capital program
TOTAL OVERTIME	1,790	\$0.239		9,172	\$0.950	

Figures are preliminary.

Totals may not add due to rounding

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

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

METROPOLITAN TRANSPORTATION AUTHORITY
Overtime Reporting
Overtime Legend

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

<u>Type</u>	<u>Definition</u>
<i>Scheduled Service</i>	Scheduled hours above normal tours required of operations and maintenance workers for special events (e.g., NYC Marathon, Five-Borough Bike Tour, etc.) and bridge lifts.
<i>Unscheduled Service</i>	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
<i>Programmatic/Routine Maintenance</i>	<i>Routine Maintenance</i> work for which OT has been planned, as well as all other maintenance <u>not resulting from extraordinary events</u> , including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
<i>Unscheduled Maintenance</i>	Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on bridges, tunnels and other facilities.
<i>Vacancy/Absentee Coverage</i>	Provides coverage for an absent employee or a vacant position.
<i>Weather Emergencies</i>	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricanes, and tornadoes), as well as preparatory and residual costs.
<i>Safety/Security/Law Enforcement</i>	Coverage required to provide additional customer & employee protection and to secure facilities and security training.
<i>Other</i>	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.
<i>Reimbursable Overtime</i>	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

MTA BRIDGES AND TUNNELS
TRAFFIC VOLUME AND REVENUE
(millions)

Month of May

Year to date ending May 2019

Comparison Current Year vs. Prior Year:

Prior Year		Current Year		Percentage Change			Prior Year		Current Year		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
4.2	\$29.2	4.4	\$31.7	4.6%	8.5%	Bronx-Whitestone	18.9	\$131.5	19.7	\$137.6	4.6%	4.7%
0.8	1.7	0.8	1.9	2.7%	10.5%	Cross Bay	3.3	7.3	3.4	7.8	2.6%	6.5%
2.4	7.7	2.4	8.1	0.2%	5.5%	Henry Hudson	10.3	33.5	10.5	34.5	2.0%	2.9%
1.6	10.1	1.7	10.9	4.2%	8.4%	Hugh L. Carey	7.4	45.1	8.0	48.8	7.9%	8.1%
0.7	1.6	0.7	1.7	3.9%	6.7%	Marine Parkway	3.0	6.6	3.1	6.8	1.5%	3.7%
2.3	14.8	2.7	18.0	16.6%	22.1%	Queens Midtown	10.4	66.4	12.3	79.0	18.4%	19.1%
5.9	39.7	6.0	42.4	2.1%	6.7%	RFK	26.7	180.2	27.1	184.0	1.5%	2.1%
3.9	31.2	3.9	32.6	0.1%	4.6%	Throgs Neck	17.4	135.9	17.8	140.4	2.1%	3.3%
6.4	37.0	6.6	40.1	3.0%	8.3%	Verrazano-Narrows	29.5	169.3	30.6	175.8	3.9%	3.9%
28.2	\$172.9	29.2	\$187.3	3.6%	8.4%	Total	126.9	\$775.8	132.5	\$814.8	4.4%	5.0%
	\$6.124		\$6.404		4.6%	Revenue Per Vehicle		\$6.113		\$6.148		0.6%

Note: Numbers may not add due to rounding.

Comparison Actual vs. Adopted Budget:

May Budget		May Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
28.2	\$181.3	29.2	\$187.3	3.7%	3.3%	Total All	127.5	\$797.6	132.5	\$814.8	3.9%	2.2%
	\$6.429		\$6.404		-0.4%	Revenue Per Vehicle		\$6.256		\$6.148		-1.7%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
May 2019

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	8	8	-	1 Managerial vacancy and 1 Professional overage
Law ⁽¹⁾	17	13	4	1 Managerial vacancy and 3 Professional vacancies
CFO ⁽²⁾	27	18	9	4 Managerial and 5 Professional vacancies
Administration ⁽³⁾	43	30	13	4 Managerial and 9 Professional vacancies
EEO	2	-	2	1 Managerial and 1 Professional vacancy
Total Administration	97	69	28	
Operations				
Revenue Management	42	38	4	3 Managerial vacancies and 1 Professional vacancy
Operations (Non-Security)	62	51	11	10 Managerial vacancies and 1 Professional vacancy
Total Operations	104	89	15	
Maintenance				
Maintenance	229	231	(2)	5 Managerial vacancies, 5 Professional vacancies, and 12 Maintainer overages
Operations - Maintainers	161	161	-	
Total Maintenance	390	392	(2)	
Engineering/Capital				
Engineering & Construction	192	141	51	6 Managerial and 45 Professional vacancies
Safety & Health	10	9	1	1 Professional vacancy
Law ⁽¹⁾	22	19	3	1 Managerial vacancy and 2 Professional vacancies
CFO-Planning & Budget Capital	31	27	4	5 Managerial vacancies and 1 Professional overage
Total Engineering/Capital	255	196	59	
Public Safety				
Operations (Security)	613	562	51	27 Managerial and 24 Operational vacancies
Internal Security - Operations	48	35	13	4 Managerial and 9 Professional vacancies
Total Public Safety	661	597	64	
Total Positions	1,507	1,343	164	
Non-Reimbursable	1,420	1,256	164	
Reimbursable	87	87	-	
Total Full-Time	1,507	1,343	164	

(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 - 2019 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
May 2019

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	34	23	11	4 vacancies in CFO, 4 in Administration, 1 in Executive, 1 in Law, and 1 in EEO
Professional, Technical, Clerical	63	46	17	3 vacancies in Law, 5 in CFO, 9 in Administration, 1 vacancy in EEO, and 1 overage in Executive
Operational Hourlies	-	-	-	
Total Administration	97	69	28	
Operations				
Managers/Supervisors	68	55	13	10 vacancies in Operations and 3 in Revenue Management
Professional, Technical, Clerical	36	34	2	1 vacancy in Revenue Management and 1 in Operations
Operational Hourlies ⁽¹⁾	-	-	-	
Total Operations	104	89	15	
Maintenance				
Managers/Supervisors	25	20	5	5 vacancies in Maintenance
Professional, Technical, Clerical	22	17	5	5 vacancies in Maintenance
Operational Hourlies ⁽²⁾	343	355	(12)	12 Maintainer overages in Maintenance
Total Maintenance	390	392	(2)	
Engineering/Capital				
Managers/Supervisors	60	48	12	6 vacancies in in Engineering, 5 in CFO, and 1 vacancy in Law
Professional, Technical, Clerical	195	148	47	45 vacancies in Engineering, 2 in Law, 1 vacancy in Safety and Health, and 1 overage in CFO
Operational Hourlies	-	-	-	
Total Engineering/Capital	255	196	59	
Public Safety				
Managers/Supervisors	189	158	31	27 vacancies in Operations and 4 in Internal Security
Professional, Technical, Clerical	36	27	9	9 vacancies in Internal Security
Operational Hourlies ⁽³⁾	436	412	24	24 BTO vacancies
Total Public Safety	661	597	64	
Total Positions				
Managers/Supervisors	376	304	72	
Professional, Technical, Clerical	352	272	80	
Operational Hourlies	779	767	12	
Total Positions	1,507	1,343	164	

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

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

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



Bridges and Tunnels

Cashless Tolling Customer Service Report - May 2019



MTA Bridges and Tunnels
Cashless Tolling Customer Service Report
May 2019

Preliminary data subject to final audit

Customer Service Center			
E-ZPass	May 2019	May 2018	YTD 2019
Total Accounts Opened	21,628	24,486	94,792
Total Active Accounts			3,596,503
Total Active Tags			5,733,488
Total Reload Cards Distributed	2,523	3,699	13,010
Reload Card % of Cash Replenishments			20.76%
Total Active Reload Cards			165,682

Customer Service Center Metrics	May 2019	May 2018	YTD 2019
Number of Phone Calls Handled by Customer Service Center			
General E-ZPass	279,817	297,673	1,378,287
Tolls by Mail	108,130	115,501	574,608
Violations	28,662	32,556	149,375
Other ¹	13,362	16,623	62,401
Interactive Voice Response System	812,003	810,753	3,992,157
Total	1,241,974	1,273,106	6,156,828
Average Phone Call Waiting Time (in minutes)			
General E-ZPass Call Unit	0:24	0:23	0:33
Violations Call Unit	0:17	0:23	0:30
Tolls By Mail Call Unit	0:04	0:05	0:10

Toll Processing Metrics			
E-ZPass and Tolls by Mail Metrics	May 2019	May 2018	YTD 2019
E-ZPass Program			
# of Paid Transactions²	24,366,040	23,273,929	109,698,299
Passenger	22,613,185	21,566,151	101,692,486
Commercial	1,752,855	1,707,778	8,005,813
# of Violations Transactions	335,474	342,122	1,633,829
Passenger	316,552	323,495	1,542,602
Commercial	18,922	18,627	91,227
# of Violation Notices Issued (First Notice, by Mail Date)	131,639	129,036	655,599
Tolls by Mail Program (TBM)			
# of Transactions	1,238,551	1,397,103	5,874,267
Passenger	1,167,883	1,314,069	5,542,227
Commercial	70,668	83,034	332,040
# of Toll Bills Issued (By Mail Date)³	716,309	657,616	3,295,047
# of Violation Notices Issued (By Mail Date)	133,548	153,780	683,669
# of Violation Transactions⁴	N/A	N/A	1,734,948
Passenger	N/A	N/A	1,646,022
Commercial	N/A	N/A	88,926

Note:

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



Bridges and Tunnels

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Capital Program Project Status Report June 2019

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

Introduction

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

Commitments

Year-to-date 30 commitments, totaling \$27.7 million have been made, against a plan of nine commitments with a total value of \$20.9 million.

There were no commitments made in June, compared to the plan calling for two remaining commitments for June, with a total value of \$2.7 million from the 2019 Plan. (*See Attachment 1 – 2019 Commitments Chart and Attachment 2– 2018 Major Commitments*).

Completions

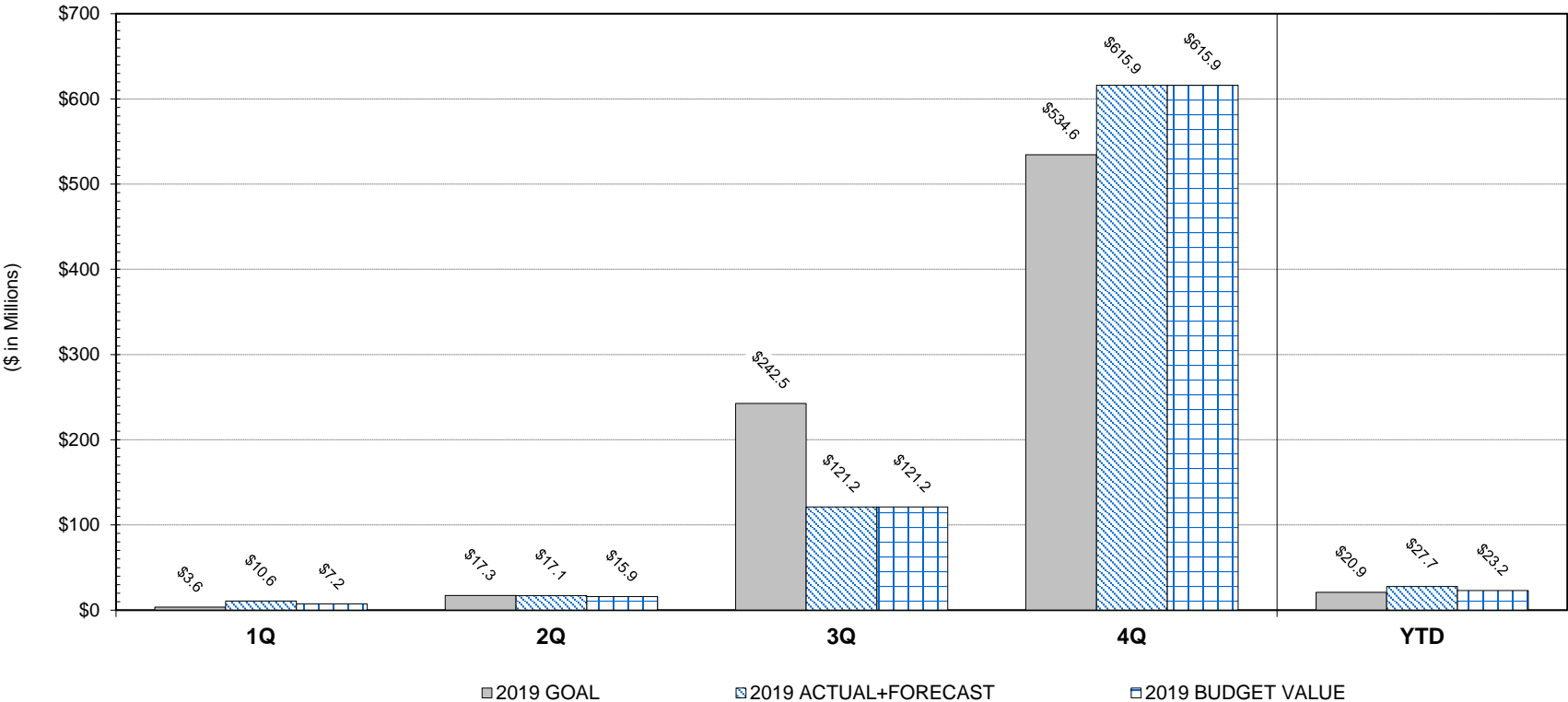
There were no additional project completions made in June. Year- to-date, five projects were completed with a total value of \$75.3 million, accomplishing 137% of year-to-date goal of \$54.9 million. (*See Attachment 3 - 2019 Completion Chart; Attachment 4 – 2019 Major Project Completions*) In addition, one project for \$57.4 million was completed against the 2018 Plan. (*See Attachment 4a-2018 Major Completions Status*).

Close-outs

There were seven task level closeouts for \$119.0 million in June. Year-to-date, a total of 56 tasks have been closed for a total of \$165.3 million.

MTA Bridges and Tunnels
Commitments as of June 30, 2019

2019 Budget Goal:	\$798.0	
2019 Annual Forecast	\$764.7	
YTD Goal:	\$20.9	
YTD Actual:	\$27.7	(132.6% of YTD Goal)
YTD Budgeted Value:	\$23.2	(110.9% of YTD Goal)
Left to Commit:	\$737.0	



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

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

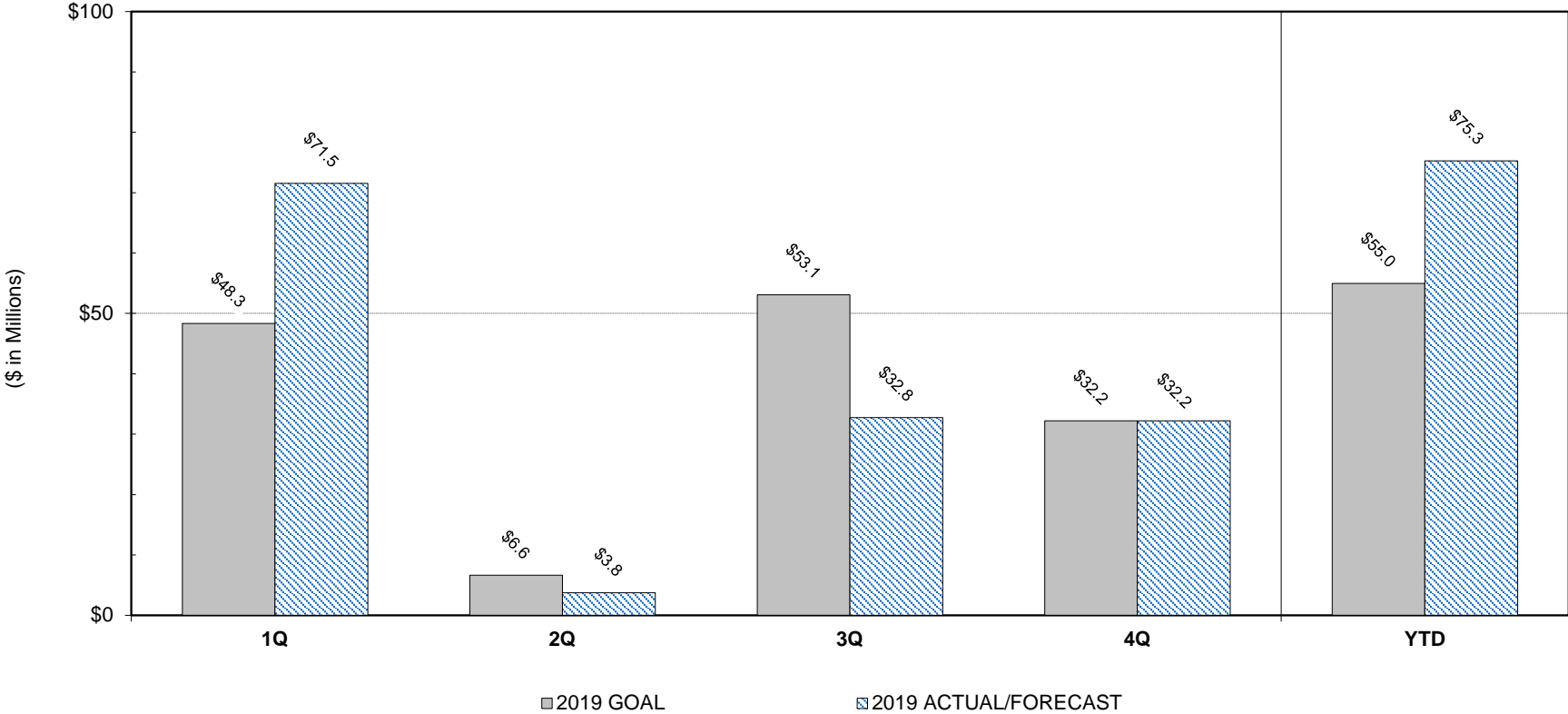
Note 1: Newly enacted legislation requiring Design-Build project delivery, on all projects over \$25 million in value, resulted in additional reviews of procurement methodology. This resulted in additional procurement time which is reflected in the revised award schedule.

Note 2: The issuance of Environmental permits from outside Agencies were delayed.

Attachment 3
2019 Completion Chart

MTA Bridges and Tunnels
Completions as of June 30, 2019

2019 Budget Goal:	\$140.3
2019 Annual Forecast:	\$140.3
YTD Goal:	\$55.0
YTD Actual:	\$75.3 (137.0% of YTD Goal)
Left to Complete:	\$65.0



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

			Budget (\$ in Millions)		Completions Status		Completion Date			Notes
Project ID	ACEP	Project Description	2018 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2019 Goal	Actual / Forecast		
VN34	D701VN34	Main Cable and Suspender Rope Investigation	\$30.9	\$30.9	61%	0%	Dec-19	Dec-19	F	

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

MTA Bridges and Tunnels: 2018 Major Commitments Status as of June 30, 2019

Project ID	ACEP	Project Description	Budget (\$ in Millions)			Award Date			Notes
			2018 Goal	Actual / Forecast*	Budgeted Value	2018 Goal	Advertisement Date	Actual / Forecast	
VN32/VN49P	D701VN32	Steel Repair & Concrete Rehabilitation	\$55.3	\$79.5	\$79.5	Oct-18	Mar-19	Jul-19	F
	D707VN49	Paint Suspended Span Upper & Lower Level Steel							

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

Project ID	ACEP	Project Description	Budget (\$ in Millions)		Completions Status		Completion Date			Notes
			2018 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	Original Goal	Actual / Forecast		
QM30	D604QM30	Queens Midtown Tunnel - Vent Building Electrical Upgrades	\$57.4	\$57.4	98%	82%	Jul-18	Apr-19	A	1,2,3
	ED040302	Queens Midtown Tunnel - Flood Mitigation - Equipment Relocation								

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

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



Bridges and Tunnels

Procurements July 2019



Staff Summary

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

Date	07/10/2019
Vendor Name	
Contract Number	
Contract Manager Name	
Table of Contents Ref #	

Board Action					
Order	To	Date	Approval	Info	Other
1	President	07/10/2019			
2	MTA B&T Committee	07/22/2019			
3	MTA Board	07/24/2019			

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

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

PURPOSE:

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

DISCUSSION:

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

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

Schedules Requiring Two-Thirds Vote:

Schedule B: Request to use RFP for Procurement of Purchase & Public Work (in Lieu of Sealed Bid)

of Actions

1

\$ Amount

\$ TBD

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

1

\$20.000M

Schedule Requiring Majority Vote:

Schedule F: Personal Service Contracts

1

\$ 2.094M

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

3

\$ 19.275M

SUBTOTAL

6

\$41.368M

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

TOTAL

6

\$41.368M

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
JULY 2019

MTA BRIDGES & TUNNELS

Procurements Requiring Two-Thirds Vote:

B: Request to Use RFP for Procurement of Purchase & Public Works in lieu of Sealed Bid
(Staff Summaries only required for items estimated to be greater than \$1 million)

- | | | |
|--|------------------------------|--------------------------------------|
| 1. Contractors to be Determined | Cost to be Determined | <u>Staff Summary Attached</u> |
| Contract No. GFM-534 | | |

4 years – Competitive RFP

B&T is seeking Board approval under the All-Agency Procurement Guidelines to declare competitive bidding to be impractical and/or inappropriate and authorize B&T to enter into a competitive Request for Proposal (RFP) process for Contract GFM-534 to obtain Miscellaneous Electrical Construction Services on an As-Needed Basis at Various Authority Facilities. The budget for these as yet defined projects is \$20,000,000. The duration will be four years.

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

- | | | |
|------------------------------|-------------------------|--------------------------------------|
| 1. Various | \$ 20,000,000.00 | <u>Staff Summary Attached</u> |
| Contract No. GFM-525X | | |

4 years – Competitive RFP

B&T is seeking Board approval under the All-Agency Procurement Guidelines to award public work contracts via the competitive RFP process for Miscellaneous Cleaning & Painting on an As-Needed Basis at Various Authority Facilities.

Procurements Requiring Majority Vote:

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

- | | | |
|---------------------------------|------------------------|--------------------------------------|
| 1. Parsons-HNTB JV | \$ 2,093,614.00 | <u>Staff Summary Attached</u> |
| Contract No. PSC-18-3019 | | |

1 year, 3 months – Competitive RFP

B&T is seeking Board approval under the All-Agency Service Contract Procurement Guidelines to award a personal service contract for the Design Services for Project AW-X3, Structural Health Monitoring Plan and Weigh-in-Motion System for MTA Bridges & Tunnels to Parsons-HNTB JV.

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
JULY 2019

H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts
(Staff Summaries required for items requiring Board approval)

- | | | |
|--|-------------------------|--------------------------------------|
| 1. Conduent State and Local Solutions | \$ 15,100,000.00 | <u>Staff Summary Attached</u> |
| Contract No. PSC-05-2741 | | |

13 years –Competitive RFP

B&T is seeking Board approval under the All-Agency Service Contract Procurement Guidelines to amend personal service Contract No. PSC-05-2741 with Conduent State & Local Solutions to support the Central Business District Tolling Program.

- | | | |
|--|------------------------|--------------------------------------|
| 2. Ammann & Whitney and WSP, JV | \$ 2,299,178.00 | <u>Staff Summary Attached</u> |
| Contract No. PSC-16-2996 | | |

2 years, 3 months – Competitive RFP

B&T is seeking Board approval in accordance with the All Agency Service Contract Procurement Guidelines to amend personal service Contract No PSC-16-2996 with Amman & Whitney and WSP JV (A&W and WSP) for Construction Support Services.

- | | | |
|-----------------------------------|------------------------|--------------------------------------|
| 3. WSP/URS a Joint Venture | \$ 1,875,382.00 | <u>Staff Summary Attached</u> |
| Contract No. PSC-12-2906 | | |

7 years, 6 months – Competitive RFP

B&T is seeking Board approval under the All-Agency Service Contract Procurement Guidelines to amend Contract PSC-12-2906, Design Services for Reconstruction of the Upper and Lower Level Toll Plazas and Southbound Approach at the Henry Hudson Bridge (HHB) with WSP/URS a Joint Venture (W/U) for additional construction support services (CSS) for Project HH-88B/HH-13A, Reconstruction of Upper and Lower Level Toll Plazas and Southbound Approach at Henry Hudson Bridge and Lighting Replacement at Northbound/Southbound Henry Hudson Parkways.

Staff Summary

Page 1 of 2

Item Number: 1 (Final)					
Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E.					
Division & Division Head Name: Engineering and Construction, Aris Stathopoulos, P.E. 					
Board Reviews					
Order	To		Approval	Info	Other
1	President				
2	MTA B&T Committee	7/22/19			
3	MTA Board	7/24/19			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer	4	Chief of Staff		
2	General Counsel	5	President		
3	Chief Procurement Officer				

SUMMARY INFORMATION	
Vendor Name N/A	Contract Number GFM-534
Description Miscellaneous Electrical Construction on an As-Needed Basis at Various B&T Facilities	
Total Amount \$20,000,000 (estimated)	
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 type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All-Agency Procurement Guidelines to declare competitive bidding to be impractical and/or inappropriate and authorize B&T to enter into a competitive Request for Proposal (RFP) process for Contract GFM-534 to obtain Miscellaneous Electrical Construction Services on an As-Needed Basis at Various Authority Facilities.

II. DISCUSSION

In accordance with the All-Agency Procurement Guidelines, B&T is requesting that the Board declare competitive bidding to be impractical for this solicitation and authorize B&T to enter into a competitive RFP process to award contracts for Miscellaneous Electrical Construction Services. These contracts will be awarded to multiple contractors who could provide competitive bids for various electrical construction projects. B&T has successfully utilized this type of as-needed contract since 2000 to meet certain general construction requirements on an expedited basis. The budget for these as yet undefined electrical construction projects is \$20,000,000. The duration of these contracts will be four (4) years.

The selected contractors will be invited to bid on specific electrical construction projects throughout Authority facilities which are awarded to the lowest bidders. Funds from the aggregate amount are allocated to individual contracts to pay contractors for the work they perform. 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 transformer, switchboard, panelboard, 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 storm restoration services; (viii) removal of lead paint, cleaning, painting and miscellaneous repairs incidental to electrical works.

Staff Summary

Page 2 of 2

The scopes of these miscellaneous as-needed electrical construction projects cannot be readily determined at this time. During the contract term, the scope of work for each miscellaneous work order will be identified. Each of the contracted firms will then be given the scope of work for the prospective work order. Subsequent to a site tour, bids will be submitted. The contractor submitting the lowest responsive bid price shall be awarded that specific work order.

This competitive RFP method of selection is in the public's interest and provides the Authority with the following benefits:

- i) Immediate response and resolution to potential emergency and other unforeseen situations with a responsible contractor performing the work;
- ii) Price competition between selected contractors for each work order;
- iii) Reduces the need for and is an alternative to amendments to existing construction contracts.
- iv) It is impractical and inefficient to procure electrical construction services discussed herein through a separate competitive contract bidding process.

Therefore, B&T deems it to be in the public's interest to request that the Board adopt a resolution to declare competitive bidding impractical in favor of contract award by means of a competitive request for proposal process.

III. D/M/WBE INFORMATION

MTA DDCC will assign applicable goals prior to issuance of the Request for Proposal.

IV. IMPACT ON FUNDING

Funding under Contract GFM-534 will be provided from the Operating Budgets in the amount of \$20,000,000.

V. ALTERNATIVES

Utilize a standard competitive bidding process to award each as-needed electrical construction project. This process is impractical due to potential delays in obtaining electrical construction services from responsible firms for immediate or unanticipated/emergency needs and would not be in the best interest of B&T.

Staff Summary

Page 1 of 2

Item Number: 2 (Final)						SUMMARY INFORMATION																									
Dept & Dept Head Name: Engineering and Construction, Joseph Keane, P.E. <i>Joseph Keane</i>						<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%; padding: 5px;"> Vendor Name Various </td> <td style="width: 30%; padding: 5px;"> Contract Number GFM-525X </td> </tr> </table>		Vendor Name Various	Contract Number GFM-525X																						
Vendor Name Various	Contract Number GFM-525X																														
Division & Division Head Name: Engineering and Construction, Aris Stathopoulos, P.E. <i>Aris Stathopoulos</i>						Description Miscellaneous Cleaning & Painting on an As-Needed Basis at Various Authority Facilities																									
<div style="text-align: center; border: 1px solid black; padding: 5px; margin: 5px 0;">Board Reviews</div> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 5%;">Order</th> <th style="width: 15%;">To</th> <th style="width: 10%;">Date</th> <th style="width: 10%;">Approval</th> <th style="width: 10%;">Info</th> <th style="width: 10%;">Other</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td>President</td> <td style="text-align: center;">7/10/19</td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">2</td> <td>MTA B&T Committee</td> <td style="text-align: center;">7/22/19</td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">3</td> <td>MTA Board</td> <td style="text-align: center;">7/24/19</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>						Order	To	Date	Approval	Info	Other	1	President	7/10/19				2	MTA B&T Committee	7/22/19				3	MTA Board	7/24/19				Total Amount Aggregate Total: GFM-525X \$20,000,000	
Order	To	Date	Approval	Info	Other																										
1	President	7/10/19																													
2	MTA B&T Committee	7/22/19																													
3	MTA Board	7/24/19																													
<div style="text-align: center; border: 1px solid black; padding: 5px; margin: 5px 0;">Internal Approvals</div> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 5%;">Order</th> <th style="width: 20%;">Approval</th> <th style="width: 5%;">Order</th> <th style="width: 20%;">Approval</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td>Chief Financial Officer <i>[Signature]</i></td> <td style="text-align: center;">4</td> <td>Executive Vice President</td> </tr> <tr> <td style="text-align: center;">2</td> <td>General Counsel <i>[Signature]</i></td> <td style="text-align: center;">5</td> <td>President <i>[Signature]</i></td> </tr> <tr> <td style="text-align: center;">3</td> <td>Chief Procurement Officer <i>[Signature]</i></td> <td></td> <td></td> </tr> </tbody> </table>						Order	Approval	Order	Approval	1	Chief Financial Officer <i>[Signature]</i>	4	Executive Vice President	2	General Counsel <i>[Signature]</i>	5	President <i>[Signature]</i>	3	Chief Procurement Officer <i>[Signature]</i>			Contract Term (including Options, if any) Four (4) years									
Order	Approval	Order	Approval																												
1	Chief Financial Officer <i>[Signature]</i>	4	Executive Vice President																												
2	General Counsel <i>[Signature]</i>	5	President <i>[Signature]</i>																												
3	Chief Procurement Officer <i>[Signature]</i>																														
						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 type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: Funding Source to be allocated by Work Order.																									

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All-Agency Procurement Guidelines to award public work contracts via the competitive RFP process for Miscellaneous Cleaning & Painting on an As-Needed Basis at Various Authority Facilities to the five firms listed below for the aggregate amount of \$20,000,000 for a duration of four years.

Contract GFM-525X - Five (5) firms selected:

- Ahern Painting Contractors, Inc.
- Champion Painting Specialty Services Corp.
- Kiska Construction, Inc.
- L&L Painting Co., Inc.
- NUCO Painting Corp.

Staff Summary

Page 2 of 2

II. DISCUSSION

On October 24, 2018, the Board authorized the use of the competitive Request for Proposal (RFP) process in order to procure miscellaneous cleaning & painting on an as-needed basis. The requirements were publicly advertised. A RFP was issued and the committee selection process was conducted.

The Authority, in operating and maintaining its facilities, will need to conduct cleaning and painting, and incidental work on an as-needed basis at the various facilities, which includes structures of various types; tunnels, bridges, and their associated facilities. Categories of work under these contracts include but may not be limited to cleaning and painting of structural members, lead paint removal and disposal and miscellaneous repairs incidental to painting work. Contractors performing coating, cleaning and paint removal activities are required to have and maintain SSPC-QP1 and QP2 certifications for the life of the Contract.

During the contract term, as a Scope of Work for each miscellaneous painting work order is identified, the contracted firms will be provided with the scope, a site tour will be conducted and bids shall be submitted. The contractor submitting the lowest bid shall be awarded that specific work order. Since most of the painting projects are small-scale and/or involve urgently needed repairs, it would be inefficient, time-consuming and not meet the agency's expedited needs at times 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. Six proposals were received on April 17, 2019. One proposal was rejected due to being non-responsive.

Based on the established criteria, B&T's Selection Committee chose five firms (Ahern, Champion, NUCO, Kiska and L&L Painting). All of the selected firms were determined to be responsive and responsible contractors with extensive backgrounds of prior and current public agency work.

It is recommended that the Board authorize B&T to enter into contracts with the above selected firms.

III. D/M/WBE INFORMATION

MTA Department of Diversity and Civil Rights has assigned goals of 0% MBE, 0% WBE and 0% SDVOB for these contracts to establish prime awards to MWBE/SDVOB firms. Two of the selected firms (Champion and NUCO) are MBE certified. Ahern, Kiska, L&L Painting and NUCO have achieved their MWDBE/SDVOB goals on previously completed MTA contracts. Champion has not completed any MTA contracts with MWDBE/SDVOB goals, therefore; no assessment of their MWDBE/SDVOB performance can be determined at this time.

IV. IMPACT ON FUNDING

Funding under contract GFM-525X will be provided from the operating budget, GL 711101, in the amount of \$20,000,000 for the period of 4 (four) years.

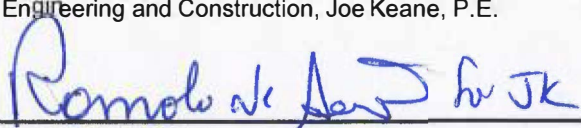

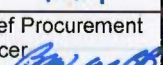
V. ALTERNATIVES

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

(rev. 1/22/14)

Staff Summary

Page 1 of 2

Item Number: 3 (Final)					
Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E. 					
Division & Division Head Name: Engineering and Construction, Philip Swanton, P.E. 					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	6/28/19			
2	MTA B&T Committee	7/22/19			
3	MTA Board	7/24/19			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer 	4	VP & Chief of Staff 		
2	General Counsel 	5	President 		
3	Chief Procurement Officer 				

SUMMARY INFORMATION	
Vendor Name Parsons-HNTB JV	Contract No. PSC-18-3019
Description Design Services for Project AW-X3, Structural Health Monitoring Plan and Weigh-in-Motion System for MTA Bridges & Tunnels	
Total Amount \$2,093,614.00	
Contract Term (including Options, if any) Fifteen (15) months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract for the Design Services for Project AW-X3, Structural Health Monitoring Plan and Weigh-in-Motion System for MTA Bridges & Tunnels (Contract PSC-18-3019) to Parsons-HNTB JV. The negotiated contract amount is \$2,093,614.00 for a duration of fifteen (15) months.

II DISCUSSION

B&T requires the services of a consultant firm to provide design services for Project AW-X3, Structural Health Monitoring Plan and Weigh-in-Motion System for MTA Bridges & Tunnels.

The scope of work requires professional engineering services and expertise to assist B&T in developing strategic Structural Health Monitoring (SHM) plans for its bridges and tunnels and Weigh-in-Motion (WIM) systems for B&T's bridges. The objectives of this program are to: 1.) provide greater situational awareness of structural conditions in real time to develop expedited inspection and repair strategies; 2.) provide enhanced awareness of structural conditions during extreme events to supplement hands-on inspections; 3.) reduce inspection costs and provide supplemental inspection data; and 4.) monitor vulnerable structural elements based on analyzed risk.

This study will be used to identify structural elements to be monitored, recommend the appropriate SHM and WIM systems and identify the potential for integrating the proposed systems with existing similar monitoring systems. Initially, the Consultant shall confirm and review existing SHM and WIM system technologies, investigate and recommend appropriate

Staff Summary

SHM and WIM systems to achieve the program's objectives and develop strategies and designs for implementation at each facility. These strategies are intended to provide direction for asset management and assist in prioritizing B&T's future capital programs and long term investment strategies.

Requirements for these services were publicly advertised. Seven (7) firms submitted qualification information for review and evaluation by the selection committee. Four (4) firms were selected to receive the RFP based on a review of those qualifications and all four submitted proposals: AECOM USA, Inc. (AECOM) (\$1,638,667.36); BTMI Engineering d/b/a COWI (COWI) (\$1,885,345.00); Parsons-HNTB JV (Parsons-HNTB) (\$2,370,363.00); and Pennoni Engineering & Surveying of New York, P.C. (Pennoni) (\$1,195,168.00).

The proposals were evaluated against established criteria set forth in the RFP, including consultants' understanding of the technical requirements, relevant experience, expertise of proposed personnel, oral presentations and cost. The Selection Committee unanimously recommended that B&T enter into negotiations with Parsons-HNTB JV.

Parsons-HNTB demonstrated a thorough understanding of the complexity of implementing integrated WIM/SHM systems on existing complex infrastructure facilities, similar to those of B&T. They discussed the need for risk-based assessments for vulnerability in order to determine locations to maximize SHM system effectiveness and how WIM data must be tied to SHM data for accurate and complete data interpretation. The Parsons-HNTB team demonstrated proven experience in the design and implementation of integrated WIM/SHM systems on other complex structures around the world. They also exhibited a thorough understanding of the requirement to design effective systems that monitor structural reaction to wind loads and other events, integrate with existing B&T security and operating systems to leverage available video data and allow for expansion and future monitoring technological enhancements. The other firms provided responsive proposals, which were viewed as technically acceptable but did not exhibit the level of expertise and detail demonstrated by the Parsons-HNTB team.

Parsons-HNTB submitted a cost proposal in the amount of \$2,370,363.00. The Engineer's estimate is \$2,063,801.00. Negotiations resulted in B&T and Parsons-HNTB agreeing to the negotiated amount totaling \$2,093,614.00, which is 1.4% above the Engineer's estimate and is fair and reasonable. Parsons-HNTB's proposal is deemed most advantageous to B&T. Parsons-HNTB is a joint venture of Parsons Transportation Group of NY, Inc. (PTGNY) and HNTB New York Engineering and Architecture, P.C. (HNTB). PTGNY, HNTB and Parsons-HNTB are deemed responsible consultants pursuant to the All-Agency Responsibility Guidelines.

III. DBE/MBE/WBE/SDVOB INFORMATION

The MTA Department of Diversity and Civil Rights has established goals of 15% MBE, 15% WBE and 6% SDVOB for this contract. Parsons Transportation Group of NY and HNTB (Parsons-HNTB) has submitted an MWBE/SDVOB utilization plan currently under review by DDCR. Parsons Transportation Group of NY and HNTB have achieved their M/W/DBE and SDVOB goals on previously completed MTA contracts.

IV. IMPACT ON FUNDING

Funding in the amount of \$2,093,614.00 is available in the 2015-2019 Capital Program under Project D704AWX3, Task D03530.

V. ALTERNATIVES

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

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

Item Number: 4 (Final)

Vendor Name (& Location) Conduent State and Local Solutions		Contract Number PSC-05-2741	AWO/Modification
Description E-ZPass New York Customer Service Center Services		Original Amount:	\$184,000,000
Contract Term (including Options, if any) October 5, 2007 – October 4, 2020		Prior Modifications:	\$310,475,167
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Prior Budgetary Increases:	\$0.00
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Current Amount:	\$494,475,167
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		This Request:	\$15,100,000
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount:	3.05%
Requesting Dept/Div & Dept/Div Head Name: Revenue Management, SVP, Allison C. de Cerreno		% of Modifications (including This Request) to Original Amount:	177%

PURPOSE

MTA Bridges and Tunnels (Authority) is seeking Board approval under the All-Agency Service Contract Procurement Guidelines to amend personal service Contract No. PSC-05-2741 with Conduent State & Local Solutions to add funding in the amount of \$15.1 million to support the Central Business District Tolling Program. This contract was competitively awarded to Conduent in October 2007 in the amount of \$184,000,000 for a duration of 10 years to provide customer service center services for E-ZPass customers. In May 2016, the Board approved a three-year renewal option to extend the contract through October 2020.

DISCUSSION

Pursuant to a competitively procured joint solicitation, the Authority, the New York State Thruway Authority and the Port Authority of New York and New Jersey (together the NYCSC agencies) each executed contracts with Conduent in October 2007 to operate a single E-ZPass New York Customer Service Center (NYCSC) that would provide services to customers of all the NYCSC agencies. The Contract was for an initial period of ten (10) years with one three-year option to renew. Today, the NYCSC manages over 6.4 million active E-ZPass accounts with over 11 million active tags, processes over 900 million toll transactions, collects over 55 million payments, handles nearly 15 million telephone calls and processes over one million pieces of correspondence on an annual basis for all three agencies. The Authority accounts for approximately 60% of the volume in all of these categories. Since the Board approved the original contract, 14 amendments have been issued including amendments to add open road Cashless Tolling to the contract and to exercise an option to extend the contract for a duration of 3 years. This amendment is to add services to support the Central Business District Tolling Program (CBDTP).

In April 2019, the New York State Legislature authorized the Authority to establish the CBDTP with the purpose of imposing variable tolls for entering into or remaining in the Manhattan Central Business District (CBD), generally defined as the geographical area south of and inclusive of 60th street, excluding movements along the West Side Highway/9A and FDR Drive. The CBDTP has an accelerated implementation schedule, with the goal of going live immediately after December 31, 2020. To meet this schedule, using the existing NYCSC back office to support the CBDTP was found to be the least risky and least complex among the alternatives considered by the Authority and it leverages access to and the use of existing customer accounts. The projected volume of 250 million annual transactions in the CBD will require the NYCSC to expand its physical space to accommodate the handling of an estimated 2.5 million customer calls annually, and the associated correspondence processing and account management activities. In addition to this expansion of customer service operations, the NYCSC back office system (Vector) will require modifications to support new functionality required by the CBDTP.

The NYCSC expansion will include the build-out of contiguous office space at the NYCSC location in Endicott, NY, including all construction-related work and materials, furniture and fixtures, computers, telephony, networking equipment, and servers. System modifications include software design and development, hardware, new reports, system documentation, system testing, and staff training. The capital cost will also include re-designing and consolidating the E-ZPass and Tolls by Mail websites, and the development and rollout of the New York Tolling mobile application.

Conduent submitted a cost proposal in the amount of \$14.1 million. The Authority found the proposal to be acceptable based on reasonable manhours and rates. The capital funding needed for the expansion of the NYCSC and software modifications will not exceed \$15.1 million (\$3.1 million for the NYCSC buildout and infrastructure, \$2.6 million for software design and development; \$2.3 million for all phases of testing; \$3.5 million for consolidated website and mobile application; \$1.6 million for project management; \$1.0 million for reports/training; and the Authority deemed it prudent to include an allowance for \$1

million to address unforeseen events/conditions). It is noted that this amendment is for capital costs only and does not include any operating and maintenance costs. Operations and Maintenance services and costs will be addressed in a separate amendment.

IMPACT ON FUNDING

The total estimated amount of this change order is \$15.1 million. Funding is available in the Central Business District Tolling Program Capital Budget.

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

Item Number: 5 (Final)

Vendor Name (& Location) Ammann & Whitney and WSP JV, New York, NY		Contract Number: PSC-16-2996	AWO/Modification #
Description: Design and Construction Support Services for Project RK-19/RK-70 Wind Retrofits and Miscellaneous Structural Repairs at the Robert F. Kennedy Bridge		Original Amount: \$3,427,162	
Contract Term (including Options, if any) July 20, 2017 – October 19, 2019		Prior Modifications: \$4,910,090	
Option(s) included in Total amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Budgetary Increases: \$ 0.00	
Procurement Type: <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Current Amount: \$8,337,252	
Solicitation Type: <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		This Request: \$2,299,178	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount: 27.58%	
Requesting Dept./Div. & Dept./Div. Head Name: Engineering & Construction, Joe Keane, P.E.		% of Modifications (including This Request) to Original Amount: 210.36%	

Discussion:

B&T is seeking Board approval in accordance with the All Agency Service Contract Procurement Guidelines to amend personal service Contract No PSC-16-2996 with Amman & Whitney and WSP JV (A&W and WSP) for additional funding in the amount of \$2,299,178.

On July 20, 2017, the Contract was awarded to A&W and WSP JV in the agreed amount of \$3,427,162.00 pursuant to Board approval for a duration of two (2) years and three (3) months to develop a design brief to assist B&T in a comprehensive program of structural repairs and upgrades for all spans at the RFK. Part of the scope of work under the design brief was to identify the most cost effective and feasible sequence of work for Projects RK-19 and RK-70, with design and construction support services to be phased dependent on the structural repair program developed during the design brief phase. At the time of award the Contract did not contain funding for the future design and construction support services, since the overall construction scope for Projects RK-19 and RK-70 had not yet been determined and thus the actual level of effort not known. Previously, and with Board approval in May 2018, the Contract was amended for the consultant to perform complete final design services for Phase 1A – Queens Approach and Viaduct, Randall's Island Viaduct, Bronx Kills Truss Span, Bronx Approach, and the Harlem River Lift Span structures. Now that the Phase 1A design is complete, B&T is requesting funding and a two (2) year time extension for design support services for Phase 1A construction.

The additional services include developing construction schedules and cost estimates, performing shop drawing reviews, preparing responses to requests for information, reviewing contractor scope proposals, and preparing as-built drawings. B&T is also including an allowance for unanticipated designs during construction, to address conditions discovered during construction, in the amount of \$350,000.

A&W and WSP submitted a proposal in the amount of \$2,299,178. The Engineer's estimate is \$2,642,000. The Consultant's proposal is 15.6% below the Engineer's estimate and is considered fair and reasonable.

Funding is available in the 2015-2019 Capital Program under Project RK-19 (Task D03600, \$1,132,231), Project RK-70 (Task D03665, \$1,055,889) and Project RK-70 Paint (Task D03673, \$111,058).

In connection with a previous contract awarded to The Louis Berger Group, Inc. (LBG)¹, LBG was found to be responsible notwithstanding significant adverse information ("SAI") pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by MTA Chairman and Chief Executive Officer in consultation with the MTA General Counsel in November 2015. No new SAI has been found relating to LBG, A&W and WSP. WSP and A&W have no SAI except that stemming from A&W's integration with LBG forming Louis Berger U.S. and WSP's acquisition of LBG. WSP and A&W have been found to be responsible.

¹ On 7/2/16 LBG and A&W integrated to form Louis Berger U.S. and LBG was acquired by WSP in December 2018 and that acquisition carries with it LBG's SAI

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

Item Number: 6 (Final)

Vendor Name (& Location) WSP/URS a Joint Venture, Briarcliff Manor, NY		Contract Number PSC-12-2906	AWO/Modification# 11
Description Design Services for Reconstruction of the Upper and Lower Level Toll Plazas and Southbound Approach at the Henry Hudson Bridge			
Contract Term (including Options, if any) January 4, 2013 – July 3, 2020		Original Amount: \$7,193,724.52	
Option(s) included in Total Amount <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Modifications: \$6,214,298.99	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Prior Budgetary Increases:	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		Current Amount: \$13,408,023.51	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		This Request: \$1,875,382.00	
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.		% of This Request to Current Amount: 14.0%	
		% of Modifications (including This Request) to Original Amount: 112.5%	

Discussion:

B&T is seeking Board approval under the All-Agency Service Contract Procurement Guidelines to amend Contract PSC-12-2906, Design Services for Reconstruction of the Upper and Lower Level Toll Plazas and Southbound Approach at the Henry Hudson Bridge (HHB) with WSP/URS a Joint Venture (W/U) for additional construction support services (CSS) for Project HH-88B/HH-13A, Reconstruction of Upper and Lower Level Toll Plazas and Southbound Approach at Henry Hudson Bridge and Lighting Replacement at Northbound/Southbound Henry Hudson Parkways, in the amount of \$1,875,382 for a period not to exceed 15 months.

Contract PSC-12-2906 was awarded pursuant Board approval in December 2012 and design services during construction were approved by the Board in March 2017 in the amount of \$2,957,064.66. During the course of the work, the level of effort for construction support services (CSS) has been much greater than previously estimated due to higher than expected number of submittals, resolution of unforeseen field conditions, evaluation of alternate work sequences allowed by contract, and structural submittals that were more complex than originally anticipated. The unforeseen field conditions resulted in changes to the construction contract and additional design efforts for: i) redesign of light pole foundations, ii) introduction of new foundation types, iii) evaluation of interference with existing water main, iv) Abutment # 1 backfill and tieback re-design, and v) design of protection of the Administration Building during Lower Level Stage 1. W/U submitted a proposal totaling \$1,989,784.49. The negotiated amount of \$1,875,382 is 3.75% above the Engineer's estimate of \$1,807,540.31 and is deemed fair and reasonable. Funding is available in the 2015-2019 Capital Program under Projects HH-88B CSS (Task D03794 \$1,790,000) and HH-13A CSS (Task D03781 \$85,382).

On July 11th, 2014, URS Corporation was acquired by AECOM, USA, Inc. In connection with a previous contract awarded to the Consultant, URS Corporation, now AECOM, USA, Inc., was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility findings were approved by the Chairman and Chief Executive Officer in consultation with the MTA General Counsel on May 25, 2016. No new SAI has been found relating to the consultant and URS Corporation has been found to be responsible.

In connection with a previous contract awarded to The Louis Berger Group, Inc. (LBG)¹, LBG was found to be responsible notwithstanding significant adverse information ("SAI") pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by MTA Chairman and Chief Executive Officer in consultation with the MTA General Counsel in November 2015. No new SAI has been found relating to LBG or WSP. WSP has no SAI except that stemming from its acquisition of LBG. WSP has been found to be responsible.

¹ LBG was acquired by WSP in December 2018 and that acquisition carries with it LBG's SAI.