



Metropolitan Transportation Authority

Bridges and Tunnels Committee Meeting

March 2021

Committee Members

L. Lacewell, Chair

A. Albert

J. Barbas

N. Brown

R. Glucksman

K. Law

D. Mack

H. Mihaltses

J. Samuelsen

L. Schwartz

V. Tessitore

N. Zuckerman

Bridges & Tunnels Committee Meeting

2 Broadway, 20th Floor Board Room

New York, NY 10004

Wednesday, 3/17/2021

10:00 AM - 1:00 PM ET

1. Summary of Actions

B&T Summary of Actions - None

MTA C&D Summary of Actions

MTA C&D Summary of Actions - Page 3

2. Public Comments

3. Approval of Minutes - February 2021

B&T Committee Minutes - February 2021 - Page 5

4. Committee Work Plan

B&T Committee Work Plan - Page 6

5. Report on Operations - January 2021

B&T Report on Operations - January 2021 - Page 12

6. Safety Report - January 2021

B&T Safety Report - January 2021 - Page 26

7. Financial Report - February 2021

BT Financial Report - February 2021 - Page 31

8. Capital Program Project Status Report - February 2021

B&T Capital Program Project Status Report - February 2021 - Page 46

9. Procurements

B&T Procurements - None

MTA C&D Procurements

MTA C&D Procurements - Page 52

- **MTA C&D Competitive**

MTA C&D Competitive - Page 55



Bridges and Tunnels

Summary of Actions

**MTA BRIDGES AND TUNNELS
COMMITTEE ACTIONS and PRESENTATIONS
SUMMARY for March 2021**

Responsible Department	Vendor Name	Total Amount	Summary of action
Contracts (C&D)	Thornton Tomasetti, Inc. Stantec Consulting Services, Inc. Hardesty & Hanover, LLC HNTB New York Engineering and Architecture, P.C.	\$8,051,507.68	<ul style="list-style-type: none"> • Approval to Award a Personal Service Contract • 2021 Biennial Bridge Inspection & Design of Miscellaneous Structural Repairs at the Throgs Neck, Bronx-Whitestone, Marine Parkway, Cross Bay, Henry Hudson Bridge and Hugh L. Carey Tunnel Approach Bridge
Contracts (C&D)	Stantec Consulting Services, Inc.	\$2,402,723.84	<ul style="list-style-type: none"> • Approval to Award a Personal Service Contract • 2021 Routine Tunnel Inspections at the Queens-Midtown and Hugh L. Carey Tunnels
Contracts (C&D)	El Sol Contracting/ES II Enterprises JV	\$32,845,000	<ul style="list-style-type: none"> • Approval to Award a Public Work Contract • Design-Build Services for Installation of the Safety Fence on the Upper and Lower Roadways at the Verrazano-Narrows Bridge



Bridges and Tunnels

Minutes of Committee Meeting February 2021

Because of the ongoing COVID-19 public health crisis, the MTA Chairman convened a one-day, virtual Board and Committee meeting session on February 18, 2021 which included the following MTA committees:

- Long Island Rail Road and Metro-North Railroad;
- New York City Transit;
- MTA Bridges and Tunnels;
- Finance;
- Capital Program Oversight Committee; and
- Diversity Committee

To see a summary of the meeting and the actions taken by the Bridges and Tunnels Committee, please refer to the February 18, 2021 Board minutes in the March 2021 Board Book available here on the Board materials website:

<https://new.mta.info/transparency/board-and-committee-meetings/march-2021>.



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

<u>TOPIC</u>	<u>Responsibility</u>
Approval of Minutes	Committee Chair & Members
Committee Work Plan	Committee Chair & Members
Report on Operations	Revenue Management
Safety Report	Safety & Health
Financial Report	Controller/Planning & Budget
Capital Program Project Status Report	Construction & Development/ Planning & Budget
Procurements	Procurement & Materials
Action Items (if any)	

II. SPECIFIC AGENDA ITEMS

	<u>Responsibility</u>
<u>March 2021</u>	
Annual Procurement Contracts Report	Procurement & Materials/ Finance
<u>April 2021</u>	
Final Review of 2020 Year-End Operating Results	Planning & Budget
<u>May 2021</u>	
Diversity Report – 1 st Quarter 2021	EEO
<u>June 2021</u>	
No items scheduled	
<u>July 2021</u>	
No items scheduled	
<u>August 2021</u>	
No meeting scheduled	
<u>September 2021</u>	
2022 Preliminary Budget	Planning & Budget
Diversity Report – 2 nd Quarter 2021	EEO
<u>October 2021</u>	
2022 Preliminary Budget	Planning & Budget
<u>November 2021</u>	
No items scheduled	

December 2021

2022 Proposed Committee Work Plan
2022 Proposed Final Budget
Diversity Report – 3rd Quarter 2021

Committee Chair & Members
Planning & Budget
EEO

January 2022

Approval of 2022 Work Plan

Committee Chair & Members

February 2022

Preliminary Review of 2021 Operating Budget Results
2022 Adopted Budget/Financial Plan 2022-2025
2021 B&T Operating Surplus
2021 Customer Environment Report
Diversity Report – 4th Quarter 2021

Planning & Budget
Planning & Budget
Controller
Operations
EEO

BRIDGES & TUNNELS COMMITTEE WORK PLAN

Detailed Summary

I. RECURRING

Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

Report on Operations

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

Safety Report

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

Financial Report

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

Capital Program Project Status Report

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

Procurements

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

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

II. SPECIFIC AGENDA ITEMS

MARCH 2021

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 2021

Final Review of 2020 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 2021

Diversity Report – 1st Quarter 2021

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

JUNE 2021

No items scheduled

JULY 2021

No items scheduled

AUGUST 2021

No meeting scheduled

SEPTEMBER 2021

2022 Preliminary Budget

Agency will present highlights of the Preliminary Budget to the Committee. Public comment will be accepted on the 2022 Preliminary Budget.

Diversity Report – 2nd Quarter 2021

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

OCTOBER 2021

2022 Preliminary Budget

Public comment will be accepted on the 2022 Preliminary Budget.

NOVEMBER 2021

No items scheduled.

DECEMBER 2021

2022 Proposed Committee Work Plan

The Committee Chair will present a draft Bridges and Tunnels Committee Work Plan for 2022 that will address initiatives to be reported throughout the year.

2022 Proposed Final Budget

The Committee will recommend action to the Board.

Diversity Report – 3rd Quarter 2021

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

JANUARY 2022

Approval of Work Plan for 2022

The committee will have already received a draft work plan for 2022 at the December 2021 meeting. The committee will be requested to approve the amended work plan for the year.

FEBRUARY 2022

Preliminary Review of 2021 Operating Budget Results

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

2022 Adopted Budget and February Financial Plan 2022-2025

The Agency will present its revised 2020 Adopted Budget and Financial Plan which will incorporate any changes made by the Board at the December 2021 meeting and any Agency technical adjustments.

2021 B&T Operating Surplus

The Committee will recommend action to the Board.

2021 Customer Environment Report

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

Diversity Report – 4th Quarter 2021

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



Bridges and Tunnels

Report on Operations January 2021



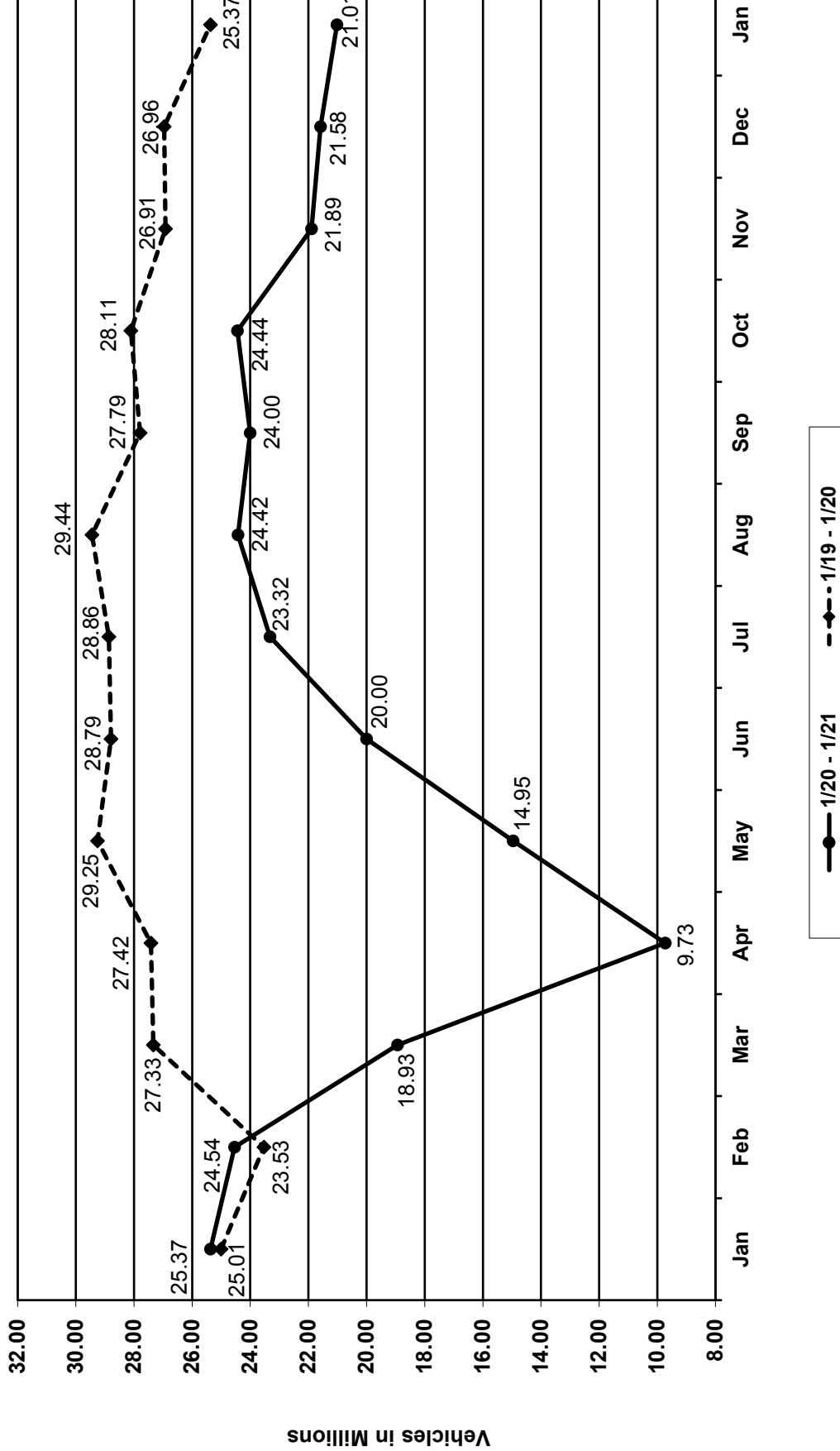
MTA Bridges and Tunnels January 2021 Traffic Trends

Summary

In January, B&T paid vehicle traffic was 21.0 million vehicles, which was 17.2% lower than in the same period in 2020. The COVID-19 pandemic continued to impact the regional economy and is primarily responsible for the decline in B&T traffic.

Average daily traffic decreased by 17.5% for passenger cars and by 12.5% for other vehicles compared to January 2020. Average daily E-ZPass transactions decreased by 18.0% on a year-to-year basis for the month, and Tolls by Mail transactions increased by 4.3%. January E-ZPass market share was 95.2%, slightly higher than in December but 1.0 percentage point below the same period in 2020.

**MTA Bridges and Tunnels
Traffic Volume - All Facilities
Two Years Ending January 2021**



**MTA Bridges and Tunnels
E-ZPass and Tolls by Mail Traffic
January 2021**

Preliminary data subject to final audit

All B&T Facilities by Method of Payment	January 2021	January 2020	2021 YTD
	E-ZPass ¹	20,005,287	24,401,157
Tolls by Mail ¹	1,009,416	967,337	1,009,416
Total	21,014,703	25,368,494	21,014,703
E-ZPass Market Share:			
Total	95.2%	96.2%	95.2%
Cars	95.0%	96.1%	95.0%
Trucks	97.3%	96.9%	97.3%

Average Weekday ²	Average Weekend ²											
	January 2021			January 2021			E-ZPass Market Share			E-ZPass Market Share		
	Total	E-ZPass	TBM	Jan 2021	Jan 2020	Change	Jan 2021	Jan 2020	Change	Jan 2021	Jan 2020	Change
Facility												
Bronx-Whitestone Bridge	110,416	103,713	6,702	93.9%	95.3%	-1.4%	93.8%	93.7%	0.1%	93.8%	93.7%	0.1%
Cross Bay Bridge	19,502	18,729	773	96.0%	97.8%	-1.8%	96.2%	96.9%	-0.7%	96.2%	96.9%	-0.7%
Henry Hudson Bridge	51,746	49,639	2,106	95.9%	96.3%	-0.3%	95.8%	95.6%	0.1%	95.8%	95.6%	0.1%
Hugh L. Carey Tunnel	47,485	45,836	1,650	96.5%	97.1%	-0.6%	96.1%	96.0%	0.1%	96.1%	96.0%	0.1%
Marine Parkway Bridge	17,273	16,757	516	97.0%	97.8%	-0.7%	97.0%	97.1%	-0.1%	97.0%	97.1%	-0.1%
Queens Midtown Tunnel	60,354	57,698	2,656	95.6%	97.5%	-1.9%	95.2%	96.4%	-1.2%	95.2%	96.4%	-1.2%
Robert F. Kennedy Bridge	148,909	141,132	7,777	94.8%	96.3%	-1.5%	94.7%	95.0%	-0.3%	94.7%	95.0%	-0.3%
Throgs Neck Bridge	90,680	85,961	4,719	94.8%	95.9%	-1.1%	94.3%	94.2%	0.1%	94.3%	94.2%	0.1%
Verrazzano-Narrows Bridge ¹	187,531	180,416	7,115	96.2%	97.1%	-0.9%	95.8%	95.7%	0.1%	95.8%	95.7%	0.1%
All Facilities¹	733,896	699,881	34,015	95.4%	96.6%	-1.2%	593,907	564,504	29,404	95.0%	95.2%	-0.2%

Notes:

- At the Verrazzano-Narrows Bridge (VNB), tolls were only collected in the westbound direction prior to December 1, 2020.
- Average traffic and market share figures exclude holidays.

**MTA Bridges and Tunnels
E-ZPass and Tolls by Mail Traffic
January 2021**
Preliminary data subject to final audit

Distribution by Facility & Time Period			
Facility	January 2021		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	23.4%	24.1%	52.5%
Cross Bay Bridge	22.7%	24.3%	53.0%
Henry Hudson Bridge	24.5%	29.4%	46.1%
Hugh L. Carey Tunnel	26.3%	27.6%	46.1%
Marine Parkway Bridge	23.9%	25.9%	50.1%
Queens Midtown Tunnel	26.6%	23.8%	49.6%
Robert F. Kennedy Bridge	25.6%	22.5%	51.9%
Throgs Neck Bridge	24.3%	23.7%	52.1%
Verrazzano-Narrows Bridge ¹	<u>23.2%</u>	<u>24.7%</u>	<u>52.1%</u>
All Facilities	24.4%	24.5%	51.1%

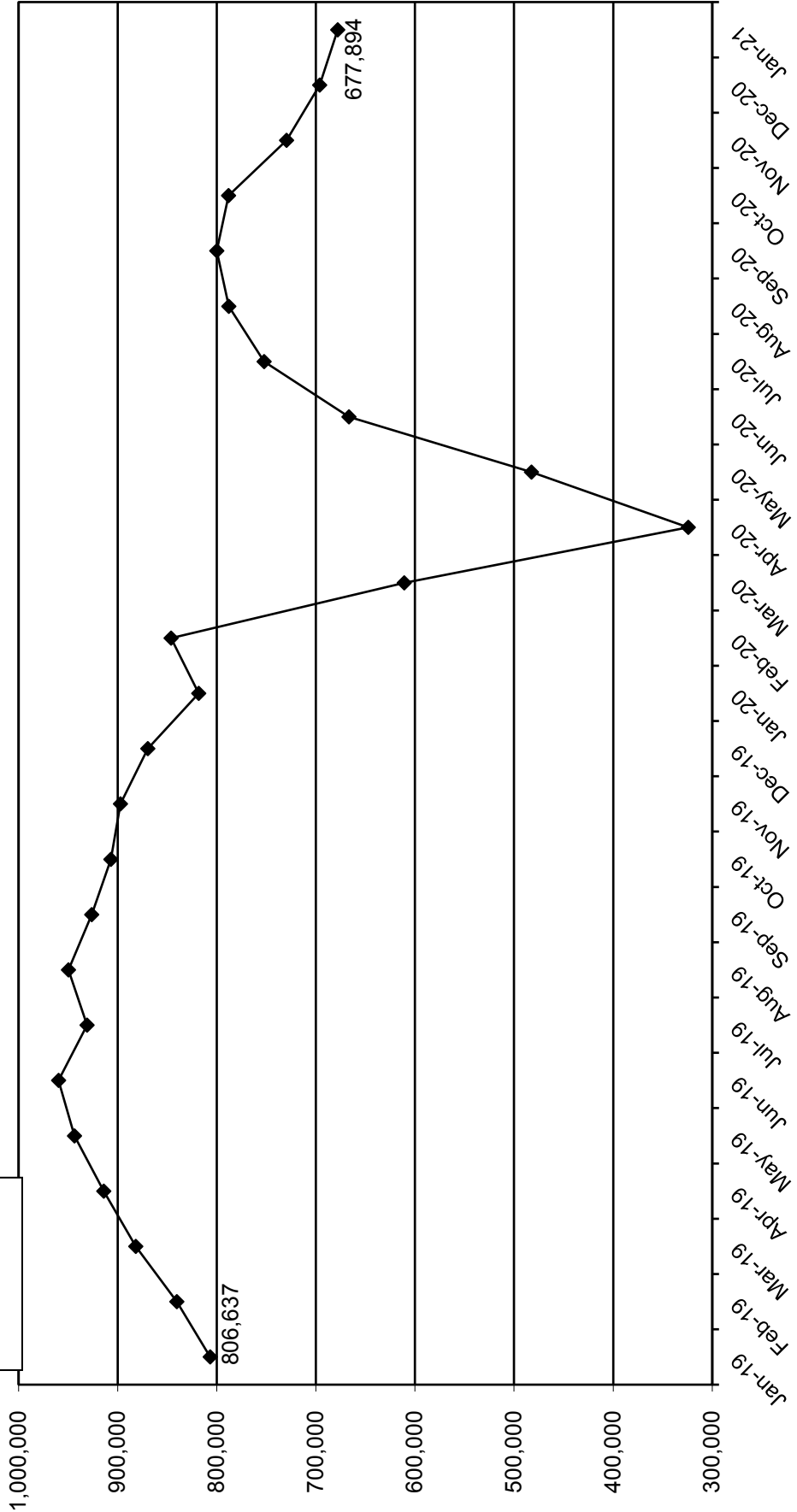
Payment Method by Facility (Transactions)			
Facility	January 2021		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls by Mail
Bronx-Whitestone Bridge	89.0%	4.8%	6.2%
Cross Bay Bridge	94.7%	1.4%	4.0%
Henry Hudson Bridge	86.5%	9.3%	4.2%
Hugh L. Carey Tunnel	90.0%	6.4%	3.6%
Marine Parkway Bridge	94.4%	2.6%	3.0%
Queens Midtown Tunnel	88.7%	6.7%	4.6%
Robert F. Kennedy Bridge	88.8%	5.8%	5.3%
Throgs Neck Bridge	87.3%	7.3%	5.4%
Verrazzano-Narrows Bridge	<u>87.1%</u>	<u>8.9%</u>	<u>4.0%</u>
All Facilities	88.4%	6.8%	4.8%

Note:

1. At the Verrazzano-Narrows Bridge (VNB), tolls were only collected in the westbound direction prior to December 1, 2020.

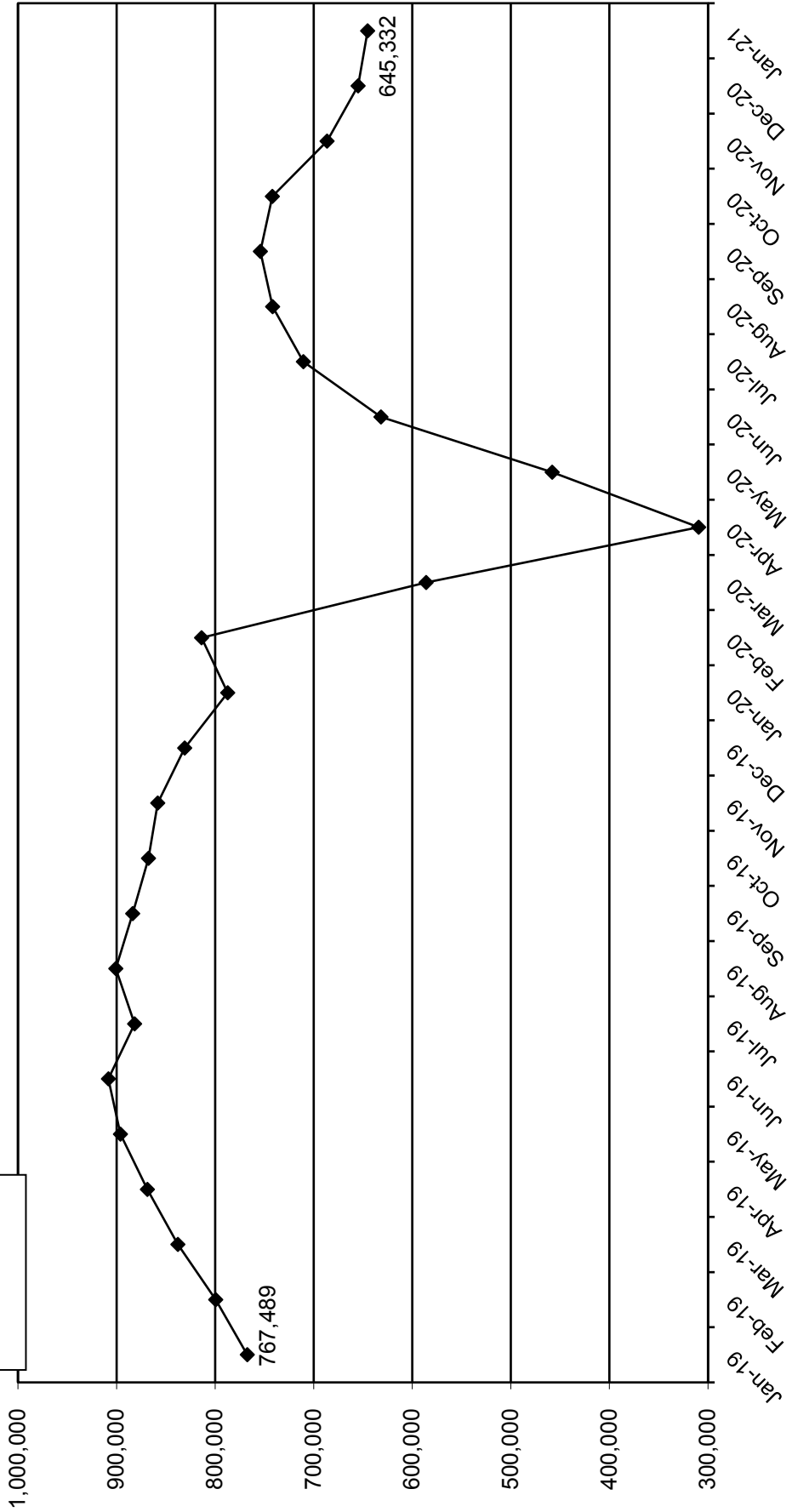
**MTA Bridges and Tunnels
Average Daily Traffic
January 2019 - January 2021**

All Vehicles



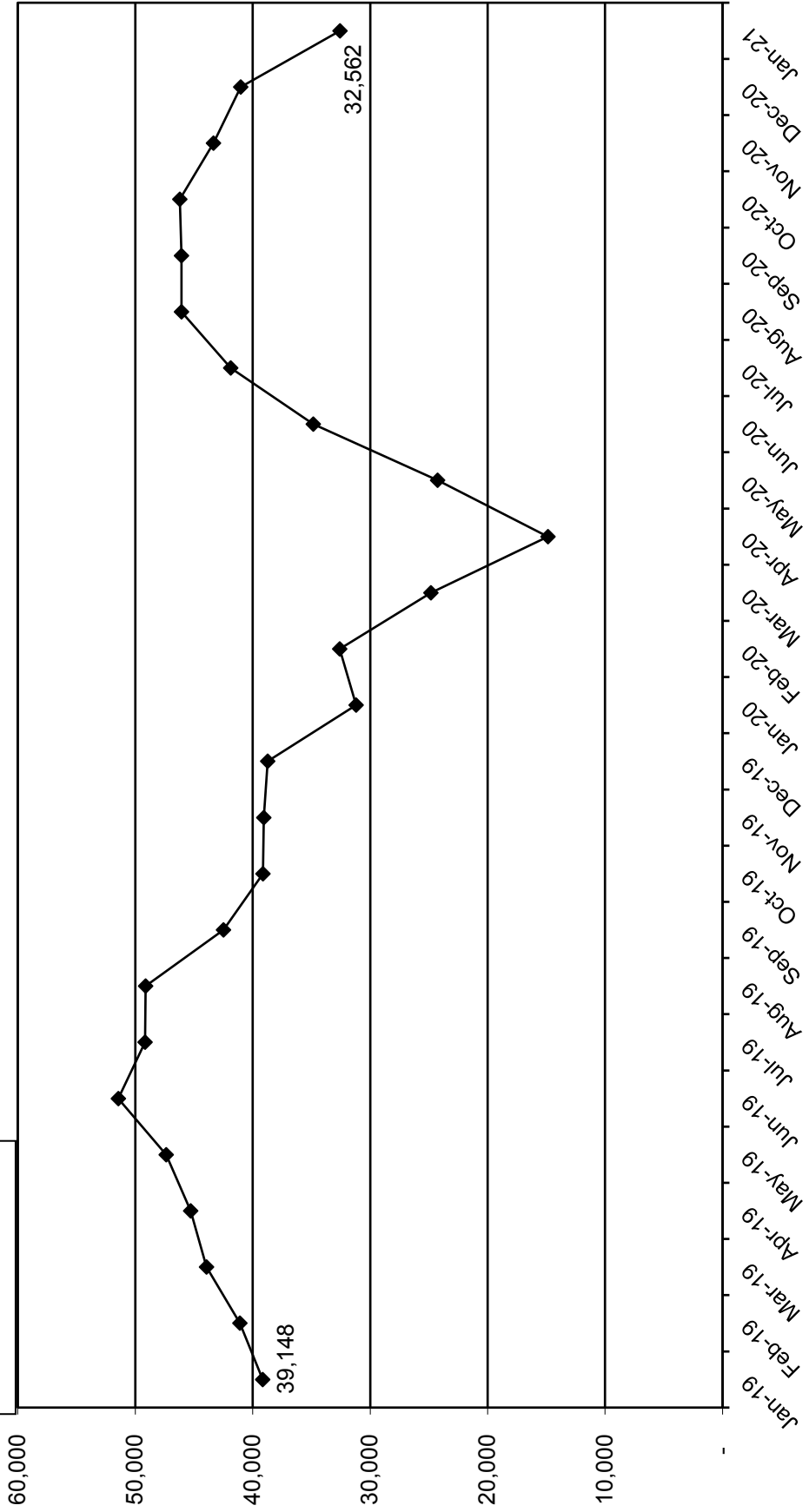
**MTA Bridges and Tunnels
Average Daily Traffic
January 2019- January 2021**

**E-ZPass
Vehicles**



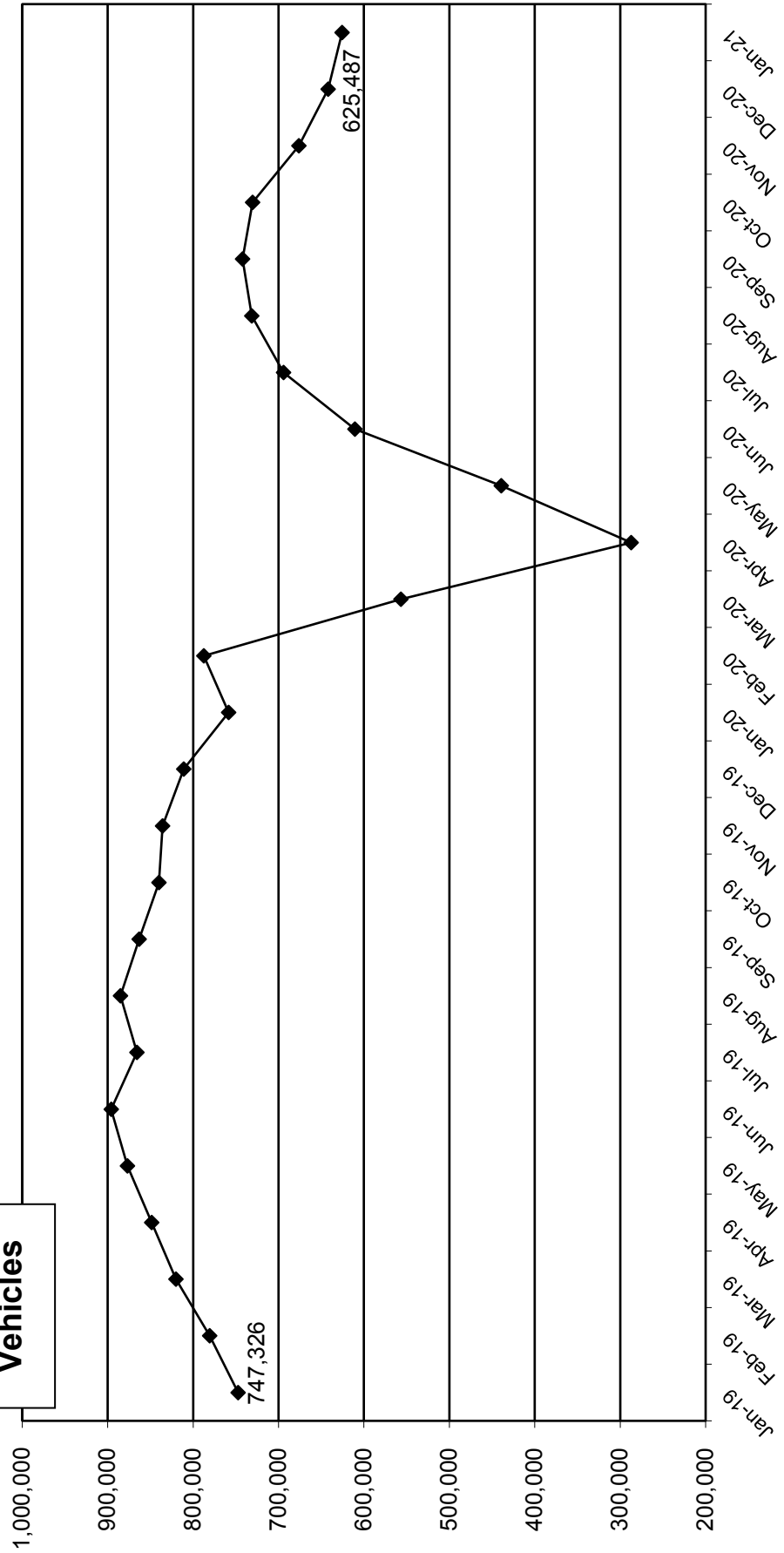
**MTA Bridges and Tunnels
Average Daily Traffic
January 2019- January 2021**

**Tolls by Mail
Vehicles**



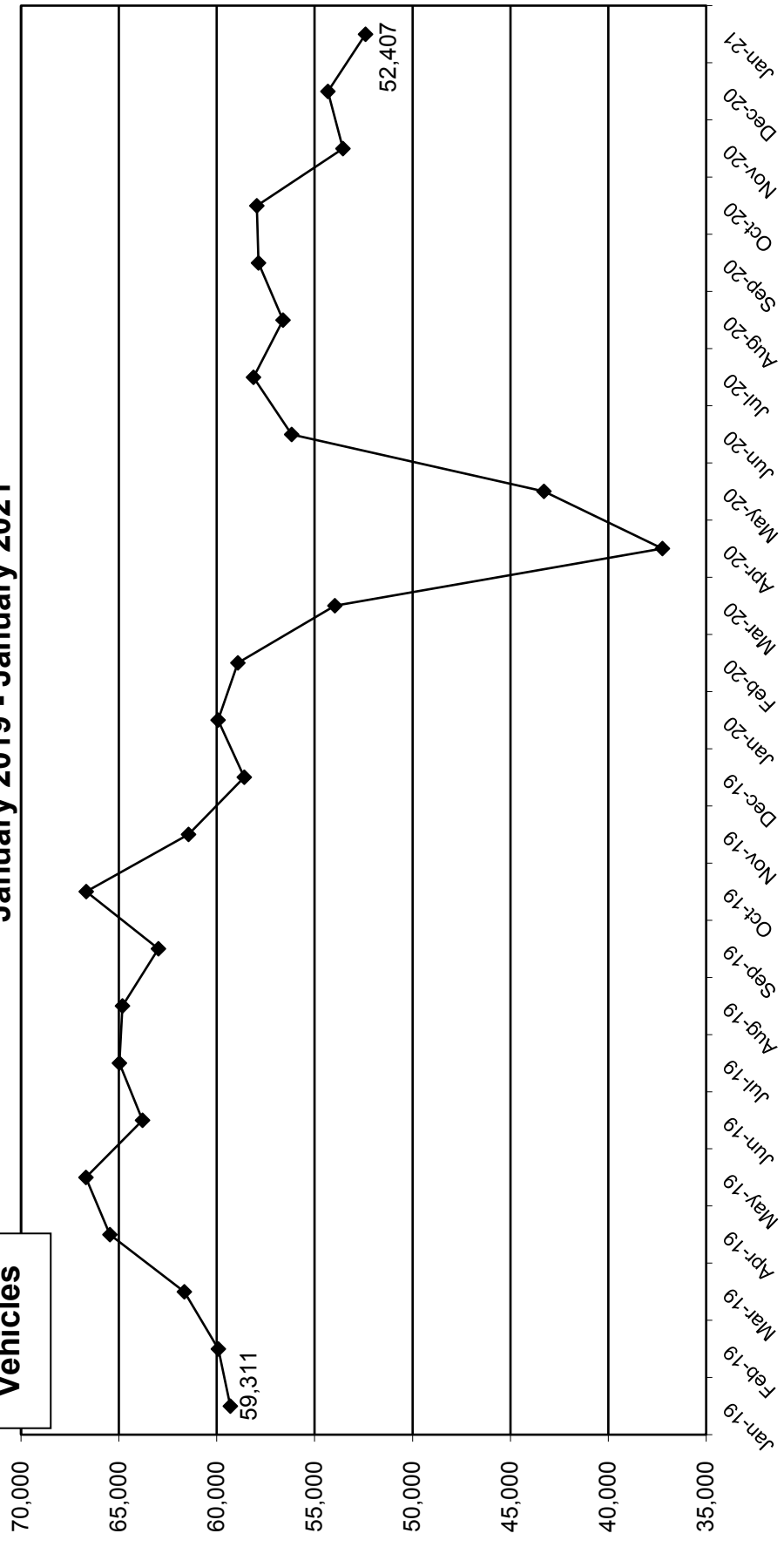
**MTA Bridges and Tunnels
Average Daily Traffic
January 2019 - January 2021**

**Passenger
Vehicles**



**MTA Bridges and Tunnels
Average Daily Traffic
January 2019 - January 2021**

**Other
Vehicles**



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

Corridor	Toll Media	Jan(1)	3 Months(2) (Nov-Jan)	6 Months(3) (Aug-Jan)	9 Months(4) (May-Jan)	12 Months(5) (Feb-Jan)
All Facilities	Total Vehicles	-17.2%	-18.6%	-16.5%	-22.2%	-24.7%
	E-ZPass	-18.0%	-19.8%	-17.6%	-22.9%	-25.1%
	Tolls by Mail	4.3%	7.2%	6.4%	-8.1%	-17.2%
RFK Bridge	Total Vehicles	-16.5%	-19.1%	-17.7%	-23.4%	-26.1%
	E-ZPass	-17.6%	-20.5%	-19.1%	-24.4%	-26.7%
	Tolls by Mail	8.9%	11.7%	10.6%	-4.8%	-15.9%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-24.8%	-25.1%	-22.9%	-30.3%	-32.4%
	E-ZPass	-26.0%	-26.5%	-24.3%	-31.4%	-33.1%
	Tolls by Mail	17.8%	21.1%	21.1%	-0.9%	-14.0%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-17.1%	-18.4%	-16.1%	-22.2%	-23.5%
	E-ZPass	-17.9%	-19.5%	-17.0%	-22.9%	-23.7%
	Tolls by Mail	-1.3%	0.9%	-0.4%	-8.8%	-20.4%
Verrazano-Narrows Bridge	Total Vehicles	-9.8%	-11.9%	-10.7%	-15.7%	-18.6%
	E-ZPass	-10.4%	-12.8%	-11.5%	-16.2%	-18.9%
	Tolls by Mail	8.2%	11.4%	9.0%	-4.1%	-12.5%
Henry Hudson Bridge	Total Vehicles	-27.1%	-27.7%	-23.7%	-31.9%	-34.3%
	E-ZPass	-27.8%	-28.6%	-24.6%	-32.4%	-34.6%
	Tolls By Mail	-4.7%	-6.0%	-3.4%	-20.4%	-29.2%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-17.1%	-15.6%	-11.1%	-14.1%	-16.4%
	E-ZPass	-17.4%	-16.4%	-12.0%	-14.7%	-16.8%
	Tolls by Mail	-8.2%	5.8%	11.7%	0.0%	-6.6%

- (1) January 2021 vs. January 2020
- (2) November 2020 to January 2021 vs. November 2019 to January 2020
- (3) August 2020 to January 2021 vs. August 2019 to January 2020
- (4) May 2020 to January 2021 vs. May 2019 to January 2020
- (5) February 2020 to January 2021 vs. February 2019 to January 2020

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

Corridor	Toll Media	Jan(1)	3 Months(2) (Nov-Jan)	6 Months(3) (Aug-Jan)	9 Months(4) (May-Jan)	12 Months(5) (Feb-Jan)
All Facilities	Total Vehicles	-17.2%	-18.6%	-16.5%	-22.2%	-24.7%
	Passenger	-17.5%	-19.2%	-17.0%	-22.8%	-25.4%
	Other	-12.5%	-10.9%	-11.1%	-14.0%	-15.4%
RFK Bridge	Total Vehicles	-16.5%	-19.1%	-17.7%	-23.4%	-26.1%
	Passenger	-16.3%	-19.3%	-17.9%	-23.8%	-26.7%
	Other	-18.1%	-15.8%	-15.6%	-18.1%	-19.4%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-24.8%	-25.1%	-22.9%	-30.3%	-32.4%
	Passenger	-25.0%	-25.4%	-23.1%	-30.8%	-32.9%
	Other	-22.7%	-21.6%	-20.2%	-24.6%	-25.9%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-17.1%	-18.4%	-16.1%	-22.2%	-23.5%
	Passenger	-17.8%	-19.4%	-17.0%	-22.9%	-24.8%
	Other	-10.0%	-7.2%	-7.0%	-13.1%	-9.8%
Verrazano-Narrows Bridge	Total Vehicles	-9.8%	-11.9%	-10.7%	-15.7%	-18.6%
	Passenger	-10.4%	-12.6%	-11.1%	-16.3%	-19.2%
	Other	-0.8%	-1.6%	-4.5%	-8.5%	-10.4%
Henry Hudson Bridge	Total Vehicles	-27.1%	-27.7%	-23.7%	-31.9%	-34.3%
	Passenger	-26.9%	-27.6%	-23.6%	-31.8%	-34.3%
	Other	-43.7%	-39.6%	-34.8%	-41.4%	-40.8%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-17.1%	-15.6%	-11.1%	-14.1%	-16.4%
	Passenger	-16.8%	-15.4%	-10.7%	-13.6%	-16.0%
	Other	-20.7%	-18.7%	-18.0%	-21.7%	-22.8%

- (1) January 2021 vs. January 2020
- (2) November 2020 to January 2021 vs. November 2019 to January 2020
- (3) August 2020 to January 2021 vs. August 2019 to January 2020
- (4) May 2020 to January 2021 vs. May 2019 to January 2020
- (5) February 2020 to January 2021 vs. February 2019 to January 2020

Supplemental Data Page for the Report on Operations

<u>Month</u>	<u>Traffic & Average Gas Price⁽¹⁾</u>		<u>Weather⁽²⁾</u>			
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
Jan-19	25,005,762	\$2.51	33	3.9	0.6	9
Feb-19	23,532,562	\$2.48	36	3.6	3.3	11
Mar-19 ⁽³⁾	27,332,093	\$2.63	42	3.9	10.4	9
Apr-19	27,419,476	\$2.84	55	4.4	-	17
May-19	29,249,471	\$3.00	64	6.4	-	18
Jun-19	28,792,254	\$2.91	73	4.9	-	13
Jul-19	28,857,383	\$2.90	82	6.1	-	10
Aug-19	29,442,733	\$2.84	78	3.1	-	9
Sep-19	27,785,633	\$2.71	72	0.6	-	3
Oct-19	28,109,963	\$2.68	61	5.6	-	14
Nov-19	26,913,543	\$2.68	45	1.6	-	9
Dec-19	26,955,736	\$2.67	39	7.2	2.0	14
Jan-20	25,368,494	\$2.71	39	1.6	2.6	9
Feb-20	24,540,667	\$2.72	40	2.7	-	12
Mar-20	18,934,838	\$2.48	48	2.7	-	12
Apr-20	9,730,391	\$2.26	51	4.5	-	14
May-20	14,953,991	\$2.15	61	1.2	-	11
Jun-20	20,001,850	\$2.21	76	1.1	-	8
Jul-20	23,322,086	\$2.26	83	4.7	-	12
Aug-20	24,423,978	\$2.25	80	4.9	-	13
Sep-20	24,002,331	\$2.26	70	4.1	-	9
Oct-20	24,436,269	\$2.25	60	5.2	-	13
Nov-20	21,889,999	\$2.21	54	4.4	-	8
Dec-20	21,579,239	\$2.29	41	3.5	10.2	10
Jan-21	21,014,703	\$2.45	37	2.2	1.6	9

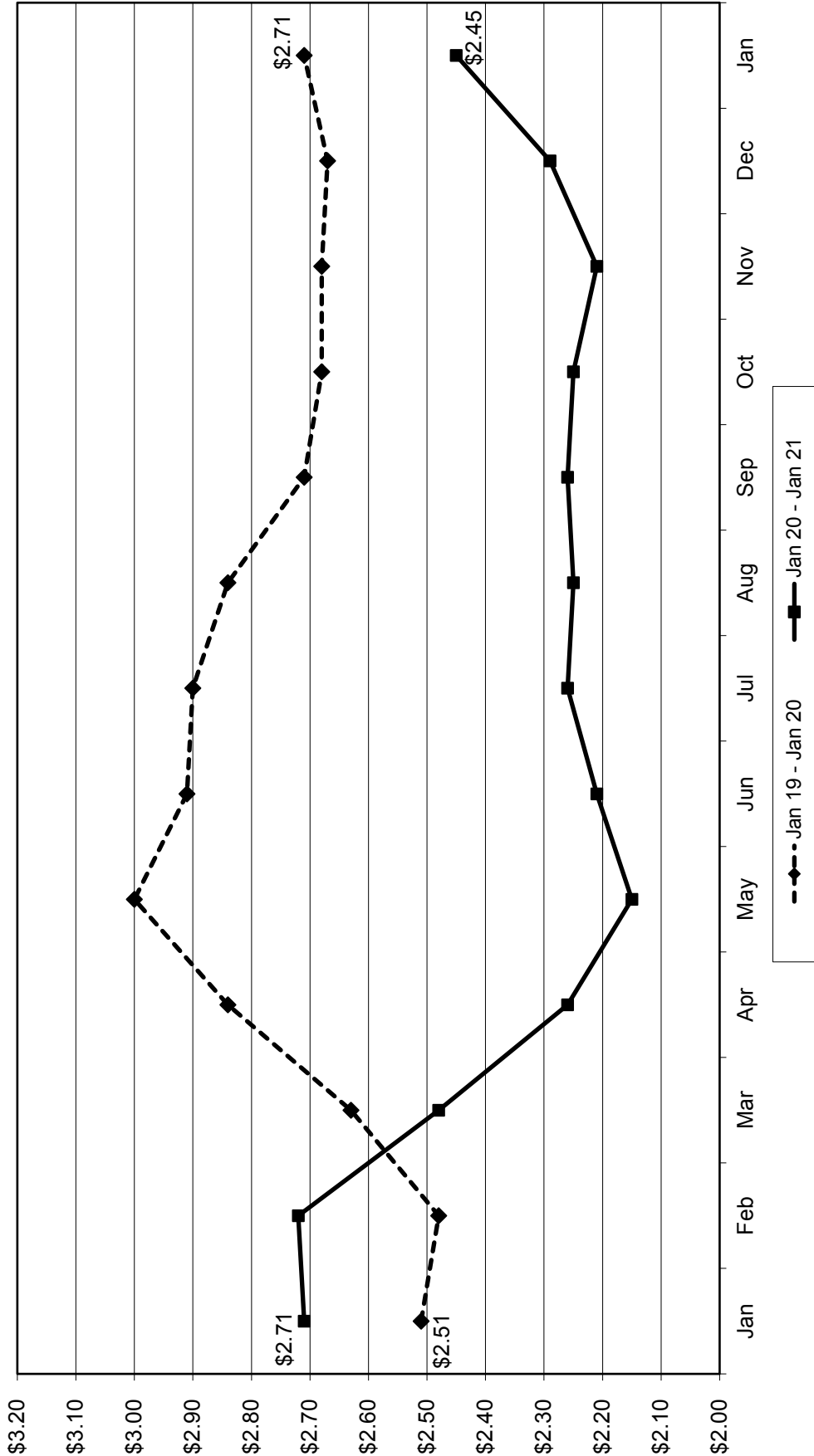
Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences

<u>Month</u>	<u>Traffic & Gas Monthly Inc/(Dec)</u>		<u>Weather Monthly Inc/(Dec)</u>			
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
2020 vs. 2019						
January	362,732	\$0.20	6	(2.3)	2	0
February	1,008,105	\$0.24	4	(0.9)	(3)	1
March	(8,397,255)	(\$0.15)	6	(1.2)	(10)	3
April	(17,689,085)	(\$0.58)	(4)	0.1	-	(3)
May	(14,295,480)	(\$0.85)	(3)	(5.2)	-	(7)
June	(8,790,404)	(\$0.70)	3	(3.8)	-	(5)
July	(5,535,297)	(\$0.64)	1	(1.4)	-	2
August	(5,018,755)	(\$0.59)	2	1.8	-	4
September	(3,783,302)	(\$0.45)	(2)	3.5	-	6
October	(3,673,694)	(\$0.43)	(1)	(0.4)	-	(1)
November	(5,023,544)	(\$0.47)	9	2.8	-	(1)
December	(5,376,497)	(\$0.38)	2	(3.7)	8	(4)
2021 vs. 2020						
January	(4,353,791)	(\$0.26)	(2)	0.6	(1)	0

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

**Supplemental Graph
Gas Prices in the NY-NJ-CT-PA Area
January 2020 - January 2021**





Bridges and Tunnels

Safety Report January 2021



Safety Report

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

Performance Indicator				
Performance Indicator	12-Month Average			
	February 2018 - January 2019	February 2019 - January 2020	February 2020 - January 2021	
Customer Collisions Rate per Million Vehicles	6.51	6.31	3.95	
Customer Injury Collisions Rate per Million Vehicles	0.99	0.92	0.65	
Employee Accident Reports	272	200	147	
Employee Lost Time Injuries Rate per 200,000 Hours Worked	8.4	6.2	5.6	
Construction Injuries per 200,000 Hours Worked	1.59	2.20	2.37	
Leading Indicators				
Roadway Safety	2020		2021	
	January	Year End	January	Year to Date
Workforce Development (# of Participants)	0	270	0	0
Fleet Preventative Maintenance Insp.	153	1463	127	127
Safety Taskforce Inspections	0	0	0	0
Construction Safety	January	Year End	January	Year to Date
Construction Safety Inspections	126	1621	57	57
Fire Safety	January	Year End	January	Year to Date
Fire Code Audits Completed	0	14	0	0
FDNY Liaison Visits	0	12	0	0

* Safety Manager evaluations at each B&T facility supersedes task force inspections due to COVID 19.

Definitions:

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

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

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

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

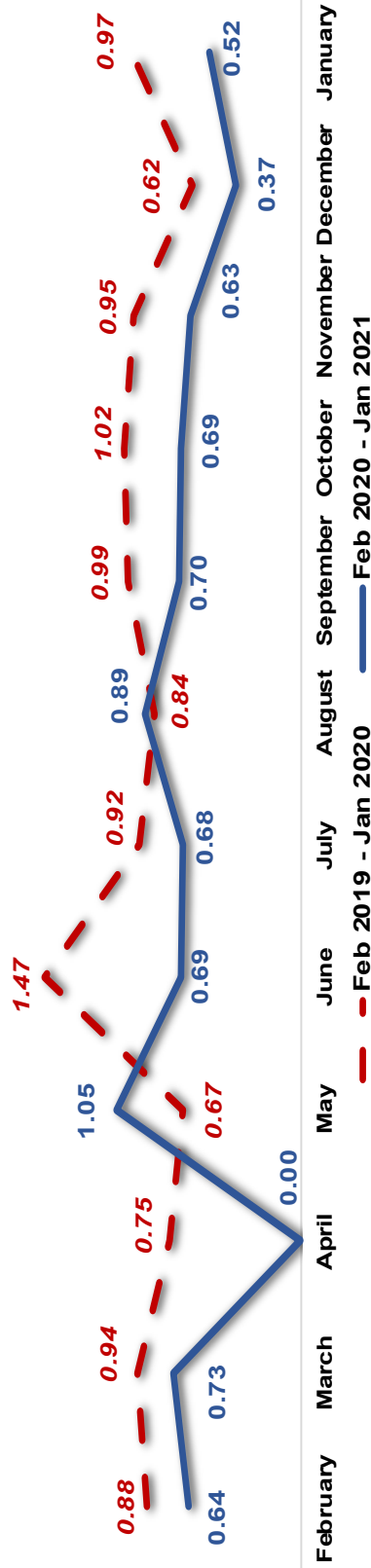
Fire Code Audits are required by the NYS Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

FDNY Liaison Visits are conducted on a regular basis (typically twice a year) whereby local fire companies visit and tour the facilities to become familiar with the structures and buildings and the fire equipment provided. This facilitates the development of

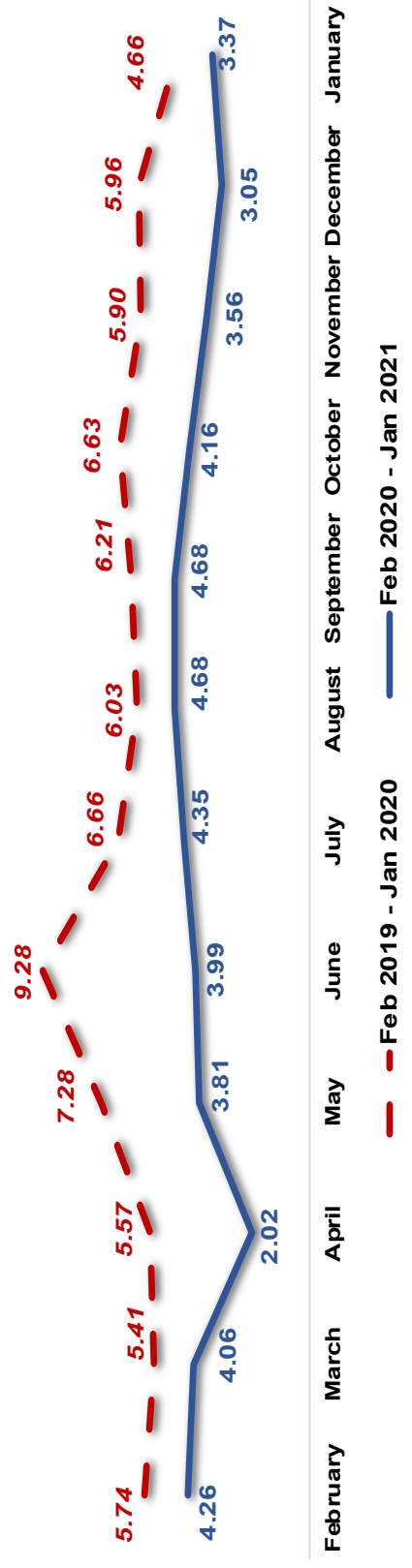


Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



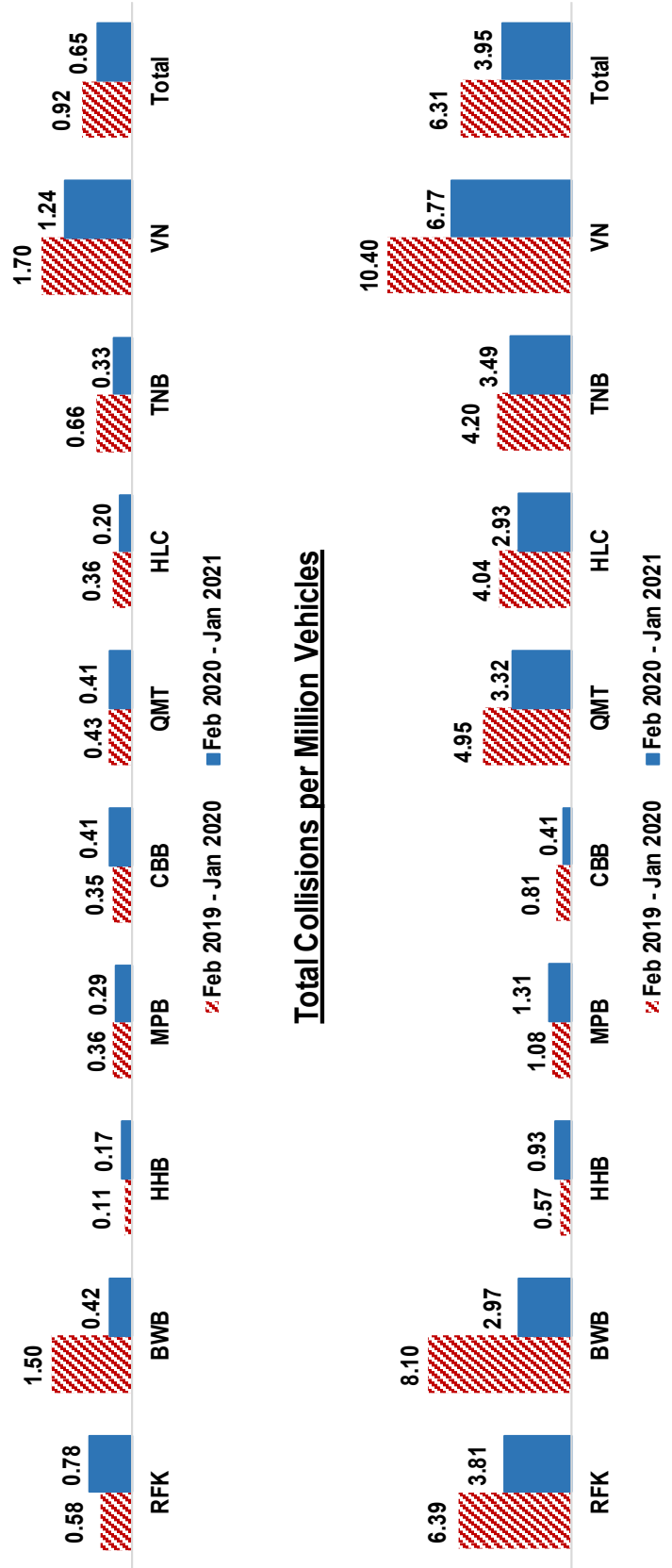
Total Collisions per Million Vehicles



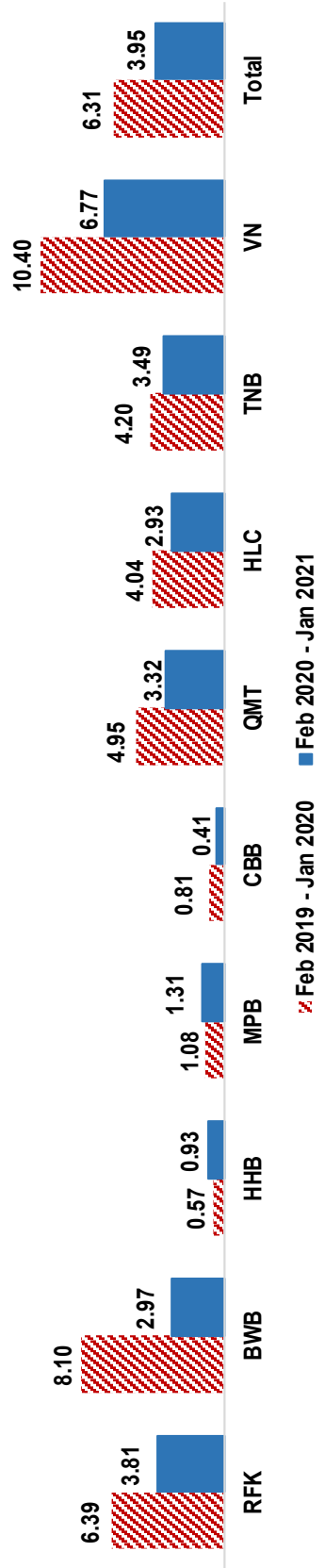


Collision Rates by Facility Year over Year Comparison of 12-Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





Collision Rates by Facility

Total Collisions per Million Vehicles: Jan 2020 – Jan 2021

	20-Jan	20-Feb	20-Mar	20-Apr	20-May	20-Jun	20-Jul	20-Aug	20-Sep	20-Oct	20-Nov	20-Dec	21-Jan
RFK	3.92	3.83	4.20	1.59	4.36	3.19	3.89	3.98	3.15	3.66	4.96	3.47	4.47
BWB	5.35	5.89	3.41	0.66	2.63	2.36	3.94	3.63	2.14	3.15	1.47	2.09	2.46
TNB	5.46	3.73	2.33	1.33	4.35	2.75	4.61	3.63	4.71	5.30	2.76	2.92	1.83
VNB	6.48	5.97	7.67	3.12	4.25	7.89	6.86	9.79	10.48	6.29	5.85	4.63	5.68
QMT	3.84	4.29	2.52	3.42	8.83	1.46	5.39	2.17	2.11	3.50	3.45	2.34	2.43
HLC	5.96	3.30	0.93	2.41	2.82	5.31	2.21	2.07	3.36	4.50	2.95	2.23	2.40
HHB	0.50	1.03	1.56	2.20	0.00	0.82	0.00	0.57	1.11	1.07	0.62	1.99	0.69
MPB	0.00	0.00	2.11	3.27	0.00	3.09	2.41	2.53	1.47	0.00	0.00	0.00	0.00
CBB	1.53	0.00	0.00	0.00	1.88	0.00	1.23	0.00	0.00	1.56	0.00	0.00	0.00
Total	4.66	4.26	4.06	2.02	3.81	3.99	4.35	4.68	4.68	4.16	3.56	3.05	3.37



Bridges and Tunnels

Financial Report February 2021



MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of February 28, 2021
(in thousands)

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

CURRENT ASSETS:

Cash-Unrestricted	94,489
Investments:	
Unrestricted	408,172
Restricted	761,959
Accrued interest receivable	270
Accounts receivable	386,278
Less allowance for uncollectible accounts	-286,154
Tolls due from other agencies	25,819
Prepaid expenses	7,341
	1,398,175
Total current assets	1,398,175

NONCURRENT ASSETS:

Investments:	
Unrestricted	
Restricted	0
Facilities, less acc.dep of \$1,997.602	7,196,173
Capital lease 2 Broadway net acc. dep.	35,349
Derivative Hedge Assets	3,487
	7,235,008
Total noncurrent assets	7,235,008

TOTAL ASSETS:	8,633,184
----------------------	------------------

DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to pension	68,265
Deferred outflow of resources related to other post-employment benefits	64,950
Accumulated decreases in fair value of derivative instruments	215,376
Defeasance costs	199,811
	548,403

TOTAL DEFERRED OUTFLOWS OF RESOURCES:	548,403
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TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	9,181,586
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MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of February 28, 2021
(in thousands)

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

Current portion-long term debt	269,460
Interest Payable	102,233
Accounts Payable	139,592
Accrued Pension Payable	0
Payable to MTA-CAP	409,691
Due to MTA-Operating Expenses	3,675
Due to NYCTA-Operating Expenses	52
Accrued salaries	22,906
Accrued Vac & Sick Benefits	20,807
Current portion of estimated liability arising from injury	0
Due to New York City Transit Authority	10,716
Due to Metropolitan Transportation Authority	20,892
Unearned Toll Revenue	178,926
Tolls due to other agencies	72,589
E-ZPass Airport Toll Liability	2,936
	<hr/>
Total current liabilities	1,254,477

NONCURRENT LIABILITIES:

Long term debt	9,259,136
Post Employment Benefits Other than Pensions	801,555
Estimated liability arising from injury	54,362
Capital lease obligations	58,725
Derivative Hedge Liabilities	201,846
Due (to)/from MTA - change in fair value of derivative	17,017
Net Pension Liability	255,543
	<hr/>
Total noncurrent liabilities	10,648,184

DEFERRED INFLOW OF RESOURCES

Deferred Inflow of resources related to Pension	89,371
Deferred Inflow of resources related to other post-employment benefits	0

TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES 11,992,032

NET POSITION

 -2,810,446 *

TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET

 9,181,586

*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 - 2021 ADOPTED BUDGET
ACCURAL STATEMENT OF OPERATIONS by CATEGORY
FEBRUARY 2021
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)	
	Actual	Percent	Actual	Percent	Actual	Percent	Actual	Percent	Actual	Percent	Actual	Percent
Revenue	Adopted Budget			Adopted Budget			Adopted Budget			Adopted Budget		
Facebox Revenue	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	114.297	49.1	37.656	49.1	0.000	-	0.000	-	76.640	49.1	114.297	49.1
Other Operating Revenue	0.868	75.1	0.652	75.1	0.000	-	0.000	-	0.868	75.1	1.520	75.1
Capital & Other Reimbursements	0.000	(94.3)	0.000	(94.3)	1.771	(31.8)	1.208	(31.8)	1.771	(31.8)	1.208	(31.8)
Investment Income	0.095	-	(0.090)	-	0.000	-	0.000	-	0.095	-	0.005	(94.3)
Total Revenue	\$77.604	49.2	\$38.219	49.2	\$1.771	(31.8)	\$1.208	(31.8)	\$79.375	\$117.031	\$37.656	47.4
Expenses												
Labor:												
Payroll	\$9.064	8.0	\$0.724	8.0	\$0.692	36.6	\$0.439	36.6	9.756	10.0	\$8.778	10.0
Overtime	1.729	24.7	0.428	24.7	0.052	51.0	0.025	51.0	1.781	25.5	1.327	25.5
Health and Welfare	2.512	17.9	0.449	17.9	0.149	(63.8)	0.229	(63.8)	2.661	13.9	2.292	13.9
OPEB Current Payment	1.956	(3.8)	(0.074)	(3.8)	0.000	-	0.000	-	1.956	(3.8)	2.030	(0.074)
Pensions	3.015	9.8	0.294	9.8	0.178	(77.3)	0.316	(77.3)	3.193	4.9	3.037	4.9
Other Fringe Benefits	1.385	22.3	0.308	22.3	0.083	(49.4)	0.124	(49.4)	1.468	18.2	1.201	18.2
Reimbursable Overhead	(0.616)	(87.9)	(0.541)	(87.9)	0.616	87.9	0.075	87.9	0.000	-	0.000	-
Total Labor Expenses	\$19.045	8.3	\$1.589	8.3	\$1.771	31.8	\$1.208	31.8	\$20.815	\$18.664	\$2.151	10.3
Non-Labor:												
Electric Power	\$0.348	27.3	\$0.095	27.3	\$0.000	-	\$0.000	-	\$0.348	27.3	\$0.253	27.3
Fuel	0.285	62.7	0.179	62.7	0.000	-	0.000	-	0.285	62.7	0.179	62.7
Insurance	0.965	10.7	0.103	10.7	0.000	-	0.000	-	0.965	10.7	0.862	10.7
Claims	0.000	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000	-
Paratransit Service Contracts	0.000	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000	-
Maintenance and Other Operating Contracts	8.143	5.6	0.453	5.6	0.000	-	0.000	-	8.143	5.6	7.690	5.6
Professional Service Contracts	2.896	44.6	1.291	44.6	0.000	-	0.000	-	2.896	44.6	1.606	44.6
Materials & Supplies	0.235	75.7	0.178	75.7	0.000	-	0.000	-	0.235	75.7	0.057	75.7
Other Business Expenses	3.859	18.7	0.723	18.7	0.000	-	0.000	-	3.859	18.7	3.136	18.7
Total Non-Labor Expenses	\$16.731	18.1	\$3.021	18.1	\$0.000	-	\$0.000	-	\$16.731	\$13.710	\$3.021	18.1
Other Expense Adjustments:												
Other	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	-
Total Expenses before Non-Cash Liability Adjs.	\$35.776	12.9	\$4.610	12.9	\$1.771	31.8	\$1.208	31.8	\$37.547	\$32.374	\$5.172	13.8
Depreciation	\$13.029	(37.0)	(\$4.822)	(37.0)	0.000	-	\$0.000	-	13.029	(37.0)	(\$4.822)	(37.0)
OPEB Obligation	0.000	-	0.000	-	0.000	-	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	-	0.000	-	0.000	-	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	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	-
Total Expenses after Non-Cash Liability Adjs.	\$48.805	(0.4)	(\$0.212)	(0.4)	\$1.771	31.8	\$1.208	31.8	\$50.576	\$50.226	\$0.350	0.7
Less: Depreciation	\$13.029	(37.0)	(\$4.822)	(37.0)	\$0.000	-	\$0.000	-	\$13.029	(37.0)	(\$4.822)	(37.0)
Less: OPEB Obligation	0.000	-	0.000	-	0.000	-	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	-	0.000	-	0.000	-	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	-	0.000	-	0.000	-	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$35.776	12.9	\$4.610	12.9	\$1.771	31.8	\$1.208	31.8	\$37.547	\$32.374	\$5.172	13.8
Net Surplus/(Deficit)	\$41.828	*	\$42.828	*	\$0.000	-	\$0.000	-	\$41.828	\$84.656	\$42.828	*

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

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
FEBRUARY 2021
(\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent
Net Income/(Deficit)				\$41,828	\$84,656	\$42,828			*
Less: Capitalized Assets Reserves				0.566	1.255	(0.689)			*
GASB Reserves				0.000	0.000	0.000			-
				0.000	0.000	0.000			-
Adjusted Net Income/(Deficit)				\$41,262	\$83,401	\$42,139			*
Less: Debt Service				58.664	56.089	2.575			4.4
Less: Contribution to the Capital Program				1.065	1.065	0.000			0.0
Income Available for Distribution				(\$18,467)	\$26,247	\$44,715			*
Distributable To:									
MTA - Investment Income				0.095	0.005	(0.090)			(94.3)
MTA - Distributable Income				(4.366)	17.742	22.108			*
NYCTR - Distributable Income				(14.197)	8.500	22.697			*
Total Distributable Income				(\$18,467)	\$26,247	\$44,715			*
Support to Mass Transit:									
Total Revenues				79.375	117.031	37.656			47.4
Less: Total Operating Expenses				<u>37,547</u>	<u>32,374</u>	<u>5,172</u>			13.8
Net Operating Income/(Deficit)				\$41,828	\$84,656	\$42,828			*
Deductions from Net Operating Income:									
Capitalized Assets Reserves				0.566	1.255	(0.689)			*
B&T Debt Service				0.000	0.000	0.000			-
Contribution to the Capital Program				27.575	26.464	1.111			4.0
GASB Reserves				1.065	1.065	0.000			0.0
				0.000	0.000	0.000			-
Total Deductions From Operating Income				\$29,206	\$28,784	\$0,422			1.4
Total Support to Mass Transit				\$12,622	\$55,873	\$43,251			*

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.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
ACCURAL STATEMENT OF OPERATIONS by CATEGORY
FEBRUARY Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable		(Unfavorable)		Favorable		(Unfavorable)		Favorable		(Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	154.710	255.525	100.816	65.2	0.000	0.000	0.000	-	154.710	255.525	100.816	65.2
Other Operating Revenue	1.830	3.157	1.328	72.6	0.000	0.000	0.000	-	1.830	3.157	1.328	72.6
Capital & Other Reimbursements	0.000	0.000	0.000	-	3.736	3.217	(0.518)	(13.9)	3.736	3.217	(0.518)	(13.9)
Investment Income	0.200	0.014	(0.187)	(93.1)	0.000	0.000	0.000	-	0.200	0.014	(0.187)	(93.1)
Total Revenue	\$156.740	\$258.697	\$101.957	65.0	\$3.736	\$3.217	(\$0.518)	(13.9)	\$160.476	\$261.914	\$101.438	63.2
Expenses												
Labor:												
Payroll	\$19.069	\$17.786	\$1.283	6.7	1.459	\$1.168	\$0.291	19.9	20.528	\$18.954	\$1.574	7.7
Overtime	3.442	2.364	1.077	31.3	0.114	0.068	0.046	40.4	3.555	2.432	1.123	31.6
Health and Welfare	5.292	3.987	1.306	24.7	0.314	0.610	(0.296)	(94.3)	5.606	4.597	1.010	18.0
OPEB Current Payment	4.122	4.052	0.070	1.7	0.000	0.000	0.000	-	4.122	4.052	0.070	1.7
Pensions	6.353	5.233	1.120	17.6	0.376	0.841	(0.466)	*	6.728	6.074	0.655	9.7
Other Fringe Benefits	2.919	3.126	(0.207)	(7.1)	0.175	0.332	(0.157)	(89.4)	3.094	3.458	(0.364)	(11.8)
Reimbursable Overhead	(1.298)	(0.199)	(1.100)	(84.7)	1.298	1.100	0.199	84.7	0.000	0.000	0.000	-
Total Labor Expenses	\$39.898	\$36.349	\$3.550	8.9	\$3.736	\$3.217	\$0.518	13.9	\$43.634	\$39.566	\$4.068	9.3
Non-Labor:												
Electric Power	\$0.667	\$0.437	\$0.229	34.4	0.000	\$0.000	\$0.000	-	\$0.667	\$0.437	\$0.229	34.4
Fuel	0.326	0.155	0.171	52.6	0.000	0.000	0.000	-	0.326	0.155	0.171	52.6
Insurance	2.033	1.723	0.311	15.3	0.000	0.000	0.000	-	2.033	1.723	0.311	15.3
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	15.323	14.258	1.065	7.0	0.000	0.000	0.000	-	15.323	14.258	1.065	7.0
Professional Service Contracts	6.029	3.180	2.849	47.3	0.000	0.000	0.000	-	6.029	3.180	2.849	47.3
Materials & Supplies	0.315	0.067	0.248	78.8	0.000	0.000	0.000	-	0.315	0.067	0.248	78.8
Other Business Expenses	8.799	6.875	1.924	21.9	0.000	0.000	0.000	-	8.799	6.875	1.924	21.9
Total Non-Labor Expenses	\$33.493	\$26.694	\$6.798	20.3	\$0.000	\$0.000	\$0.000	-	\$33.493	\$26.694	\$6.798	20.3
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.	\$73.391	\$63.043	\$10.348	14.1	\$3.736	\$3.217	\$0.518	13.9	\$77.127	\$66.260	\$10.866	14.1
Depreciation	\$27.455	\$35.782	(\$8.327)	(30.3)	0.000	\$0.000	\$0.000	-	27.455	\$35.782	(\$8.327)	(30.3)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$100.846	\$98.825	\$2.021	2.0	\$3.736	\$3.217	\$0.518	13.9	\$104.581	\$102.042	\$2.539	2.4
Less: Depreciation	\$27.455	\$35.782	(\$8.327)	(30.3)	\$0.000	\$0.000	\$0.000	-	\$27.455	\$35.782	(\$8.327)	(30.3)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$73.391	\$63.043	\$10.348	14.1	\$3.736	\$3.217	\$0.518	13.9	\$77.127	\$66.260	\$10.866	14.1
Net Surplus/(Deficit)	\$83.349	\$195.653	\$112.304	*	\$0.000	\$0.000	\$0.000	-	\$83.349	\$195.653	\$112.304	*

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

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
FEBRUARY Year-To-Date
(\$ in millions)

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

Total Support to Mass Transit \$24,833 \$139,175 \$114,342 *

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.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Feb-21		Year-to-Date		Reason for Variance
	Favorable/ (Unfavorable) Variance		Favorable/ (Unfavorable) Variance		
	\$	%	\$	%	
Nonreimbursable					
Vehicle Toll Revenue	37,656	49.1%	100,816	65.2%	Traffic volumes exceeded the budget levels that were based on McKinsey projections of COVID-19 pandemic impacts
Other Operating Revenue	0.652	*	1,328	72.6%	Higher revenue due to timing against the YTD budget allocation.
Investment Income	(0.090)	*	(0.187)	*	Lower than anticipated short-term investment returns on fund balances
Payroll	0.724	8.0%	1,283	6.7%	Lower payroll expenses primarily due to vacancies
Overtime	0.428	24.7%	1,077	31.3%	See overtime charts
Health and Welfare	0.449	17.9%	1,306	24.7%	Lower expenses primarily due to vacancies
OPEB Current Payment	(0.074)	-3.8%	0.070	1.7%	Lower expenses primarily due to timing against the YTD budget allocation
Pensions	0.294	9.8%	1,120	17.6%	Lower non-reimbursable expenses primarily due to lower than allocated capital reimbursement offsets
Other Fringe Benefits	0.308	22.3%	(0.207)	-7.1%	Higher expenses primarily due to vacancies
Electric Power	0.095	27.3%	0.229	34.4%	Lower electricity expenses primarily due to timing against the YTD budget allocation.
Fuel	0.179	62.7%	0.171	52.6%	Lower fuel expenses primarily due to timing against the YTD budget allocation.
Insurance	0.103	10.7%	0.311	15.3%	Lower insurance expenses primarily due to timing against the YTD budget allocation.
Maintenance and Other Operating Contracts	0.453	5.6%	1,065	7.0%	Lower expenses mainly due to timing against the monthly budget allocation for E-ZPass tags, (\$0.461 Mill) and security and surveillance costs, (\$0.157 Mill), offset by higher E-ZPass customer service center costs, (\$0.237 Mill).
Professional Service Contracts	1.291	44.6%	2,849	47.3%	Lower expenses primarily due to timing against the monthly budget allocation for bond issuance costs, (\$0.452 Mill), engineering services, (\$0.304 Mill) other outside services (\$0.240 Mill), and advertising and marketing promotions, (\$0.175 Mill).
Materials & Supplies	0.178	75.7%	0.248	78.8%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly budget allocation
Other Business Expense	0.723	18.7%	1,924	21.9%	Lower expenses primarily due to timing against the budget allocation for toll collection processing fees.
Depreciation	(4.822)	-37.0%	(6.327)	-30.3%	Higher depreciation expense primarily due to timing against the monthly budget allocation.
Other Post-Employment Benefits	0.000	-	0.000	-	No variance
Reimbursable					
Capital and Other Reimbursements	(0.562)	-31.8%	(0.518)	-13.9%	Higher capital reimbursements due to timing against the monthly budget allocation
Payroll	0.254	36.6%	0.291	19.9%	Lower capital reimbursements due to timing against the YTD budget allocation
Overtime	0.026	*	0.046	40.4%	See overtime charts
Health and Welfare	(0.080)	*	(0.296)	*	Higher capital reimbursements due to timing against the YTD budget allocation
OPEB Current Payment	0.000	-	0.000	-	No variance
Pensions	(0.138)	*	(0.466)	*	Higher capital reimbursements due to timing against the YTD budget allocation
Other Fringe Benefits	(0.041)	*	(0.157)	*	Higher capital reimbursements due to timing against the YTD budget allocation
Reimbursable Overhead	0.541	*	1,100	84.7%	Lower capital reimbursements due to timing against the YTD budget allocation

*Variance exceeds 100%

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

Year to date ending Feb 2021

Month of Feb

Comparison Current Year vs. Prior Year:

	Prior Year		*Current Year		Percentage Change	
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
	3.7	\$25.4	2.8	\$19.6	-24.2%	-22.9%
Bronx-Whitestone	0.6	1.2	0.5	1.1	-20.6%	-10.9%
Cross Bay	1.9	5.7	1.3	4.1	-32.8%	-27.4%
Henry Hudson	1.5	9.2	1.1	6.7	-26.4%	-26.4%
Hugh L. Carey	0.6	1.2	0.4	0.9	-26.5%	-22.7%
Marine Parkway	2.3	15.0	1.5	9.6	-36.0%	-36.1%
Queens Midtown	4.9	33.3	3.7	24.8	-25.3%	-25.5%
RFK	3.2	25.0	2.3	18.7	-29.1%	-25.1%
Throgs Neck	5.8	33.1	4.7	28.7	-18.5%	-13.4%
Verrazzano-Narrows						
Total	24.5	\$149.1	18.3	\$114.3	-25.6%	-23.3%
Revenue Per Vehicle	\$6.075	\$6.261	\$6.075	\$6.261	3.1%	3.1%

Note: Numbers may not add due to rounding.

*At the Verrazzano-Narrows Bridge (VNB), tolls were only collected in the westbound direction prior to December 1, 2020.

*February 2020 was a Leap Year

Comparison Actual vs. Adopted Budget:

	YTD Budget		YTD Actual		Percentage Change	
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
	12.0	\$76.6	18.3	\$114.3	51.9%	49.1%
Total All	24.3	\$154.7	39.2	\$255.9	61.3%	65.4%
Revenue Per Vehicle	\$6.378	\$6.261	\$6.374	\$6.536	-1.8%	2.5%

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

Facility	Revenue Collection Rate February 2021 ¹
Henry Hudson Bridge	98.7%
Hugh L. Carey Tunnel	98.9%
Queens Midtown Tunnel	99.5%
Marine Parkway Bridge	98.0%
Cross Bay Bridge	93.7%
Robert F. Kennedy Bridge	97.2%
Verrazzano-Narrows Bridge	95.6%
Bronx-Whitestone Bridge	96.8%
Throgs Neck Bridge	96.7%
All Facilities	97.1%

1. Represents total revenue collections from transactions in March 2019 through February 2020

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
February 2021

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	9	8	1	1 Professional vacancy
Law ⁽¹⁾	12	9	3	1 Managerial and 2 Professional vacancies
Budget & Finance ⁽²⁾	17	15	2	1 Managerial and 1 Professional vacancy
Administration ⁽³⁾	34	28	6	3 Managerial and 3 Professional vacancies
EEO	1	-	1	1 Professional vacancy
Total Administration	73	60	13	
Operations				
ITS & Tolling	66	52	14	5 Managerial and 9 Professional vacancies
Central Business District Tolling Program Operations (Non-Security)	3	2	1	1 Professional vacancy
Total Operations	127	95	32	17 Managerial vacancies
Maintenance				
Maintenance Operations - Maintainers	205	192	13	6 Managerial, 3 Professional, and 4 Maintainer vacancies
	168	160	8	8 Maintainer vacancies
Total Maintenance	373	352	21	
Engineering/Capital				
Engineering & Construction	123	122	1	1 Professional vacancy
Health & Safety	9	8	1	1 Professional vacancy
Law ⁽¹⁾	18	18	-	
Planning & Budget Capital	8	8	-	
Total Engineering/Capital	158	156	2	
Public Safety				
Operations (Security)	555	505	50	38 Managerial and 12 Operational vacancies
Internal Security - Operations	45	30	15	2 Managerial and 13 Professional vacancies
Total Public Safety	600	535	65	
Total Positions	1,331	1,198	133	
Non-Reimbursable	1,244	1,111	133	
Reimbursable	87	87	-	
Total Full-Time	1,331	1,198	133	

(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 - 2021 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
 February 2021

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	24	19	5	3 vacancies in Administration, 1 vacancy in Law, and 1 in Budget & Finance
Professional, Technical, Clerical Operational Hours	49	41	8	3 vacancies in Administration, 2 in Law, 1 in Executive, 1 in Budget & Finance, and 1 in EEO
Total Administration	73	60	13	
Operations				
Managers/Supervisors	70	48	22	17 vacancies in Operations and 5 in ITS & Tolling
Professional, Technical, Clerical Operational Hours	57	47	10	9 vacancies in ITS & Tolling and 1 vacancy in CBDTP
Total Operations	127	95	32	
Maintenance				
Managers/Supervisors	27	21	6	6 vacancies in Maintenance
Professional, Technical, Clerical Operational Hours ⁽¹⁾	11	8	3	3 vacancy in Maintenance
Total Maintenance	373	352	21	4 vacancies in Maintenance and 8 in Operations
Engineering/Capital				
Managers/Supervisors	34	34	-	
Professional, Technical, Clerical Operational Hours	124	122	2	1 vacancy in Health & Safety and 1 in Engineering
Total Engineering/Capital	158	156	2	
Public Safety				
Managers/Supervisors	179	139	40	38 vacancies in Operations and 2 in Internal Security
Professional, Technical, Clerical Operational Hours ⁽²⁾	36	23	13	13 vacancies in Internal Security
Total Public Safety	600	535	65	12 BTO vacancies in Operations
Total Positions				
Managers/Supervisors	334	261	73	
Professional, Technical, Clerical Operational Hours	720	696	24	
Total Positions	1,331	1,198	133	

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

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

B&T – Total Overtime Variance

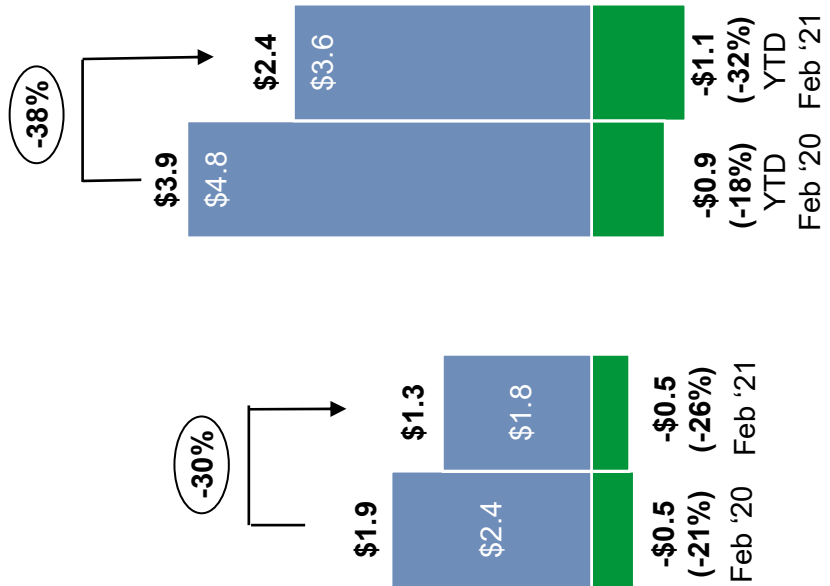
February 2021 and YTD budget vs. variance

\$M



Overview

- YTD 2021 total Overtime was \$1.1 million, or 32%, below budget through February.
- February 2021 total Overtime was \$0.6 million, or 30%, below February 2020 spend.
- Operations Overtime was below budget by \$0.6 million, primarily due to scheduling, deployment, and managerial efficiencies.
- Maintenance Overtime was below budget by \$0.5 million. Overtime savings are attributed to the deferral of non-critical maintenance work. Due to the pandemic, traffic volumes at B&T crossings were down, freeing up resources to allow more maintenance tasks to be completed without the use of overtime and roadway closures. Maintenance continues to review and prioritize need for overtime.
- Weather related overtime was over budget by approximately \$0.5 million in February due to higher-than-normal inclement weather. A shift of snow operations from Operations to Maintenance allowed for flexibility in workforce scheduling of other areas to manage the budget. Additionally, a coordinated effort with represented staff to work overnight on regular-time allowed B&T to utilize the workforce more efficiently during the winter weather months.



Note: The total Overtime budget was reduced by \$4 million from 2020 to 2021. Source: Adopted Budget. GL actuals for actual overtime spending. Numbers may not add due to rounding.

B&T – Non-Reimbursable Overtime Variance

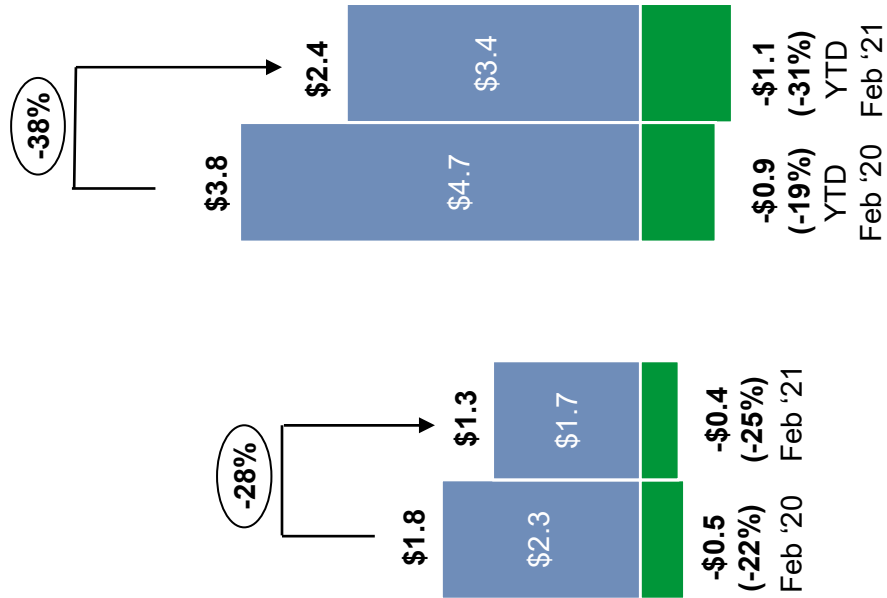
February 2021 and YTD budget vs. variance

\$M



Overview

- YTD 2021 Non-reimbursable Overtime was \$1.1 million, or 31%, below budget through February.
- February 2021 Non-reimbursable Overtime was \$0.5 million, or 28%, below February 2020 spend.
- Operations Overtime was below budget by \$0.6 million, primarily due to scheduling, deployment, and managerial efficiencies.
- Maintenance Overtime was below budget by \$0.5 million. Overtime savings are attributed to the deferral of non-critical maintenance work. Due to the pandemic, traffic volumes at B&T crossings were down, freeing up resources to allow more maintenance tasks to be completed without the use of overtime and roadway closures. Maintenance continues to review and prioritize need for overtime.
- Weather related overtime was over budget by approximately \$0.5 million in February due to higher-than-normal inclement weather. A shift of snow operations from Operations to Maintenance allowed for flexibility in workforce scheduling of other areas to manage the budget. Additionally, a coordinated effort with represented staff to work overnight on regular-time allowed B&T to utilize the workforce more efficiently during the winter weather months.



Note: The Non-reimbursable Overtime budget was reduced by \$4.1 million from 2020 to 2021. Source: Adopted Budget. GL actuals for actual overtime spending. Numbers may not add due to rounding.

B&T – Reimbursable Overtime Variance

February 2021 and YTD budget vs. variance

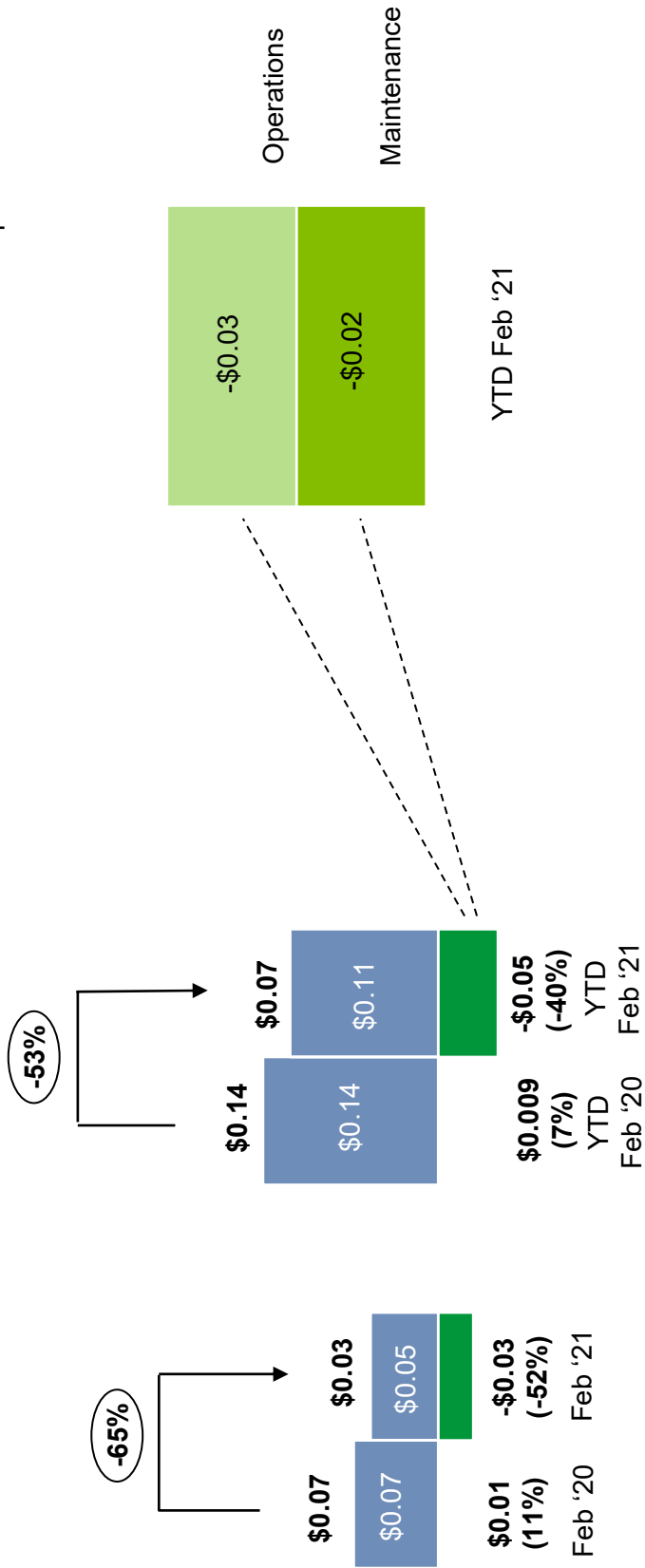
\$M

- Favorable
- Unfavorable
- Budget

Annual Adopted Budget: \$0.91M

Overview

- YTD 2021 Reimbursable Overtime was \$0.05M, or 40%, below budget through February.
- February 2021 Reimbursable Overtime was \$0.05 million, or 65%, below February 2020 spend.
- Operations Overtime was below budget by \$0.03 million, primarily due to scheduling, deployment, and managerial efficiencies.
- Maintenance Overtime was below budget by \$0.02 million. Overtime savings are attributed to the deferral of non-critical maintenance work. Due to the pandemic, traffic volumes at B&T crossings were down, freeing up resources to allow more maintenance tasks to be completed without the use of overtime and roadway closures. Maintenance continues to review and prioritize need for overtime.



Note: The Reimbursable Overtime budget increased by \$41 thousand from 2020 to 2021. Source: Adopted Budget. GL actuals for actual overtime spending. Numbers may not add due to rounding.



Bridges and Tunnels



Capital Program Project Status Report February 2021

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
STATUS REPORT
FEBRUARY 28, 2021

Introduction

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

Commitments

In February, there were five commitments made with a total value of \$6.9 million. Eight commitments were planned. (See Attachment 1 – 2021 Commitments Chart).

Year-to-date, nine commitments totaling \$8.1 million were made, against a plan of eight commitments with a total value of \$5.4 million.

Completions

There were no completions made or planned in February.

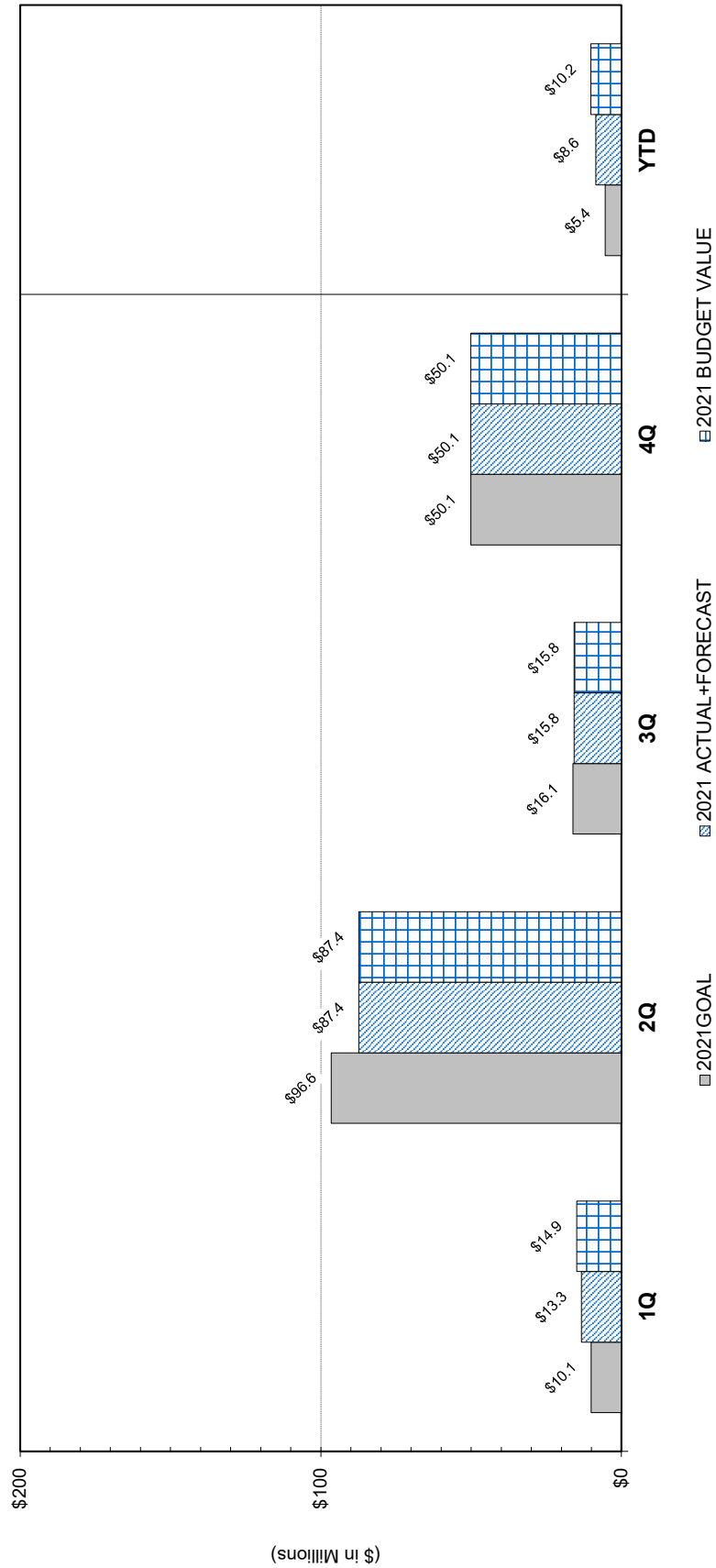
Close-outs

There were eleven task level closeouts achieved in February for a total value of \$8.6 million. Nine task level closeouts were planned.

There are sixty-three task level closeouts year-to-date totaling \$26.6 million, against a goal of sixty-one tasks.

MTA Bridges and Tunnels Commitments as of February 28, 2021

2021 Budget Goal:	\$172.9
2021 Annual Forecast	\$166.6
YTD Goal:	\$5.4
YTD Actual:	\$8.1
YTD Budgeted Value:	\$10.2
Left to Commit:	\$158.5



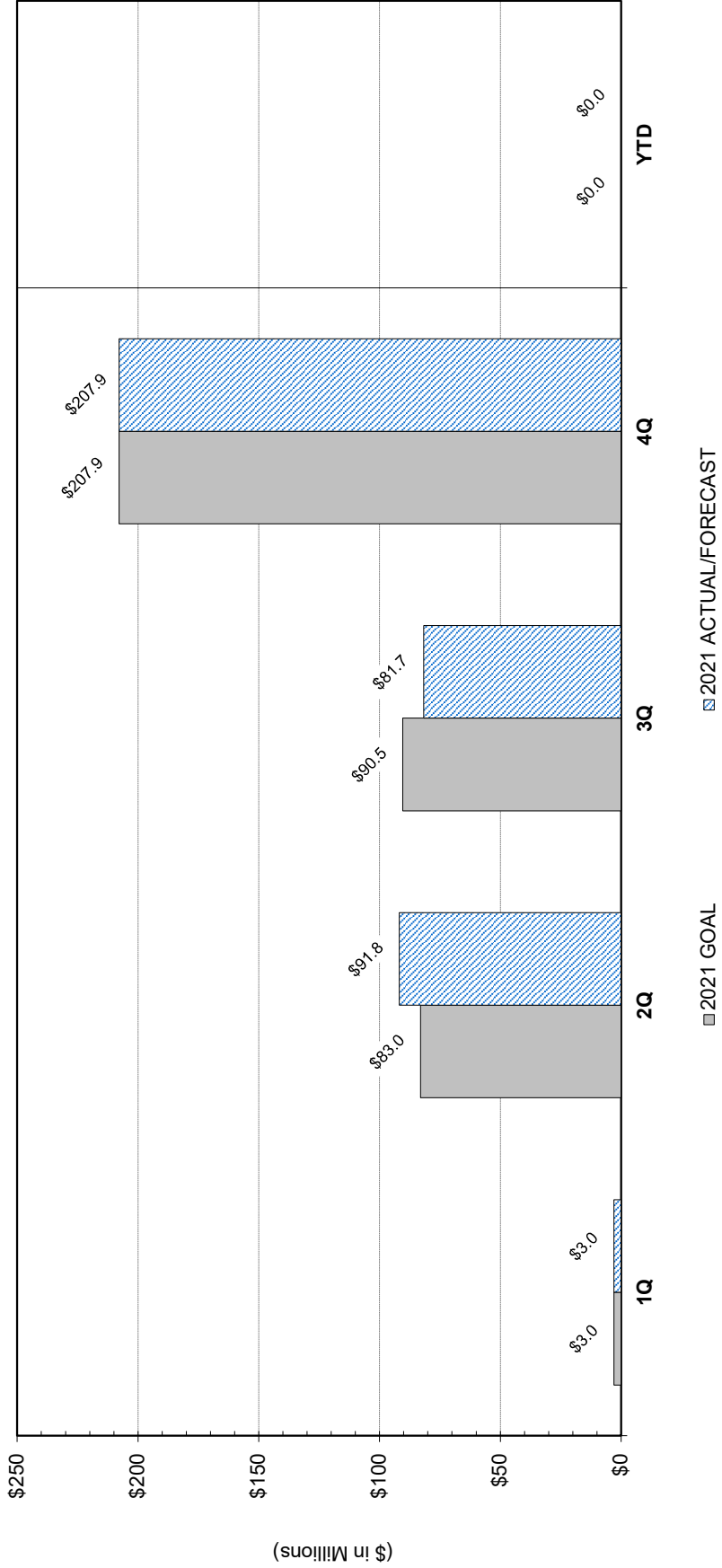
MTA Bridges and Tunnels: Status of Major Commitments as of February 28, 2021

Project ID	ACEP	Project Description	Budget (\$ in Millions)			Award Date			Notes	
			2021 Goal	Actual / Forecast*	Budgeted Value	2021 Goal	Advertisement Date	Actual / Forecast		
VN-X4	D806VNX1	VN - Operational Improvements (Safety Fence)	\$40.0	\$35.0M	\$40.0	Apr-21	May-20	Apr-21	F	1

Note 1: We expect to have good bid savings based on the proposals received.

**MTA Bridges and Tunnels
Completions as of February 28, 2021**

2021 Budget Goal: \$384.3
 2021 Annual Forecast: \$384.3
 YTD Goal: \$0.0
 YTD Actual: \$0.0
 Left to Complete: \$384.3



MTA Bridges and Tunnels: Status of Major Completions as of February 28, 2021

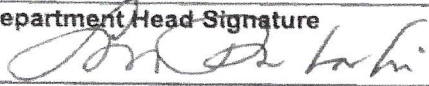
Project ID	ACEP	Project Description	Budget (\$ in Millions)		Completions Status		Completion Date		Notes
			2021 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2021 Goal	Actual / Forecast	
VN-10	D701VN10	Anchorage & Piers Rehabilitation and Sealing	\$49.0	\$49.0	82	0	May-21	May-21	F
CB-18	D701CB18	CB Scour Protect/Repair/Replace CB/MP Pier Fender	\$65.9	\$65.9	36	0	Jul-21	Jul-21	F
HC-07	D704HC07	Rehabilitation of HCT Ventilation Systems	\$88.0	\$88.0	74	0	Oct-21	Oct-21	F
VN-49	D707VN49	Paint Suspended Span Upper & Lower Level Steel	\$73.6	\$73.6	41	17	Dec-21	Dec-21	F





PROCUREMENT PACKAGE
March 2021

PROCUREMENT

The Procurement Agenda this month includes six procurement actions for a proposed expenditure of \$43.3M.

Staff Summary

Subject		Request for Authorization to Award a Procurement Action			
Department		Contracts			
Department Head Name		Steve Plochochi			
Department Head Signature					
Board Action					
Order	To	Date	Approval	Info	Other
1	B&T Committee	3/17/21	X		
2	Board	3/17/21	X		

Date: March 8, 2021			
Internal Approvals			
	Approval		Approval
	Deputy Chief Development Officer, Delivery		President
	Deputy Chief Development Officer, Development		Executive Vice President & General Counsel

PURPOSE:

To obtain the approval of the Board to award six (6) procurement actions and to inform the Bridges and Tunnels Committee of the procurement actions.

DISCUSSION:

MTA Construction & Development proposes to award Competitive Procurements in the following category:

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote</u>		
Schedule C: Competitive Requests for Proposals (Award of Purchase/Public Work Contracts)	1	\$32,845,000.00
<u>Schedules Requiring Majority Vote</u>		
Schedule F: Personal Service Contracts	5	\$10,454,231.52
TOTAL	6	\$43,299,231.52

Budget Impact:

The approval of the procurement actions will obligate capital and operating funds in the amounts listed. Funds are available in the capital and operating budgets for this purpose.

Recommendation:

The procurement actions be approved as proposed. (The items are included in the resolution of approval at the beginning of the Procurement Section.)

MARCH 2021

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

**Schedule C. Competitive Requests for Proposals (Award of Purchase/Public Work Contracts)
(Staff Summaries required for all items greater than \$1M)**

- | | | | |
|----|--|-----------------|--------------------------------------|
| 1. | El Sol Contracting/ES II Enterprises JV
Contract No. VN-X4
One Year and Seven Months | \$32,845,000.00 | <u>Staff Summary Attached</u> |
|----|--|-----------------|--------------------------------------|

MTA Construction and Development seeks Board approval to award a competitively solicited public work contract for Design-Build Services for Installation of the Safety Fence on the Upper and Lower Roadways at the Verrazzano-Narrows Bridge.

Procurements Requiring Majority Vote:

**Schedule F. Personal Service Contracts
(Staff Summaries required for all items greater than \$1M)**

- | | | | |
|------|---|-----------------|---|
| 2-5. | Thornton Tomasetti, Inc.
Contract No. PSC-20-3043A
Two Years and Nine Months | \$ 2,496,512.60 | <u>Staff Summary Attached</u>
↓ |
| | Stantec Consulting Services, Inc.
Contract No. PSC-20-3043B
Two Years and Nine Months | \$ 2,242,054.60 | ↓ |
| | Hardesty & Hanover, LLC
Contract No. PSC-20-3043C
Two Years and Nine Months | \$ 1,800,550.00 | ↓ |
| | HNTB New York Engineering
and Architecture, P.C.
Contract No. PSC-20-3043D
Two Years and Nine Months | \$ 1,512,390.48 | ↓ |

MTA Construction and Development seeks Board approval to award four personal service contracts from a competitive solicitation for the 2021 Biennial Bridge Inspections.

- | | | | |
|----|--|-----------------|--------------------------------------|
| 6. | Stantec Consulting Services, Inc.
Contract No. PSC-20-3044
Two Years and Nine Months | \$ 2,402,723.84 | <u>Staff Summary Attached</u> |
|----|--|-----------------|--------------------------------------|

MTA Construction and Development seeks Board approval to award a competitively solicited personal service contract for the 2021 Routine Tunnel Inspections at the Queens Midtown and Hugh L. Carey Tunnels.

Dept & Dept Head B&T Business Unit, Joe Keane, PE, VP and Chief Engineer <div style="text-align: center;"><i>Joe Keane</i></div>						SUMMARY INFORMATION																									
Contracts Department Brian Bajor, Vice President & Chief Procurement Officer <div style="text-align: center;"><i>Brian Bajor</i></div>						<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width: 70%; padding: 2px;">Vendor Name</td> <td style="width: 30%; padding: 2px;">Contract Number</td> </tr> <tr> <td style="padding: 2px;">El Sol Contracting/ES II Enterprises JV</td> <td style="padding: 2px;">VN-X4</td> </tr> </table>		Vendor Name	Contract Number	El Sol Contracting/ES II Enterprises JV	VN-X4																				
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Board Reviews						Description Design-Build Services for Installation of the Safety Fence on the Upper and Lower Roadways at the Verrazzano-Narrows Bridge																									
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2	Board	3/17/21	X																												
Internal Approvals						Contract Term One (1) Year, Seven (7) Months																									
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						Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:																									

PURPOSE/RECOMMENDATION

Construction and Development (C&D) is seeking Board approval to award a competitively solicited public work contract for Design-Build Services for Installation of the Safety Fence on the Upper and Lower Roadways at the Verrazzano-Narrows Bridge (VNB) to El Sol Contracting/ES II Enterprises JV (El Sol) in the negotiated amount totaling \$32,845,000 with a Substantial Completion duration of one (1) year, seven (7) months. Also, this solicitation included stipends in the amount of \$48,000 to be paid to each unsuccessful proposer whose proposal met defined proposal standards. Accordingly, approval is also requested to pay stipends totaling \$192,000 to the four unsuccessful proposers.

DISCUSSION

The Contract VN-X4 solicitation utilized a competitive Request for Proposal (RFP) process for the proposed design-build (D-B) services for the installation of the safety fence on the Verrazzano-Narrows Bridge. The Work requires the design and installation of the safety fence on the upper and lower levels of the suspended spans between the Brooklyn Anchorage and Staten Island Anchorage. The goals under this project include: (i) providing a fence that enhances the safety of the public and those on the roadway and prevents public access to bridge areas outside the bridge envelope; (ii) maximizes the investment by sequencing construction to minimize impacts to traffic, reduce future maintenance requirements, minimize the effects on neighboring residents and businesses without impacts to the environment; (iii) minimizing the impacts for future bridge inspection and maintenance initiatives; and (iv) maintaining the bridge’s visual and aesthetic qualities.

A 2-Step procurement selection process was conducted for this contract. In Step 1, the service requirements were publicly advertised; nine (9) firms submitted qualification information and based on a review of their qualifications, five (5) firms were deemed qualified to receive the RFP and submit proposals under Step 2. All five (5) firms submitted proposals: Ahern Painting Contractors, Inc. (Ahern) - \$47,882,100; El Sol Contracting/ES II Enterprises JV (El Sol) - \$32,945,000; Judlau Contracting, Inc. (Judlau) - \$46,833,000; Kiewit Infrastructure Co. (Kiewit) - \$42,000,000; and Tully Construction Co. (Tully) - \$28,730,000. The proposals were evaluated against established criteria set forth in the RFP, including: proposed price; D-B technical approach; schedule; D-B experience; key personnel and management approach.

Technical Proposals were evaluated by the Selection Committee (SC) prior to evaluation of the cost proposals. The SC unanimously recommended El Sol as the highest rated firm after combining technical and cost scoring based on several factors: (i) the technical proposal provides a simplified, maintainable safety fence solution, which meets B&T's requirements resulting in overall cost savings; (ii) superior understanding of the project technical specifications and risks; (iii) a realistic aggressive proposed schedule; (iv) the best understanding to effectively coordinate the Work of this project with the ongoing work, as compared to the other proposers; (v) submission of a competitively priced proposal. The other proposers provided responsive proposals, which were deemed as technically acceptable by the SC. However, El Sol's proposal best optimized the design-build process efficiencies.

El Sol submitted a proposal in the amount of \$32,945,000 and a schedule of one (1) year, seven (7) months, which shall become the Contract Substantial Completion duration (5 months shorter than the RFP requirement). Negotiations with El Sol included discussions concerning the technical requirements, design assumptions, coordination of work with other contractors on the bridge and construction approach resulting in a reduced agreed Contract price totaling \$32,845,000. The negotiated price is below the internal estimate and is considered fair and reasonable. El Sol's negotiated proposal is considered the best value and in C&D's best interest. El Sol is deemed to be a responsible contractor.

D/M/WBE/SDVOB INFORMATION

The MTA Department of Diversity and Civil Rights (DDCR) has established 10% MBE, 10% WBE and 0% SDVOB goals on this contract. El Sol Contracting/ES II Enterprises, Joint Venture submitted an MWBE Utilization Plan that is projected to meet the MWBE/SDVOB goal requirements. El Sol Contracting/ES II Enterprises has achieved its MWDBE goals on previous MTA Contracts.

IMPACT ON FUNDING

Funding for the design and installation of the safety fence, and stipend for the four (4) unsuccessful proposers are included in the B&T's 2020-2024 Capital Program.

ALTERNATIVES

None recommended. Currently, C&D does not possess the in-house technical personnel to perform the scope of work associated with the Design-Build Contract.

Dept. & Dept. Head: B&T Business Unit, Joe Keane, VP & Chief Engineer <i>Joe Keane</i>					
Contracts Department Brian Bajor, Vice President & Chief Procurement Officer <i>Brian Bajor</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	B&T Committee	3/17/21	X		
2	Board	3/17/21	X		
Internal Approvals					
	Approval		Approval		
<i>D</i>	Deputy Chief, Development	<i>JUL</i>	President		
<i>MR</i>	Deputy Chief, Delivery	<i>ZZ</i>	Executive Vice President & General Counsel		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Thornton Tomasetti, Inc.	PSC-20-3043A
Stantec Consulting, Inc.	PSC-20-3043B
Hardesty & Hanover, LLC	PSC-20-3043C
HNTB NY Eng. & Arch., P.C.	PSC-20-3043D
Description	
2021 Biennial Bridge Inspection & Design of Miscellaneous Structural Repairs at the Throgs Neck, Bronx-Whitestone, Marine Parkway, Cross Bay, Henry Hudson Bridge and Hugh L. Carey Tunnel Approach Bridge	
Total Amount: \$8,051,507.68 (A) \$2,496,512.60; (B) \$2,242,054.60; (C) \$1,800,550.00; (D) \$1,512,390.48	
Contract Term	
Two (2) Years, Nine (9) Months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	
Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE/RECOMMENDATION

Construction & Development (C&D) is seeking Board approval to award four personal service contracts for the 2021 Biennial Bridge Inspections in the not-to-exceed (NTE) contract amounts to the following firms: (i) Contract PSC-20-3043A - Throgs Neck Bridge (TNB) to Thornton Tomasetti, Inc. (TTI) in the NTE amount of \$2,496,512.60; (ii) Contract PSC-20-3043B - Bronx-Whitestone Bridge (BWB) to Stantec Consulting Services, Inc. (Stantec) in the NTE amount of \$2,242,054.60; (iii) Contract PSC-20-3043C - Marine Parkway Bridge (MPB) and Cross Bay Bridge (CBB) to Hardesty & Hanover, LLC (H&H) in the NTE amount of \$1,800,550.00; and (iv) Contract PSC-20-3043D - Henry Hudson Bridge (HHB) and the Hugh L. Carey Tunnel (HLCT) Approach Bridge to HNTB New York Engineering and Architecture, P.C. (HNTB) in the NTE amount of \$1,512,390.48. Each contract will be for a duration of approximately two (2) years, nine (9) months through December 31, 2023.

DISCUSSION

This contract solicitation requires the services of engineering consultant firms to perform biennial bridge inspections and miscellaneous engineering and design services at the: TNB, BWB, MPB and CBB, and HHB and HLCT Approach Bridge. The scope of services includes: mandated biennial bridge inspections; underwater inspections (TNB and BWB); follow-up special inspections; miscellaneous related design and engineering services; and materials testing. The biennial inspections assist in keeping bridge assets in a state of good repair as mandated by the Federal Highway Administration (FHWA) and the New York State Department of Transportation (NYSDOT).

The requirements were publicly advertised. Eight (8) firms submitted qualification information for review and evaluation by the selection committee. Six (6) firms were chosen to receive the RFP based on a review of those qualifications: H&H, HNTB, KB Group of NY, Inc. (KB), Stantec, TTI, and WSP USA, Inc. (WSP). Each of those firms submitted proposals. The proposals were evaluated against established criteria set forth in the RFP including technical work proposed, depth of understanding of the project, qualifications

of the firm for specific personnel proposed, diversity practices and cost. Based on the selection committee's review of all submittals and its consideration of the costs proposed, the selection committee recommended TTI for Group A (TNB), Stantec for Group B (BWB), H&H for Group C (MPB and CBB) and HNTB for Group D (HHB and HLCT Approach Bridge). These selections are based on the highest technically rated firm with the most advantageous cost proposal being recommended for award. Proposers may not inspect the same facility in consecutive biennial cycles.

The Selection Committee's recommendations were based on the following:

- TTI submitted the most comprehensive technical proposal for Group A and provided additional supporting documentation and detail during its oral presentation. The firm also displayed a clear understanding of the biennial inspection processes and unique inspection requirements of long span bridge facilities like the TNB.
- Stantec's proposed Project Manager has demonstrated strong experience performing similar long span bridge inspections, proposed sufficient staffing to complete the inspection in an efficient and timely manner and demonstrated a clear understanding of the processes and inspection requirements.
- H&H proposed well-qualified structural teams for the MPB and CBB. H&H possesses a proactive management with experience with biennial inspections and demonstrated a thorough understanding of the operational requirements.
- HNTB presented a well-qualified project team and submitted a technical proposal that demonstrated an understanding of and plan to address C&D's inspection requirements with regard to the HHB and the HLCT Approach Bridge.
- The other two firms were technically qualified. However, KB's and WSP's proposed hours and costs were consistently above the estimates, indicating a lack of complete understanding of the inspection scopes. Both firms were ranked lower as compared to the selected firms in the over-all group scoring.

The not-to-exceed contract amounts are considered fair and reasonable. All consultants (TTI, Stantec, H&H and HNTB) are deemed responsible consultants.

D/M/WBE/SDVOB INFORMATION

The MTA Department of Diversity and Civil Rights has established goals of 15% MBE, 15% WBE and 6% SDVOB for each of these contracts. HNTB, TTI, Stantec and H&H have all submitted utilization plans projected to meet the goal requirements. HNTB, TTI, and H&H have each achieved their MWDBE goals on previous MTA contracts. Stantec has not achieved its MWDBE goals on previous contracts, however; it has demonstrated good faith effort towards meeting these goals.

IMPACT ON FUNDING

Funding in the amount of \$8,051,507.68 is available in the Operating Budget under GFM-538, General Ledger #711101.

ALTERNATIVES

There are no recommended alternatives. Other than those tasks being performed with internal forces, C&D does not have the resources required to perform these FHWA and NYSDOT mandated inspection requirements.

Dept. & Dept. Head: B&T Business Unit, Joe Keane, P.E., VP & Chief Engineer <i>Joe Keane</i>						SUMMARY INFORMATION	
Contracts Department: Brian Bajor, VP & Chief Procurement Officer <i>Brian Bajor</i>						Vendor Name: Stantec Consulting Services, Inc.	Contract Number: PSC-20-3044
Board Reviews						Description: 2021 Routine Tunnel Inspections at the Queens-Midtown and Hugh L. Carey Tunnels	
Order	To	Date	Approval	Info	Other	Total Amount \$2,402,723.84	
1	B&T Committee	3/17/21	X			Contract Term Two (2) years, nine (9) months	
2	Board	3/17/21	X			Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
						Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Internal Approvals						Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
	Approval		Approval	Solicitation Type			
<i>Ⓜ</i>	Deputy Chief, Development	<i>JM</i>	President	<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:			
<i>MR</i>	Deputy Chief, Delivery	<i>[Signature]</i>	Executive Vice President & General Counsel				
				Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:			

PURPOSE/RECOMMENDATION:

Construction & Development (C&D) is seeking Board approval under the All Agency Service Procurement Guidelines to award a personal service contract for the 2021 Routine Tunnel Inspections at the Queens Midtown Tunnel and Hugh L. Carey Tunnel to Stantec Consulting Services, Inc. (Stantec) in the not-to-exceed amount of \$2,402,723.84. The duration of this contract will be for two (2) years and nine (9) months.

DISCUSSION:

This contract solicitation requires the services of a consultant to perform the 2021 Routine Tunnel Inspection at the Queens Midtown Tunnel and Hugh L. Carey Tunnel. The tunnel inspections support keeping tunnel assets in a state of good repair and are mandated by the Federal Highway Administration (FHWA) as well as NYSDOT Laws & Regulations.

The requirements were publicly advertised. Six (6) firms submitted qualification information for review and evaluation by the Selection Committee. Three (3) firms were chosen to receive the Request For Proposal (RFP) based on a review of those qualifications and all three (3) submitted proposals: AECOM USA, Inc. (\$2,370,294.33), Stantec Consulting Services, Inc. (\$2,586,613.53) and Mott MacDonald, NY, Inc. (\$3,411,683.00). The proposals were evaluated against established criteria set forth in the RFP including technical work proposed, depth of understanding of the project, qualifications of specific personnel, diversity practices and cost. Based on the Selection Committee's review of all submittals and its consideration of proposed costs, the Selection Committee unanimously recommended Stantec.

The Selection Committee's recommendation was based on the following:

- Stantec demonstrated a superior understanding of the RFP Technical Requirements and proposed qualified teams with personnel that met or exceeded the required qualifications. Stantec also presented the most comprehensive allocation of hours based on the tasks specified in the RFP.
- The team presented by AECOM was less qualified as compared to Stantec.
- Mott MacDonald's proposed hours and cost were more than 30% above the Engineer's Estimate. Also, their proposed team was less qualified as compared to Stantec.

Stantec submitted a cost proposal in the amount of \$2,586,613.53. The not-to-exceed amount of \$2,402,723.84 is 7.11% below the original cost proposal and 0.24% above the previously awarded Tunnel Inspection contract. Therefore, the not-to-exceed amount is considered fair and reasonable.

D/M/WBE/SDVOB INFORMATION

The MTA Department of Diversity and Civil Rights (DDCR) has established 15% MBE, 15% WBE and 6% SDVOB goals on this contract. Stantec Consulting Services, Inc. submitted an MWBE/SDVOB utilization plan that is projected to meet the goal requirements. Stantec has not achieved its MWDBE goals on previous contracts, however; it has demonstrated good faith effort towards meeting these goals.

IMPACT ON FUNDING

Funding in the not-to-exceed amount of \$2,402,723.84 is available in the Operating Budget under Project GFM-539/PSC-20-3044, General Ledger # 711101.

ALTERNATIVES

There are no recommended alternatives. C&D does not possess the resources required to perform these mandated inspections.