



Metropolitan Transportation Authority

Bridges and Tunnels Committee Meeting

December 2021

Committee Members

D. Mack, Acting Chair

A. Albert

J. Barbas

N. Brown

R. Glucksman

K. Law

H. Mihaltses

J. Samuelsen

L. Schwartz

V. Tessitore

N. Zuckerman

Bridges & Tunnels Committee Meeting

2 Broadway, 20th Floor Board Room

New York, NY 10004

Monday, 12/13/2021

9:00 - 9:30 AM 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 Period

3. Approval of Minutes - November 2021

B&T Committee Minutes - November 2021 - Page 5

4. Proposed 2022 Committee Work Plan

B&T Committee Work Plan - Page 9

5. Report on Operations - October 2021

B&T Report on Operations - October 2021 - Page 15

6. Safety Report - October 2021

B&T Safety Report - October 2021 - Page 31

7. 2022 Budget and 2022-2025 Financial Plan Adoption (Action Item)

B&T 2022 Adopted Budget Financial Plan 2022-2025 (Action Item) - Page 36

8. Procurements

B&T Procurements - None

MTA C&D Procurements

MTA C&D Procurements - Page 47



Bridges and Tunnels

Summary of Actions



**CONSTRUCTION & DEVELOPMENT
COMMITTEE ACTIONS and PRESENTATIONS
SUMMARY for DECEMBER 2021**

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	Walsh, Construction Co. II, LLC	\$45,558,000	MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited Public Works contract (RK-23/RK-83) for Design-Build Services for a New Pedestrian Walkway and Fender Rehabilitation at the Robert F. Kennedy Bridge.
Contracts	E-J Electric Installation Co.	\$34,950,000	MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited Public Works contract (HH-36) for Design-Build Services for Electrical Power Resiliency, Utility and Building Improvements at the Henry Hudson Bridge.
Contracts	Kiewit Infrastructure Company	\$18,215,000	MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited Public Works contract (MP-09) for Design-Build Services for the Replacement of Tower Elevator Systems and Miscellaneous Repairs at the Marine Parkway-Gil Hodges Memorial Bridge.



Bridges and Tunnels

Minutes of Committee Meeting November 2021



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

November 15, 2021

9:00 a.m.

In attendance were the Honorable:

David S. Mack, Acting Chair
Andrew Albert
Jamey Barbas
Norman Brown
Randolph Glucksman
Kevin S. Law
Vincent Tessitore, Jr.
Neal Zuckerman

Also in Attendance:
Robert W. Linn

In Person:

Daniel F. DeCrescenzo, Jr., President
Richard Hildebrand, Vice President and Chief of Operations
Eric Osnes, Vice President and Chief Safety Officer

Virtual:

Anne Marie Bressler, Vice President, Intelligent Transportation Systems and Tolling
Julia R. Christ, General Counsel and Corporate Secretary - TBTA, MTA
Marissa Krinis, Financial Liaison TBTA, MTA Finance
Charles Passarella, Vice President, Maintenance and Operations Support

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

November 15, 2021

Minutes of TBTA Committee held November 15, 2021 at 9:00 a.m. A list of those in attendance is attached.

Public Speakers

There were no public speakers.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on October 18, 2021 were approved.

Committee Work Plan

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

President DeCrescenzo's Remarks

President DeCrescenzo stated that on Sunday, November 7, 2021 the Verrazzano-Narrows Bridge hosted the start of the 50th New York City Marathon. As in past years, TBTA employees from across departments played a key role in the planning, set-up, site-security, and monumental clean-up for the nearly 30,000 athlete participants and worked closely with event organizers and regional partners including the New York City Police Department, New York National Guard, New York State Police, New York City Department of Sanitation and others, to bring forth a truly memorable and safe event for all. A photo montage of the event was presented after which President DeCrescenzo expressed his thanks to the TBTA employees who were involved in this year's successful event, which marked another milestone in New York City's ongoing recovery from the COVID-19 pandemic and recognized current and former employees who ran and completed the marathon: Bridge and Tunnel Officer José Vasquez, Labor Counsel Ed Miyashiro, MTA IT Security Director Frank DeQuar, and Chief Hildebrand. President DeCrescenzo recognized TBTA's MTA Construction and Development partners for completing the latest work-zone transition on the Verrazzano-Narrows Bridge Upper Level roadway project, having advanced to the next stage of construction, notably in advance of the marathon, and the MTA Press Office and Communications team for getting the word out regarding the day's events.

Finally, President DeCrescenzo stated that TBTA recently held its Winter Weather Preparation session to review TBTA's readiness and winter storm policies and procedures. Operations, Maintenance and other key departments presented specifics on resources, protocols and action plans, as well as lessons learned and any changes from last year's winter season. President DeCrescenzo expressed his thanks to the planning section for putting this session together and to all departments that participated in this critical exercise of preparation.

Refer to the video recording of the meeting produced by the Metropolitan Transportation Authority and maintained in MTA records for the content of the photo montage of the New York City Marathon.

Report on Operations

With regard to the Report on Operations for September 2021, Vice President and Chief of Operations (Chief) Hildebrand stated that paid vehicle traffic was 27.1 million vehicles, which is 2.6% lower or 0.73 million fewer vehicles, as compared to the same month in 2019. Traffic was 12.7% higher than it was in September of 2020, during which TBTA had 24.0 million paid crossings. Preliminary figures indicate that traffic declined by 0.1% in October 2021 as compared to the same month in 2019 and was 7.7% lower year to date as compared to 2019. E-ZPass market share remains high at 94.5% of TBTA's total traffic, which is consistent with 2020 but

slightly lower than two years ago. Chief Hildebrand also stated that the TBTA Operations Department continues to focus on efficient movement of traffic at its facilities, which includes patrolling, monitoring traffic patterns, on- and off-property roadwork and effective communication with motorists. Adjustments to traffic configurations, roadwork schedules, signage and messaging are a consistent part of TBTA's delivery of service to its customers. The Operations Department also works with other departmental and regional partners to ensure maximum roadway availability during times of peak travel. Commissioner Zuckerman observed that the traffic numbers appear to be the same as they were prepandemic but the volume of vehicles and traffic appear to have increased. Chief Hildebrand and President DeCrescenzo responded that while the volume of vehicles and traffic levels have recovered, the perception is that there is more volume due to changes and shifts in traffic patterns based on rush hour periods and on- and off-property work. Acting Chair Mack expressed concurrence that the rush hour is tight and the volume is strong. Commissioner Linn asked whether changes in toll rates could be used to incentivize motorists based on traffic changes and changes in rush hour periods. President DeCrescenzo responded that shifts in traffic by time of day and changes in rush hour periods are considered with regard to changes in toll rates and that, prior to the last toll rate changes, higher toll rates were discussed based on time of day and on gridlock alert days. Acting Chair Mack stated that in Florida when there are greater traffic volumes, the tolls increase on the HOV lanes.

Safety Report

With regard to the Safety Report for September 2021, Vice President and Chief Safety Officer Osnes stated that the 2021 total collision rate was 3.9 per million vehicles or 39% better than in 2019 and 19% better than in 2020. The 2021 collisions with injuries rate was 0.62 per million vehicles, or 28% better than in 2019 and 20% better than in 2020. The employee lost time injury rate was 6.0 incidents per 200,000 work hours, with no increase as compared to the same period in 2020 and a slightly higher increase as compared to the same period in 2019. Commissioner Brown congratulated TBTA on the very good safety numbers. Chief Safety Officer Osnes responded that the positive numbers are attributable to teamwork with MTA Construction and Development and the implementation of engineering and construction controls that were put in place since 2019. Acting Chair Mack commented that law enforcement initiatives are a contributing factor. Commissioner Albert inquired as to whether the reported safety figures at different facilities and the impact that volume has on those figures provide a true picture of facility collision rates, which may be higher at different facilities. President DeCrescenzo responded that the collision rates are based on per million vehicles, so that when there is more volume and more traffic those impacts are reviewed. He also stated that the engineering controls put in place between 2019 and 2020, the changes in road conditions at certain facilities, and the enforcement measures have all had a positive impact on the collision rates.

Procurements

President DeCrescenzo stated that there are no procurements.

Financial Report, Capital Program Status Report and Diversity Report

President DeCrescenzo referred the Committee to the Financial Report and the Capital Program Status Report contained in the Committee materials. There were no questions regarding these reports.

Adjournment

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

Respectfully submitted,



Julia R. Christ
General Counsel and Corporate Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

TOPIC

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

Procurements
Action Items (if any)

Responsibility

Committee Chair & Members
Committee Chair & Members
ITS & Tolling
Safety & Health
Controller/Planning & Budget
Construction & Development/
Planning & Budget
Procurement & Materials

II. SPECIFIC AGENDA ITEMS

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
EE

March 2022

Annual Procurement Contracts Report

Procurement & Materials/
Finance

April 2022

Final Review of 2021 Year-End Operating Results

Planning & Budget

May 2022

Diversity Report – 1st Quarter 2022

EEO

June 2022

No items scheduled

July 2022

No items scheduled

August 2022

No meeting scheduled

September 2022

2023 Preliminary Budget
Diversity Report – 2nd Quarter 2022

Planning & Budget
EEO

October 2022

2023 Preliminary Budget

Planning & Budget

November 2022

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, 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.

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

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

Due to continued update of workforce information resulting from Transformation and the need to reconcile individual agencies' data agency-wide, all reporting of agency-wide Diversity workforce data will be provided by the Department of Diversity and Civil Rights (DDCR) at the Diversity Committee. Once the new census data is available, underutilization analysis for all job groups will be conducted and agency-wide utilization percentages will be provided. DDCR expects agency-specific data to be provided in the 1st Quarter 2022 Diversity Committee Book.

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.

MARCH 2022

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 2022

Final Review of 2021 Year-End Operating Results

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

MAY 2022

Diversity Report – 1st Quarter 2022

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

JUNE 2022

No items scheduled

JULY 2022

No items scheduled

AUGUST 2022

No meeting scheduled

SEPTEMBER 2022

2023 Preliminary Budget

Agency will present highlights of the Preliminary Budget to the Committee. Public comment will be accepted on the 2023 Preliminary Budget.

Diversity Report – 2nd Quarter 2022

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

OCTOBER 2022

2023 Preliminary Budget

Public comment will be accepted on the 2023 Preliminary Budget.

NOVEMBER 2022

No items scheduled.



Bridges and Tunnels

Report on Operations October 2021



Richard Hildebrand
Vice President
Operations

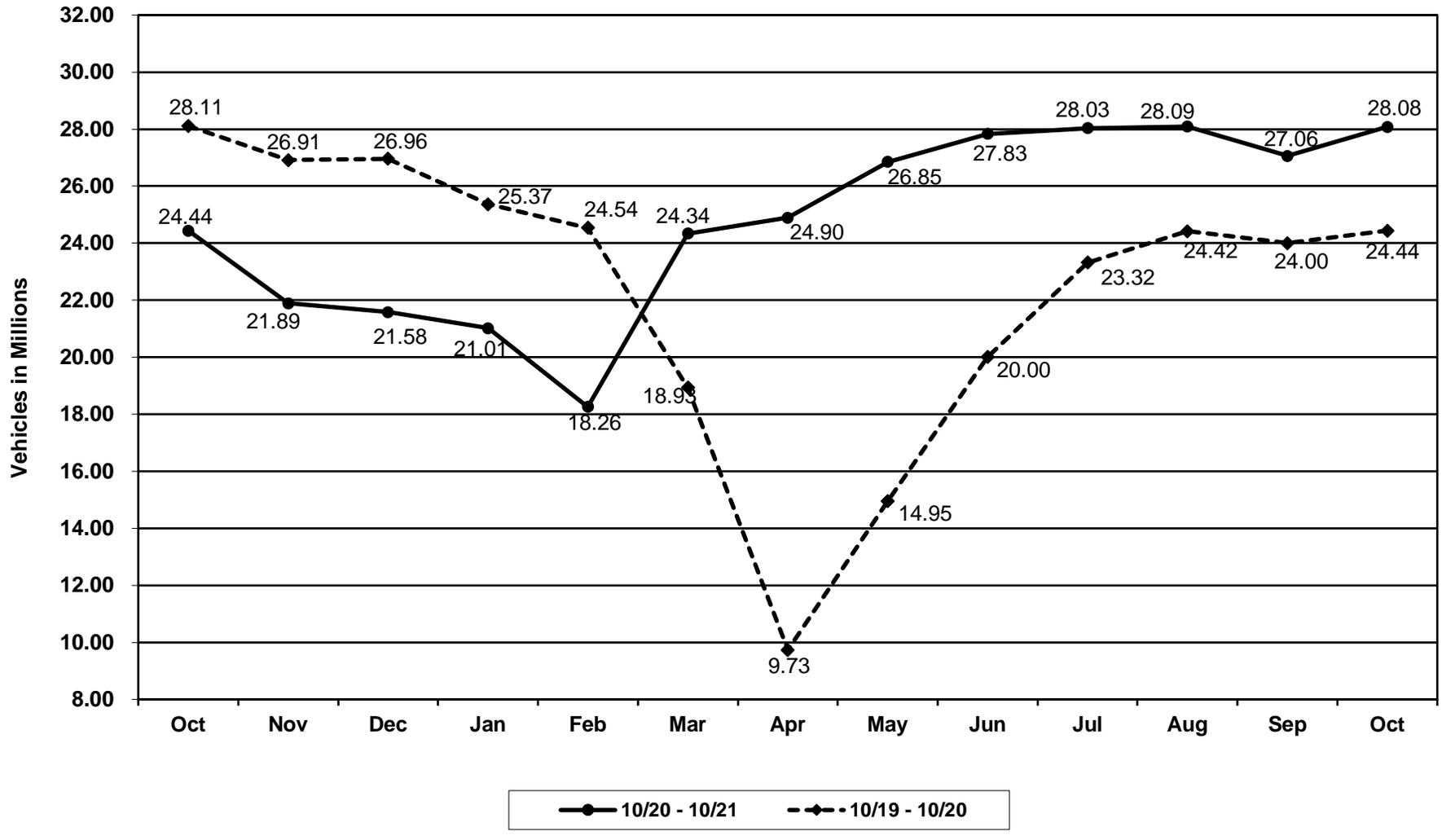
MTA Bridges and Tunnels October 2021 Traffic Trends

Summary

B&T's traffic numbers remain strong as the region continues to recover from the COVID-19 pandemic. For the month of October, 28.1 million paid vehicles crossed B&T facilities, an increase of 14.9% compared to 24.4 million in October 2020. Compared to October 2019, B&T paid traffic was 0.1% lower with 0.03 million fewer crossings.

Gasoline prices continued to rise in October, while favorable weather had a positive impact on B&T traffic in October. Rainfall in October was 4.0 inches, compared to 5.2 inches in 2020 and 5.6 inches two years ago. Gas prices have increased eleven months in a row and averaged \$3.49 per gallon in October, which is \$1.24 higher than 2020 and \$0.81 higher than two years ago. E-ZPass market share was 94.7% in October, consistent with last year and slightly lower than two years ago.

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



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

All B&T Facilities by Method of Payment				
	October 2021	October 2020	October 2019	2021 YTD
E-ZPass ¹	26,595,297	23,165,923	26,857,033	241,170,966
Tolls by Mail ¹	1,483,201	1,270,334	1,252,930	13,261,681
Total	28,078,498	24,436,257	28,109,963	254,432,647
E-ZPass Market Share:				
Total	94.7%	94.8%	95.5%	94.8%
Cars	94.7%	94.6%	95.4%	94.7%
Trucks	95.6%	97.2%	96.7%	96.5%

Facility	Average Weekday ²					Average Weekend ²										
	Oct 2021			E-ZPass Market Share					Oct 2021			E-ZPass Market Share				
	Total	E-ZPass	TBM	Oct 2021	Oct 2020	Oct 2019	2021 vs 2020	2021 vs 2019	Total	E-ZPass	TBM	Oct 2021	Oct 2020	Oct 2019	2021 vs 2020	2021 vs 2019
Bronx-Whitestone Bridge	140,163	131,529	8,634	93.8%	94.0%	94.7%	-0.2%	-0.9%	142,954	132,025	10,929	92.4%	92.5%	92.7%	-0.1%	-0.3%
Cross Bay Bridge	24,182	23,125	1,056	95.6%	96.5%	97.4%	-0.8%	-1.8%	18,566	17,611	955	94.9%	94.8%	96.0%	0.1%	-1.1%
Henry Hudson Bridge	77,568	73,889	3,679	95.3%	95.9%	96.5%	-0.6%	-1.2%	68,600	64,634	3,966	94.2%	94.9%	95.5%	-0.7%	-1.3%
Hugh L. Carey Tunnel	65,935	63,537	2,397	96.4%	95.6%	96.3%	0.7%	0.0%	54,224	51,657	2,567	95.3%	94.1%	94.7%	1.2%	0.5%
Marine Parkway Bridge	23,734	22,933	801	96.6%	96.9%	97.2%	-0.3%	-0.6%	17,928	17,170	758	95.8%	95.9%	96.3%	-0.2%	-0.5%
Queens Midtown Tunnel	82,120	78,806	3,314	96.0%	95.5%	97.1%	0.5%	-1.2%	76,669	72,651	4,018	94.8%	93.5%	95.7%	1.3%	-0.9%
Robert F. Kennedy Bridge	180,329	170,697	9,632	94.7%	94.6%	95.7%	0.1%	-1.0%	171,201	159,912	11,289	93.4%	93.0%	94.0%	0.4%	-0.6%
Throgs Neck Bridge	107,008	101,147	5,862	94.5%	94.9%	95.2%	-0.3%	-0.7%	114,826	106,537	8,290	92.8%	93.2%	93.2%	-0.4%	-0.4%
Verrazzano-Narrows Bridge ¹	219,674	210,614	9,059	95.9%	96.1%	96.5%	-0.2%	-0.6%	213,826	201,640	12,186	94.3%	94.4%	94.5%	-0.1%	-0.2%
All Facilities¹	920,712	876,278	44,434	95.2%	95.3%	96.0%	-0.1%	-0.9%	878,793	823,837	54,956	93.7%	93.6%	94.2%	0.1%	-0.5%

Notes:

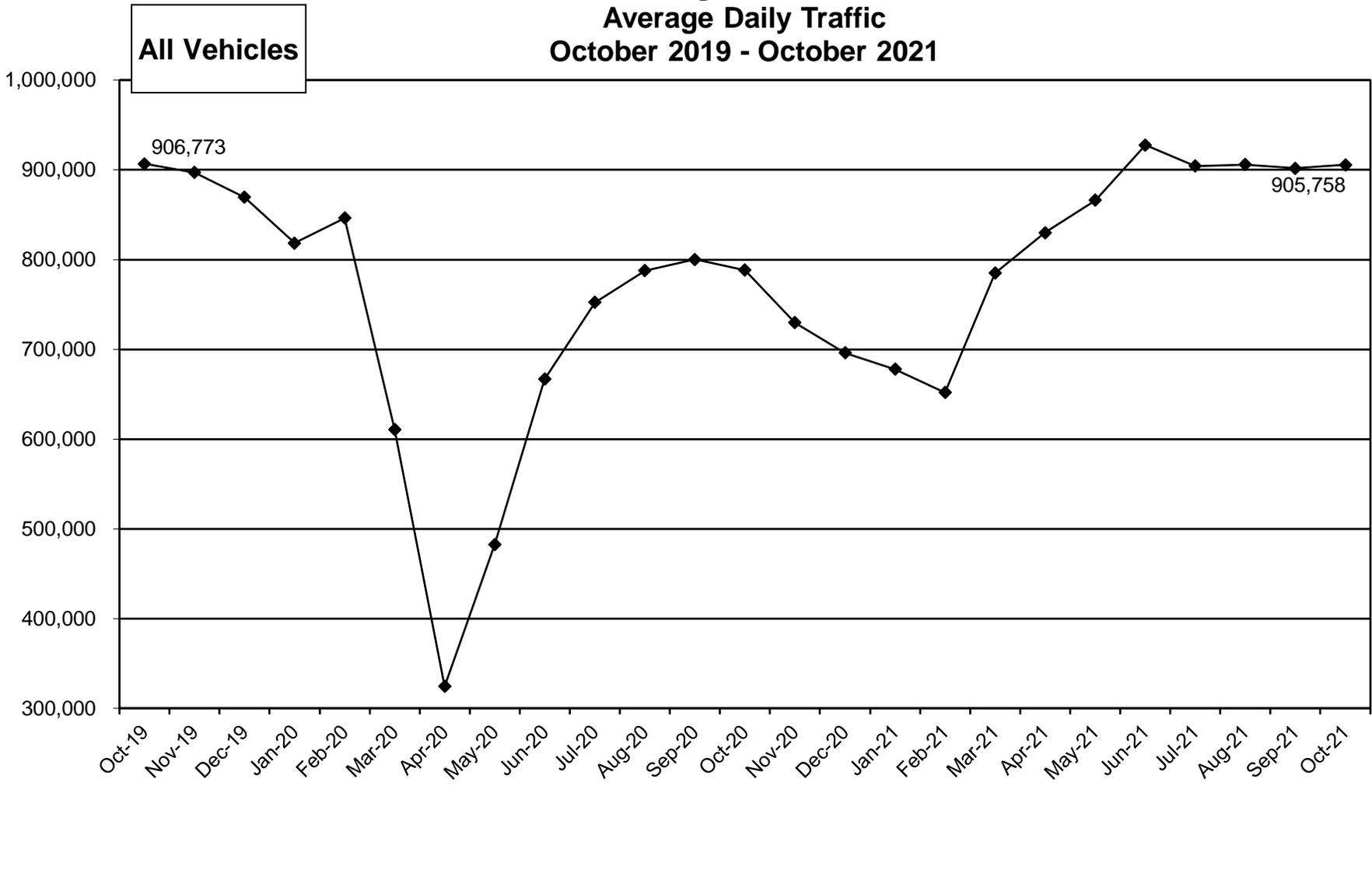
- At the Verrazzano-Narrows Bridge (VNB), tolls were only collected in the westbound direction prior to December 1, 2020.
- Average traffic and market share figures exclude holidays.

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

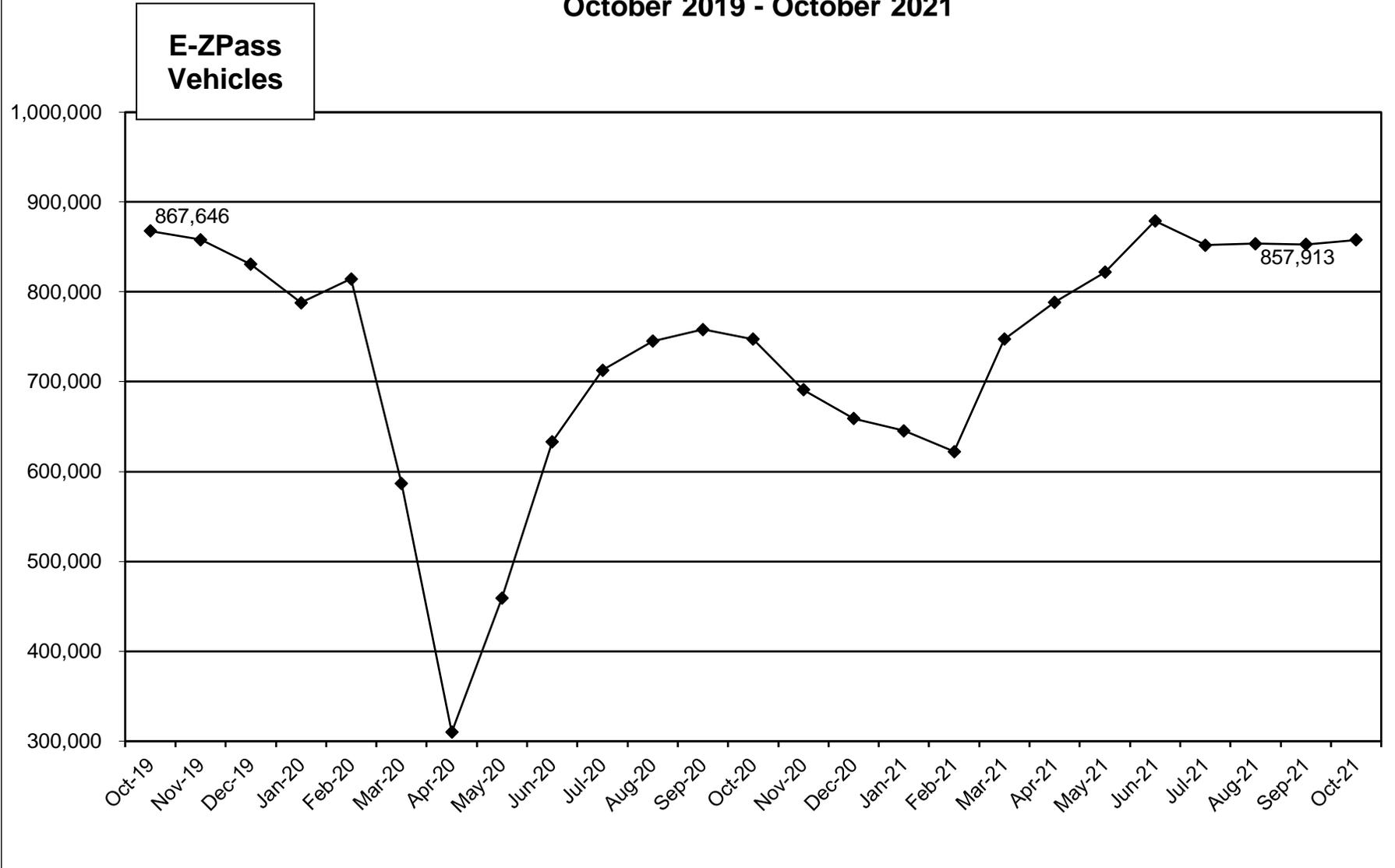
Distribution by Facility & Time Period			
Facility	October 2021		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	22.2%	23.0%	54.8%
Cross Bay Bridge	24.8%	24.7%	50.5%
Henry Hudson Bridge	22.6%	28.4%	49.0%
Hugh L. Carey Tunnel	24.3%	25.2%	50.4%
Marine Parkway Bridge	25.8%	27.6%	46.7%
Queens Midtown Tunnel	21.8%	23.3%	54.8%
Robert F. Kennedy Bridge	24.3%	21.1%	54.7%
Throgs Neck Bridge	23.6%	24.9%	51.5%
Verrazzano-Narrows Bridge	23.1%	24.1%	52.8%
All Facilities	23.3%	23.9%	52.8%

Payment Method by Facility (Transactions)			
Facility	October 2021		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	88.2%	5.1%	6.7%
Cross Bay Bridge	93.7%	1.7%	4.6%
Henry Hudson Bridge	83.5%	11.5%	5.1%
Hugh L. Carey Tunnel	89.8%	6.2%	3.9%
Marine Parkway Bridge	93.4%	3.0%	3.6%
Queens Midtown Tunnel	89.4%	6.2%	4.4%
Robert F. Kennedy Bridge	88.0%	6.2%	5.7%
Throgs Neck Bridge	86.2%	7.7%	6.1%
Verrazzano-Narrows Bridge	85.4%	10.0%	4.6%
All Facilities	87.3%	7.4%	5.3%

MTA Bridges and Tunnels Average Daily Traffic October 2019 - October 2021

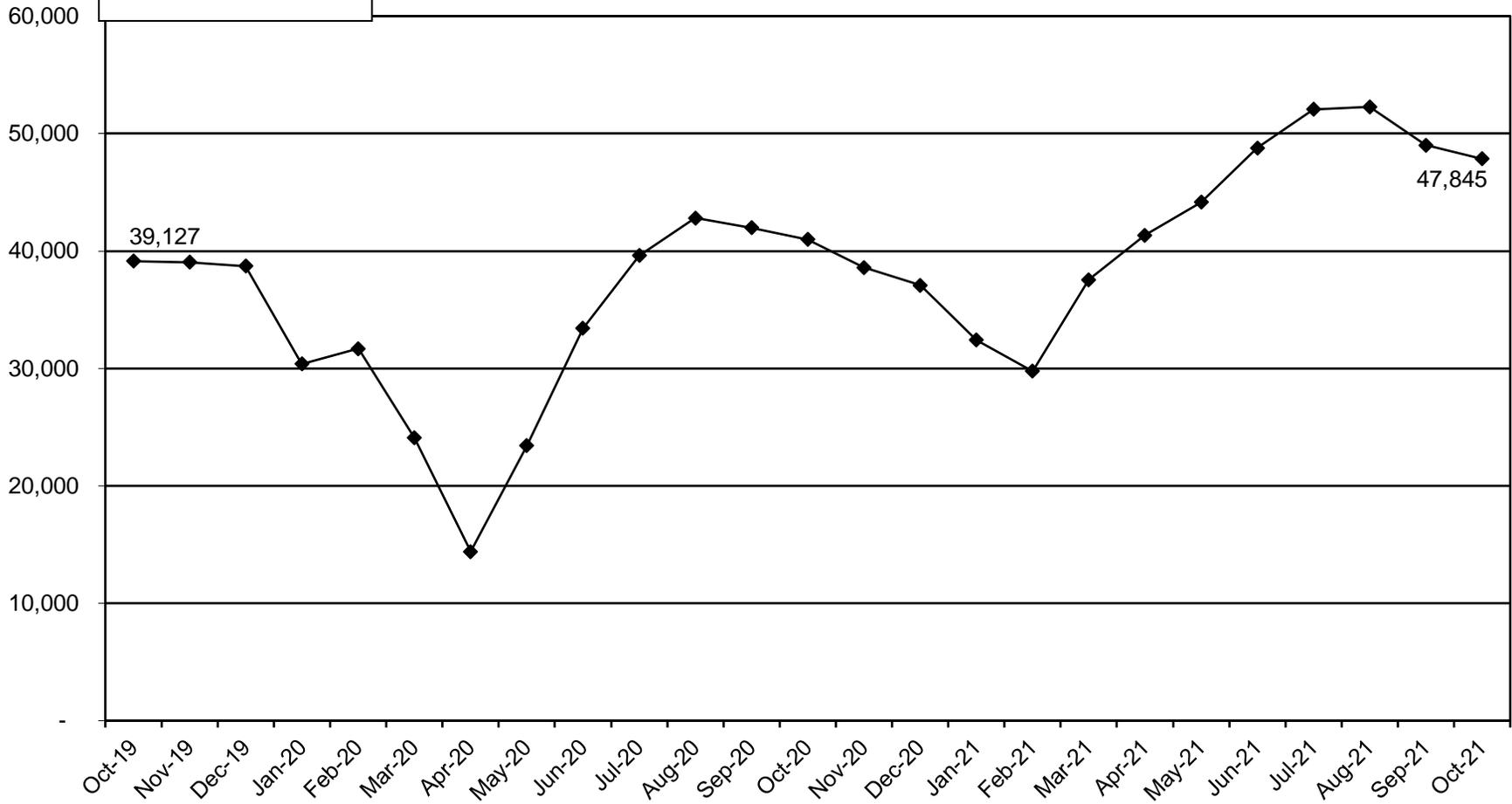


MTA Bridges and Tunnels Average Daily Traffic October 2019 - October 2021

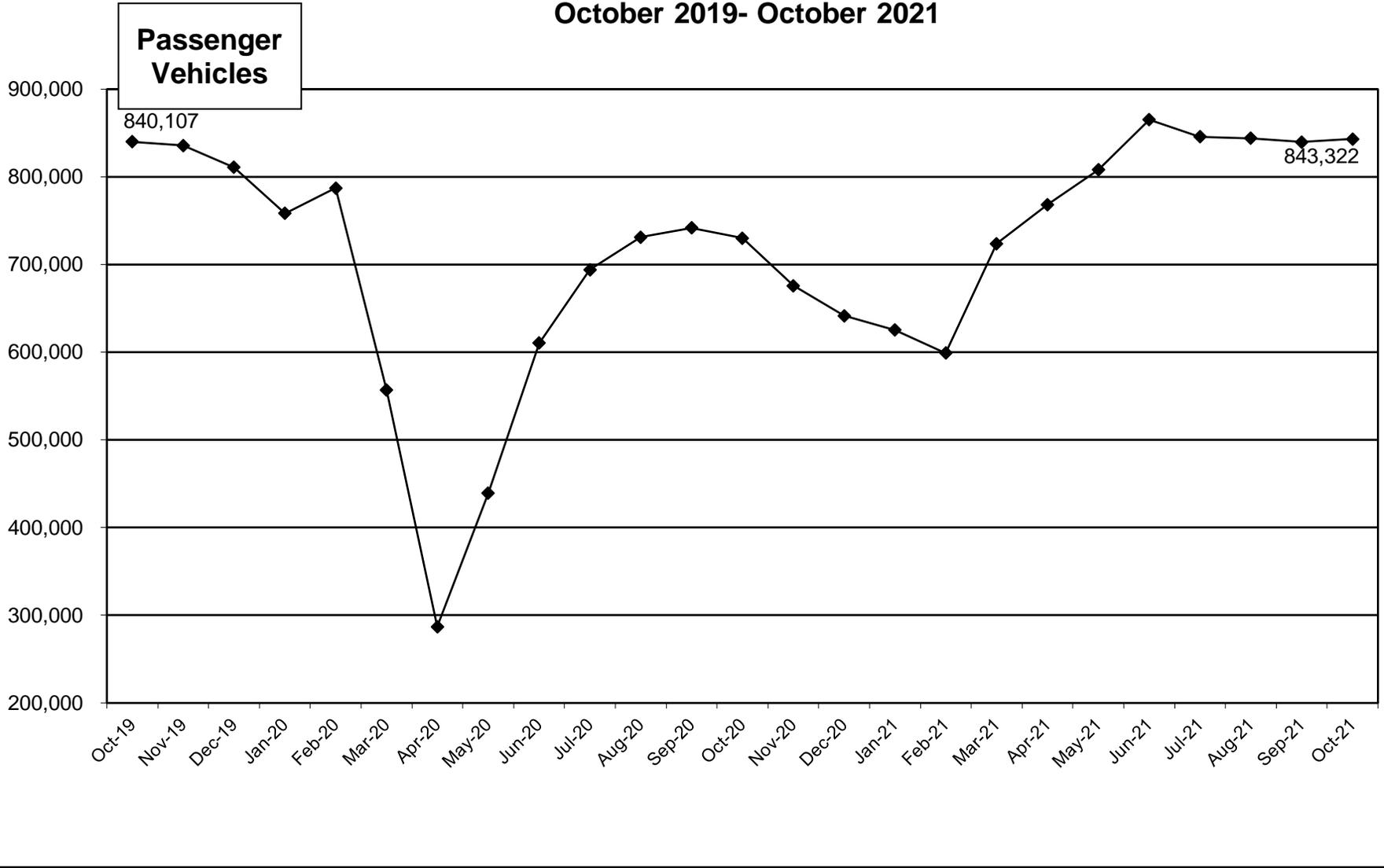


MTA Bridges and Tunnels Average Daily Traffic October 2019- October 2021

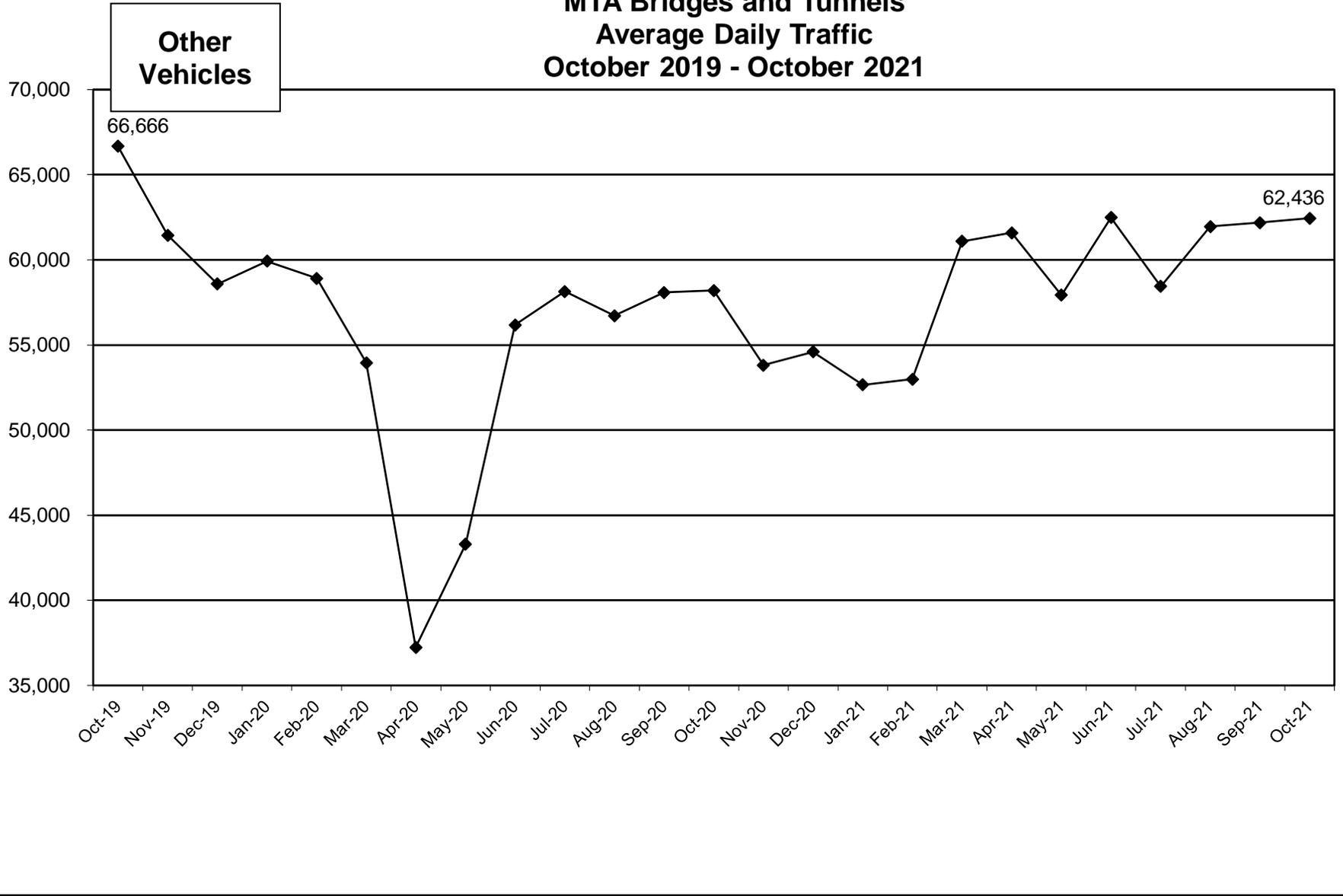
**Tolls by Mail
Vehicles**



MTA Bridges and Tunnels Average Daily Traffic October 2019- October 2021



MTA Bridges and Tunnels Average Daily Traffic October 2019 - October 2021



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

Corridor	Toll Media	Oct(1)	3 Months(2) (Aug-Oct)	6 Months(3) (May-Oct)	9 Months(4) Feb-Oct)	12 Months(5) (Nov-Oct)
All Facilities	Total Vehicles	14.9%	14.2%	26.5%	27.1%	13.3%
	E-ZPass	14.8%	14.0%	26.2%	26.5%	12.6%
	Tolls by Mail	16.8%	18.6%	32.4%	38.1%	27.7%
RFK Bridge	Total Vehicles	12.0%	14.4%	26.7%	27.7%	13.5%
	E-ZPass	12.2%	14.4%	26.7%	27.3%	12.8%
	Tolls by Mail	10.0%	13.8%	26.8%	34.6%	26.4%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	24.5%	23.9%	41.7%	38.7%	17.8%
	E-ZPass	24.9%	24.1%	41.7%	38.2%	17.0%
	Tolls by Mail	15.1%	20.5%	42.1%	51.6%	40.8%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	11.2%	10.5%	21.4%	27.2%	10.2%
	E-ZPass	10.8%	10.0%	21.0%	26.7%	9.5%
	Tolls by Mail	16.9%	17.2%	28.0%	39.0%	20.9%
Verrazzano-Narrows Bridge	Total Vehicles	13.9%	12.6%	23.2%	24.9%	14.2%
	E-ZPass	13.6%	12.2%	22.6%	24.1%	13.5%
	Tolls by Mail	20.1%	21.8%	37.7%	43.0%	32.8%
Henry Hudson Bridge	Total Vehicles	23.9%	23.8%	46.1%	44.8%	20.7%
	E-ZPass	23.6%	23.2%	45.4%	43.8%	19.7%
	Tolls By Mail	30.4%	36.1%	60.9%	68.6%	44.3%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	11.4%	3.3%	9.1%	11.7%	4.6%
	E-ZPass	11.2%	3.2%	9.2%	11.7%	4.4%
	Tolls by Mail	17.8%	5.6%	7.8%	11.8%	8.7%

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

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

Corridor	Toll Media	Oct(1)	3 Months(2) (Aug-Oct)	6 Months(3) (May-Oct)	9 Months(4) (Jan-Oct)	12 Months(5) (Nov-Oct)
All Facilities	Total Vehicles	14.9%	14.2%	26.5%	27.1%	13.3%
	Passenger	15.5%	14.7%	27.9%	28.3%	13.9%
	Other	7.3%	7.9%	10.6%	12.7%	6.3%
RFK Bridge	Total Vehicles	12.0%	14.4%	26.7%	27.7%	13.5%
	Passenger	12.8%	15.2%	28.6%	29.6%	14.6%
	Other	2.8%	4.7%	6.3%	8.3%	1.6%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	24.5%	23.9%	41.7%	38.7%	17.8%
	Passenger	25.8%	25.2%	44.0%	40.7%	18.9%
	Other	7.1%	8.1%	14.1%	15.8%	4.8%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	11.2%	10.5%	21.4%	27.2%	10.2%
	Passenger	11.8%	11.0%	23.1%	28.3%	10.8%
	Other	4.8%	5.5%	5.9%	13.8%	4.1%
Verrazzano-Narrows Bridge	Total Vehicles	13.9%	12.6%	23.2%	24.9%	14.2%
	Passenger	13.9%	12.6%	23.6%	25.2%	14.2%
	Other	13.4%	13.2%	18.4%	21.2%	15.2%
Henry Hudson Bridge	Total Vehicles	23.9%	23.8%	46.1%	44.8%	20.7%
	Passenger	23.8%	23.7%	46.1%	44.8%	20.7%
	Other	33.6%	32.6%	52.6%	46.9%	15.3%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	11.4%	3.3%	9.1%	11.7%	4.6%
	Passenger	11.4%	2.9%	9.0%	11.5%	4.5%
	Other	12.7%	9.9%	12.4%	14.3%	5.0%

(1) October 2021 vs. October 2020

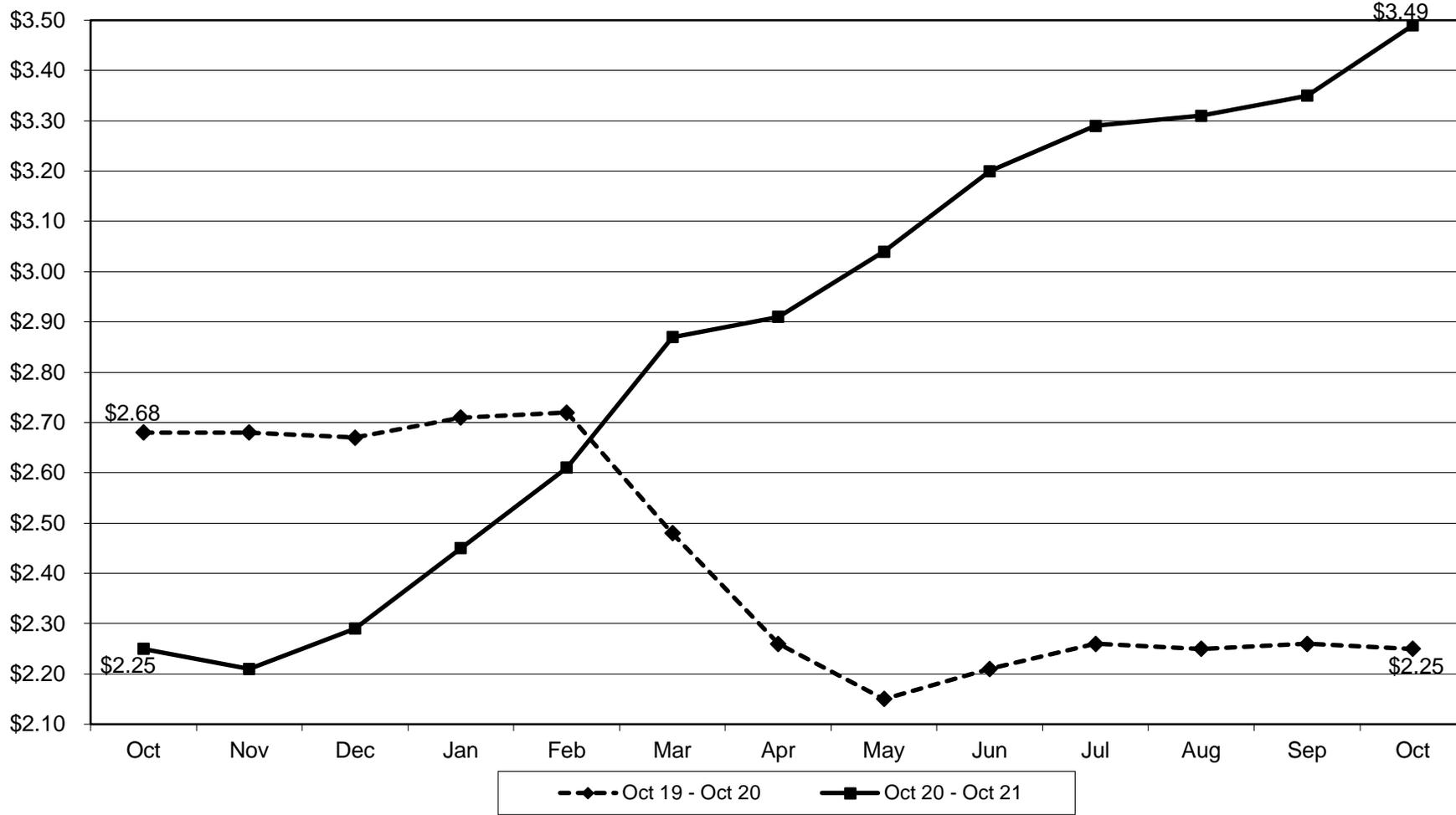
(2) August 2021 to October 2021 vs. August 2020 to October 2020

(3) May 2020 to October 2021 vs. May 2019 to October 2020

(4) January 2021 to October 2021 vs. January 2020 to October 2020

(5) November 2020 to October 2021 vs. November 2019 to October 2020

Supplemental Graph Gas Prices in the NY-NJ-CT-PA Area October 2019 - October 2021



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>
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	24,002,326	\$2.26	70	4.1	-	9
Oct-20	24,436,257	\$2.25	60	5.2	-	13
Nov-20	21,889,990	\$2.21	54	4.4	-	8
Dec-20	21,579,179	\$2.29	41	3.5	10.2	10
Jan-21	21,014,689	\$2.45	37	2.2	1.6	9
Feb-21	18,255,540	\$2.61	35	4.1	23.2	14
Mar-21	24,335,609	\$2.87	46	3.1		7
Apr-21	24,896,430	\$2.91	55	2.8		10
May-21	26,848,094	\$3.04	64	3.9		12
Jun-21	27,831,159	\$3.20	76	2.4		7
Jul-21	28,028,385	\$3.29	78	8.5		17
Aug-21	28,087,260	\$3.31	79	6.9		11
Sep-21	27,056,983	\$3.35	73	8.8		9
Oct-21	28,078,498	\$3.49	65	4.0		11

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						
October	(3,673,706)	(\$0.43)	(1)	(0.4)	-	(1)
November	(5,023,553)	(\$0.47)	9	2.8	-	(1)
December	(5,376,557)	(\$0.38)	2	(3.7)	8	(4)
2021 vs. 2020						
January	(4,353,805)	(\$0.26)	(2)	0.6	(1)	0
February	(6,285,127)	(\$0.11)	(5)	1.4	23	2
March	5,400,771	\$0.39	(2)	0.4	-	(5)
April	15,166,039	\$0.65	4	(1.7)	-	(4)
May	11,894,103	\$0.89	3	2.7	-	1
June	7,829,309	\$0.99	0	1.3	-	(1)
July	4,706,299	\$1.03	(5)	3.8	-	5
August	3,663,282	\$1.06	(1)	2.0	-	(2)
September	3,054,657	\$1.09	3	4.7	-	0
October	3,642,241	\$1.24	5	(1.2)	-	(2)

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

Supplemental Data Page for Exhibits 2 through 6

Average Daily Traffic

<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Non-E-ZPass²</u>	<u>Passenger</u>	<u>Other</u>
Oct-19	906,773	867,646	39,127	840,107	66,666
Nov-19	897,118	858,069	39,049	835,676	61,442
Dec-19	869,540	830,819	38,721	810,950	58,590
Jan-20	818,339	787,951	30,388	758,412	59,927
Feb-20	846,230	814,553	31,677	787,312	58,918
Mar-20	610,801	586,729	24,072	556,839	53,962
Apr-20	324,346	309,939	14,407	287,106	37,240
May-20	482,387	458,957	23,430	439,104	43,283
Jun-20	666,728	633,329	33,399	610,558	56,170
Jul-20	752,325	712,705	39,620	694,181	58,144
Aug-20	787,870	745,061	42,810	731,158	56,712
Sep-20	800,078	758,094	41,984	741,997	58,080
Oct-20	788,266	747,288	40,979	730,070	58,196
Nov-20	729,666	691,081	38,585	675,851	53,815
Dec-20	696,103	659,036	37,066	641,506	54,597
Jan-21	677,893	645,487	32,406	625,230	52,663
Feb-21	651,984	622,223	29,761	598,994	52,990
Mar-21	785,020	747,472	37,548	723,929	61,090
Apr-21	829,881	788,543	41,338	768,300	61,581
May-21	866,068	821,902	44,165	808,143	57,925
Jun-21	927,705	878,937	48,769	865,221	62,484
Jul-21	904,141	852,088	52,054	845,707	58,435
Aug-21	906,041	853,770	52,271	844,083	61,958
Sep-21	901,899	852,892	49,008	839,710	62,189
Oct-21	905,758	857,913	47,845	843,322	62,436

Note: Bold numbers are preliminary.

1. Numbers may not add due to rounding.
2. Includes Tolls by Mail

Supplemental Data Page for Exhibit 8

Total Other Traffic

<u>Month</u>	<u>All Other Vehicles¹</u>	<u>Small Trucks²</u>	<u>Large Trucks³</u>	<u>Franchise Buses</u>
Jul-19	64,970	43,963	16,256	4,751
Aug-19	64,816	43,687	16,184	4,945
Sep-19	62,977	42,552	15,678	4,747
Oct-19	66,666	44,734	16,852	5,080
Nov-19	61,442	40,967	15,781	4,695
Dec-19	58,590	39,005	14,862	4,723
Jan-20	59,927	40,479	14,625	4,823
Feb-20	58,918	40,025	14,131	4,762
Mar-20	53,962	34,756	14,539	4,668
Apr-20	37,240	22,892	11,310	3,038
May-20	43,283	27,709	12,946	2,628
Jun-20	56,170	36,140	15,452	4,579
Jul-20	58,144	38,155	15,140	4,849
Aug-20	56,712	37,355	14,829	4,528
Sep-20	58,080	38,231	15,164	4,685
Oct-20	58,196	38,372	15,179	4,645
Nov-20	53,815	35,073	14,399	4,343
Dec-20	54,597	35,141	15,014	4,442
Jan-21	52,663	33,843	14,412	4,408
Feb-21	52,990	34,513	14,023	4,453
Mar-21	61,090	40,385	15,940	4,766
Apr-21	61,581	40,742	16,298	4,541
May-21	57,925	37,942	15,724	4,258
Jun-21	62,484	40,942	17,001	4,541
Jul-21	58,435	38,503	15,606	4,326
Aug-21	61,958	41,712	15,889	4,356
Sep-21	62,189	41,952	15,963	4,274
Oct-21	62,436	42,361	15,866	4,209

Note: Bold numbers are preliminary.

1. Numbers may not add due to rounding.
2. Trucks with 2 or 3 axles
3. Trucks with 4 axles or greater



Bridges and Tunnels

Safety Report October 2021



Eric Osnes
Vice President and Chief Safety Officer
Safety and Health

Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	November 2018 - October 2019	November 2019 - October 2020	**November 2020 - October 2021
Customer Collisions Rate per Million Vehicles	6.35	4.57	3.96
Customer Injury Collisions Rate per Million Vehicles	0.89	0.75	0.65
Employee Accident Reports	193	148	154
Employee Lost Time Injuries Rate per 200,000 Hours Worked	5.7	5.9	6.1

Leading Indicators				
Roadway Safety	2020		2021	
	October	Year End	October	Year to Date
Workforce Development (# of Participants)	16	273	0	0
Fleet Preventative Maintenance Insp.	109	1463	133	1320
Safety Taskforce Inspections	0	0 *	3	14
Construction Safety	October	Year End	October	Year to Date
Construction Safety Inspections	128	1621	109	917
Fire Safety	October	Year End	October	Year to Date
Fire Code Audits Completed	2	14	1	14
FDNY Liaison Visits	3	12	14	31

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

** Conditions beginning Mid-March 2020 reflect an intra-pandemic period and therefore, is not indicative of prior history.

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.

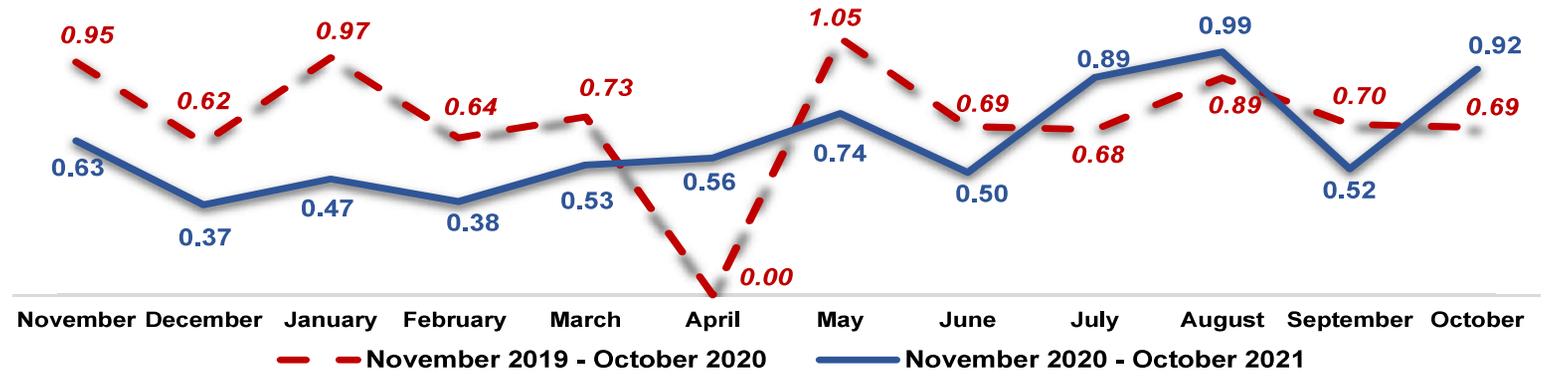
Fire Code Audits are required by the NYS Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

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.

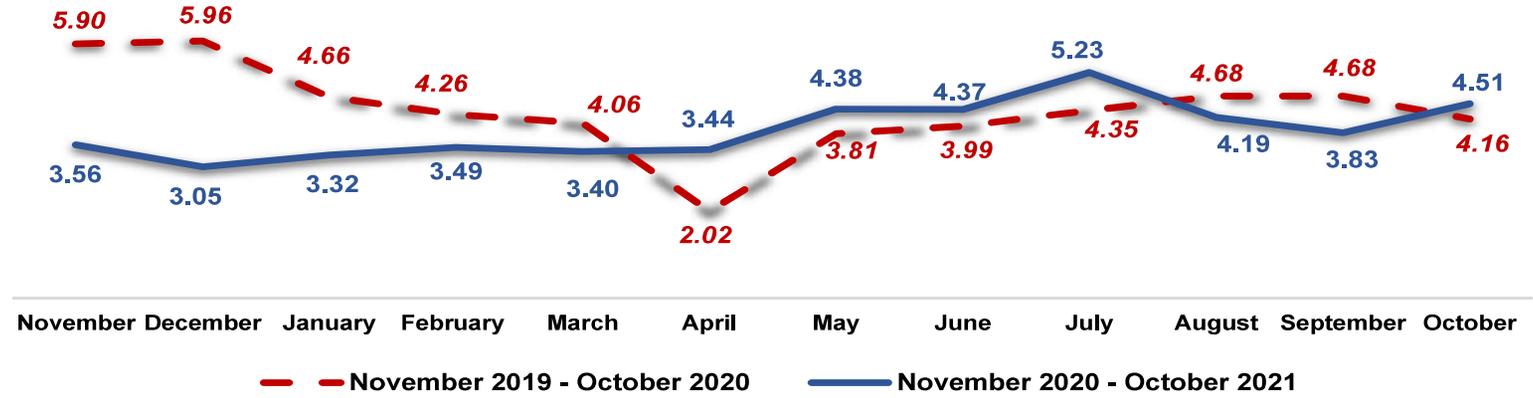


Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



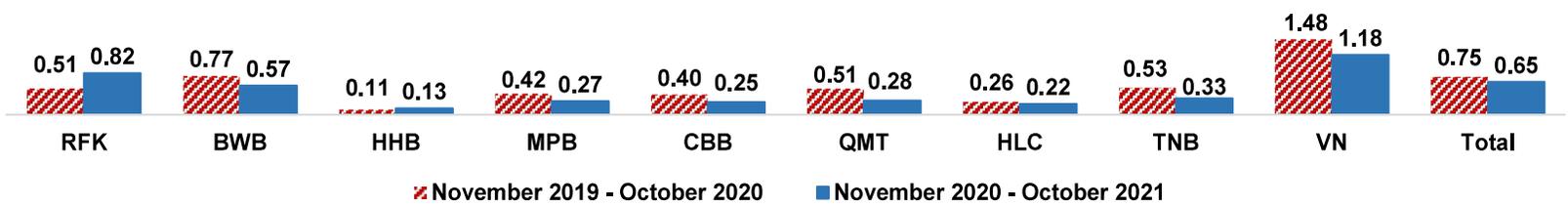
Total Collisions per Million Vehicles



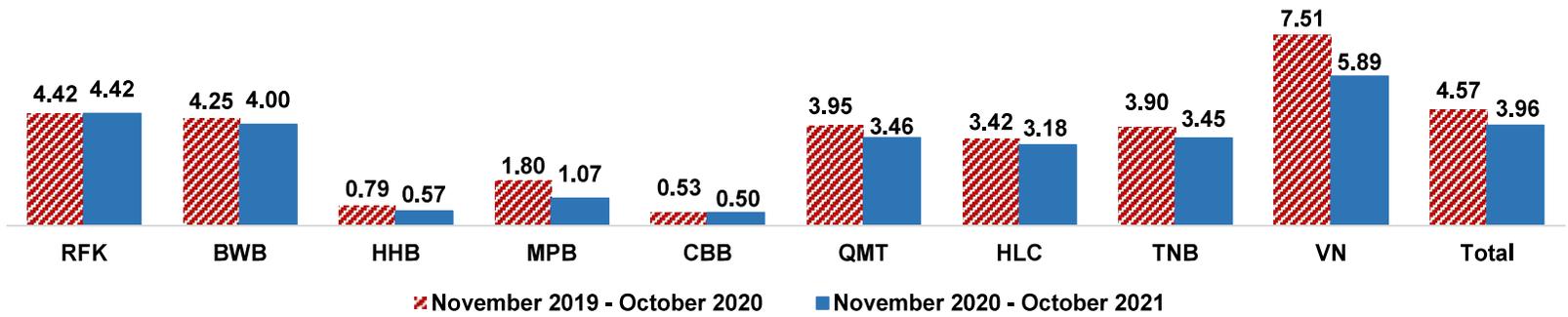


Collision Rates by Facility Year over Year Comparison of 12-Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





Collision Rates by Facility

Total Collisions per Million Vehicles: October 2020 – October 2021

	20-Oct	20-Nov	20-Dec	21-Jan	21-Feb	21-Mar	21-Apr	21-May	21-Jun	21-Jul	21-Aug	21-Sep	21-Oct
RFK	3.66	4.96	3.47	4.47	3.24	2.23	2.98	4.83	6.46	5.18	4.82	4.80	4.72
BWB	3.15	1.47	2.09	2.46	3.18	2.65	3.09	5.35	3.83	7.28	6.58	2.32	5.47
TNB	5.30	2.76	2.92	1.83	5.70	3.62	4.20	3.07	4.57	4.36	3.82	3.08	1.76
VNB	6.29	5.85	4.63	5.49	4.04	6.95	5.35	6.51	5.92	7.47	4.70	5.60	7.39
QMT	3.50	3.45	2.34	1.82	2.68	1.45	3.02	3.63	3.40	5.48	2.52	5.82	4.42
HLC	4.50	2.95	2.23	3.20	2.69	3.94	2.54	4.31	2.34	0.60	4.69	3.43	4.67
HHB	1.07	0.62	1.99	0.69	1.54	0.00	0.00	0.47	0.45	0.96	0.46	0.00	0.43
MPB	0.00	0.00	0.00	0.00	2.44	0.00	3.44	0.00	1.26	2.50	1.31	1.44	0.00
CBB	1.56	0.00	0.00	0.00	2.09	0.00	1.52	0.00	0.00	1.26	0.00	1.42	0.00
Total	4.16	3.56	3.05	3.32	3.49	3.40	3.44	4.38	4.37	5.23	4.19	3.83	4.51



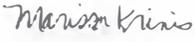
Bridges and Tunnels

2022 Adopted Budget/Financial Plan 2022-2025 (Action Item)



Marissa Krinis
Financial Liaison, Bridges and Tunnels
MTA Office of the Chief Financial Officer

Staff Summary

Subject B&T 2022 Budget and 2022-2025 Financial Plan Adoption
Department Office of the Chief Financial Officer
Department Head Name Robert Foran, Chief Financial Officer
Department Head Signature 
Project Manager Name Marissa Krinis 

Date December 1, 2021
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	B&T Committee	12/13/21	X		
2	Finance Committee	12/13/21	X		
3	MTA Board	12/15/21	X		

Internal Approvals			
Order	Approval	Order	Approval
3	President 	1	OMB 
2	Financial Liaison 		VP Procurement & Materials
	General Counsel		VP Labor Relations
	VP Operations		VP & Chief Engineer

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
	VP Safety & Health		VP & Chief of Staff				Other
	VP & Chief Security Officer		VP Maintenance & Operations Support				

PURPOSE:

To secure MTA Board adoption of the MTA Bridges and Tunnels' (B&T) 2021 November Forecast, 2022 Final Proposed Budget, and the Four-Year Financial Plan for 2022-2025.

DISCUSSION

The 2022 Final Proposed Budget, which is consistent with information presented to the Board in November 2021, provides sufficient funding to maintain B&T's planned service levels, as well as MTA's commitment to provide safe, reliable and efficient transportation service to the metropolitan New York region. The baseline projections exclude the estimated impacts from projected toll increases, and other MTA consolidated below-the-line adjustments, which are presented as part of MTA consolidated materials.

B&T estimates that \$1,652.9 million and \$1,721.9 million will be provided in baseline net operating income for 2021 and 2022, respectively.

Key Initiatives:

- COVID Impact** - The November Plan reflects a small reduction to toll revenue in 2021, as traffic levels reached approximately 96% of pre-pandemic levels in the third quarter. Traffic volume is now projected to reach 100% of pre-pandemic levels in the second quarter of 2022.

- **Central Business District Tolling Program -**

MTA and B&T staff continue their work on the Central Business District Tolling Program (CBDTP), which aims to reduce congestion in Manhattan's Central Business District (CBD) and, along with other revenues in the Capital Lockbox, will generate the revenue necessary to support \$15 billion in bonding capacity for the 2020-2024 and subsequent MTA Capital Programs. The CBDTP, which was authorized by the MTA Reform and Traffic Mobility Act, enacted in April 2019, includes the installation of electronic tolling equipment and infrastructure on the perimeter and within the CBD, defined as streets south and inclusive of 60th Street in Manhattan, and excluding the FDR Drive, NYS Route 9A (also known as the West Side Highway), the Battery Park Underpass, and the surface road portion of the Hugh L Carey Tunnel that connects to West Street. MTA and B&T staff are working closely with the New York City Department of Transportation on the preliminary design of the infrastructure to support the toll system, and the traffic analysis mandated in the legislation. At this point in time, the roadway toll system and infrastructure vendor has demobilized the infrastructure subcontractors who were engaged in preliminary design work. As per Federal Highway Administration (FHWA) guidance on March 30, 2021, an Environmental Assessment (EA) with a robust public participation process involving stakeholders from New York, New Jersey, and Connecticut is required, and is currently underway. Coupled with the robust public outreach, modeling and analysis continues on the EA to determine the potential effects of the Program. Under the current schedule, a decision from FHWA is anticipated in late 2022. If the Program receives federal approval, CBDTP toll rates will ultimately be set by a vote of the MTA Board, informed by recommendations from the Traffic Mobility Review Board and after a public hearing. Until the commencement of operations, implementation costs will be funded through B&T PAYGO and other capital resources, all of which will be reimbursed when the program becomes fully operational.

- **Savings Programs -** The November Plan includes an unfavorable re-estimate to an Additional Savings Action incorporated in the 2021 February Plan for rent savings, restoring \$1.2 million to the rent budget in 2021 and an average of \$1.4 million each year from 2022 through 2025, based on a re-assessment of the consolidated office space plan. All other Additional Savings Actions incorporated in the 2021 February Plan are still on track to meet savings goals. These include reductions to Major Maintenance, equipment savings at the Verrazano-Narrows Bridge, and a \$4.4 million reduction to controllable overtime. B&T continues to search for new opportunities for cost reduction and operational efficiencies.

2021 NOVEMBER FORECAST- BASELINE

The 2021 November Forecast projects \$2,154.6 million in non-reimbursable revenues, of which \$2,131.6 million is from Toll Revenue. Total non-reimbursable expenses before depreciation and other post-employment benefits are projected to be \$501.7 million, consisting of \$248.1 million in labor expenses and \$253.6 million in non-labor expenses. Overtime remains unchanged from the Mid-Year-Forecast. Total Support to Mass Transit is projected to be \$1,289.9 million. Reimbursable revenue and expenses are both forecast at \$18.3 million. Total end-of-year positions are budgeted at 1,369, including 1,244 non-reimbursable positions and 125 reimbursable positions.

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

2022 FINAL PROPOSED BUDGET- BASELINE

The 2022 Final Proposed Budget projects \$2,277.2 million in non-reimbursable revenues, of which \$2,257.0 million is from Toll Revenue. Total non-reimbursable expenses before depreciation and other post-employment benefits are projected to be \$555.2 million, consisting of \$264.8 million in labor expenses and \$290.4 million in non-labor expenses. Overtime remains unchanged from the projection in the 2022 Preliminary Budget. Total Support to Mass Transit is projected to be \$1,352.5 million. Reimbursable revenue and expenses are both forecast at \$28.3 million. Total end-of-year positions are currently budgeted at 1,369 including 1,244 non-reimbursable positions and 125 reimbursable positions.

IMPACT ON FUNDING

The 2021 November Forecast, the 2022 Final Proposed Budget, and the Four-Year Financial Plan 2022-2025, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

RECOMMENDATION

It is recommended that the MTA Board adopt the 2021 November Forecast, the 2022 Final Proposed Budget, and the Four-Year Financial Plan for 2022-2025 for MTA Bridges and Tunnels.

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

MTA BRIDGES AND TUNNELS
November Financial Plan 2022-2025
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE

	Actual <u>2020</u>	November Forecast <u>2021</u>	Final Proposed Budget <u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>
Operating Revenue						
Vehicle Toll Revenue	\$1,639.753	\$2,131.558	\$2,256.999	\$2,268.020	\$2,273.535	\$2,294.699
Other Operating Revenue	20.983	22.040	18.936	18.936	18.936	18.936
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	0.763	1.046	1.240	1.240	1.240	1.240
Total Revenue	\$1,661.499	\$2,154.644	\$2,277.175	\$2,288.196	\$2,293.712	\$2,314.875
Operating Expenses						
<i>Labor:</i>						
Payroll	\$115.750	\$118.373	\$124.516	\$127.038	\$129.579	\$132.362
Overtime	14.535	22.411	24.435	25.001	25.535	26.216
Health and Welfare	24.381	29.663	34.218	35.766	37.385	39.134
OPEB Current Payment	23.809	24.874	25.827	26.620	27.472	28.379
Pensions	35.402	38.345	40.939	42.214	43.586	45.105
Other Fringe Benefits	15.120	16.341	23.080	23.628	23.516	23.892
Reimbursable Overhead	(1.174)	(1.880)	(8.192)	(8.356)	(8.523)	(8.523)
Total Labor Expenses	\$227.823	\$248.126	\$264.823	\$271.911	\$278.550	\$286.564
<i>Non-Labor:</i>						
Electric Power	\$3.888	\$3.727	\$5.840	\$5.706	\$5.730	\$5.876
Fuel	1.725	1.697	2.006	1.945	1.904	1.937
Insurance	7.097	12.405	14.607	17.212	20.187	23.775
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	134.585	147.438	173.731	170.924	173.551	182.648
Professional Service Contracts	27.437	30.942	41.100	42.047	43.293	42.071
Materials & Supplies	2.183	2.767	3.009	3.364	3.436	3.433
Other Business Expenses	37.474	54.626	50.113	52.209	52.621	53.120
Total Non-Labor Expenses	\$214.389	\$253.602	\$290.407	\$293.407	\$300.721	\$312.860
<i>Other Expense Adjustments:</i>						
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
Total Expenses Before Depreciation and GASB Adjs.	\$442.212	\$501.729	\$555.230	\$565.318	\$579.271	\$599.425
Add: Depreciation	\$180.064	\$190.279	\$181.689	\$194.355	\$194.355	\$194.355
Add: GASB 75 OPEB Expense Adjustment	36.308	40.227	43.073	43.980	45.428	46.921
Add: GASB 68 Pension Adjustment	(5.245)	(5.436)	(5.598)	(5.825)	(5.949)	(6.166)
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$653.339	\$726.799	\$774.393	\$797.828	\$813.105	\$834.535
Less: Depreciation	180.064	190.279	181.689	194.355	194.355	194.355
Less: GASB 75 OPEB Expense Adjustment	36.308	40.227	43.073	43.980	45.428	46.921
Less: GASB 68 Pension Adjustment	(5.245)	(5.436)	(5.598)	(5.825)	(5.949)	(6.166)
Total Expenses	\$442.212	\$501.729	\$555.230	\$565.318	\$579.271	\$599.425
Net Income/(Deficit)	\$1,219.287	\$1,652.916	\$1,721.945	\$1,722.878	\$1,714.440	\$1,715.451

MTA BRIDGES AND TUNNELS
November Financial Plan 2022-2025
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE

	Actual <u>2020</u>	November Forecast <u>2021</u>	Final Proposed Budget <u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>
Revenue						
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	20.717	18.267	28.282	29.384	30.005	30.108
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$20.717	\$18.267	\$28.282	\$29.384	\$30.005	\$30.108
Expenses						
<u>Labor:</u>						
Payroll	\$7.538	\$9.692	\$11.902	\$12.443	\$12.692	\$12.754
Overtime	0.360	0.909	0.952	0.995	1.039	1.039
Health and Welfare	3.985	2.101	2.621	2.746	2.801	2.816
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	5.494	2.520	3.173	3.333	3.406	3.424
Other Fringe Benefits	2.166	1.165	1.441	1.511	1.545	1.552
Reimbursable Overhead	1.174	1.880	8.192	8.356	8.523	8.523
Total Labor Expenses	\$20.717	\$18.267	\$28.282	\$29.384	\$30.005	\$30.108
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
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	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expense Adjustments:</u>						
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
Total Expenses Before Depreciation and GASB Adjs.	\$20.717	\$18.267	\$28.282	\$29.384	\$30.005	\$30.108
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Add: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
Add: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$20.717	\$18.267	\$28.282	\$29.384	\$30.005	\$30.108
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$20.717	\$18.267	\$28.282	\$29.384	\$30.005	\$30.108
Net Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BRIDGES AND TUNNELS
November Financial Plan 2022-2025
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE
Page 1 of 2

	Actual 2020	November Forecast 2021	Final Proposed Budget 2022	2023	2024	2025
Revenue						
Vehicle Toll Revenue	\$1,639.753	\$2,131.558	\$2,256.999	\$2,268.020	\$2,273.535	\$2,294.699
Other Operating Revenue	20.983	22.040	18.936	18.936	18.936	18.936
Capital and Other Reimbursements	20.717	18.267	28.282	29.384	30.005	30.108
Investment Income	0.763	1.046	1.240	1.240	1.240	1.240
Total Revenue	\$1,682.217	\$2,172.912	\$2,305.457	\$2,317.580	\$2,323.717	\$2,344.984
Expenses						
Labor:						
Payroll	123.289	128.065	136.418	139.481	142.271	145.116
Overtime	14.895	23.320	25.387	25.996	26.574	27.256
Health and Welfare	28.366	31.764	36.839	38.512	40.186	41.949
OPEB Current Payment	23.809	24.874	25.827	26.620	27.472	28.379
Pensions	40.896	40.865	44.112	45.547	46.992	48.529
Other Fringe Benefits	17.286	17.506	24.521	25.139	25.061	25.444
Reimbursable Overhead						
Total Labor Expenses	\$248.540	\$266.394	\$293.105	\$301.295	\$308.556	\$316.673
Non-Labor:						
Electric Power	\$3.888	\$3.727	\$5.840	\$5.706	\$5.730	\$5.876
Fuel	1.725	1.697	2.006	1.945	1.904	1.937
Insurance	7.097	12.405	14.607	17.212	20.187	23.775
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts						
Maintenance and Other Operating Contracts	134.585	147.438	173.731	170.924	173.551	182.648
Professional Service Contracts	27.437	30.942	41.100	42.047	43.293	42.071
Materials & Supplies	2.183	2.767	3.009	3.364	3.436	3.433
Other Business Expenses	37.474	54.626	50.113	52.209	52.621	53.120
Total Non-Labor Expenses	\$214.389	\$253.602	\$290.407	\$293.407	\$300.721	\$312.860
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
Total Expenses Before Depreciation and GASB Adjs.	\$462.929	\$519.996	\$583.512	\$594.702	\$609.277	\$629.533
Add: Depreciation	\$180.064	\$190.279	\$181.689	\$194.355	\$194.355	\$194.355
Add: GASB 75 OPEB Expense Adjustment	36.308	40.227	43.073	43.980	45.428	46.921
Add: GASB 68 Pension Adjustment	(5.245)	(5.436)	(5.598)	(5.825)	(5.949)	(6.166)
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$674.056	\$745.066	\$802.675	\$827.212	\$843.110	\$864.644
Less: Depreciation	\$180.064	\$190.279	\$181.689	\$194.355	\$194.355	\$194.355
Less: GASB 75 OPEB Expense Adjustment	36.308	40.227	43.073	43.980	45.428	46.921
Less: GASB 68 Pension Adjustment	(5.245)	(5.436)	(5.598)	(5.825)	(5.949)	(6.166)
Total Expenses	\$462.929	\$519.996	\$583.512	\$594.702	\$609.277	\$629.533
Net Income/(Deficit)	\$1,219.287	\$1,652.916	\$1,721.945	\$1,722.878	\$1,714.440	\$1,715.451

MTA BRIDGES AND TUNNELS
November Financial Plan 2022-2025
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE
Page 2 of 2

	Actual 2020	November Forecast 2021	Final Proposed Budget 2022	2023	2024	2025
Net Income/(Deficit)	\$1,219.287	\$1,652.916	\$1,721.945	\$1,722.878	\$1,714.440	\$1,715.451
<i>Deductions from Income:</i>						
Less: Capitalized Assets	\$26.799	\$18.028	\$26.448	\$27.786	\$22.836	\$23.585
Less: Reserves	(3.720)	0.000	0.000	0.000	0.000	0.000
Less: GASB 45 Reserves	0.000	0.000	0.000	0.000	0.000	0.000
Adjusted Net Income/(Deficit)	\$1,196.209	\$1,634.888	\$1,695.497	\$1,695.091	\$1,691.604	\$1,691.866
Less: Debt Service	\$666.067	\$698.886	\$700.073	\$797.274	\$797.087	\$862.317
Less: Contribution to Capital Program	56.623	13.878	0.000	0.000	0.000	0.000
Income Available for Distribution	\$473.518	\$922.124	\$995.424	\$897.817	\$894.517	\$829.549
<i>Distributable To:</i>						
MTA - Investment Income	\$0.763	\$1.046	\$1.240	\$1.240	\$1.240	\$1.240
MTA - Distributable Income	292.084	518.492	552.981	509.381	503.613	473.171
NYCT - Distributable Income	180.671	402.585	441.203	387.196	389.664	355.138
Total Distributable Income:	\$473.518	\$922.124	\$995.424	\$897.817	\$894.517	\$829.549
<i>Actual Cash Transfers:</i>						
MTA - Investment Income	\$3.689	\$0.763	\$1.046	\$1.240	\$1.240	\$1.240
MTA - Transfers	303.386	517.092	549.533	513.741	504.190	476.215
NYCT - Transfers	191.907	393.420	437.341	392.597	389.417	358.591
Total Cash Transfers:	\$498.982	\$911.276	\$987.920	\$907.578	\$894.847	\$836.046
<i>SUPPORT TO MASS TRANSIT:</i>						
Total Revenues	\$1,682.217	\$2,172.912	\$2,305.457	\$2,317.580	\$2,323.717	\$2,344.984
Less: Net Operating Expenses	462.929	519.996	583.512	594.702	609.277	629.533
Net Operating Income:	\$1,219.287	\$1,652.916	\$1,721.945	\$1,722.878	\$1,714.440	\$1,715.451
<i>Deductions from Operating Income:</i>						
B&T Debt Service	\$309.363	\$331.136	\$342.963	\$412.981	\$434.521	\$489.127
Contribution to Capital Program	56.623	13.878	0.000	0.000	0.000	0.000
Capitalized Assets	26.799	18.028	26.448	27.786	22.836	23.585
Reserves	(3.720)	0.000	0.000	0.000	0.000	0.000
GASB Reserves	0.000	0.000	0.000	0.000	0.000	0.000
Total Deductions from Operating Income:	\$389.065	\$363.042	\$369.411	\$440.768	\$457.357	\$512.712
Total Support to Mass Transit	\$830.222	\$1,289.874	\$1,352.534	\$1,282.110	\$1,257.083	\$1,202.739

MTA BRIDGES AND TUNNELS
November Financial Plan 2022-2025
Traffic Volume (Utilization) and Toll Revenue
(in millions)

	Actual	November	Proposed			
	2020	Forecast	Budget	2023	2024	2025
<u>Traffic Volume</u>	253.184	308.287	331.964	333.957	334.673	336.789
<u>Toll Revenue</u>	\$ 1,639.753	\$ 2,131.558	\$ 2,256.999	\$ 2,268.020	\$ 2,273.535	\$ 2,294.699

MTA BRIDGES & TUNNELS
November Financial Plan 2022-2025
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents

FUNCTION/DEPARTMENT	Actual 2020	November Forecast 2021	Final Proposed Budget 2022	2023	2024	2025
Administration						
Executive	9	12	12	12	12	12
Law ⁽¹⁾	9	12	12	12	12	12
CFO ⁽²⁾	15	17	17	17	17	17
Administration	28	34	34	34	34	34
EEO	1	1	1	1	1	1
Total Administration	62	76	76	76	76	76
Operations						
Revenue Management	54	66	66	72	72	72
Central Business District Tolling Program	2	41	41	41	41	41
Operations (Non-Security)	45	55	55	55	55	55
Total Operations	101	162	162	168	168	168
Maintenance						
Maintenance	194	205	205	205	205	205
Operations - Maintainers	157	183	183	183	183	183
Total Maintenance	351	388	388	388	388	388
Engineering/Capital						
Engineering & Construction	123	123	123	123	123	123
Health & Safety	8	9	9	9	9	9
Law ⁽¹⁾	18	18	18	18	18	18
Planning & Budget Capital	8	8	8	8	8	8
Total Engineering/Capital	157	158	158	158	158	158
Public Safety						
Operations (Security)	521	540	540	540	540	540
Internal Security - Operations	29	45	45	45	45	45
Total Public Safety	550	585	585	585	585	585
Total Positions	1,221	1,369	1,369	1,375	1,375	1,375
<i>Non-Reimbursable</i>	1,134	1,244	1,244	1,250	1,250	1,250
<i>Reimbursable</i>	87	125	125	125	125	125
<i>Total Full-Time</i>	1,221	1,369	1,369	1,375	1,375	1,375
<i>Total Full-Time Equivalents</i>	0	0	0	0	0	0

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff

(3) Includes Human Resources and Administration staff.

MTA BRIDGES AND TUNNELS
November Financial Plan 2022-2025
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	Actual 2020	November Forecast 2021	Final Proposed Budget 2022	2023	2024	2025
Administration						
Managers/Supervisors	20	25	25	25	25	25
Professional, Technical, Clerical	42	51	51	51	51	51
Operational Hourlies	0	0	0	0	0	0
Total Administration	62	76	76	76	76	76
Operations						
Managers/Supervisors	54	74	74	74	74	74
Professional, Technical, Clerical	47	88	88	94	94	94
Operational Hourlies ⁽¹⁾						
Total Operations	101	162	162	168	168	168
Maintenance						
Managers/Supervisors	21	27	27	27	27	27
Professional, Technical, Clerical	7	11	11	11	11	11
Operational Hourlies ⁽²⁾	323	350	350	350	350	350
Total Maintenance	351	388	388	388	388	388
Engineering/Capital						
Managers/Supervisors	33	34	34	34	34	34
Professional, Technical, Clerical	124	124	124	124	124	124
Operational Hourlies	0	0	0	0	0	0
Total Engineering/Capital	157	158	158	158	158	158
Public Safety						
Managers/Supervisors	148	179	179	179	179	179
Professional, Technical, Clerical	22	36	36	36	36	36
Operational Hourlies ⁽³⁾	380	370	370	370	370	370
Total Public Safety	550	585	585	585	585	585
Total Positions						
Managers/Supervisors	276	339	339	339	339	339
Professional, Technical, Clerical	242	310	310	316	316	316
Operational Hourlies	703	720	720	720	720	720
Total Positions	1,221	1,369	1,369	1,375	1,375	1,375

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

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

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

**PROCUREMENT PACKAGE
December 2021**



Pictured above is a rendering of an aerial night time view of the Harlem River Lift Span of the Robert F. Kennedy Bridge ("RFK"). This month's package includes an item for a new contract that includes the design and construction of a new pedestrian walkway from the Harlem River Lift Span to the Manhattan Greenway Harlem River Project.

PROCUREMENT

The Procurement Agenda this month includes three (3) procurement actions for a proposed expenditure of \$98.7M.

Staff Summary

Subject		Request for Authorization to Award Procurement Actions			
Department		Contracts			
Department Head Name David K. Cannon, Vice President, Contracts					
Department Head Signature <i>David K. Cannon</i>					
Board Action					
Order	To	Date	Approval	Info	Other
1	B&T Committee	12/13/21	X		
2	Board	12/15/21	X		

Date: December 2, 2021			
Internal Approvals			
	Approval		Approval
<i>MR</i>	Deputy Chief Development Officer, Delivery	<i>JTB</i>	President
<i>D</i>	Deputy Chief Development Officer, Development	<i>[Signature]</i>	Executive Vice President & General Counsel

PURPOSE:

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

DISCUSSION:

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

<u>Schedules Requiring Two-Thirds Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
C. Competitive Requests for Proposals (Award of Purchase/Public Work Contracts)	3	\$ 98,723,000
TOTAL	3	\$ 98,723,000

Budget Impact:

The approval of these procurement actions will obligate capital funds in the amount listed. Funds are available in the capital budget for this purpose.

Recommendation:

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

MTA Construction & Development

BOARD RESOLUTION

WHEREAS, in accordance with Sections 559, 2879 and 1265-a of the Public Authorities Law and the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive purchase and public works contracts, and the solicitation and award of request for proposals in regard to purchase and public work contracts; and

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

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All-Agency Guidelines for Procurement of Services, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals and authorizes the solicitation of such proposals.
3. As to each request for proposals (for purchase and public work contracts set forth in Schedule C for which a recommendation is made to award the contract), the Board authorizes the execution of said contract.
4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

DECEMBER 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. | Walsh, Construction Co. II, LLC
Contract No. RK-23/RK-83
Two Years | \$45,558,000 | <u>Staff Summary Attached</u> |
|-----------|---|---------------------|--------------------------------------|

MTA Construction and Development requests Board approval of the award a publicly advertised and competitively solicited Public Works contract for Design-Build Services for a New Pedestrian Walkway and Fender Rehabilitation at the Robert F. Kennedy Bridge.

- | | | | |
|-----------|---|---------------------|--------------------------------------|
| 2. | E-J Electric Installation Co.
Contract No. HH-36
Two Years and Four Months | \$34,950,000 | <u>Staff Summary Attached</u> |
|-----------|---|---------------------|--------------------------------------|

MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited Public Works contract for Design-Build Services for Electrical Power Resiliency, Utility and Building Improvements at the Henry Hudson Bridge.

- | | | | |
|-----------|---|---------------------|--------------------------------------|
| 3. | Kiewit Infrastructure Company
Contract No. MP-09
Two Years | \$18,215,000 | <u>Staff Summary Attached</u> |
|-----------|---|---------------------|--------------------------------------|

MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited Public Works contract for Design-Build Services for the Replacement of Tower Elevator Systems and Miscellaneous Repairs at the Marine Parkway-Gil Hodges Memorial Bridge.

Dept & Dept Head Name:
B&T Business Unit/Joe Keane, PE, Sr. VP and Chief Engineer
Joe Keane

Contracts Department
Brian A. Walsh, Acting VP and Chief Procurement Officer
Brian Walsh

Board Reviews

Order

1	To	Date	Approval	Info	Other
2	B&T Committee	12/13/21	X		
	Board	12/15/21	X		

Internal Approvals

	Approval		Approval
<i>M</i>	Deputy Chief, Development	<i>JJS</i>	President
<i>MAK</i>	Deputy Chief, Delivery	<i>[Signature]</i>	Executive Vice President & General Counsel

SUMMARY INFORMATION

Vendor Name	Contract Number
Walsh, Construction Co. II, LLC	RK-23D/RK-83

Description
Design-Build Services for New Pedestrian Walkway and Fender Rehabilitation at the Robert F. Kennedy Bridge

Total Amount

1. Award	\$ 45,558,000
2. Stipend Payments	\$ 360,000

Contract Term
Two (2) Years

Option(s) included in Total Amount? Yes No N/A

Renewal? Yes No

Procurement Type
 Competitive Non-competitive

Solicitation Type
 RFP Bid Other:

Funding Source
 Operating Capital Federal Other:

PURPOSE/RECOMMENDATION

Construction and Development (C&D) is seeking Board approval to award a publicly advertised and competitively solicited Public Works contract (the "Contract") for Design-Build Services for a New Pedestrian Walkway and Fender Rehabilitation at the Robert F. Kennedy Bridge to Walsh Construction Co. II, LLC in the lump sum amount of \$45,558,000 and a duration of two (2) years. In accordance with MTA policy regarding the use of design-build to enhance competition and defray proposal costs, this solicitation includes stipends in the amount of \$90,000 to be paid to each unsuccessful proposer whose proposal met defined proposal standards. Accordingly, approval is also requested to pay stipends totaling \$360,000 to the four (4) unsuccessful proposers.

DISCUSSION

The work under Contract RK-23D/RK-83 generally consists of the following:

Project RK-23D - Design and Construction of a New Pedestrian Walkway.

RK-23D will restore the north walkway connection from the RFK Bridge, Harlem River Lift Span to the Borough of Manhattan. This project follows the recently completed Project RK-23C for the new connector ramp for vehicular traffic to the Northbound Harlem River Drive. Project RK-23D will be coordinated with The City of New York for its future construction of the Manhattan Greenway Harlem River Project. C&D's construction of the north walkway must be completed by March 2023, which is the time the City intends commence its construction and C&D Delivery may no longer have access to the site.

Project RK-83 - Design and Construction for Replacements and Upgrades to the Harlem River Lift Span (HRLS) Timber Fender System. RK-83 will upgrade the fender system to meet current American Association of State Highway and Transportation Officials (“AASHTO”) Guide Specification standards for vessel collision design criteria and to adhere to C&D’s efforts to improve facility safety. Additionally, structural and other safety upgrades will be performed to address critical state of good repair needs identified during the NY State Biennial Bridge inspections. Lastly, the concrete approach piers, inclusive of Pier 58 at the HRLS tower are to be rehabilitated and restored.

These two (2) projects are bundled together, as both require access to the same shoreline area under the Manhattan Approach to the HRLS. This shoreline area is to be developed by the New York City Economic Development Corporation (“NYCEDC”) into a waterfront park starting in April 2023. In coordination and per agreement with the NYCEDC, all construction in this area is to be completed by the end of March 2023 to provide unobstructed NYCEDC access. In addition, pursuing the combined projects under one design-build contract will maximize efficiencies and minimize support costs, while ensuring that critical infrastructure is completed while access to the necessary staging area remains available.

A 2-Step procurement process was conducted for the Contract. In Step 1, a Request for Qualifications (“RFQ”) was advertised resulting in the submission of twelve (12) Statements of Qualifications, which were evaluated against preestablished selection criteria addressing: relevant experience/record of performance for the Design-Build team, technical and managerial capacity and general responsibility. The following six (6) firms were deemed qualified to receive the RFP in Step 2.

- DeFoe Corp. (“DeFoe”)
- D’Onofrio Restani, JV (“D’Onofrio Restani”) – A Joint Venture consisting of D’Onofrio General Contractors Corp. and Restani Construction Corp.
- Kiewit Infrastructure Co. (“Kiewit”)
- Trevcon Construction Co. (“Trevcon”)
- Tully Construction Co. (“Tully”)
- Walsh Construction Co. II, LLC (“Walsh”)

In response to the RFP, five (5) firms submitted proposals: DeFoe - \$55,207,000; D’Onofrio Restani - \$61,350,000; Trevcon - \$46,213,270; Tully - \$55,179,000; and Walsh - \$45,558,000.

The proposals were evaluated by a Selection Committee (“SC”) consisting of representatives from C&D Delivery and B&T’s Maintenance Department utilizing preestablished selection criteria set forth in the RFP addressing the proposers’ price, design-build technical approach; schedule; design-build experience; design-build team; record of diversity practices and performance; and management approach.

Technical Proposals were evaluated by the SC prior to evaluation of the price proposals. All five (5) technical proposals were responsive and deemed technically acceptable by the SC. After combining technical and price evaluations, the SC unanimously recommended Walsh as the highest rated firm whose proposal best optimized the design-build process efficiencies as compared to the other proposers and provided the best value to the MTA. The recommendation is based on several factors: (i) the technical proposal provides an innovative alignment of the new pedestrian ramp with slight curvature adjustments that reduce the number of new piers required and reduces the need for cantilevered pier bents at Pier 2 and 3; (ii) the proposed technical solution maintains the aesthetic requirements of the Project; (iii) the proposed fender layout is more robust, utilizing Fiber Reinforced Polymer composite piles and walers, which is safer for small watercraft, will deflect floating debris and requires less maintenance; (iv) Walsh’s proposal demonstrated a superior understanding of the project technical specifications and risks; (v) an achievable proposed schedule; and (iv) submission of a competitively priced proposal.

Walsh submitted a proposal in the amount of \$45,558,000 and a schedule of two (2) years. Negotiations with Walsh included discussions concerning the technical requirements, design assumptions, schedule, coordination of work with other contractors on the bridge and Walsh’s construction approach. Negotiations resulted in the parties agreeing to a contract price totaling \$45,558,000. The negotiated price is considered fair and reasonable.

Walsh is deemed to be a responsible contractor.

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. Although this is a design-build contract with some undefined scope, Walsh is projecting to meet the required M/WBE/SDVOB goal requirements. Walsh has achieved the assigned D/M/WBE goals on previous MTA Contracts.

IMPACT ON FUNDING

Funding in the amount of \$45,558,000 is available in the 2020-2024 Capital Program, under Projects RK-23D Task D04888 (\$19,575,000) and RK-83, Task D04540 (\$22,483,000) and the Operating Budget in the amount of \$3,500,000. Stipend funding in the aggregate amount of \$360,000 under Tasks D04911, D04912, D04913 and D04914 (\$90,000/each).

ALTERNATIVES

None are 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 Name: B&T Business Unit, Joe Keane, PE, Sr. VP and Chief Engineer <i>Joe Keane</i>					
Contracts Department Brian A. Walsh, Acting VP and Chief Procurement Officer <i>Brian Walsh</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	B&T Committee	12/13/21	X		
2	Board	12/15/21	X		
Internal Approvals					
	Approval		Approval		
<i>P</i>	Deputy Chief, Development	<i>JOS</i>	President		
<i>MR</i>	Deputy Chief, Delivery	<i>[Signature]</i>	Executive Vice President & General Counsel		

SUMMARY INFORMATION	
Vendor Name E-J Electric Installation Co.	Contract Number HH-36
Description Design-Build Services for Electrical Power Resiliency, Utility and Building Improvements at the Henry Hudson Bridge	
Total Amount	
1. Award	\$ 34,950,000
2. Stipend Payments	\$ 260,000
Contract Term Two (2) years, four (4) months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
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:	

PURPOSE/RECOMMENDATION

Construction and Development (C&D) is seeking Board approval to award a publicly advertised and competitively solicited Public Works contract (the "Contract") for Design-Build Services for Electrical Power Resiliency, Utility and Building Improvements at the Henry Hudson Bridge (HHB) to E-J Electric Installation Company in the lump sum amount of \$34,950,000 and a duration of two years (2) years, four (4) months. In accordance with MTA policy regarding the use of design-build to enhance competition and defray proposal costs, this solicitation includes a stipend in the amount of \$65,000 to be paid to each unsuccessful proposer whose proposal met defined proposal standards. Accordingly, approval is also requested to pay stipends totaling \$260,000 to the four (4) unsuccessful proposers.

DISCUSSION

The work under Contract HH-36 is for electrical redundancy and upgrades for the HHB facility. The scope is to perform design and construction services to include: (i) upgrade the Dyckman Street substation for additional power redundancy, inclusive of a new substation enclosure, primary and secondary feeders, 750KVA transformer, current transformer cabinets, metering, and electric service equipment to provide a redundant back-up power supply for the HHB facility; (ii) remove and replace the existing Kappock Street substation 750KVA transformer and associated electrical equipment; (iii) upgrade the existing fire alarm system at both the Dyckman and Kappock Street substations to conform to NYC fire codes; and (iv) perform electrical, mechanical and other upgrades to the HHB facility building and maintenance garage.

A 2-Step procurement process was conducted for this contract. In Step 1, a Request for Qualifications ("RFQ") was advertised resulting in the submission of fourteen (14) Statements of Qualifications, which were evaluated against preestablished selection criteria addressing record of performance for the Design-Build team, technical and managerial capacity and general responsibility. The following five (5) firms were selected to receive the Request for Proposal ("RFP") in Step 2:

- E-J Electric Installation Company ("E-J")
- FOS Development Corp ("FOS")

- Hellman Electric, LLC (“Hellman”)
- TAP Electrical Contracting Service, Inc. (“TAP”)
- TC Electric (“TC”)

In response to the RFP, all five (5) firms submitted proposals: E-J - \$36,622,151; FOS - \$35,173,415; Hellman - \$37,563,300; TAP - \$40,694,800; and TC - \$36,736,000.

The proposals were evaluated by a Selection Committee (“SC”) consisting of representatives from C&D Delivery and B&T’s Maintenance Department utilizing preestablished selection criteria set forth in the RFP addressing the proposers’ price, technical approach, qualifications of firm, team organization, schedule, and record of diversity practices.

The SC reviewed the technical proposals, observed the oral presentations on October 22, 2021 and subsequently reviewed the price proposals submitted by each proposer. All five (5) technical proposals were deemed technically acceptable by the SC. After combining technical and price evaluations, the SC unanimously recommended E-J as the highest rated firm whose proposal provides the best value to the MTA and best optimized the design-build process efficiencies as compared to the other proposers based on several factors: (i) the technical proposal provided a simplified, pre-fabricated structure, which meets C&D’s and code requirements resulting in overall price savings; (ii) superior understanding of the project technical requirements, goals and associated risks; (iii) an aggressive, achievable proposed schedule; (iv) the most complete understanding to effectively coordinate the Work, utilizing three (3) design teams working separately on major and distinct parts of the Project; and (v) submission of a competitively priced proposal.

E-J submitted a proposal in the amount of \$36,622,151 and a schedule of two (2) years, four (4) months, which shall become the Contract Substantial Completion date and is eight (8) months shorter than the RFP requirement. Negotiations with E-J included discussions concerning the technical requirements, design assumptions, coordination of work with other contractors and construction approach. Through negotiations the parties agreed to a contract price totaling \$34,950,000. The negotiated price is considered fair and reasonable.

In connection with previous contracts awarded to E-J, E-J was found to be responsible, notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Managing Director in consultation with the MTA General Counsel in August 2018. No new significant adverse information has been found relating to E-J and E-J has been found to be responsible.

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. Although this is a design-build contract with some undefined scope, E-J is projecting to meet the required M/WBE/SDVOB goal requirements. E-J has achieved the assigned D/M/WBE goals on previous MTA Contracts.

IMPACT ON FUNDING

Funding in the amount of \$34,950,000 is available in the 2020-2024 Capital Program, under Project HH-36, Task D04474 (\$34,950,000) and the Operating Budget in the amount of \$3,000,000. Stipend funding in the aggregate amount of \$260,000 is available under Tasks D04902, D04903, D04904 and D05002 (\$65,000/each).

ALTERNATIVES

None are 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 Name: B&T Business Unit, Joe Keane, PE, Sr. VP and Chief Engineer <i>Joe Keane</i>					
Contracts Department Brian A. Walsh, Acting VP and Chief Procurement Officer <i>Brian Walsh</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	B&T Committee	12/13/21	X		
2	Board	12/15/21	X		
Internal Approvals					
	Approval		Approval		
<i>⓪</i>	Deputy Chief, Development	<i>JOS</i>	President		
<i>MK</i>	Deputy Chief, Delivery	<i>[Signature]</i>	Executive Vice President & General Counsel		

SUMMARY INFORMATION	
Vendor Name Kiewit Infrastructure Company	Contract Number MP-09
Description Design-Build Services for Replacement of Tower Elevator Systems and Miscellaneous Repairs at the Marine Parkway-Gil Hodges Memorial Bridge	
Total Amount	
1. Award	\$ 18,215,000
2. Stipend Payments	\$ 100,000
Contract Term Two (2) Years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other.	
Funding Source	
<input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other.	

PURPOSE/RECOMMENDATION

Construction and Development (C&D) is seeking Board approval to award a publicly advertised and competitively solicited Public Works contract (the "Contract") for Design-Build Services for Replacement of Tower Elevator Systems and Miscellaneous Repairs at the Marine Parkway-Gil Hodges Memorial Bridge (MPB) to Kiewit Infrastructure Company in the lump sum amount of \$18,215,000 and a duration of two (2) years. In accordance with MTA policy regarding the use of design-build to enhance competition and defray proposal costs, this solicitation includes a stipend in the amount of \$50,000 to be paid to each unsuccessful proposer whose proposal met defined proposal standards. Accordingly, approval is requested to pay stipends totaling \$100,000 to the two (2) unsuccessful proposers.

DISCUSSION

The work under Contract MP-09 is for the replacement of the two (2) tower elevator systems and for miscellaneous repairs at the MPB. The goals of the Project are to provide cost effective solutions to replace and modernize the tower elevator systems; perform miscellaneous rehabilitation; enhance the overall safety of the bridge and its two (2) towers; deliver the project safely, on schedule and within budget.

A 2-Step procurement process was conducted for this solicitation. In Step 1, a Request for Qualifications ("RFQ") was advertised resulting in the submission of four (4) Statements of Qualifications, which were evaluated against preestablished selection criteria addressing record of performance for the Design-Build team, technical and managerial capacity and general responsibility. The following three (3) firms were selected to receive the Request for Proposal ("RFP") in Step 2:

- Kiewit Infrastructure Company ("Kiewit")
- MLJ Contracting Corp. ("MLJ")
- Skanska Koch, Inc. ("Skanska")

In response to the RFP, all three (3) firms submitted proposals: Kiewit - \$18,567,000; Skanska - \$20,579,030; and MLJ - \$25,966,000.

The proposals were evaluated by a Selection Committee (“SC”) consisting of representatives from C&D Delivery and B&T’s Maintenance Department utilizing preestablished selection criteria set forth in the RFP addressing the proposers’ price; design-build technical approach; schedule; design-build experience; key personnel; management approach and record of diversity practices.

The SC reviewed the technical proposals, observed the oral presentations on October 27, 2021 and subsequently reviewed the price proposals submitted by each proposer. All three (3) technical proposals were deemed technically acceptable by the SC. After combining technical and price evaluations, the SC unanimously recommended Kiewit as the highest rated firm whose proposal best optimized the design-build process efficiencies as compared to the other proposers based on several factors: (i) a strong understanding of the Scope of Work, inclusive of providing several detailed, preliminary drawings; (ii) realistic lead times for procuring the elevator systems and span lock equipment; (iii) an aggressive achievable proposed schedule; (iv) demonstrated experience with rack and pinion elevator installations in a marine environment; and (v) submission of a competitively priced proposal

Kiewit submitted a proposal in the amount of \$18,567,000 and a schedule of two (2) years, which shall become the Contract Substantial Completion duration (6 months shorter than the RFP requirement). Negotiations with Kiewit included discussions concerning the technical requirements, design assumptions, schedule, elevator fabrication and long lead time material acquisitions. Negotiations resulted in the parties agreeing to a reduced Contract price totaling \$18,215,000, which is considered fair and reasonable.

In connection with previous contracts awarded to Kiewit, Kiewit was found to be responsible notwithstanding Significant Adverse Information (“SAI”) pursuant to all All-Agency Responsibility Guidelines, and such responsibility findings were approved by the MTA Chairman and Chief Executive Officer in consultation with the MTA General Counsel in November 2020. No new SAI has been found relating to Kiewit, and Kiewit has been found to be responsible.

Kiewit is deemed to be a responsible contractor.

D/M/WBE/SDVOB INFORMATION

The MTA Department of Diversity and Civil Rights (DDCR) has established 12% MBE, 12% WBE and 1% SDVOB goals on this contract. Although this is a design-build contract with some undefined scope, Kiewit is projecting to meet the required M/WBE/SDVOB goal requirements. Kiewit has achieved the assigned D/M/WBE goals on previous MTA Contracts.

IMPACT ON FUNDING

Funding in the amount of \$17,190,000 is available in the 2020-2024 Capital Program under Project MP-09, Task D04672 and the Operating Budget in the amount of \$1,025,000. Funding for the two (2) stipends in the amount totaling \$100,000 is available under Project MP-09, Tasks D04673 and D04674.

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.