

Bridges and Tunnels Committee Meeting

April 2020

Committee Members

L. Lacewell, Chair
D. Mack, Vice Chair
N. Brown
R. Glucksman
K. Law
J. Samuelsen
L. Schwartz
V. Tessitore
N. Zuckerman

Bridges & Tunnels Committee Meeting

2 Broadway, 20th Floor Board Room

New York, NY 10004

Wednesday, 4/22/2020

10:00 AM - 5:00 PM ET

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2. Public Comments

3. Minutes of Committees and Board Meeting - March 2020

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4. Committee Work Plan

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6. Safety Report - February 2020

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8. Capital Program Project Status Report - March 2020

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Next Meeting: Wednesday, May 20, 2020 at 10:00 a.m.



Bridges and Tunnels

Summary of Actions

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

Responsible Department	Vendor Name	Total Amount	Summary of action
Procurement	TransCore, LP	\$16,996,380	<ul style="list-style-type: none"> • Approval to Amend a Personal Service Contract • Split Tolling at the Verrazzano-Narrows Bridge and Catastrophic Event Mitigation.
Procurement	El Sol Contracting/ES II Enterprises (Joint Venture)	\$25,610,000	<ul style="list-style-type: none"> • Approval to Amend a Public Works Contract • Infrastructure for Split Tolling at the Verrazzano-Narrows Bridge



Bridges and Tunnels

Minutes of Committees and Board Meeting – March 2020



**Joint Committee and Board Meeting of the Metropolitan Transportation Authority,
the New York City Transit Authority, the Manhattan and Bronx Surface Transit
Operating Authority, the Staten Island Rapid Transit Operating Authority, the
Metropolitan Suburban Bus Authority, the Triborough Bridge and Tunnel Authority,
the Long Island Rail Road, the Metro-North Commuter Railroad Company, MTA
Construction & Development, the MTA Bus Company and
the First Mutual Transportation Assurance Company
Minutes
2 Broadway
New York, NY 10004
Wednesday, March 25, 2020
10:00 a.m.**

The following Board Members were present in person or by videoconference:

**Hon. Patrick Foye, Chairman & CEO
Hon. Randolph Glucksman
Hon. Rhonda Herman
Hon. David Jones
Hon. Linda Lacewell
Hon. Kevin Law
Hon. Robert W. Linn
Hon. David Mack
Hon. Susan Metzger
Hon. Haeda B. Mihaltses
Hon. Robert F. Mujica*
Hon. Lawrence Schwartz
Hon. Vincent Tessitore, Jr.
Hon. Neal Zuckerman**

*Mr. Mujica joined the meeting but was not present for any votes.

The following alternate non-voting members were present by videoconference:

**Hon. Andrew Albert
Hon. Norman Brown
Hon. John Samuelsen**

The following staff members attended in person or by videoconference:

Anthony McCord, Chief Transformation Officer, Mario Péloquin, Chief Operating Officer, Thomas J. Quigley, General Counsel, Robert Foran, MTA Chief Financial Officer, Patrick Warrant, MTA Chief Safety Officer, David Ross, Chief Procurement Officer, Abby Collins, Chief Communications Officer, Sarah E. Feinberg, Interim President, NYCT, Craig Cipriano, Acting President, MTA Bus/Senior Vice President, NYCT Department of Buses, Michele Woods, Deputy Auditor General, Sally Librera, Sr. V.P. Department of Subways, and Monica Murray, Deputy General Counsel, Governance and Special Projects.

Janno Lieber, MTA Chief Development Officer, MTA Construction & Development, Phillip Eng, President, Long Island Rail Road, Catherine Rinaldi, President, Metro-North Railroad, Daniel DeCrescenzo, Acting President, TBTA, Margaret Terry, General Counsel, TBTA, Josiane Codio, Director, MTA Treasury, Patrick McCoy, Director, MTA Finance, David Florio, Director, R.E. Operations, Leasing & Acquisitions.

The Board of the Metropolitan Transportation Authority also met as the Boards of the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority, the Staten Island Rapid Transit Operating Authority, the Metropolitan Suburban Bus Authority, the Triborough Bridge and Tunnel Authority, the Long Island Rail Road, the Metro-North Commuter Railroad Company, MTA Construction & Development, the MTA Bus Company, and the First Mutual Transportation Assurance Company.

Votes reflected in these minutes are those of each Committee and that of the MTA Board.

1. CHAIRMAN FOYE'S OPENING REMARKS.

Chairman Foye called the meeting to order and he thanked Board members, staff and the public for being part of the MTA's Board meeting by videoconference.

The Chairman announced that in light of the current health crisis, there were no meetings of the Joint Metro North Railroad and Long Island Committee, New York City Transit Committee, Bridges and Tunnels Committee, Finance Committee and Audit Committee in March.

Suspension of law allowing the attendance of meetings telephonically or other similar service:

The meeting is being conducting remotely via videoconference. Chairman Foye stated that Governor Cuomo's Executive Order 202.1 suspends the Open Meetings Law requirements and accordingly any requirements in the MTA By-Laws that meetings are open to in-person attendance by the public and that Board members may only participate in person are also suspended.

Monica Murray confirmed for the Chairman the presence of a quorum.

Chairman Foye stated that later in the meeting, Agency Presidents and staff will submit their agency's report, procurements and actions for a vote, and the Board members' participation in the meeting but silence at the time of a vote will be considered an affirmative vote for the record. The Chairman advised Board members that if any member would like to vote in opposition or abstain from any action, that Board member should state their name and indicate that.

Chairman Foye noted that speakers for the public comment period were able to register on Monday, March 23, 2020 and send in their video or voice comments. He stated that this approach goes above and beyond what is required for public comment according to the suspension of Open Meetings Law by Executive Order 2.01.

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Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details of Chairman Foye's opening remarks.

2. PUBLIC SPEAKERS SESSION.

Public Speakers' Moderator reminded speakers of the two (2) minute speaking limit, and that speakers will be alerted when thirty (30) seconds remain to conclude their remarks.

The following twelve (12) speakers commented by videoconference during the public speakers' session. Refer to the video recording of the meeting produced by the MTA and maintained in MTA records, for the content of speakers' statements.

Brian Thomas Burke, NYCT/TWU Local 100

Theo Allen, private citizen

Rachael Fauss, Reinvent Albany

Christopher Greif, NYCTRC

Debra Greif, BFSSAC

Jason Anthony, Passengers United

Lisa Daglian, PCAC

Andrew Pollack, Passengers United

Finnley Staub, private citizen

Omar Vera, private citizen

Kimberly Pereira, NYC

Murray Bodin, private citizen

3. CHAIRMAN FOYE'S REMARKS.

The Chairman stated that this is an extraordinary time, and the MTA and agencies are doing some extraordinary things. First, by remaining laser-focused on the safety of the employees and customers, the MTA continues to keep the most essential of employees safely moving through New York. Chairman Foye stated that the 75,000 dedicated women and men of the MTA have been working around the clock to keep the system safe for the heroic health care professionals, childcare, utility and transportation workers, police officers, firefighters and other first responders who still need to get around, and he stated that we owe them and the MTA employees a great debt of gratitude.

The Chairman also thanked Sarah Feinberg, Interim President, NYCT, who he stated has had an eventful first two weeks on the job; Craig Cipriano, Acting President, MTA Bus/Senior Vice President, NYCT Department of Buses; Catherine Rinaldi, President, Metro-North Commuter Railroad; Phil Eng, President, LIRR and Daniel DeCrescenzo, Acting President, TBTA, for their leadership during this time, as well as the rest of the senior leadership team.

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The Chairman stated that he also appreciates everyone joining the meeting by videoconference today, which allows the MTA to heed the recommended public health guidelines and maintain social distancing for the good of everyone's health and safety.

Providing an update on novel coronavirus (COVID-19), Chairman Foye stated that the situation is rapidly changing, with new information and guidance being issued regularly. MTA is working closely with its partners at the state, city and federal levels to keep on top of all the events. The Chairman stated that every decision the MTA makes to manage the crisis has been driven by the advice of the CDC, New York State Department of Health Commissioner Dr. Zucker, and his New York City Department of Health counterpart, Dr. Barbot.

Chairman Foye, discussing the actions taken by MTA to protect the customers and employees, stated that all MTA stations and frequent touchpoints continue to be disinfected twice daily, with the full fleet of rolling stock being sanitized on a 72-hour cycle – except for Access-A-Ride vehicles, which are disinfected daily.

The Agencies are also disinfecting offices, stations, crew quarters and other employee locations at least once a day and making hand sanitizer available and reminding everyone of good hygiene habits. In addition, other steps have also been taken to minimize contact and cash collections for the frontline employees – from implementing rear door boarding on buses to minimizing the collection of cash on railroads and in stations.

Chairman Foye stated that in order to protect vital, one-of-a-kind operations centers, MTA has deployed medical personnel to monitor the temperatures of the staff members in efforts to prevent symptomatic individuals from possibly contaminating others within these centers. MTA has also initiated a quick-reaction-team that will be sent to a location within the system where multiple employees are displaying symptoms – a “hot spots” so-to-speak.

Chairman Foye stated that in the last few weeks MTA has seen dramatic drops in ridership, as New Yorkers heed the advice of medical experts and stay home. On the subways, there has been an 87% decline compared to the same time last year, with ridership falling by more than 60% on buses, 94% on Metro-North and 90% on the Long Island Rail Road. The Chairman stated that the decline in ridership has an impact on both service and the MTA's financial position.

Chairman Foye stated that, as announced yesterday, MTA is moving to implement the Essential Service Plan, which was developed in close consultation with groups representing the heroic workers on the front lines of the pandemic, including hospitals, utility workers, and the City and State of New York.

The Chairman stated that the Essential Service Plan went into effect on the subway today, and will be rolling out on buses, Metro-North and Long Island Railroad in the coming days. Across all of MTA services, Chairman Foye noted that ridership is being monitored constantly and adjustments will be made as needed. The complete MTA Essential Service Plan is available on the MTA website, the MYmta app and on countdown clocks in stations and on platforms. The Chairman stated that reducing service is not ideal but it is the right thing to do right now. It will protect the workers on the front lines by allowing for more flexibility in scheduling. Safety for the employees and customers remains, as ever, MTA's number one priority.

With respect to the financial impact, Chairman Foye stated that it is clear that this pandemic is a national and international crisis, causing American industries to come to a dead stop. Every company and agency is currently suffering from a lack of liquidity. In the case of the MTA, this is driven by the fact that farebox and toll revenue is about \$8.5 billion dollars in a normal year, which is about half of the operating budget needed to run the MTA. The Chairman noted that an unsold seat on a flight to Miami is revenue that is lost forever, and the same is true of an unused seat on MTA subways, buses or commuter rails.

Chairman Foye stated that MTA expects the full impact of this crisis from the plummeting fare and toll revenues to be over \$4 billion by the end of the year. The Chairman reported that the MTA is seeing dramatic drops in transit ridership, and significant declines in vehicle crossings at bridges and tunnels, where toll revenue has traditionally served as a boost to MTA finances. This drop is on top of sizable losses on more than \$6 billion in state and local taxes dedicated to the MTA that is likely to evaporate in the inevitable downturn. Additionally, the MTA expects the aggressive disinfecting efforts, undertaken to protect customers and employees, to total over \$300 million on an annualized basis.

Chairman Foye noted that the MTA is taking immediate actions to mitigate this situation. In addition to drawing down \$1 billion on the existing line of credit, the agency has implemented tight cost controls on capital and operating spending, and is laser focused on only essential activities. This includes an immediate, temporary stop to any new capital commitments until the MTA has a more permanent solution to the liquidity issues precipitated by this pandemic. The MTA is also taking a close and focused look at what is coming to the Board each month for approval, starting with this month, shortening the list of action items to only what is essential.

Chairman Foye reported that the MTA is also working with State partners for legislative changes to preserve flexibility and help manage operating cash flow. Thanks to these immediate steps, Chief Financial Officer Robert Foran estimates the agency's liquidity to be \$3.5 billion by the end of March. Chairman Foye stated that this may sound like a large amount, but he noted that it costs more than \$300 million each week to operate the MTA. Considering the dramatic drop in ridership and revenue, and the fact that this health crisis means ridership will continue to be depressed in the months to come, Chairman Foye stated that the only realistic solution is a substantial federal funding commitment.

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Chairman Foye stated that the scale of the operating budget deficits the MTA and other agencies face is unprecedented and this is an extraordinary time calling for extraordinary measures. The MTA has called on Congress for a national solution to a national crisis, together with a coalition of transit agencies across the nation. In New York, without at least \$4 billion of federal grant funding, the MTA will be unable to pay its obligations, including making payroll for a critical workforce of approximately 75,000 employees working hard on the front lines of this crisis, a workforce that has already kept New York moving after 9/11, Superstorm Sandy, and countless other disasters. Scaling back service will not be enough and the \$2.8 billion in savings the MTA is already committed to achieving through budget reductions and Transformation efficiencies will not be enough. Allowing critical state-of-good repair investments the MTA has fought long and hard for to be gutted in favor of operational costs is a non-starter. Such a huge blow would come at a time when the MTA has achieved tremendous progress across the system. On-time performance has achieved sustained improvement and ridership was steadily growing, defying national trends.

Chairman Foye stated that the New York Congressional delegation has been fighting hard in Washington, as they did after Superstorm Sandy and 9/11, and the MTA thanks them. The Chairman reported that early this morning, the Administration and Congress reached a deal on a \$2 trillion relief package. In addition, Senator Schumer confirmed that the relief package includes the \$25 billion requested by public transit agencies across the nation, including \$4 billion dedicated to the MTA. The MTA applauds Speaker Pelosi, Senator Schumer, and Representatives Nita Lowey, Peter King, Lee Zeldin, Carolyn Maloney, Sean Patrick Maloney, and Jerry Nadler for their tireless support and efforts to reach this deal. Chairman Foye also thanked the MTA's labor partners for standing with the MTA in advocacy, including John Samuelson and Tony Utano of the TWU, Anthony Simon and the other Long Island Rail Road labor leaders, and Matt Mitchell, Ed Valente, and Bill DeCarlo at Metro-North.

Chairman Foye stated that this funding is critical, not only to ensure that the MTA can continue to operate through the crisis, but also to serve as the catalyst for economic growth once the pandemic subsides and the country's pulse begins beating again. Chairman Foye emphasized that the full impact of this pandemic is still unknown. The MTA has planned for disruptions, but never of this scale. The MTA needs \$4 billion now and will need substantially more than that to survive the crisis.

Chairman Foye stated that the MTA is the lifeblood of the New York economy, and the State cannot recover without a strong public transportation system. It is imperative that the MTA pick up where it left off in improving the system and resuming growth once the crisis is past.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details of Chairman Foye's remarks.

4. APPROVAL OF MINUTES.

Upon motion duly made and seconded, the Board approved the MTA Agencies' Committee Meeting Minutes of February 24, 2020 and the MTA and MTA Agencies' Minutes of the Regular Board meeting held on February 26, 2020.

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5. CHIEF FINANCIAL OFFICER'S PRESENTATION.

Robert Foran, MTA Chief Financial Officer, provided an update on the MTA Financials.

Refer to video recording of the meeting, produced by the MTA and maintained in MTA records, for the details of Mr. Foran's presentation.

6. METRO-NORTH RAILROAD ("MNR") PRESIDENT CATHERINE RINALDI'S PRESENTATION.

A. MNR Report

President Rinaldi began her report by thanking the entire Metro-North workforce for their efforts over the last few weeks during the COVID-19 crisis.

President Rinaldi reported that Metro-North has been taking all measures possible to prevent the spread of COVID-19, and during this difficult and unprecedented time, Metro-North's top priority is keeping customers and employees safe. Metro-North continues to disinfect stations two-times a day, sanitize trains daily, and perform a complete cleaning of trains every 72 hours. Metro-North is also cleaning and disinfecting employee facilities and remains focused on making working conditions as safe as possible.

President Rinaldi stated that as Metro-North continues to provide train service to health care workers and first responders, she appreciates the close coordination and collaboration exhibited across the MTA family, Metro-North's labor leaders, and the communities that Metro-North serves.

President Rinaldi reported that ridership has dropped precipitously on Metro-North from March 4, 2020 through today. As of last Friday, Metro-North was down over 90% overall compared to the weeks before the pandemic. The declines were led by the New Haven Line (given the high percentage of customers in the finance industry who had the ability to work from home earlier than others). This was followed by the Harlem Line and lastly the Hudson Line (which has a higher percentage of service workers and people in healthcare than the other lines). West of Hudson Service is also showing an approximately 90% drop in ridership. At this point, with only about 10% of Metro-North's customers remaining, those continuing to ride trains are essential workers.

Providing an update on Positive Train Control ("PTC"), President Rinaldi stated that there is some good news to report. As of Saturday, March 14, 2020, Metro-North extended PTC to Grand Central Terminal completing the installation of PTC on the Harlem and Hudson Lines. The coverage includes all trains along the Hudson Line's 74 miles from Grand Central Terminal to Poughkeepsie, including Amtrak and CSX freight trains, and the Harlem Line's 82 miles from Grand Central Terminal to Wassauc. Crews simultaneously completed activating PTC wayside equipment on the eight miles of the New Canaan Branch in Connecticut. The activation of PTC along the entire Harlem and Hudson Lines as well as the New Canaan Branch demonstrates Metro-North's swift and steady progress to meet the

goal of full PTC implementation by the end of 2020. President Rinaldi stated that thanks to everyone's commitment on implementing PTC, Metro-North now has 68% (189) route miles in full PTC mode. The Metro-North team is focused on completing PTC installation on the remaining 62 miles of the New Haven Main Line to ensure system safety.

President Rinaldi also reported that February's on-time performance ("OTP") climbed to 97.2% which makes it Metro-North's best February in 7 years. By line, the Hudson Line operated at 98.2% with 98.1% in peak periods, the Harlem Line operated at 96.7%, with 95.1% in peak periods, and the New Haven Line operated at 97.1% with 97.2% in peak periods. Year-to-date through February, Metro-North is operating 1.2 percent above last year's performance. President Rinaldi stated that Metro-North could not perform at this level without the dedication and commitment of its workforce, who rise to the challenge every single day.

In closing, President Rinaldi thanked all Metro-North employees for their efforts during these very challenging and frightening times. Public transportation is the lifeblood of the region in good times and is absolutely indispensable in times like these. She stated that she was proud to lead the organization and is so proud of her colleagues.

Metro-North Safety Report:

The full safety report is filed with the records of this meeting.

MTAPD Report:

The full MTAPD report is filed with the records of this meeting.

Operations, Performance Metrics, Ridership, Financial, and Capital Program Reports.

The details of the Operations, Performance Metrics, Ridership, Financial, and Capital Program Reports are contained in reports filed with the records of the meeting.

Joint Information Item:

The details of the following joint information item are contained in reports filed with the records of this meeting:

- Long Island Rail Road/Metro-North PTC Status Report

Metro-North Information Items:

The details of the following information items are contained in reports filed with the records of this meeting:

- Annual Elevator & Escalator Report
- Customer Satisfaction Survey Report

- 2019 Annual Ridership Report

B. Metro-North Committee Items:

The Committee was presented with the following competitive procurement:

- Approval for a contract modification in the not-to-exceed amount of \$2,000,000 to the existing miscellaneous service contract with the firm Clearway Industries, LLC (Clearway). The contract modification is for on-going scheduled brush and tree cutting including debris removal services for Metro-North's Harlem and Hudson Lines as well as emergency services to remove tree and brush that are deemed dangerous, damaged, or has fallen throughout Metro-North's entire territory. The additional funding requested will be required for continuation of these services for the remaining contract term through August 2020.

Upon motion duly made and seconded, the Committee approved the foregoing procurement. The details of the procurement are contained in documentation filed with the records of this meeting.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for details of President Rinaldi's report, and to the staff summaries for details relating to the action items, copies of which are on file with the records of the Board meeting minutes for MTA and MNR.

7. LIRR PRESIDENT PHILLIP ENG'S PRESENTATION.

A) LIRR Report

President Eng stated that these are unprecedented times, but, working together, we will get through this. Addressing the public and all the first responders, health care workers, food service workers, transportation workers, including many of our own, that are out helping to battle this pandemic and saving lives, President Eng stated that the Long Island Rail Road workforce is taking extraordinary measures to do our part to flatten the curve and combat the spread of COVID-19.

President Eng reported that our Essential Service Plan starting Friday, March 27, has been developed based on our field observations of travel patterns over the last few weeks, to accommodate our current ridership levels. The schedule will be available shortly, and will protect the ability to practice social distancing throughout the day on the railroad. We will be monitoring ridership during the initial phases of the new service plan and be prepared to modify on the fly with additional trains pre-positioned in our yards.

President Eng stated that this is only possible due to the dedication and courage of our employees, both front line and those behind the scenes, as well as the cooperation and support from our labor partners whose contributions have been instrumental. He stated that together, with our sister agencies, we are rising to this challenge as we battle this

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pandemic, ensuring that essential employees can continue to depend on us, and doing our part to provide essential services and protect New Yorkers.

Reporting on Positive Train Control, President Eng stated that while our system integrator and their vendors are facing the same challenges as all of us, we all remain committed and on target to hit the December 2020 deadline. He noted that LIRR recently hit a significant milestone, running another 108 miles from Ronkonkoma to Greenport and from Patchogue to Montauk, placing these sections into Extended Revenue Service Demonstration, bringing us to 72% of our 305 total route miles.

President Eng reported that we are also making progress working with Amtrak and the FRA regarding Amtrak's proposed alternative solution in Harold Interlocking, and their back-to-back software for their trains to be inter-operable as they operate through Harold, with more information provided in the Committee Book.

President Eng also reported that LIRR's On-Time-Performance ("OTP") for February was 94.3%, the best February since 2012, and 2.2% better than last year. Additionally, our ridership trend prior to COVID19 continued in February with an increase of 1.1% over last year, representing an additional 75,000 riders.

President Eng referred to the Committee Book for detailed information regarding LIRR's 2019 Annual Satisfaction Survey; he noted that overall, our customers are acknowledging and experiencing positive changes to our service.

President Eng stated that he wants the public to know that with each of us doing our parts, we will get through this together. He thanked the public who can stay home and are doing so, and thanked all the essential workers across Long Island and New York, including our own represented labor workforce and management. Not only are they dealing with the pressures of the job, but with immense uncertainty at home and in the world, their professionalism never ceases to amaze me. Their safety and that of our customers will always be our preeminent concern. To our labor partners, the communication and support has been key in our ability to keep the LIRR running. President Eng wished a speedy recovery to all of our employees at LIRR and MTA being treated for Covid 19. Addressing the Board and the public, President Eng gave his assurances that LIRR is here for you.

B) LIRR Committee Items:

The Committee Book for the Joint Metro-North and Long Island Committee meeting of this day filed with the records of this joint meeting with the Regular Board, contains the details of the following items:

- LIRR Minutes of the Joint Metro-North and Long Island Rail Road Committee meeting of February 24, 2020
- LIRR 2020 Work Plan
- LIRR Safety Report

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- MTA Police Report
- Joint Information Item - Long Island Rail Road/Metro-North PTC Status Report
- LIRR Information Items
 - Annual Elevator & Escalator Report
 - Spring Trackwork Programs
 - Customer Satisfaction Survey Report
 - 2019 Annual Ridership Report
- Operations, Performance Metrics, Ridership, Financial, and Capital Program Reports

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for details of President Eng's report, and to the staff summaries for details relating to the action items, copies of which are on file with the records of the Board meeting minutes for MTA and LIRR.

8. NYCT INTERIM PRESIDENT SARAH FEINBERG'S PRESENTATION.

A. NYCT Report

Interim President Feinberg discussed the crisis facing the agency and stated that there were 52 employees who tested positive for COVID-19 at NYCT thus far. She noted that these are colleagues and that our thoughts are with them and their families and we wish them well. Interim President Feinberg indicated that while some of these employees present with mild symptoms, other employees are extremely ill and that we are thinking about all of them all of the time and praying for them and sending them good wishes.

Interim President Feinberg also emphasized that 72,000 workers were showing up to work every day including those employees teleworking. She stated that she was incredibly grateful for these employees to show up every day and continue to operate a safe and efficient system, getting essential workers where they need to go to serve those of us who are trying to get through the daily lives, including healthcare workers, grocery store and delivery workers among many others. She expressed that it has been an honor to be a part of a workforce full of heroes and that from the moment she started as Interim President, the workforce has been working on the response to this crisis 24/7 and she has been utterly impressed by all. She noted that NYCT went from disinfecting stations once to twice a day and that NYCT also enabled thousands of people to telework in a matter of hours. She commended the subway team for doing an unbelievable job planning for all kinds of variations and scenarios that may arise in the weeks and months ahead. She noted that they have been engaging in a tremendous amount of work and resources to plan for the kind of expected ridership decline and to account for the many variables along the way.

Interim President Feinberg also commended the quick turn by Buses to rear door boarding, noting that it took massive cooperation from our team and our union partners. She emphasized the priority and need to protect our bus operators.

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Interim President Feinberg stated that we are hitting a turning point in this crisis – not in terms of the virus itself but with respect to making changes to service. She stated that NYCT will continue to right-size service and that the efforts being made are not focused on decreasing service, saving money or maximizing efficiency but instead to make sure we can move the essential workers that need to be moved in a safe and efficient way while doing right by our workforce. She indicated that she believes we have so far executed it well but are taking a close look at crowding issues and will be addressing those as close to real time as possible. The priority has to be to move people who need to be moved.

Interim President Feinberg expressed that she is determined to send people home and to keep as many people healthy as possible along the way. She commented on the great job being done by the Chairman and the MTA leadership and in keeping everyone updated.

Interim President Feinberg closed her report by once again thanking the workforce and emphasizing that it has been an honor to work with this workforce.

B. NYCTA Committee Items:

Upon motion duly made and seconded, the Board approved non-competitive procurements requiring a majority vote (Schedule J in the Agenda).

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for details of Interim President Feinberg’s report, and to the staff summaries, copies of which are on file with the records of the meeting of the Board of the MTA NYC Transit /Staten Island Rapid Transit Operating Authority /MTA Bus Company.

9. MTA CONSTRUCTION & DEVELOPMENT – CHIEF DEVELOPMENT OFFICER JANNO LIEBER’S PRESENTATION.

A. Report

Chief Development Officer (“CDO”) Janno Lieber reported that MTA Construction & Development (“C&D”) continues to move forward on a number of important active transit infrastructure projects that can be safely advanced. He noted that the first thing C&D did was to take a wide range of precautionary measures to make sure all of its employees, consultants, and contractors are safe.

CDO Lieber went on to mention several of the measures that C&D put in place. He stated that approximately 90% of C&D’s staff of 2,000 are presently telecommuting. In addition, C&D has instituted a 24-hour 7 day a week hotline where its contractors and consultants can provide information on COVID-19 issues. With the use of flow charts and medically approved information, C&D is advising its contractors and consultants on how to react to public health issues and reports that they are receiving.

CDO Lieber further reported that while C&D has scaled down some of its projects, many of its projects have continued under the Governor’s Executive Order stating that transportation infrastructure projects are essential. CDO Lieber emphasized that these projects are, however, being done in a different manner than in the past. C&D has re-examined and evaluated site logistics, construction sequences and deployment to maximize social distancing for all work activities. In addition, work tools also are not being shared.

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CDO Lieber reported that C&D has also created an app that allows projects to report their COVID related health information, impacts and status. CDO Lieber noted that C&D is currently receiving roughly 225 reports daily through this app.

CDO Lieber further reported that C&D is managing a range of supply chain issues with elevators and escalators, and deliveries not being able to be made due to the public health crisis. CDO Lieber stated that C&D is managing these issues reasonably well.

CDO Lieber also reported that at this time approximately six projects have been closed down due to health reasons due to COVID-19 positive tests. He noted that site cleanings have been performed at ten project sites where public health information dictated that cleanings should be performed, and that C&D was able to deploy the resources needed for the cleaning quickly.

CDO Lieber reported that C&D originally had one procurement item on today's agenda, a retroactive modification to accelerate work on an elevator project; however, after consultation with Chairman Foye and Chief Financial Officer Foran, that procurement was withdrawn due to a need to re-examine the MTA's financial condition.

CDO Lieber also acknowledged the extraordinary efforts of the MTA staff and consultants during this pandemic, along with the collaboration that the MTA has had with the trade associations and labor. CDO Lieber has spoken to each of the major trade associations and collaborated well with them to ensure work is done in most safe manner.

Board Member Albert inquired if the completion of the Canarsie Tube work is being impacted, and if work on the tunnel portion will be completed in April as planned or some time close to that. CDO Lieber responded that, although there was a major logistical reorganization for the planned work this past weekend for safety purposes, C&D did have a successful weekend of work with the double track outages and anticipates completion of the tunnel portion of the Project will be in April.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for further details of Mr. Lieber's report.

10. TBTA ACTING PRESIDENT DANIEL DeCRESCENZO'S PRESENTATION.

A. TBTA Report

Mr. DeCrescenzo thanked all TBTA employees for their excellent performance in a very challenging environment and keeping our bridges and tunnels open and safe during the COVID-19 crisis.

B. TBTA Committee Items:

TBTA Procurements

Mr. DeCrescenzo stated that there are two (2) procurements totaling \$40.7 million.

Non-Competitive Procurements

Mr. DeCrescenzo stated that there are no non-competitive procurements.

Competitive Procurements

Mr. DeCrescenzo stated that there are two (2) competitive procurements totaling \$40.7 million.

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

Various Contractors	Contract No. GFM-534 TBTA is seeking Board approval under the All-Agency General Procurement Guidelines to award public work contracts via the competitive RFP process for Miscellaneous Electrical Construction on an As-Needed Basis.	\$30,000,000.00
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Personal Service Contracts

WSP USA, Inc.	Contract No. (s): PSC-19-3035A	\$3,283,140.00
Hardesty & Hanover, LLC	PSC-19-3035B	\$2,681,161.00
HNTB New York Engineering and Architecture, P.C.	PSC-19-3035C	\$3,164,330.00
KB Group of NY, Inc.	PSC-19-3035D	<u>\$1,611,132.00</u>
	TBTA is seeking Board approval under the All-Agency Service Procurement Guidelines to award four personal service contracts for the 2020 Biennial Bridge Inspections at the: (i) Robert F. Kennedy Bridge: Main Line (ii) Robert F. Kennedy Bridge Approach Ramps and Lift Span, (iii) Verrazzano-Narrows Bridge Main Spans and (iv) Verrazzano-Narrows Bridge Approach Ramps.	\$10,739,763.00

Upon a motion duly made and seconded, the Board approved these procurements.

TBTA Action Items:

M. Margaret Terry, Senior Vice President and General Counsel, introduced the action items. Ms. Terry presented two TBTA action items for Board approval for TBTA to implement split tolling at the Verrazzano-Narrows Bridge (VNB) in accordance with the recent federal law which eliminated one-way tolling and directed that tolls be collected in the Staten Island-bound and Brooklyn-bound directions. It is expected that split tolling will be implemented by the end of 2020. TBTA asked the Board to approve and adopt the Type II Determination/Determination of No Significance for split tolling. Upon a motion duly made and seconded, the Board approved this action item. TBTA asked the Board to approve and adopt the change in TBTA's method of toll collection at the VNB to split tolling and the corresponding changes in the toll schedule regulation. Upon a motion duly made and seconded, the Board approved this action item.

Ms. Terry then presented two MTA action items for Board approval to change the MTA's VNB Rebate Programs to accommodate split tolling. The Board was asked to approve and adopt the Negative Declaration for the changes to the rebate programs. Upon a motion duly made and seconded, the Board approved this action item. The Board was asked to approve and adopt changes to the MTA's VNB Rebate Programs that will go into effect with the expected implementation of split tolling by the end of 2020. Upon a motion duly made and seconded, the Board approved this action item.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for details of Acting President DeCrescenzo's report, and to the staff summaries for the details relating to the action items, copies of which are on file with the records of the Board meeting minutes for MTA and TBTA.

11. MTA COMMITTEE ON FINANCE.

A. Action Items.

Patrick McCoy, MTA Director of Finance, presented a summary of the item #1 below and Josiane Codio, Director of Treasury, presented a summary of item # 2 below.

Upon motion duly made and seconded the Board approved the action items listed below. The specifics are set forth in the staff summaries and documentation filed with the meeting materials. Board Member Linda Lacewell recused herself from the vote on item # 2 below.

1. Transportation Revenue Anticipation Notes. Approved a resolution and necessary documentation and activities to issue revenue anticipation notes under the Transportation Revenue General Resolution ("RANs") to provide for short-term liquidity.
2. Increase of MTA All Agency Investment Limit. Approved the increase of the MTA All Agency investment limit.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for details of Board Members' discussion relating to the action items.

B. Procurement Item.

Chairman Foye, commenting on the Transformation RFP being presented for Board approval today, stated that he would like to clarify a few points relating to the Transformation.

Chairman Foye stated that Anthony McCord, Chief Transformation Officer, and his team continue to work on Transformation, but on a different timeline. The situation is dynamic and the agency is solely focused on employee and customer health, and having sufficient numbers of employees to run the system. Chairman Foye stated that the Transformation

will proceed on a timeline that prioritizes getting through the pandemic and the liquidity crisis that it has started. Nothing will be implemented until the crisis has past. Chairman Foye noted that the agency has no plans to lay off any employee as a result of the pandemic, and that everyone's help is needed to keep the system moving forward.

Chairman Foye further stated that approval of the RFP today does not mean that Transformation begins tomorrow, and he stated that Anthony McCord and David Ross, Chief Procurement Officer, will discuss the RFP in a moment. Chairman Foye noted that the agency will not move forward on implementing the contract until the public health crisis is over.

Anthony McCord, Chief Transformation Officer, presented a summary of the Transformation procurement items, and David Ross, Chief Procurement Officer, provided a summary of all other procurement items. In addition, Mr. Ross announced that the All-Agency Procurement Report and the Prompt Payment Report are also being presented to the Board for approval and information, respectively.

Upon motion duly made and seconded the Board approved the following procurement items listed below. The specifics are set forth in the staff summaries and documentation filed with the meeting materials. Board Member Neal Zuckerman recused himself from the vote on items #2, 3, and 4 below.

1. New York State Industries for the Disabled – Janitorial and Window Cleaning Services – Nos. 0600000000006413 (NYCT) and 0400000000001062 (LIRR). Approval to extend and increase the contract values for two non-competitive miscellaneous service contracts with New York State Industry for Disabled (NYSID) for janitorial and window cleaning services an additional six months ending June 30, 2020 with an option to extend for an additional six months ending December 31, 2020.
2. TruView BSI, LLC – Background Verification and Investigation Services – No. 201882. Approved the award of a competitively negotiated, all-agency personal service contract for background verification and related investigative services for five years.
3. Ernst & Young US, LLP) – MTA Transformation Implementation, Category 1 – No. 0009000015-10. Approved the award of one competitively negotiated contract to Ernst & Young US LLP.
4. Various Contractors – MTA Transformation Implementation, Category 2 – Nos. 0009000015-21, 22, 23,24. Approved the award of competitively negotiated, as needed, consulting contracts to Argo, Inc., The Boston Consulting Group, Ernst & Young US, LLP, and HNTB New York Engineering and Architecture, PC. Each base contract will be awarded for zero dollars and individual work assignments awarded pursuant to a competitive mini-RFP process wherein the awardees will submit technical and cost proposals that will be evaluated by a selection committee prior to the award of any tasks.

**MTA and Agencies' Joint Committee and Regular Board Meeting
March 25, 2020**

5. Alexander Proudfoot Company – MTA Transformation Implementation, Category 3 – No. 00090000015-30. Approved the award of a competitively negotiated contract to Alexander Proudfoot company.
6. CorVel Healthcare Corporation – All-Agency Medical Bill Review and Payment Services – No. C908341-0100, Modification No. 14. Approved a competitively negotiated, all-agency, personal service contract for an additional 9 months ending December 31, 2020.
7. 2019 Annual Procurement Report. Authorized the filing with the State of New York of the annual MTA All Agency Procurement Report for the period January 1, 2019 - December 31, 2019, as required under Section 2879 of the Public Authorities Law.
8. Information Item - MTA Prompt Payment Annual Report 2019. The Board received the MTA Prompt Payment Annual Report that is required to be submitted to the State Comptroller, the State Director of the Budget, the Chairman of the Senate Finance Committee, and the Chairman of the Assembly Ways and Means Committee.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for details of Chairman Foye's and Board Members' comments.

- C. **Real Estate Items.** David Florio, Director, R.E. Operations, Leasing & Acquisitions, presented a summary of the real estate items.

Upon motion duly made and seconded the Board approved the real estate items listed below.

New York City Transit Authority

1. Lease agreement with Raffie Hadi Bhai nd Aziz Mavani for the operation of four travel convenience stores located at 34th Street, Penn Station (8th Avenue), New York, N.Y.
2. Lease agreement with Sudhir Patel for the operation of three travel convenience stores located at 34th Street, Penn Station (7th Avenue), New York, N.Y.

Metropolitan Transportation Authority

3. Approved the revised and updated MTA Real Estate Department's Real Property Disposition Guidelines and the appointment of the Chief Development Officer of MTA as the Real Property Disposition Contracting Officer responsible for compliance with and enforcement of such Guidelines, and the updated MTA's All-Agency Guidelines for the Disposal of Agency Personal Property, and the appointment of the MTA staff persons designated as the Personal Property Disposition Contracting Officers listed in Attachment C of the staff summary,

**MTA and Agencies' Joint Committee and Regular Board Meeting
March 25, 2020**

each promulgated in accordance with Section 2895-2897 of the Public Authorities Law.

12. **AUDIT COMMITTEE.** Michele Woods, Deputy Auditor General, presented the Audit Report and a summary of the Audit action items.

Refer to the Audit Committee's minutes of this date, for the details of the reports and the items approved by the Board, and to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the further details.

13. **ADJOURNMENT.**

Following questions and remarks from Board members' and staff, and upon motion duly made and seconded, the Board voted to adjourn the meeting at 11:42 a.m.

Respectfully submitted,

Richard Gans
Vice President, General Counsel and Secretary
Metro-North Railroad

Paige Graves
Secretary
LIRR

s/Mariel A. Thompson
Assistant Secretary
NYCTA

David K. Cannon
Assistant Secretary
MTA C&D

Adana Savary
Assistant Secretary
TBTA

Victoria clement
Assistant Secretary
MTAHQ



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

TOPIC

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

Procurements
Action Items (if any)

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

April 2020

No items scheduled

May 2020

Diversity Report – 1st Quarter 2020
Final Review of 2019 Year-End Operating Results

EEO
Planning & Budget

June 2020

No items scheduled

July 2020

No items scheduled

August 2020

No meeting scheduled

September 2020

2021 Preliminary Budget
Diversity Report – 2nd Quarter 2020

Planning & Budget
EEO

October 2020

2021 Preliminary Budget

Planning & Budget

November 2020

No meeting scheduled

December 2020

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

Committee Chair & Members
Planning & Budget
EEO

January 2021

Approval of 2021 Work Plan

Committee Chair & Members

February 2021

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

Planning & Budget
Planning & Budget
Controller
Operations
EEO

March 2021

Annual Procurement Contracts Report

Procurement & Materials/
Finance

BRIDGES & TUNNELS COMMITTEE WORK PLAN

Detailed Summary

I. RECURRING

Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

Report on Operations

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

Safety Report

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

Financial Report

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

Capital Program Project Status Report

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

Procurements

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

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

II. SPECIFIC AGENDA ITEMS

APRIL 2020

No items scheduled

MAY 2020

Diversity Report – 1st Quarter 2020

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

Final Review of 2019 Year-End Operating Results

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

JUNE 2020

No items scheduled

JULY 2020

No items scheduled

AUGUST 2020

No meeting scheduled.

SEPTEMBER 2020

2021 Preliminary Budget

Agency will present highlights of the Preliminary Budget to the Committee. Public comment will be accepted on the 2021 Preliminary Budget.

Diversity Report – 2nd Quarter 2020

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

OCTOBER 2020

2021 Preliminary Budget

Public comment will be accepted on the 2021 Preliminary Budget.

NOVEMBER 2020

No items scheduled

DECEMBER 2020

2021 Proposed Committee Work Plan

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

2021 Proposed Final Budget

The Committee will recommend action to the Board.

Diversity Report – 3rd Quarter 2020

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

JANUARY 2021

Approval of Work Plan for 2021

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

FEBRUARY 2021

Preliminary Review of 2020 Operating Budget Results

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

2021 Adopted Budget and February Financial Plan 2021-2024

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

2020 B&T Operating Surplus

The Committee will recommend action to the Board.

2020 Customer Environment Report

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

Diversity Report – 4th Quarter 2020

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

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.



Bridges and Tunnels

Report on Operations February 2020



MTA Bridges and Tunnels February 2020 Traffic Trends

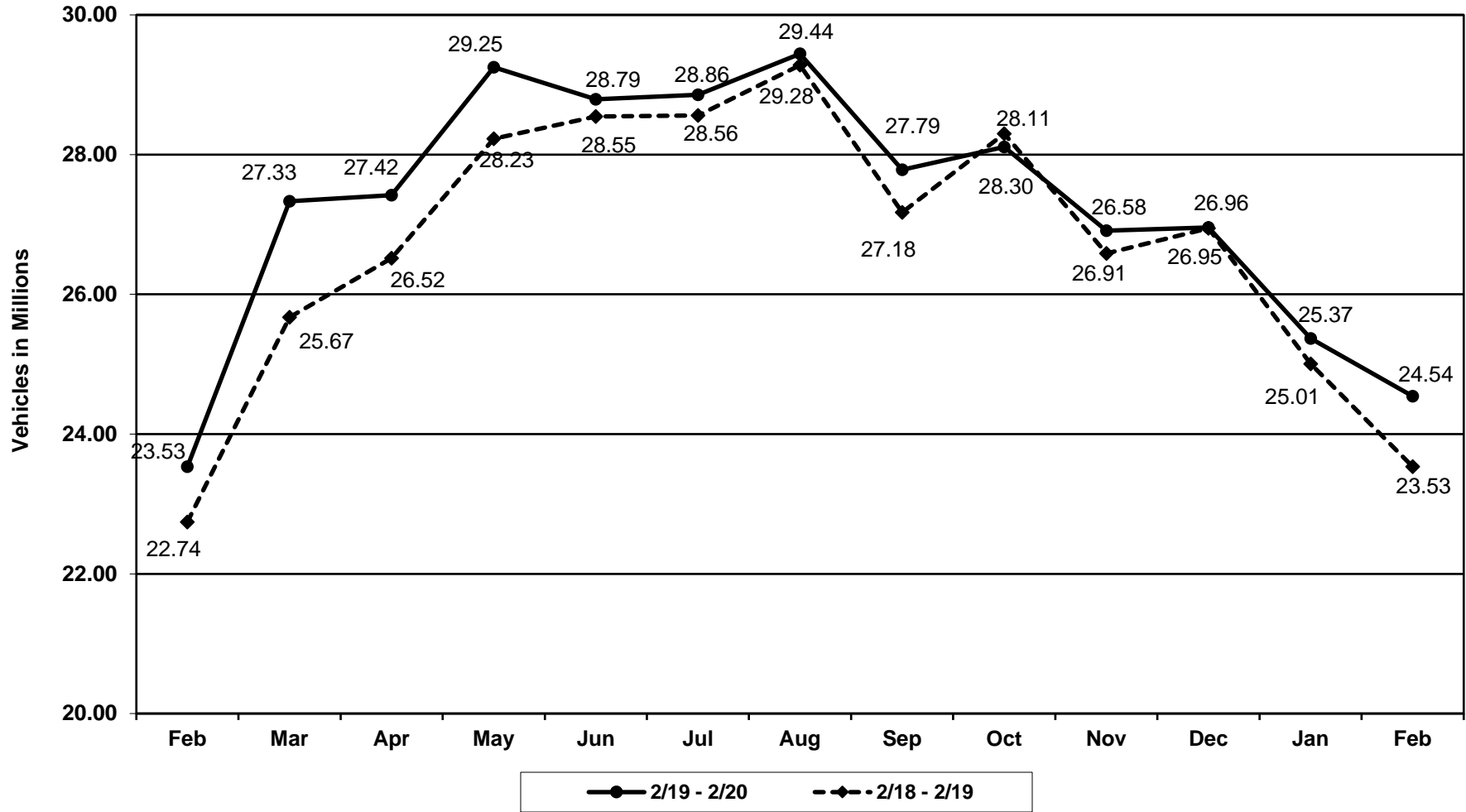
Summary

Traffic was higher on a year-to-year basis, with 24.5 million crossings this month vs. 23.5 million crossings in February 2019, an increase of 4.3%. However, 2020 is a leap year and most of the increase was due to the additional day. Average daily traffic growth was 0.7%.

Average daily E-ZPass volume increased by 1.2% on a year-to-year basis for the month and crossings using Tolls by Mail declined 9.5%. Average daily passenger car travel increased 0.9% and other vehicle travel decreased 1.7% from February 2019.

There was no snowfall this past February compared to 3.3 inches last year. Rainfall was 2.7 inches this year and 3.6 inches last year. Gas prices averaged \$2.72 per gallon this past February, which was \$0.24 higher than 2019 at this time.

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



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

All B&T Facilities by Method of Payment			
	February 2020	February 2019	2020 YTD
E-ZPass ¹	23,461,803	22,382,090	47,746,180
Tolls by Mail ¹	1,078,859	1,150,461	2,162,976
Total	24,540,662	23,532,551	49,909,156
E-ZPass Market Share:			
Total	95.6%	95.1%	95.7%
Cars	95.5%	95.0%	95.6%
Trucks	96.4%	96.1%	96.5%

Facility	Average Weekday²						Average Weekend²					
	February 2020			E-ZPass Market Share			February 2020			E-ZPass Market Share		
	Total	E-ZPass	TBM	Feb 2020	Feb 2019	Change	Total	E-ZPass	TBM	Feb 2020	Feb 2019	Change
Bronx-Whitestone Bridge	131,021	124,058	6,962	94.7%	94.0%	0.6%	122,978	114,052	8,926	92.7%	91.9%	0.8%
Cross Bay Bridge	22,539	21,551	988	95.6%	97.1%	-1.5%	17,365	16,491	874	95.0%	95.7%	-0.8%
Henry Hudson Bridge	69,973	67,686	2,287	96.7%	96.1%	0.6%	60,806	57,945	2,861	95.3%	95.3%	0.0%
Hugh L. Carey Tunnel	56,936	55,471	1,465	97.4%	96.2%	1.2%	42,278	40,698	1,580	96.3%	94.5%	1.8%
Marine Parkway Bridge	20,955	20,428	527	97.5%	97.1%	0.4%	15,641	15,129	512	96.7%	96.2%	0.5%
Queens Midtown Tunnel	84,118	81,663	2,455	97.1%	96.4%	0.7%	72,372	69,239	3,133	95.7%	94.9%	0.8%
Robert F. Kennedy Bridge	178,868	171,301	7,568	95.8%	95.0%	0.7%	153,727	144,652	9,075	94.1%	93.2%	0.9%
Throgs Neck Bridge	111,438	106,206	5,232	95.3%	94.8%	0.5%	109,018	101,598	7,419	93.2%	92.5%	0.7%
Verrazzano-Narrows Bridge ¹	<u>203,946</u>	<u>197,257</u>	<u>6,689</u>	<u>96.7%</u>	<u>96.5%</u>	<u>0.2%</u>	<u>188,591</u>	<u>179,391</u>	<u>9,199</u>	<u>95.1%</u>	<u>94.7%</u>	<u>0.4%</u>
All Facilities¹	879,794	845,621	34,173	96.1%	95.6%	0.5%	782,775	739,195	43,580	94.4%	93.8%	0.7%

Notes:

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

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

Distribution by Facility & Time Period			
Facility	February 2020		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	22.9%	23.0%	54.1%
Cross Bay Bridge	25.1%	24.2%	50.7%
Henry Hudson Bridge	23.8%	28.9%	47.3%
Hugh L. Carey Tunnel	25.0%	26.3%	48.7%
Marine Parkway Bridge	27.0%	26.5%	46.5%
Queens Midtown Tunnel	21.3%	22.3%	56.3%
Robert F. Kennedy Bridge	24.7%	21.8%	53.4%
Throgs Neck Bridge	24.9%	24.0%	51.1%
Verrazzano-Narrows Bridge ¹	16.4%	29.5%	54.1%
All Facilities	23.0%	24.6%	52.4%

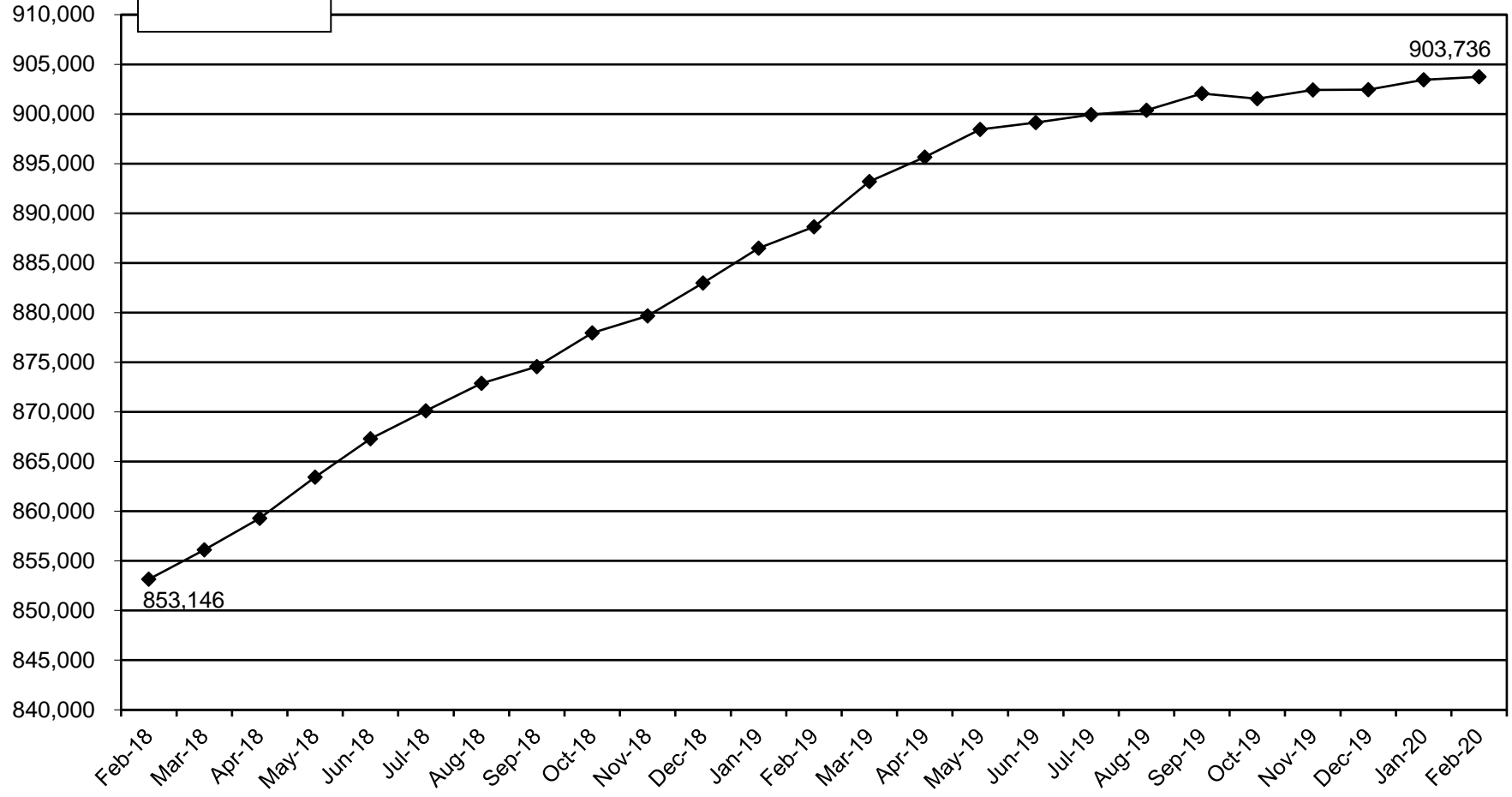
Payment Method by Facility (Transactions)			
Facility	February 2020		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls by Mail
Bronx-Whitestone Bridge	88.9%	5.2%	5.9%
Cross Bay Bridge	94.3%	1.1%	4.6%
Henry Hudson Bridge	86.2%	10.1%	3.7%
Hugh L. Carey Tunnel	91.5%	5.6%	2.9%
Marine Parkway Bridge	95.1%	2.2%	2.7%
Queens Midtown Tunnel	92.4%	4.2%	3.3%
Robert F. Kennedy Bridge	89.2%	6.1%	4.7%
Throgs Neck Bridge	87.3%	7.3%	5.4%
Verrazzano-Narrows Bridge	86.9%	9.3%	3.8%
All Facilities	88.8%	6.8%	4.4%

Note:

1. Traffic distributions reported in westbound tolled direction only

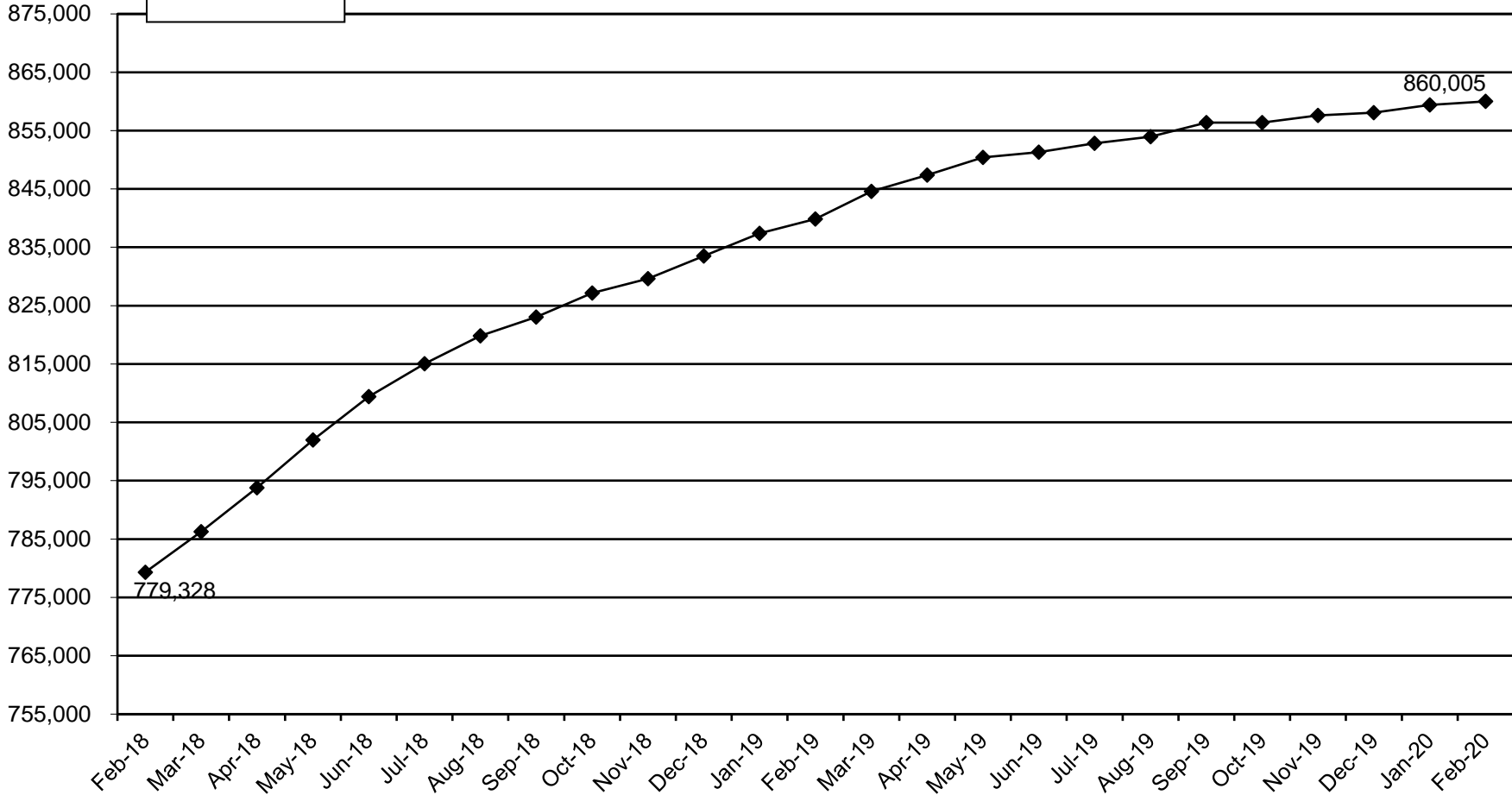
MTA Bridges and Tunnels Average Daily Traffic: February 2018- February 2020 12-Month Rolling Averages

All Vehicles



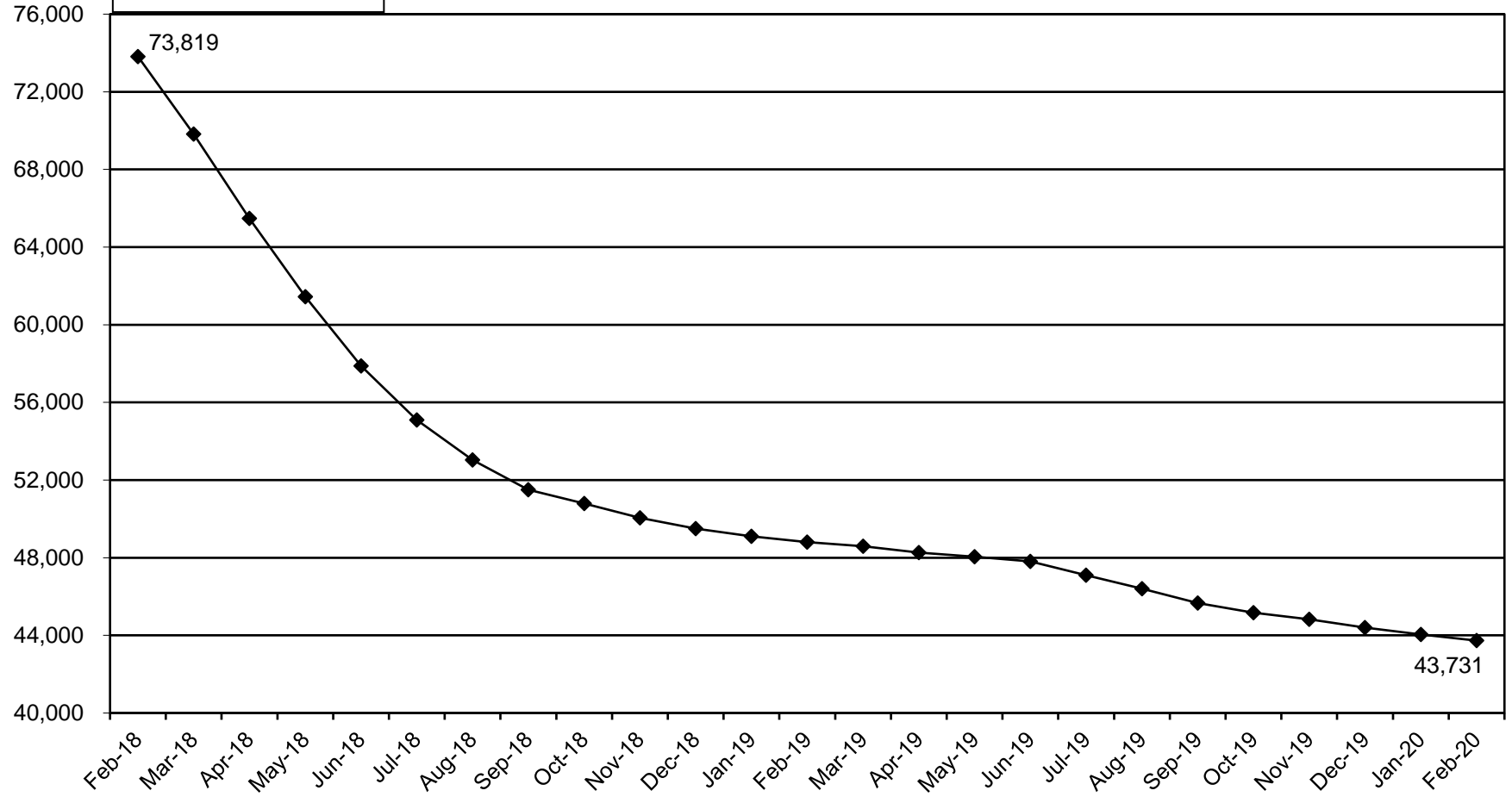
MTA Bridges and Tunnels Average Daily Traffic: February 2018- February 2020 12-Month Rolling Averages

**E-ZPass
Vehicles**



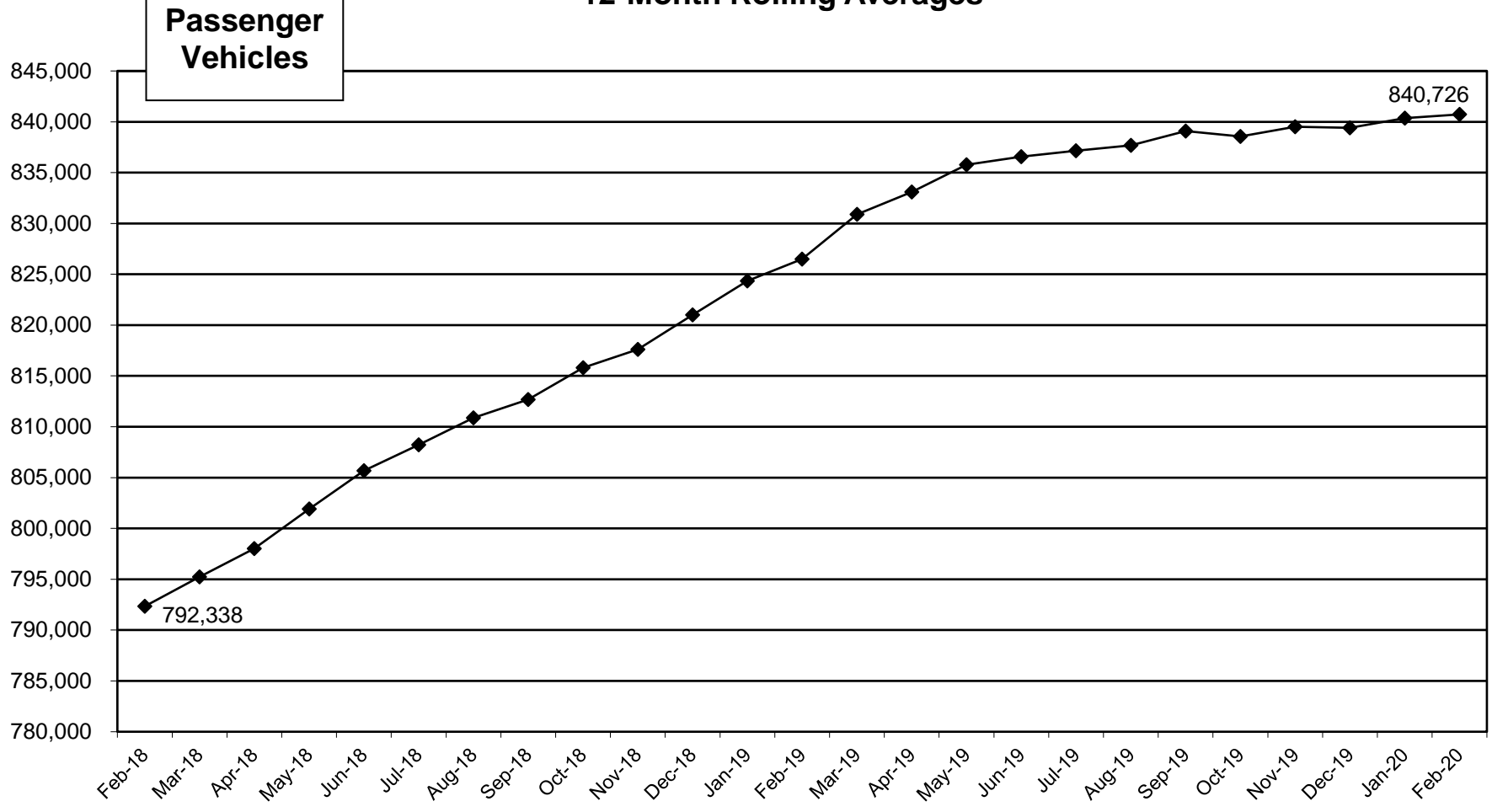
MTA Bridges and Tunnels Average Daily Traffic: February 2018- February 2020 12-Month Rolling Averages

**Non-E-ZPass
Vehicles***



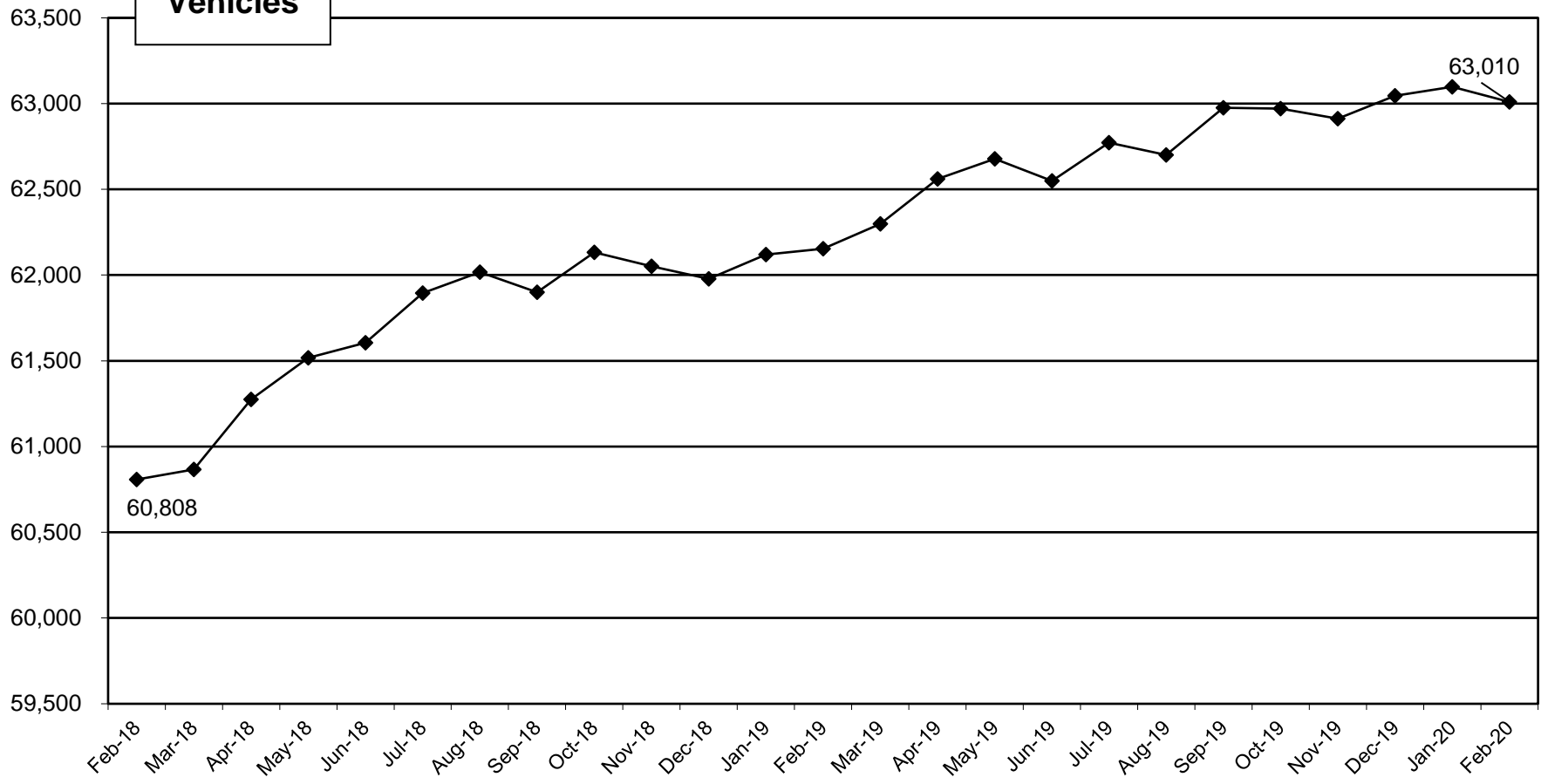
*Includes Tolls by Mail, cash, token, and ticket transactions.

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



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

Other
Vehicles



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

Corridor	Toll Media	Feb(1)	3 Months(2) (Dec-Feb)	6 Months(3) (Sep-Feb)	9 Months(4) (Jun-Feb)	12 Months(5) (Mar-Feb)
All Facilities	Total Vehicles	0.7%	0.7%	0.8%	0.8%	1.7%
	E-ZPass	1.2%	1.3%	1.5%	1.5%	2.4%
	Tolls by Mail	-9.5%	-10.4%	-11.9%	-11.8%	-10.4%
RFK Bridge	Total Vehicles	-0.8%	0.9%	0.7%	0.2%	0.6%
	E-ZPass	0.0%	1.8%	1.7%	1.2%	1.5%
	Tolls by Mail	-14.0%	-13.3%	-15.0%	-15.5%	-13.9%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	0.5%	0.0%	1.1%	2.5%	5.3%
	E-ZPass	1.0%	0.6%	1.8%	3.1%	5.7%
	Tolls by Mail	-14.3%	-14.3%	-15.0%	-10.0%	-4.6%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	1.1%	0.7%	0.6%	0.8%	1.2%
	E-ZPass	1.7%	1.4%	1.5%	1.4%	2.1%
	Tolls by Mail	-8.0%	-9.8%	-11.4%	-11.4%	-10.9%
Verrazano-Narrows Bridge	Total Vehicles	1.3%	1.0%	0.8%	0.6%	1.4%
	E-ZPass	1.6%	1.3%	1.2%	1.1%	1.9%
	Tolls by Mail	-4.6%	-6.6%	-8.4%	-9.8%	-9.2%
Henry Hudson Bridge	Total Vehicles	1.3%	0.8%	0.9%	0.5%	0.8%
	E-ZPass	1.9%	1.5%	1.6%	1.1%	1.4%
	Tolls By Mail	-12.5%	-13.6%	-12.6%	-11.5%	-10.1%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	0.9%	0.7%	0.6%	1.2%	1.4%
	E-ZPass	0.9%	0.7%	0.9%	1.6%	1.8%
	Tolls by Mail	1.7%	0.8%	-6.5%	-7.7%	-7.7%

(1) February 2020 vs. February 2019

(2) December 2019 to February 2020 vs. December 2018 to February 2019

(3) September 2019 to February 2020 vs. September 2018 to February 2019

(4) June 2019 to February 2020 vs. June 2018 to February 2020

(5) March 2019 to February 2020 vs. March 2018 to February 2019

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

Corridor	Toll Media	Feb(1)	3 Months(2) (Dec-Feb)	6 Months(3) (Sep-Feb)	9 Months(4) (Jun-Feb)	12 Months(5) (Mar-Feb)
All Facilities	Total Vehicles	0.7%	0.7%	0.8%	0.8%	1.7%
	Passenger	0.9%	0.7%	0.8%	0.8%	1.7%
	Other	-1.7%	0.8%	1.0%	0.7%	1.4%
RFK Bridge	Total Vehicles	-0.8%	0.9%	0.7%	0.2%	0.6%
	Passenger	-0.6%	1.0%	0.8%	0.3%	0.6%
	Other	-2.9%	-0.1%	-0.4%	-1.1%	-0.4%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	0.5%	0.0%	1.1%	2.5%	5.3%
	Passenger	0.7%	-0.1%	1.0%	2.5%	5.4%
	Other	-2.6%	1.0%	2.4%	3.1%	4.1%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	1.1%	0.7%	0.6%	0.8%	1.2%
	Passenger	1.3%	0.8%	0.7%	0.7%	1.3%
	Other	-1.1%	-0.1%	0.4%	1.1%	0.6%
Verrazano-Narrows Bridge	Total Vehicles	1.3%	1.0%	0.8%	0.6%	1.4%
	Passenger	1.4%	0.8%	0.6%	0.4%	1.3%
	Other	-0.1%	3.4%	3.4%	3.0%	3.5%
Henry Hudson Bridge	Total Vehicles	1.3%	0.8%	0.9%	0.5%	0.8%
	Passenger	1.3%	0.7%	0.8%	0.4%	0.8%
	Other	5.0%	10.0%	10.4%	8.3%	7.2%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	0.9%	0.7%	0.6%	1.2%	1.4%
	Passenger	1.4%	1.0%	1.0%	1.6%	1.8%
	Other	-5.7%	-4.6%	-5.0%	-5.3%	-4.3%

(1) February 2020 vs. February 2019

(2) December 2019 to February 2020 vs. December 2018 to February 2019

(3) September 2019 to February 2020 vs. September 2018 to February 2019

(4) June 2019 to February 2020 vs. June 2018 to February 2020

(5) March 2019 to February 2020 vs. March 2018 to February 2019

Supplemental Data Page for the Report on Operations

<u>Month</u>	Traffic & Average Gas Price⁽¹⁾		Weather⁽²⁾			<u>Precipitation Days</u>
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	
Feb-18	22,742,698	\$2.75	43	5.9	4.9	17
Mar-18	25,672,596	\$2.68	41	4.1	11.6	11
Apr-18	26,519,055	\$2.81	50	5.0	5.5	13
May-18	28,226,943	\$3.02	68	3.2	-	13
Jun-18	28,546,822	\$3.07	73	3.6	-	14
Jul-18	28,561,622	\$3.00	80	5.3	-	11
Aug-18	29,280,095	\$2.99	81	6.7	-	14
Sep-18	27,175,132	\$2.98	73	5.9	-	13
Oct-18	28,301,034	\$2.97	60	3.0	-	11
Nov-18	26,584,637	\$2.85	46	7.1	4.7	15
Dec-18	26,946,779	\$2.66	41	6.9	-	11
Jan-19	25,005,762	\$2.51	33	3.9	0.6	9
Feb-19	23,532,551	\$2.48	36	3.6	3.3	11
Mar-19 ⁽³⁾	27,332,093	\$2.63	42	3.9	10.4	9
Apr-19	27,419,476	\$2.84	55	4.4	-	17
May-19	29,249,471	\$3.00	63	6.4	-	18
Jun-19	28,792,254	\$2.91	73	4.9	-	13
Jul-19	28,857,383	\$2.90	82	6.1	-	10
Aug-19	29,442,733	\$2.84	78	3.1	-	9
Sep-19	27,785,633	\$2.71	72	0.6	-	3
Oct-19	28,109,963	\$2.68	61	5.6	-	14
Nov-19	26,913,540	\$2.68	45	1.6	-	9
Dec-19	26,955,734	\$2.67	39	7.2	2.0	14
Jan-20	25,368,494	\$2.71	39	1.6	2.6	9
Feb-20	24,540,662	\$2.72	40	2.7	-	12

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences

<u>Month</u>	Traffic & Gas Monthly Inc/(Dec)		Weather Monthly Inc/(Dec)			<u>Precipitation Days</u>
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	
2019 vs. 2018						
February	789,853	(\$0.27)	(7)	(2.3)	(2)	(6)
March	1,659,497	(\$0.05)	1	(0.2)	(1)	(2)
April	900,421	\$0.03	5	(0.6)	(6)	4
May	1,022,528	(\$0.02)	(5)	3.2	-	5
June	245,432	(\$0.16)	0	1.3	-	(1)
July	295,761	(\$0.10)	2	0.8	-	(1)
August	162,638	(\$0.15)	(3)	(3.6)	-	(5)
September	610,501	(\$0.27)	(1)	(5.3)	-	(10)
October	(191,071)	(\$0.29)	1	2.6	-	3
November	328,903	(\$0.17)	(1)	(5.5)	(5)	(6)
December	8,955	\$0.01	(2)	0.3	2	3
2020 vs. 2019						
January	362,732	\$0.20	6	(2.3)	2	0
February	1,008,111	\$0.24	4	(0.9)	(3)	1

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

Supplemental Data Page for Exhibits 2 through 6

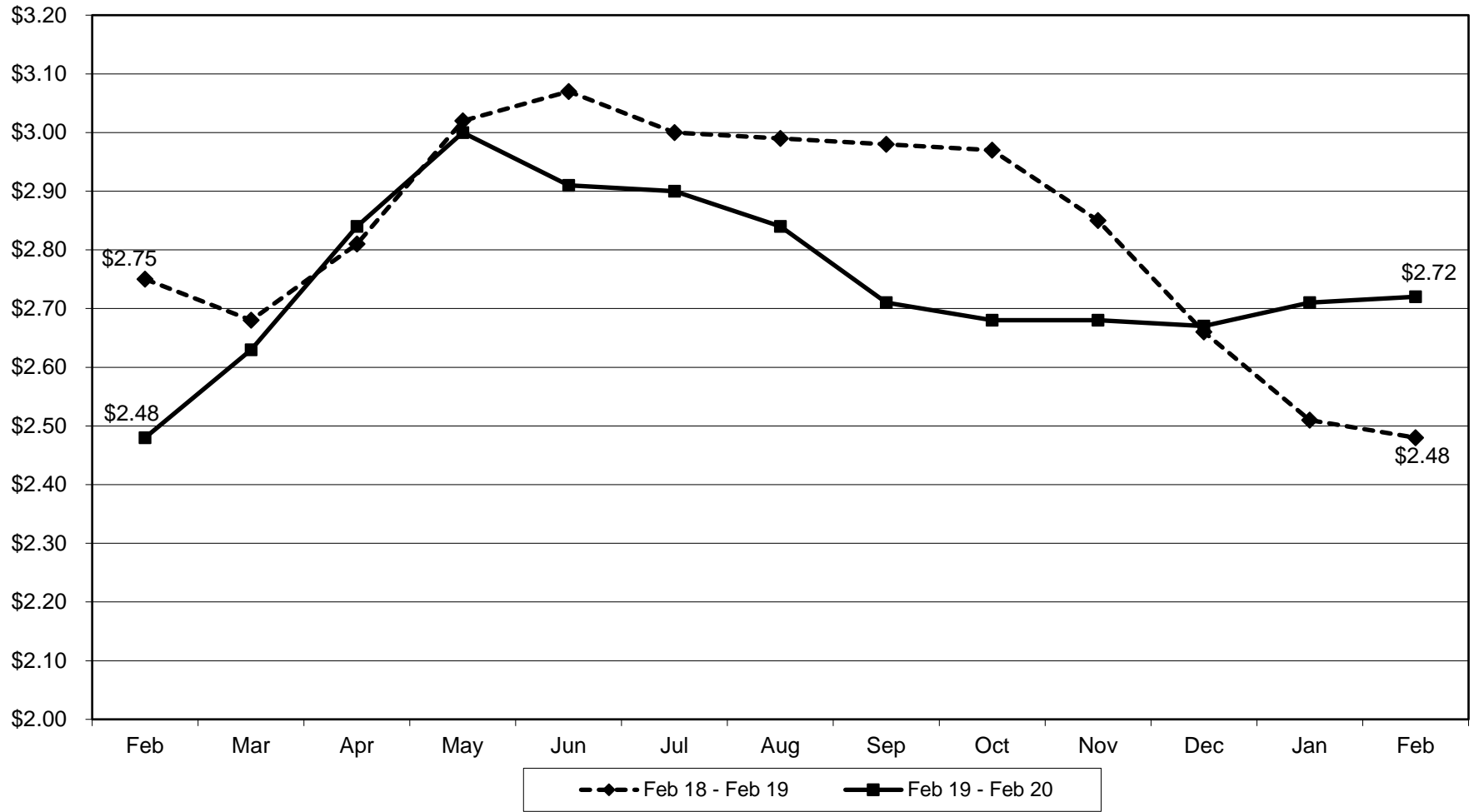
Average Daily Traffic: 12-Month Rolling Averages

<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Non-E-ZPass²</u>	<u>Passenger</u>	<u>Other</u>
Feb-18	853,146	779,328	73,819	792,338	60,808
Mar-18	856,097	786,271	69,826	795,230	60,867
Apr-18	859,287	793,804	65,483	798,012	61,274
May-18	863,421	801,976	61,446	801,904	61,517
Jun-18	867,294	809,421	57,873	805,689	61,605
Jul-18	870,119	815,030	55,089	808,224	61,895
Aug-18	872,882	819,840	53,042	810,865	62,017
Sep-18	874,570	823,069	51,501	812,669	61,901
Oct-18	877,947	827,156	50,791	815,815	62,132
Nov-18	879,670	829,609	50,061	817,618	62,052
Dec-18	882,984	833,488	49,496	821,006	61,979
Jan-19	886,474	837,377	49,098	824,355	62,119
Feb-19	888,638	839,833	48,805	826,484	62,154
Mar-19	893,185	844,593	48,592	830,887	62,298
Apr-19	895,652	847,393	48,259	833,091	62,561
May-19	898,453	850,408	48,046	835,775	62,678
Jun-19	899,126	851,311	47,814	836,576	62,549
Jul-19	899,936	852,837	47,099	837,164	62,772
Aug-19	900,382	853,973	46,409	837,682	62,700
Sep-19	902,054	856,388	45,667	839,079	62,975
Oct-19	901,531	856,368	45,162	838,561	62,970
Nov-19	902,432	857,601	44,830	839,520	62,912
Dec-19	902,456	858,055	44,402	839,411	63,046
Jan-20	903,450	859,403	44,047	840,352	63,098
Feb-20	903,736	860,005	43,731	840,726	63,010

Note: Bold numbers are preliminary.

1. Numbers may not add due to rounding.

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





Bridges and Tunnels

Safety Report February 2020



Safety Report

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

Performance Indicator				
Performance Indicator	12-Month Average			
	March 2017 - February 2018	March 2018- February 2019	March 2019 - February 2020	
Customer Collisions Rate per Million Vehicles	7.77	6.55	6.19	
Customer Injury Collisions Rate per Million Vehicles	0.95	1.01	0.90	
Employee Accident Reports	242	266	198	
Employee Lost Time Injuries Rate per 200,000 Hours Worked	8.0	7.7	6.1	
Construction Injuries per 200,000 Hours Worked	1.43	1.23	2.19	
Leading Indicators				
Roadway Safety	2019		2020	
	February	Year End	February	Year to Date
Workforce Development (# of Participants)	34	429	1	1
Fleet Preventative Maintenance Insp.	76	1608	88	241
Safety Taskforce Inspections	0	13	0	0
Construction Safety	February	Year End	February	Year to Date
Construction Safety Inspections	191	2381	143	269
Fire Safety	February	Year End	February	Year to Date
Fire Code Audits Completed	0	15	0	0
FDNY Liaison Visits	0	32	2	2

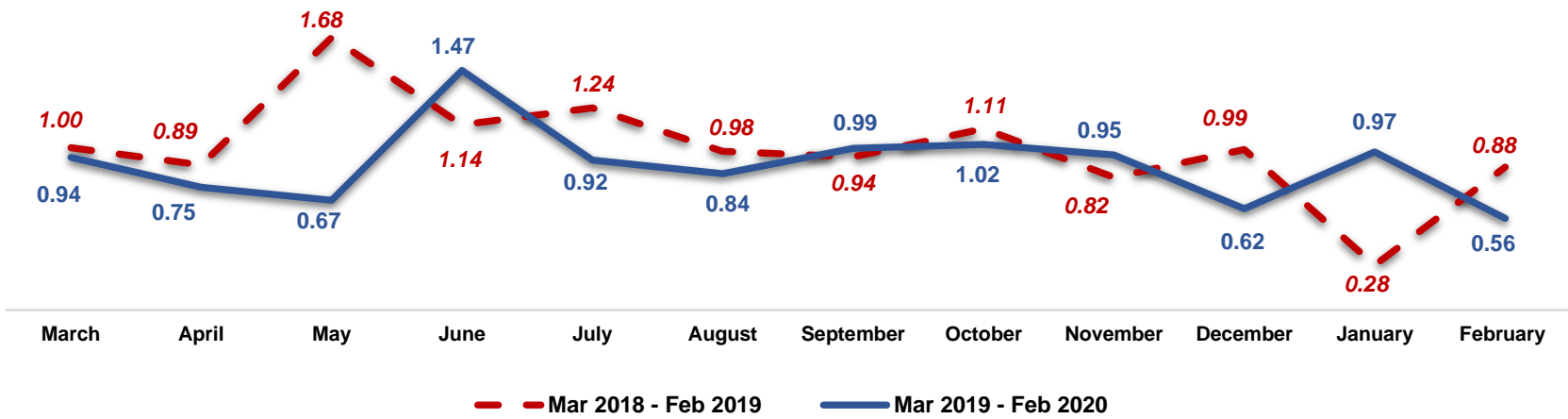
Definitions:

<p>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).</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>

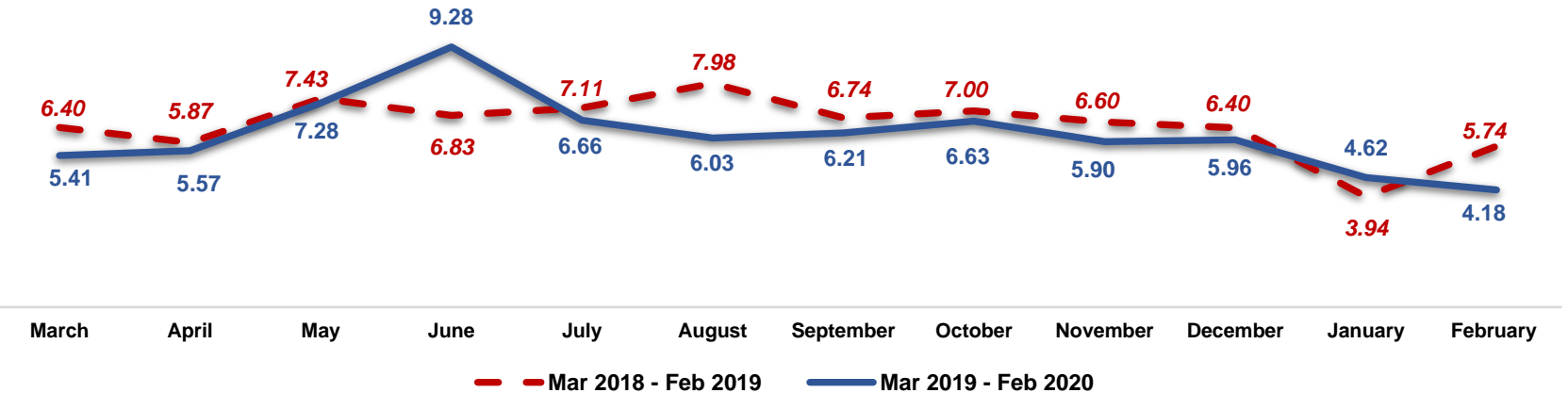


Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



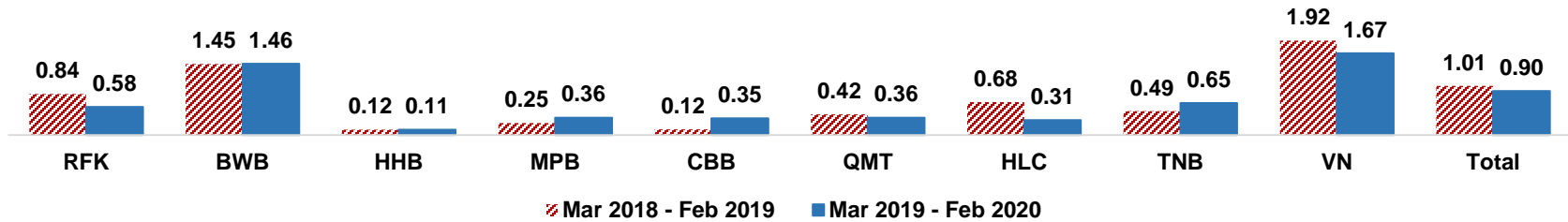
Total Collisions per Million Vehicles



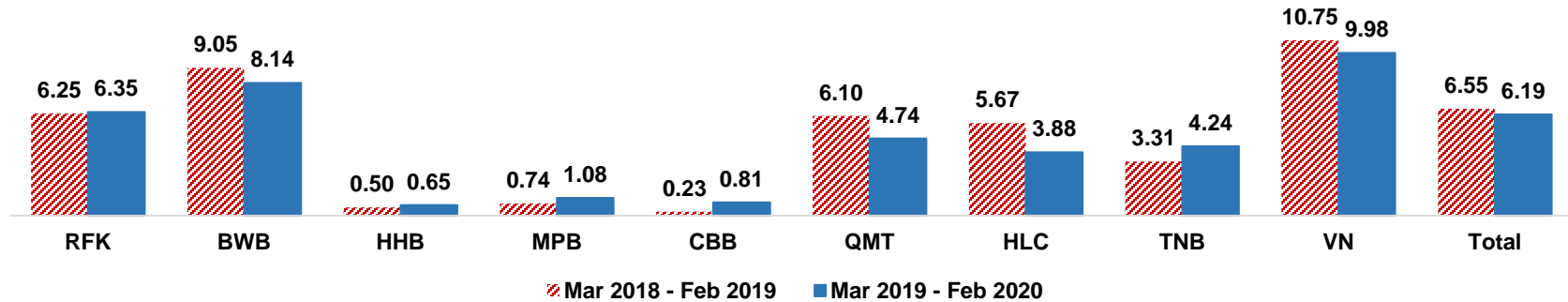


Collision Rates by Facility Year over Year Comparison of 12 Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





Collision Rates by Facility

Total Collisions per Million Vehicles: February 2019 – February 2020

	19-Feb	19-Mar	19-Apr	19-May	19-Jun	19-Jul	19-Aug	19-Sep	19-Oct	19-Nov	19-Dec	20-Jan	20-Feb
RFK	4.14	4.42	5.30	7.28	10.41	5.33	7.08	7.20	6.32	6.19	8.38	3.92	3.63
BWB	4.91	6.40	6.77	10.25	12.69	8.59	5.94	9.77	11.51	8.12	5.89	5.10	3.42
TNB	2.83	2.99	1.90	5.07	5.41	5.37	4.48	5.32	4.24	4.16	2.82	5.46	5.97
VNB	11.64	9.99	11.18	11.53	14.85	11.46	9.87	8.83	10.82	8.75	9.09	6.48	4.18
QMT	7.18	6.22	3.92	5.52	4.96	4.68	4.84	3.52	4.46	4.81	5.66	3.84	4.29
HLC	5.45	2.99	1.82	5.78	7.18	6.22	3.67	1.82	1.18	3.68	3.05	5.96	3.63
HHB	0.00	0.00	0.90	0.84	0.44	0.46	1.32	0.46	0.44	0.91	0.47	0.50	1.03
MPB	0.00	0.00	1.62	0.00	2.50	2.21	0.00	0.00	0.00	3.17	3.14	0.00	0.00
CBB	0.00	1.45	0.00	0.00	3.73	0.00	1.23	1.38	0.00	0.00	0.00	1.53	4.29
Total	5.74	5.41	5.57	7.28	9.28	6.66	6.03	6.21	6.63	5.90	5.96	4.62	4.18



Bridges and Tunnels

Financial Report March 2020



MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION

As of March 31, 2020

(in thousands)

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

CURRENT ASSETS:

Cash-Unrestricted	4,820
Investments:	
Unrestricted	123,701
Restricted	1,258,915
Accrued interest receivable	1,751
Accounts receivable	287,494
Less allowance for uncollectible accounts	-209,431
Tolls due from other agencies	27,478
Prepaid expenses	5,583
	<hr/>
Total current assets	1,500,311

NONCURRENT ASSETS:

Investments:	
Unrestricted	
Restricted	82
Facilities, less acc.dep of \$1,826,665	6,704,627
Capital lease 2 Broadway net acc. dep.	36,357
Derivative Hedge Assets	3,519
Security Deposits	-
	<hr/>
Total noncurrent assets	6,744,586

TOTAL ASSETS: 8,244,896

DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to pension	66,851
Deferred outflow of resources related to other post-employment benefits	60,746
Accumulated decreases in fair value of derivative instruments	177,502
Defeasance costs	215,423
	<hr/>

TOTAL DEFERRED OUTFLOWS OF RESOURCES: 520,522

TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES 8,765,419

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of March 31, 2020
(in thousands)

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

Current portion-long term debt	266,490
Interest Payable	126,842
Accounts Payable	158,963
Accrued Pension Payable	-
Payable to MTA-CAP	393,815
Due to MTA-Operating Expenses	4,405
Due to NYCTA-Operating Expenses	71
Accrued salaries	18,622
Accrued Vac & Sick Benefits	20,458
Current portion of estimated liability arising from injury	5,953
Due to New York City Transit Authority	6,584
Due to Metropolitan Transportation Authority	21,457
Unearned Toll Revenue	178,018
Tolls due to other agencies	51,400
E-ZPass Airport Toll Liability	10,799
	<hr/>
Total current liabilities	1,263,878

NONCURRENT LIABILITIES:

Long term debt	9,003,812
Post Employment Benefits Other than Pensions	823,748
Estimated liability arising from injury	52,670
Capital lease obligations	57,828
Derivative Hedge Liabilities	160,754
Due (to)/from MTA - change in fair value of derivative	20,267
Net Pension Liability	226,285
Security deposits-Contra	-
	<hr/>
Total noncurrent liabilities	10,345,364

DEFERRED INFLOW OF RESOURCES

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

TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES 11,668,942

NET POSITION -2,903,523 *

TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET 8,765,419

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

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		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	171.107	126.112	(44.995)	(26.3)	0.000	0.000	0.000	-	171.107	126.112	(44.995)	(26.3)
Other Operating Revenue	0.959	2.082	1.123	*	0.000	0.000	0.000	-	0.959	2.082	1.123	*
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.891	1.733	(0.158)	(8.4)	1.891	1.733	(0.158)	(8.4)
Investment Income	0.105	0.159	0.054	51.6	0.000	0.000	0.000	-	0.105	0.159	0.054	51.6
Total Revenue	\$172.171	\$128.353	(\$43.818)	(25.5)	\$1.891	\$1.733	(\$0.158)	(8.4)	\$174.062	\$130.086	(\$43.976)	(25.3)
Expenses												
<i>Labor:</i>												
Payroll	\$11.384	\$10.201	\$1.183	10.4	\$0.738	\$0.563	\$0.174	23.6	12.121	\$10.765	\$1.357	11.2
Overtime	2.258	2.201	0.057	2.5	0.061	(0.035)	0.096	*	2.319	2.166	0.153	6.6
Health and Welfare	2.647	2.398	0.250	9.4	0.159	0.107	0.052	32.8	2.806	2.504	0.302	10.8
OPEB Current Payment	2.066	2.033	0.033	1.6	0.000	0.000	0.000	-	2.066	2.033	0.033	1.6
Pensions	3.590	3.540	0.051	1.4	0.189	0.235	(0.046)	(24.1)	3.780	3.775	0.005	0.1
Other Fringe Benefits	1.531	1.424	0.107	7.0	0.088	0.025	0.063	71.4	1.619	1.449	0.170	10.5
Reimbursable Overhead	(0.656)	(0.838)	0.181	27.6	0.656	0.838	(0.181)	(27.6)	0.000	0.000	0.000	-
Total Labor Expenses	\$22.820	\$20.959	\$1.861	8.2	\$1.891	\$1.733	\$0.158	8.4	\$24.711	\$22.692	\$2.019	8.2
<i>Non-Labor:</i>												
Electric Power	\$0.419	\$0.411	\$0.007	1.7	\$0.000	\$0.000	\$0.000	-	0.419	\$0.411	\$0.007	1.7
Fuel	0.245	0.321	(0.076)	(31.2)	0.000	0.000	0.000	-	0.245	0.321	(0.076)	(31.2)
Insurance	0.958	0.889	0.070	7.3	0.000	0.000	0.000	-	0.958	0.889	0.070	7.3
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	11.305	11.886	(0.581)	(5.1)	0.000	0.000	0.000	-	11.305	11.886	(0.581)	(5.1)
Professional Service Contracts	3.465	3.064	0.401	11.6	0.000	0.000	0.000	-	3.465	3.064	0.401	11.6
Materials & Supplies	0.323	0.252	0.071	21.9	0.000	0.000	0.000	-	0.323	0.252	0.071	21.9
Other Business Expenses	4.206	4.456	(0.250)	(5.9)	0.000	0.000	0.000	-	4.206	4.456	(0.250)	(5.9)
Total Non-Labor Expenses	\$20.921	\$21.280	(\$0.359)	(1.7)	\$0.000	\$0.000	\$0.000	-	\$20.921	\$21.280	(\$0.359)	(1.7)
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.	\$43.741	\$42.239	\$1.502	3.4	\$1.891	\$1.733	\$0.158	8.4	\$45.632	\$43.972	\$1.661	3.6
Depreciation	\$13.449	\$14.372	(\$0.924)	(6.9)	\$0.000	\$0.000	\$0.000	-	13.449	\$14.372	(\$0.924)	(6.9)
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.	\$57.190	\$56.611	\$0.579	1.0	\$1.891	\$1.733	\$0.158	8.4	\$59.081	\$58.344	\$0.737	1.2
Less: Depreciation	\$13.449	\$14.372	(\$0.924)	(6.9)	\$0.000	\$0.000	\$0.000	-	\$13.449	\$14.372	(\$0.924)	(6.9)
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	\$43.741	\$42.239	\$1.502	3.4	\$1.891	\$1.733	\$0.158	8.4	\$45.632	\$43.972	\$1.661	3.6
Net Surplus/(Deficit)	\$128.430	\$86.114	(\$42.316)	(32.9)	\$0.000	\$0.000	\$0.000	-	\$128.430	\$86.114	(\$42.316)	(32.9)

Differences are due to rounding.

*Variance exceeds 100%

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Net Income/(Deficit)									\$128.430	\$86.114	(\$42.316)	(32.9)
Less: Capitalized Assets									2.424	0.163	2.261	93.3
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$126.005	\$85.951	(\$40.055)	(31.8)
Less: Debt Service									59.625	64.445	(4.820)	(8.1)
Less: Contribution to the Capital Program									4.719	4.719	0.000	0.0
Income Available for Distribution									\$61.662	\$16.787	(\$44.875)	(72.8)
Distributable To:												
MTA - Investment Income									0.105	0.159	0.054	51.6
MTA - Distributable Income									35.654	14.275	(21.380)	(60.0)
NYCTR - Distributable Income									25.903	2.353	(23.550)	(90.9)
Total Distributable Income									\$61.662	\$16.787	(\$44.875)	(72.8)
Support to Mass Transit:												
Total Revenues									174.062	130.086	(43.976)	(25.3)
Less: Total Operating Expenses									<u>45.632</u>	<u>43.972</u>	<u>1.661</u>	3.6
Net Operating Income/(Deficit)									\$128.430	\$86.114	(\$42.316)	(32.9)
Deductions from Net Operating Income:												
Capitalized Assets									2.424	0.163	2.261	93.3
Reserves									0.000	0.000	0.000	-
B&T Debt Service									28.680	27.837	0.843	2.9
Contribution to the Capital Program									4.719	4.719	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$35.822	\$32.719	\$3.104	8.7
Total Support to Mass Transit									\$92.607	\$53.395	(\$39.212)	(42.3)

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

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		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	475.546	434.301	(41.245)	(8.7)	0.000	0.000	0.000	-	475.546	434.301	(41.245)	(8.7)
Other Operating Revenue	2.815	5.200	2.386	84.8	0.000	0.000	0.000	-	2.815	5.200	2.386	84.8
Capital & Other Reimbursements	0.000	0.000	0.000	-	5.686	5.499	(0.186)	(3.3)	5.686	5.499	(0.186)	(3.3)
Investment Income	0.308	0.625	0.317	*	0.000	0.000	0.000	-	0.308	0.625	0.317	*
Total Revenue	\$478.669	\$440.126	(\$38.542)	(8.1)	\$5.686	\$5.499	(\$0.186)	(3.3)	\$484.354	\$445.626	(\$38.729)	(8.0)
Expenses												
<i>Labor:</i>												
Payroll	\$33.422	\$28.743	\$4.679	14.0	2.213	\$1.905	\$0.307	13.9	35.634	\$30.648	\$4.986	14.0
Overtime	6.949	6.006	0.944	13.6	0.196	0.109	0.087	44.3	7.145	6.115	1.030	14.4
Health and Welfare	7.942	6.950	0.992	12.5	0.476	0.418	0.058	12.2	8.418	7.368	1.050	12.5
OPEB Current Payment	6.064	5.935	0.129	2.1	0.000	0.000	0.000	-	6.064	5.935	0.129	2.1
Pensions	10.770	10.756	0.015	0.1	0.568	0.576	(0.009)	(1.5)	11.338	11.332	0.006	0.1
Other Fringe Benefits	5.491	4.892	0.599	10.9	0.264	0.227	0.038	14.3	5.756	5.119	0.637	11.1
Reimbursable Overhead	(1.969)	(2.264)	0.295	15.0	1.969	2.264	(0.295)	(15.0)	0.000	0.000	0.000	-
Total Labor Expenses	\$68.669	\$61.017	\$7.653	11.1	\$5.686	\$5.499	\$0.186	3.3	\$74.355	\$66.516	\$7.839	10.5
<i>Non-Labor:</i>												
Electric Power	\$1.229	\$0.957	\$0.271	22.1	0.000	\$0.000	\$0.000	-	1.229	\$0.957	\$0.271	22.1
Fuel	0.729	0.646	0.083	11.4	0.000	0.000	0.000	-	0.729	0.646	0.083	11.4
Insurance	2.813	2.665	0.148	5.3	0.000	0.000	0.000	-	2.813	2.665	0.148	5.3
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	27.739	25.769	1.970	7.1	0.000	0.000	0.000	-	27.739	25.769	1.970	7.1
Professional Service Contracts	9.553	6.848	2.705	28.3	0.000	0.000	0.000	-	9.553	6.848	2.705	28.3
Materials & Supplies	0.950	0.593	0.357	37.6	0.000	0.000	0.000	-	0.950	0.593	0.357	37.6
Other Business Expenses	13.098	11.303	1.795	13.7	0.000	0.000	0.000	-	13.098	11.303	1.795	13.7
Total Non-Labor Expenses	\$56.110	\$48.781	\$7.329	13.1	\$0.000	\$0.000	\$0.000	-	\$56.110	\$48.781	\$7.329	13.1
Other Expense Adjustments												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$124.780	\$109.798	\$14.982	12.0	\$5.686	\$5.499	\$0.186	3.3	\$130.465	\$115.297	\$15.168	11.6
Depreciation	\$39.478	\$42.795	(\$3.318)	(8.4)	0.000	\$0.000	\$0.000	-	39.478	\$42.795	(\$3.318)	(8.4)
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.	\$164.257	\$152.593	\$11.664	7.1	\$5.686	\$5.499	\$0.186	3.3	\$169.943	\$158.093	\$11.850	7.0
Less: Depreciation	\$39.478	\$42.795	(\$3.318)	(8.4)	\$0.000	\$0.000	\$0.000	-	\$39.478	\$42.795	(\$3.318)	(8.4)
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	\$124.780	\$109.798	\$14.982	12.0	\$5.686	\$5.499	\$0.186	3.3	\$130.465	\$115.297	\$15.168	11.6
Net Surplus/(Deficit)	\$353.889	\$330.328	(\$23.561)	(6.7)	\$0.000	\$0.000	\$0.000	-	\$353.889	\$330.328	(\$23.561)	(6.7)

Differences are due to rounding.

*Variance exceeds 100%

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)								\$353.889	\$330.328	(\$23.561)	(6.7)	
Less: Capitalized Assets								7.273	0.514	\$6.758	92.9	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Adjusted Net Income/(Deficit)								\$346.617	\$329.814	(\$16.803)	(4.8)	
Less: Debt Service								177.763	190.524	(12.761)	(7.2)	
Less: Contribution to the Capital Program								14.156	14.156	0.000	0.0	
Income Available for Distribution								\$154.698	\$125.134	(\$29.563)	(19.1)	
Distributable To:												
MTA - Investment Income								0.308	0.625	0.317	*	
MTA - Distributable Income								91.822	79.846	(11.976)	(13.0)	
NYCTR - Distributable Income								62.568	44.663	(17.904)	(28.6)	
Total Distributable Income								\$154.698	\$125.134	(\$29.563)	(19.1)	
Support to Mass Transit:												
Total Revenues								484.354	445.626	(38.729)	(8.0)	
Less: Total Operating Expenses								<u>130.465</u>	<u>115.297</u>	<u>15.168</u>	11.6	
Net Operating Income/(Deficit)								\$353.889	\$330.328	(\$23.561)	(6.7)	
Deductions from Net Operating Income:												
Capitalized Assets								7.273	0.514	6.758	92.9	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								84.928	82.213	2.715	3.2	
Contribution to the Capital Program								14.156	14.156	0.000	0.0	
GASB Reserves								0.000	0.000	0.000	-	
Total Deductions From Operating Income								\$106.357	\$96.883	\$9.473	8.9	
Total Support to Mass Transit								\$247.532	\$233.445	(\$14.087)	(5.7)	

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

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

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Nonreimbursable						
Vehicle Toll Revenue	(44.995)	-26.3%	Lower revenue from sharply reduced traffic volumes in response to the Governor's Stay At Home Executive Order	(41.245)	-8.7%	Lower revenue from sharply reduced traffic volumes in response to the Governor's Stay At Home Executive Order
Other Operating Revenue	1.123	117.1%	Higher revenue primarily due to the timing of income from E-ZPass administrative fees	2.386	84.8%	Higher revenue primarily due to the timing of income from E-ZPass administrative fees
Investment Income	0.054	*	Higher than anticipated short-term investment returns on fund balances.	0.317	*	Higher than anticipated short-term investment returns on fund balances
Payroll	1.183	10.4%	Lower payroll expenses primarily due to vacancies	4.679	14.0%	Lower payroll expenses primarily due to vacancies
Overtime	0.057	2.5%	See overtime chart	0.944	13.6%	See overtime chart
Health and Welfare	0.250	9.4%	Lower expenses primarily due to vacancies	0.992	12.5%	Lower expenses primarily due to vacancies
OPEB Current Payment	0.033	1.6%	Lower expenses primarily due to timing against the budget allocation	0.129	2.1%	Lower expenses primarily due to timing against the YTD budget allocation
Pensions	0.051	1.4%	Lower non-reimbursable expenses primarily due to higher than allocated capital reimbursement offsets	0.015	0.1%	Lower non-reimbursable expenses primarily due to higher than allocated YTD capital reimbursement offsets
Other Fringe Benefits	0.107	7.0%	Lower expenses primarily due to vacancies	0.599	10.9%	Lower expenses primarily due to vacancies
Electric Power	0.007	1.7%	Lower electricity expenses primarily due to timing against the monthly budget allocation	0.271	22.1%	Lower electricity expenses primarily due to timing against the YTD budget allocation.
Fuel	(0.076)	-31.2%	Higher fuel expenses primarily due to timing against the monthly budget allocation	0.083	11.4%	Lower fuel expenses primarily due to timing against the YTD budget allocation.
Insurance	0.070	7.3%	Lower insurance expenses primarily due to timing against the monthly budget allocation	0.148	5.3%	Lower insurance expenses primarily due to timing against the YTD budget allocation.
Maintenance and Other Operating Contracts	(0.581)	-5.1%	Higher expenses mainly due to timing against the monthly budget allocation for major maintenance and painting projects	1.970	7.1%	Lower expenses mainly due to timing against the monthly budget allocation for E-ZPass Customer Service Center costs (\$1.142 Mill) and E-ZPass tags (\$0.809 Mill)
Professional Service Contracts	0.401	11.6%	Lower expenses primarily due to timing against the monthly budget allocation for bond issuance costs	2.705	28.3%	Lower expenses primarily due to timing against the YTD budget allocation for bond issuance costs
Materials & Supplies	0.071	21.9%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly budget allocation	0.357	37.6%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the YTD budget allocation
Other Business Expense	(0.250)	-5.9%	Higher expenses primarily due to timing against the budget allocation for toll collection processing fees	1.795	13.7%	Lower expenses primarily due to timing against the YTD budget allocation for toll collection processing fees
Depreciation	(0.924)	-6.9%	Higher depreciation expense primarily due to timing against the monthly budget allocation	(3.318)	-8.4%	Higher depreciation expense primarily due to timing against the YTD budget allocation
Other Post Employment Benefits	0.000	-	No variance	0.000	-	No variance
Reimbursable						
Capital and Other Reimbursements	(0.158)	-8.4%	Lower capital reimbursements due to timing against the monthly budget allocation	(0.186)	-3.3%	Lower capital reimbursements due to timing against the YTD budget allocation
Payroll	0.174	23.6%	Lower capital reimbursements due to timing against the monthly budget allocation	0.307	13.9%	Lower capital reimbursements due to timing against the YTD budget allocation
Overtime	0.096	157.2%	See overtime tables	0.087	44.3%	See overtime tables
Health and Welfare	0.052	32.8%	Lower capital reimbursements due to timing against the monthly budget allocation	0.058	12.2%	Lower capital reimbursements due to timing against the YTD budget allocation
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	(0.046)	-24.1%	Higher capital reimbursements due to timing against the monthly budget allocation	(0.009)	-1.5%	Higher capital reimbursements due to timing against the YTD budget allocation
Other Fringe Benefits	0.063	71.4%	Lower capital reimbursements due to timing against the monthly budget allocation	0.038	14.3%	Lower capital reimbursements due to timing against the YTD budget allocation
Reimbursable Overhead	(0.181)	-27.6%	Higher capital reimbursements due to timing against the monthly budget allocation	(0.295)	-15.0%	Higher capital reimbursements due to timing against the YTD budget allocation

*Variance exceeds 100%

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

Facility	Revenue Collection Rate March 2020 ¹
Henry Hudson Bridge	99.5%
Hugh L. Carey Tunnel	99.6%
Queens Midtown Tunnel	100.3%
Marine Parkway Bridge	98.8%
Cross Bay Bridge	96.4%
Robert F. Kennedy Bridge	98.0%
Verrazzano-Narrows Bridge	95.9%
Bronx-Whitestone Bridge	97.8%
Throgs Neck Bridge	97.4%
All Facilities	97.8%

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

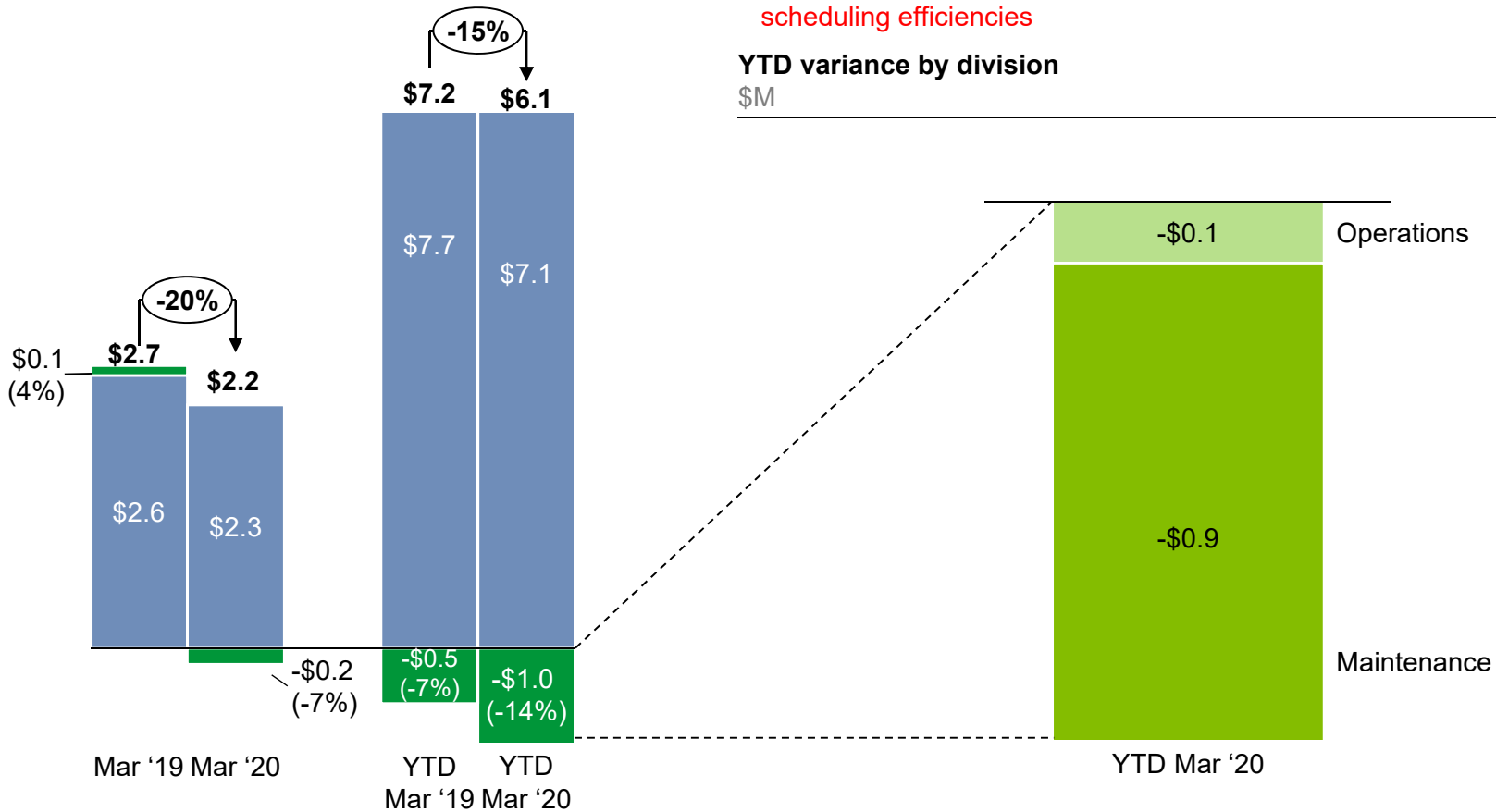
B&T – Total Overtime Variance

Mar 2020 and YTD budget vs. variance

\$M

- Favorable
- Unfavorable
- Budget

Annual budget: \$26.5M



Overview

- YTD 2020 total Overtime was \$1.0 million below budget through March
- Maintenance Overtime was below budget by \$0.9 million primarily due to rescheduled and deferred maintenance in response to the COVID-19 pandemic
- Operations Overtime was below budget by \$0.1 million primarily due to scheduling efficiencies

YTD variance by division

\$M

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Source: Adopted Budget. GL actuals for actual overtime spending. Numbers may not add due to rounding.

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

Month of March

Year to date ending March 2020

Comparison Current Year vs. Prior Year:

Prior Year		*Current Year		Percentage Change			Prior Year		*Current Year		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
4.1	\$27.0	2.9	\$22.0	-27.8%	-18.6%	Bronx-Whitestone	11.2	\$76.2	10.6	\$75.1	-6.0%	-1.4%
0.7	1.5	0.5	1.3	-21.5%	-11.4%	Cross Bay	1.9	4.3	1.8	3.9	-7.0%	-9.4%
2.2	6.7	1.3	4.5	-41.0%	-32.6%	Henry Hudson	5.9	18.7	5.2	16.9	-12.5%	-9.7%
1.7	9.6	1.1	6.8	-35.7%	-29.6%	Hugh L. Carey	4.6	27.5	4.1	25.2	-12.3%	-8.5%
0.6	1.3	0.5	1.1	-24.6%	-17.6%	Marine Parkway	1.7	3.8	1.6	3.4	-5.7%	-8.6%
2.6	15.7	1.6	10.8	-38.5%	-31.5%	Queens Midtown	7.1	44.2	6.2	41.0	-12.2%	-7.2%
5.6	36.5	3.8	27.7	-32.6%	-24.1%	RFK	15.4	101.9	13.8	96.1	-10.6%	-5.7%
3.7	27.4	2.6	22.9	-29.9%	-16.3%	Throgs Neck	10.2	77.3	9.1	74.6	-11.0%	-3.5%
6.3	34.6	4.7	29.1	-25.0%	-15.7%	Verrazzano-Narrows	17.7	97.8	16.5	98.1	-6.7%	0.3%
27.3	\$160.2	18.9	\$126.1	-30.7%	-21.3%	Total	75.9	\$451.7	68.8	\$434.3	-9.3%	-3.8%
	\$5.861		\$6.660		13.6%	Revenue Per Vehicle		\$5.953		\$6.308		6.0%

Note: Numbers may not add due to rounding.

*Toll increase implemented March 31, 2019

Comparison Actual vs. Adopted Budget:

March Budget		March Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
26.9	\$171.1	18.9	\$126.1	-29.5%	-26.3%	Total All	74.6	\$475.5	68.8	\$434.3	-7.7%	-8.7%
	\$6.369		\$6.660		4.6%	Revenue Per Vehicle		\$6.379		\$6.308		-1.1%

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

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	11	11	-	
Law ⁽¹⁾	12	12	-	
CFO ⁽²⁾	19	17	2	2 Managerial vacancies
Administration ⁽³⁾	35	30	5	1 Managerial overage and 6 Professional vacancies
EEO	1	-	1	1 Professional vacancy
Total Administration	78	70	8	
Operations				
Revenue Management	42	34	8	3 Managerial and 5 Professional vacancies
Operations (Non-Security)	60	48	12	12 Managerial vacancies
Total Operations	102	82	20	
Maintenance				
Maintenance	227	210	17	10 Managerial and 7 Professional vacancies
Operations - Maintainers	168	167	1	1 Maintainer vacancy
Total Maintenance	395	377	18	
Engineering/Capital				
Engineering & Construction	192	126	66	13 Managerial and 53 Professional vacancies
Safety & Health	10	9	1	1 Professional vacancy
Law ⁽¹⁾	22	19	3	3 Professional vacancies
CFO-Planning & Budget Capital	29	20	9	3 Managerial vacancies and 6 Professional vacancies
Total Engineering/Capital	253	174	79	
Public Safety				
Operations (Security)	605	537	68	38 Managerial and 30 Operational vacancies
Internal Security - Operations	45	29	16	3 Managerial and 13 Professional vacancies
Total Public Safety	650	566	84	
Total Positions	1,478	1,269	209	
Non-Reimbursable	1,391	1,182	209	
Reimbursable	87	87	-	
Total Full-Time	1,478	1,269	209	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

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

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	23	22	1	2 vacancies in CFO and 1 overage in Administration
Professional, Technical, Clerical	55	48	7	6 vacancies in Administration, and 1 in EEO
Operational Hourlies	-	-	-	
Total Administration	78	70	8	
Operations				
Managers/Supervisors	64	47	17	14 vacancies in Operations and 3 in Revenue Management
Professional, Technical, Clerical	38	35	3	3 vacancies in Revenue Management
Operational Hourlies	-	-	-	
Total Operations	102	82	20	
Maintenance				
Managers/Supervisors	31	25	6	6 vacancies in Maintenance
Professional, Technical, Clerical	21	17	4	4 vacancies in Maintenance
Operational Hourlies ⁽¹⁾	343	335	8	8 vacancies in Maintenance
Total Maintenance	395	377	18	
Engineering/Capital				
Managers/Supervisors	56	40	16	13 vacancies in Engineering, 2 in CFO, and 1 in Law
Professional, Technical, Clerical	197	134	63	53 vacancies in Engineering, 6 in CFO, 3 in Law, and 1 in Safety and Health
Operational Hourlies	-	-	-	
Total Engineering/Capital	253	174	79	
Public Safety				
Managers/Supervisors	187	152	35	32 vacancies in Operations and 3 in Internal Security
Professional, Technical, Clerical	35	22	13	13 vacancies in Internal Security
Operational Hourlies ⁽²⁾	428	392	36	36 BTO vacancies in Operations
Total Public Safety	650	566	84	
Total Positions				
Managers/Supervisors	361	286	75	
Professional, Technical, Clerical	346	256	90	
Operational Hourlies	771	727	44	
Total Positions	1,478	1,269	209	

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

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



Bridges and Tunnels

Capital Program Project Status Report March 2020

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
STATUS REPORT
MARCH 31, 2020

Introduction

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

Commitments

In March, 13 core capital program commitments were made with a total value of \$9.40 million, against a Plan calling for four commitments with a total value of \$1.35 million. (See *Attachment 1 – 2020 Commitments Chart and Attachment 2– 2020 Major Commitments*)

Year-to-date, 46 commitments totaling \$39.65 million were made, against a plan of 32 commitments with a total value of \$26.62 million.

Completions

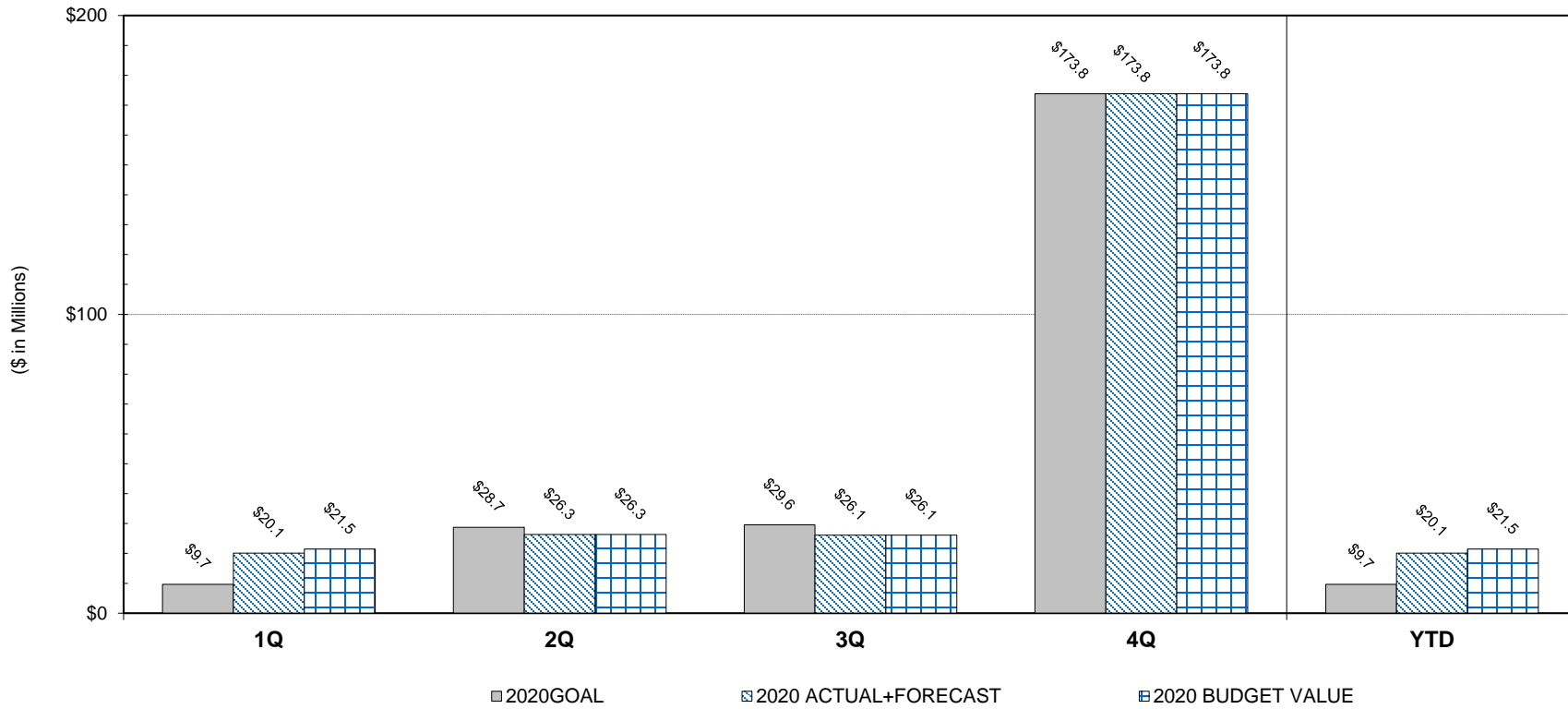
There were two project completions made in March for \$27.77 million, including the design-build fire protection project at the RFK Bridge, for \$22.60 million. Year-to-date, two projects were completed with a total value of \$27.77 million against a year-to-date goal of \$5.16 million. (See *Attachment 3 – 2019 Completion Chart; Attachment 4 – 2019 Major Project Completions*).

Close-outs

There were five task level closeouts in March totaling \$2.28 million.

MTA Bridges and Tunnels
Commitments as of March 31, 2020

2020 Budget Goal:	\$241.8	
2020 Annual Forecast	\$246.4	
YTD Goal:	\$9.7	
YTD Actual:	\$20.1	(208.1% of YTD Goal)
YTD Budgeted Value:	\$21.5	(222.0% of YTD Goal)
Left to Commit:	\$218.3	

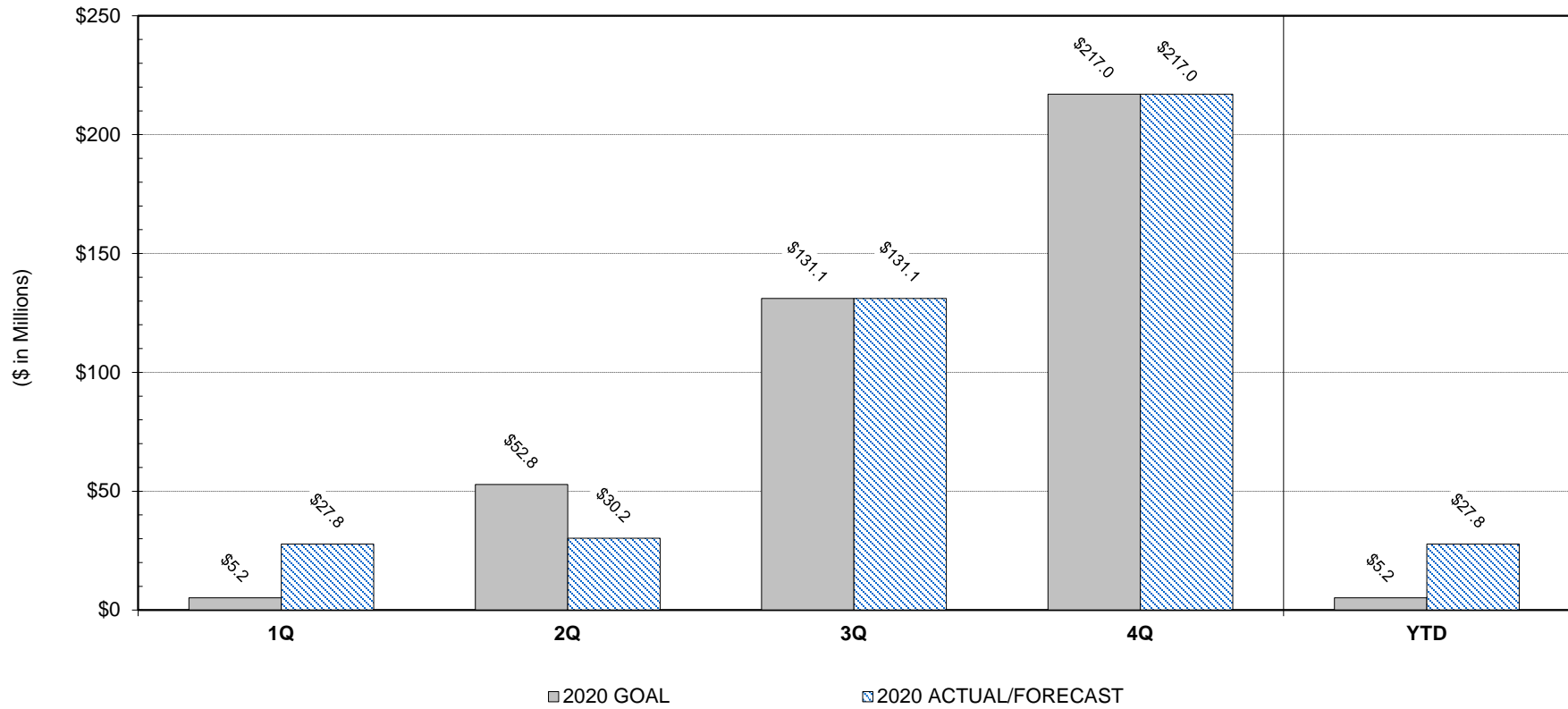


MTA Bridges and Tunnels: Status of Major Commitments as of March 31, 2020

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

MTA Bridges and Tunnels
Completions as of March 31, 2020

2020 Budget Goal:	\$406.1	
2020 Annual Forecast:	\$406.1	
YTD Goal:	\$5.2	
YTD Actual:	\$27.8	(538.5% of YTD Goal)
Left to Complete:	\$378.3	



MTA Bridges and Tunnels: Status of Major Completions as of March 31, 2020

Project ID	ACEP	Project Description	Budget (\$ in Millions)		Completions Status		Completion Date		Notes
			2020 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2020 Goal	Actual / Forecast	
HH-89	D701HH89	Skewback Retrofit	\$100.4	\$100.4	86	61	Aug-20	Aug-20	F
VN-30/ VN-89	D704VN30	Elevator Rehabilitation	\$44.2	\$44.2	60	0	Oct-20	Oct-20	F
	D701VN89	Tower Pier Rehab/Construct Mooring Platform							
BW39/RK60	D704BW39	Install Electronic Monitoring & Detection Systems	\$88.3	\$88.3	70	30	Dec-20	Dec-20	F
	D704RK60	Install Electronic Monitoring & Detection Systems							
RK-23C	D702RK23	New HRD Ramp at RFK (D/B Sub-Project RK23C)	\$73.2	\$73.2	41	12	Dec-20	Dec-20	F



Bridges and Tunnels

Procurements April 2020



Staff Summary



Subject: Request for Authorization to Award Various Procurements
Department: Procurement
Department Head Name: <i>BB</i> Julia Christ
Department Head Signature:
Project Manager Name: Various

Date: 4/8/2020
Vendor Name:
Contract Number:
Contract Manager Name:
Table of Contents Ref #:

Board Action					
Order	To	Date	Approval	Info	Other
1	President	4/10/2020			
2	MTA B&T Committee	4/22/2020			
3	MTA Board	4/22/2020			

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

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

PURPOSE:

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

DISCUSSION:

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

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

<u>Schedule Requiring Majority Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts	1	\$17.0M
Schedule I: Modification to Purchase and Public Works Contract	1	\$25.6M
SUBTOTAL	2	\$42.6M

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

TOTAL	2	\$42.6M
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BUDGET IMPACT:

The purchases/contracts will result in obligating MTA B&T and Capital funds in the amount listed. Funds are available in the current MTA B&T operating/capital budgets for this purpose.

RECOMMENDATION:

That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

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

MTA BRIDGES & TUNNELS
TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

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

WHEREAS, in accordance with §2879 of the Public Authorities Law and the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive miscellaneous procurement contracts, and certain changes orders to procurement, public work, and miscellaneous procurement contracts; and

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

NOW, the Board resolves as follows:

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

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
APRIL 2020

MTA BRIDGES & TUNNELS

Procurements Requiring Majority Vote:

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

- | | | |
|---------------------------------|------------------------|--------------------------------------|
| 1. TransCore, LP | \$16,996,380.00 | <u>Staff Summary Attached</u> |
| Contract No. PSC-13-2949 | | |

9 years, 8 months – Competitive RFP

B&T is seeking Board approval under the All-Agency Service Contract Procurement Guidelines to amend this personal service contract with TransCore, LP to: (i) implement cashless tolling at the Verrazzano-Narrows Bridge Eastbound travel lanes and (ii) upgrade B&T's Travel Time System to serve as interim Toll Collection System in case of catastrophic event.

I: Modifications to Purchase and Public Works Contracts Awarded
(Staff Summaries requiring Board approval)

- | | | |
|---|------------------------|--------------------------------------|
| 1. El Sol Contracting/ES II Enterprises JV | \$25,610,000.00 | <u>Staff Summary Attached</u> |
| Contract No. VN-84AX | | |

2 years, 6 months – Competitive IFB

B&T is seeking Board approval under the All-Agency Procurement Guidelines to modify this public works contract with El Sol Contracting | ES II Enterprises, a Joint Venture for work associated with the implementation of Split Tolling at the Verrazzano-Narrows Bridge.

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

Item Number:

Vendor Name (& Location) TransCore, LP		Contract Number PSC-13-2949	AWO/Modification
Description All-Electronic Open Road Tolling (ORT)		Original Amount:	\$ 7,968,282.00
Contract Term (including Options, if any) July 18, 2014 – March 1, 2024		Prior Modifications:	\$146,562,980.00
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Budgetary Increases:	\$0.00
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount:	\$154,531,262.00
Solicitation Type	<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request:	\$ 16,996,380.00
Funding Source		% of This Request to Current Amount:	11.0%
<input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		% of Modifications (including This Request) to Original Amount:	2053%
Requesting Dept./Div. & Dept./Div. Head Name: Allison L. C. de Cerreño, Senior Vice President			

Discussion

B&T is seeking Board Approval in accordance with the All Agency Service Contract Procurement Guidelines to amend this personal service contract, Contract PSC-13-2949, All-Electronic Open Road Tolling (ORT) with TransCore, LP (TransCore) to (i) implement cashless tolling at the Verrazzano-Narrows Bridge (VNB) Eastbound travel lanes and (ii) upgrade B&T's Travel Time System to serve as an interim Toll Collection System in case of catastrophic events in the not-to exceed amount of \$16,996,380.

Subsequent to Board approval, this competitively solicited contract was awarded to TransCore in July 2014 in the negotiated amount of \$7,968,282, for a duration of eight (8) years. Initially, the Contract requirements included TransCore to furnish, install and maintain an All-Electronic Tolling (AET), ORT system (cashless tolling system) at the Henry Hudson Bridge (HHB). Subsequent amendments added cashless tolling systems at the eight (8) additional B&T Toll Facilities and six (6) years of maintenance services, increasing the contract value by \$146,562,980.

On December 20, 2019, the federal Further Appropriations Act 2020 §126 was enacted that eliminated the current one-way tolling requirement and restored split tolling at the VNB so that tolls will be collected in both the Staten Island-bound and Brooklyn-bound directions. In March 2020, the Board provided the approvals needed to implement split tolling at the VNB. In order to expeditiously move this project forward to comply with this newly enacted federal law, the installation of new tolling structures (gantries) and toll system equipment need to be installed in the eastbound lanes. TransCore's scope of work includes: furnishing and installing toll system equipment; testing; commissioning and maintaining the system equipment in the toll lanes. The total amount for this portion of the Work is \$11.11 million (\$7.96M for implementation plus \$3.15 million for a 1-year warranty and 3 years of maintenance).

Given that the Toll Collection System is in an area that historically has been impacted by both natural and human events and the size and scope of B&T's toll collection operations has significantly increased, it is critical that a Catastrophic Events Mitigation System (CEMS) be implemented as expeditiously as possible. B&T is proposing to upgrade the Travel Time System (TSS) as a backup toll collection system in case of a catastrophic event. B&T's Travel Time System is part of the regional TIMED system, a regional traffic monitoring system that reads E-ZPass tags at strategic locations throughout New York City to provide valuable traffic information to the public. Each B&T facility contains a series of non-tolling tag readers that are used to feed B&T and TIMED travel data. Readers are connected to antennas mounted at multiple locations outside the tolling zone. The existence of these readers and antennas provides B&T with a source of redundant transponder reads that may be utilized for toll revenue collection purposes during a disaster recovery operation. TransCore will design, install, test and commission equipment to upgrade the TTS. The total for this work is \$5.88 million (\$4.88M for implementation plus \$1.0M for 3 years of maintenance). System maintenance is in a not-to-exceed amount and is to be provided on a time and material basis.

Negotiations resulted in B&T agreeing to \$11.11M for the VNB split tolling which is 14% lower than the User's estimate of \$12.76M and a cost of \$5.88M for CEMS which is 0.1% lower than the estimate, which is considered fair and reasonable. The total amount of this amendment is a not-to-exceed amount of \$16,996,380. Funding is available in the Capital Program and in the Operating Budget.

Schedule I: Modifications to Purchase and Public Works Contracts

Item Number:

Vendor Name (& Location) El Sol Contracting/ES II Enterprises J.V.	Contract Number VN-84AX	AWO/Modification #
Contract Title: Construction Services for Reconstruction and Rehabilitation of the Upper Level Approach Decks at the Verrazzano-Narrows Bridge	Original Amount:	\$143,962,121.00
Contract Term (including Options, if any) December 12, 2019 – June 11, 2022	Prior Modifications:	\$0.00
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Prior Budgetary Increases:	N/A
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount:	\$143,962,121.00
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request:	\$25,610,000.00
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount:	17.8%
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.	% of Modifications (including This Request) to Original Amount:	17.8%

Discussion:

B&T is seeking the Board's approval under the All Agency General Contract Procurement Guidelines to modify this public works contract with El Sol Contracting/ES II Enterprises J.V. (El Sol) for additional work to furnish and install Split Tolling infrastructure at the Verrazzano-Narrows Bridge (VNB), Eastbound toll lanes in the negotiated amount totaling \$25,610,000.

The Contract was awarded to El Sol in the amount of \$143,962,121 in December 2019, subsequent to a competitive price + time (A + B) sealed bid process. The scope requires El Sol to perform rehabilitation and reconstruction of the Staten Island and westbound Brooklyn approach decks at the VNB. The scope includes but is not limited to: replacement of the existing deck and related work for lighting, drainage, fire standpipe and bearing replacement; superstructure steel repairs, strengthening and seismic upgrades at all approaches; and superstructure steel replacements at the anchorage spans.

On December 20, 2019, the federal Further Appropriations Act 2020 §126 was enacted that eliminated the current one-way tolling requirement and restored split tolling at the VNB so that tolls will be collected in both the Staten Island-bound and Brooklyn-bound directions. In March 2020, the Board provided the approvals needed to implement split tolling at the VNB. In order to progress this project forward to comply with this newly enacted federal law and properly coordinate with other planned capital projects at the VNB, implementation of required civil and structural work is necessary at this time. Based on experience previously gained during the Open Road Tolling (ORT) implementation at the VNB and other B&T facilities, an analysis of various procurement strategies was conducted. B&T determined that in order to meet this objective an amendment to an existing construction contract was the most advantageous method of procurement to ensure the timely success of this expedited initiative. It was further determined that amending Contract VN-84AX with El Sol would provide the best opportunity for the most cost effective and successful split tolling infrastructure implementation for reasons as follows: (i) El Sol is currently mobilized under Contract VN-84AX for infrastructure work; (ii) the toll plaza infrastructure work must be fully coordinated with the VN-84AX roadway work and (iii) El Sol's prior successful experience performing expedited ORT infrastructure work.

The Scope of Work requires civil and structural works associated with the installation of two sets of gantries (6 gantries in total), one for the upper level approach lanes and another set for the lower level approach lanes and local on-ramp lanes, along with electrical, communications, and electronic toll collection infrastructure as well as a Vehicle Occupancy Detection System and a toll enforcement system. The new gantries would be constructed over existing roadway infrastructure. The Brooklyn-bound ORT system is anticipated to be operational by December 2020.

El Sol proposed \$28,798,682.64, and the negotiated amount of \$25,610,000 is 0.98% above the Engineer's estimate of \$25,361,137.94 and is fair and reasonable based on comparison to that estimate. In order to meet the split tolling implementation schedule, El Sol was authorized to procure long lead time materials, commence gantry fabrication and progress drawings for drilled shaft footings, in an amount not to exceed \$934,462. Funding for this amendment is available in the 2015-2019 Capital Program under Project D703VN63 – VN-X1, EB Tolling Construction, (Task D04829).