

Bridges and Tunnels Committee Meeting

February 2020

Committee Members

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

Bridges & Tunnels Committee Meeting

2 Broadway, 20th Floor Board Room

New York, NY 10004

Monday, 2/24/2020

1:00 - 1:30 PM ET

1. Summary of Actions - None

2. Public Comments Period

3. Approval of Minutes - January 2020

B&T Committee Minutes - January 2020 - Page 4

4. Approval of Committee Work Plan

B&T Committee Work Plan - Page 9

5. Report on Operations - December 2019

B&T Report on Operations - December 2019 - Page 15

6. Safety Report - December 2019

B&T Safety Report - December 2019 - Page 30

7. 2019 Customer Environment Report

B&T 2019 Customer Environment Report - Page 36

8. Financial Report - January 2020

B&T Financial Report - January 2020 - Page 46

9. 2019 B&T Operating Surplus (Action Item)

2019 B&T Operating Surplus (Action Item) - Page 61

10. 2020 Adopted Budget/Financial Plan 2020-2023

B&T 2020 Adopted Budget - Financial Plan 2020-2023 - Page 74

11. Capital Program Project Status Report - January 2020

B&T Capital Program Project Status Report - January 2020 - Page 94

12. Procurements - None

13. Diversity Report - Fourth Quarter 2019

B&T Diversity Report - Fourth Quarter 2019 - Page 100

Next Meeting: Monday, March 23, 2020 at 1:00 p.m.



Bridges and Tunnels

Minutes of Committee Meeting January 2020

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

January 21, 2020

1:00 p.m.

In attendance were the Honorable:

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

Also in Attendance:

Robert W. Linn
Haeda B. Mihaltses
Anthony McCord, MTA Chief Transformation Officer
Mario Peloquin, MTA Chief Operating Officer

Daniel F. DeCrescenzo, Jr., Acting President
Dore J. Abrams, Acting Vice President and Chief Financial Officer
Brian Bajor, Vice President and Chief Procurement Officer
Sharon Gallo-Kotcher, Vice President, Labor Relations, Administration and Employee Development
Richard Hildebrand, Acting Vice President and Chief of Operations
Lloyd Jairam, Controller
Joseph Keane, Vice President and Chief Engineer
Eric Osnes, Vice President, Safety and Health
Patrick J. Parisi, Vice President, Maintenance and Operations Support
M. Margaret Terry, Senior Vice President and General Counsel

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

January 21, 2020

Minutes of TBTA Committee held January 21, 2020 at 1:00 p.m. A list of those in attendance is attached.

Public Speakers

The following speakers commented during the public speakers' session:

- Omar Vera, Private Citizen, about removing the tolls from the Cross Bay Bridge and in addition to E-ZPass accounts perhaps motorists can pay their tolls through OMNY accounts
- Murray Bodin, Concerned Grandparents, about roadway lines, safety and the Manual of Uniform Traffic Control Devices (MUTCD)
- Charlton D'Souza, Passengers United, about adding bus routes over the Throgs Neck Bridge and through the Queens Midtown Tunnel and implementing toll rebates

Refer to the video recording of the meeting produced by the Metropolitan Transportation Authority and maintained in MTA records for the content of the speakers' statements.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on December 16, 2019 were approved.

Committee Work Plan

Mr. DeCrescenzo stated that TBTA proposed a 2020 Work Plan that starts on page 10 of the Committee Book and he requested Committee approval to implement those changes that were proposed at last month's meeting. Upon a motion duly made and seconded, the 2020 Committee Work Plan was approved.

Acting President DeCrescenzo's Remarks

Mr. DeCrescenzo opened his remarks by mentioning a few of TBTA's performance highlights for 2019:

- TBTA recorded all-time highs for mass transit support and vehicle crossings at its facilities according to preliminary revenue and expense figures;
- Since the implementation of Cashless Tolling and TBTA's collision mitigation strategies, there has been sustained improvement in customer safety throughout TBTA facilities, with the collision rate improving by more than 20% since the implementation of Open Road Tolling;
- TBTA reduced its lost time injury rate by more than 30%; and
- TBTA completed all of its planned 2019 capital projects, and also completed two 2020 projects early.

Mr. DeCrescenzo thanked all TBTA employees for their outstanding efforts that contributed to these and many other achievements in 2019 and the TBTA Committee's Chair, Vice Chair, and Commissioners for their support.

As TBTA proceeds in 2020 with the Central Business District Tolling Program, Mr. DeCrescenzo expressed that together we will meet this challenge. He also stated that another 2020 challenge will be implementing two-way tolling at the Verrazzano-Narrows Bridge, which was signed into federal law in December. TBTA will be reporting to the Committee on both of these initiatives throughout the year.

TBTA established, as did the New York State Thruway Authority and the Port Authority of New York and New Jersey, an Office of the Toll Payer Advocate in December to provide assistance to customers who are unable to resolve toll issues through the regular mechanisms already in place.

Report on Operations

With regard to the Report on Operations for November 2019, Mr. Hildebrand stated that paid vehicle traffic increased by 1.2% compared to the same period in 2018. E-ZPass was used in 95.3% of TBTA transactions, which matches an all-time high. Preliminary figures indicate that 2019 was the seventh consecutive year of increased paid vehicle traffic, which grew to a record of 329 million vehicles, surpassing the previous record reached in 2018 by 2.2%. In 2019, 19 out of every 20 TBTA tolls were paid using E-ZPass. Commissioner Zuckerman asked why traffic is flattening out on TBTA facilities in comparison to the trend over recent years, referring to page 21 of the Committee Book. Mr. Hildebrand responded that percentage increases seem to be relatively small and Open Road Tolling has improved traffic flow, which has leveled out. Mr. DeCrescenzo added that improvements to the transit and bus systems have attracted customers to those alternatives. Commissioner Law referred to page 20 of the Committee Book regarding E-ZPass and Tolls by Mail traffic and stated that 22.6 percent represents weekday AM peak traffic and 53.1 percent represents off-peak traffic but he wanted to know what accounts for the other 35%. Mr. Abrams responded that the Committee Book actually shows 22.6% in the AM peak and 24.3% in the PM Peak with the remainder in the off-peak. Commissioner Linn asked whether the Financial Plan assumes continuous growth in years to come or a leveling off. Mr. Abrams responded that the Financial Plan assumes very minimal growth at approximately 0.3% to 0.5% per year, adding that traffic is at historical highs and there is just so far we can go. Commissioner Zuckerman stated that he did not agree regarding traffic growth given that the population in New York State is shrinking and continued traffic growth is uncertain, which could affect TBTA's future revenue. Mr. Abrams responded that the Financial Plan takes a very conservative approach.

Safety Report

With regard to the Safety Report for November 2019, Mr. Osnes stated that the 12-month total collision rate is slightly lower than the previous 12 months and significantly lower than the 12 months prior to that. The 12-month collisions with injuries rate through November 2019 is 9.1% lower than the previous 12 months and lower than the 12 months prior to that. The employee lost time injury rate decreased by 34.5% as compared to the same period last year. The contractor injury rates have increased for the 12 months ending in November 2019 and are higher compared to the 12 months prior to that. There were no lost time incidents in November and December due to stepped-up efforts to reinforce contractor commitment to safety.

Financial Report

Mr. Abrams stated that he would provide an overview of preliminary year-end 2019 financial results measured against the Final Estimate. He stated that at \$1.2 billion, TBTA's support to mass transit was \$35 million or 3% higher than forecast. Toll revenue was \$2.1 billion, which was almost exactly at the forecasted level, and operating expenses were \$518 million, which was below forecast by 6% or \$31 million. Mr. Abrams stated that the favorable expense results include lower overtime costs. Overtime for the year was 13% or \$3.5 million below forecast.

Capital Program Status Report

Mr. Keane presented the Capital Program Status Report for December 2019 and stated that 17 commitments were awarded with a total value of \$400.8 million. The most significant commitments made were a structural rehabilitation project on the Throgs Neck Bridge approach viaducts for \$165.5 million and the reconstruction of the upper level approaches to the Verrazzano-Narrows Bridge for \$154.3 million. Other construction awards made were for steel repairs and painting work at the Henry Hudson Bridge and the reconstruction of the Gowanus approaches to the Verrazzano-Narrows Bridge, projects which are expected to have significant safety and throughput benefit to TBTA customers. All of these projects were awarded using cost

and time-based bidding, commonly known as A plus B bidding, which reduce customer impacts by minimizing lane closures.

Overall in 2019, TBTA awarded 154 commitments totaling \$802.8 million, which was 91.5% of plan, slightly exceeding the projected \$795 million in commitments that had been forecasted last month. The variance between planned and achieved commitments is largely attributable to favorable bids. Some of the additional December commitments included three Small Business Mentoring Program tasks.

In addition to these core capital plan commitments, in October TBTA awarded the Design, Build, Operate and Maintain (DBOM) contract to implement the Central Business District Tolling Program (CBDTP) for a capital commitment of \$272.1 million, with an overall commitment in this program of \$291 million.

As previously reported in November, TBTA completed all 12 of its planned 2019 projects. In December TBTA completed two additional design-build projects earlier than planned. These were for the Brooklyn Service Building Electrical Rehabilitation at the Hugh L. Carey Tunnel for \$8.9 million and the Electrical/Mechanical rehabilitation of the Harlem River Lift Span at the Robert F. Kennedy Bridge for \$36.5 million. Overall in 2019, there were 14 completions totaling \$243.7 million, which is 23% better than plan, which had a required 12 completions at \$197.7 million. There were five task closeouts in December bringing the total closeouts for 2019 to \$221.5 million.

With regard to cashless tolling, Commissioner Law asked for an explanation of the difference between the number of active accounts (3.7 million) and active tags (5.8 million), and whether there is a breakdown of tag use by state residency. Mr. Abrams responded that there can be up to four tags on one account, and that he would have to look into whether such breakdown exists, adding that an out-of-state resident can have a tag registered with the NYCSC to get the lower rate and that whether other states charge a higher rate for out-of-state residents varies by agency.

Adjournment

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

Respectfully submitted,


Adana Savery
Assistant Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

TOPIC

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

Procurements
Action Items (if any)

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

February 2020

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

Planning & Budget
Planning & Budget
Controller
Operations
EEO

March 2020

Annual Procurement Contracts Report

Procurement & Materials/
Finance

April 2020

Final Review of 2019 Year-End Operating Results

Planning & Budget

May 2020

Diversity Report – 1st Quarter 2020

EEO

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

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

FEBRUARY 2020

Preliminary Review of 2019 Operating Budget Results

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

2020 Adopted Budget and February Financial Plan 2020-2023

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

2019 B&T Operating Surplus

The Committee will recommend action to the Board.

2019 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 2019

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

MARCH 2020

Annual Procurement Contracts Report

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

APRIL 2020

Final Review of 2019 Year-End Operating Results

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

MAY 2020

Diversity Report – 1st Quarter 2020

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

JUNE 2020

No items scheduled

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.



Bridges and Tunnels

Report on Operations December 2019



MTA Bridges and Tunnels December 2019 Traffic Trends

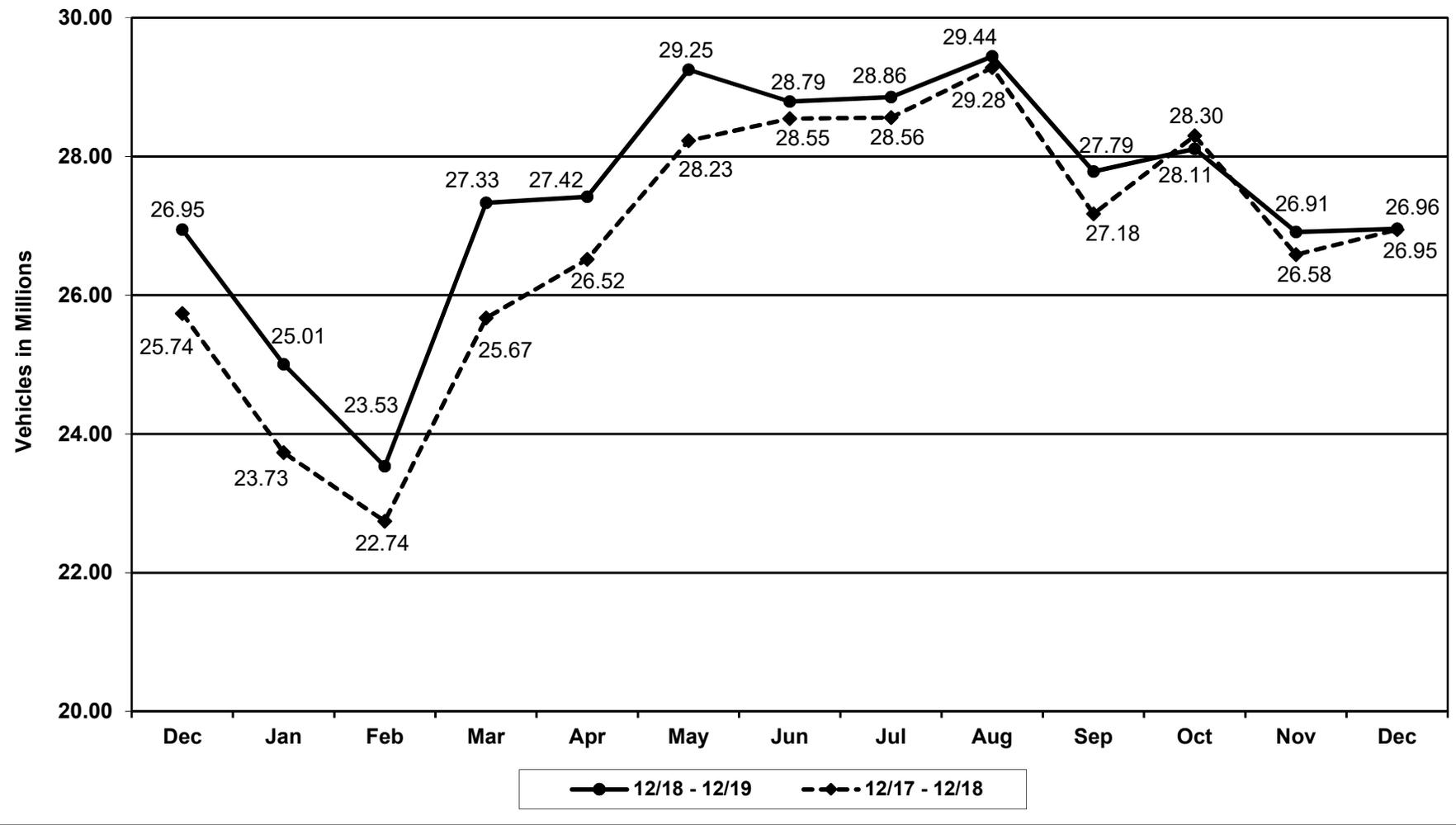
Summary

At approximately 27 million crossings, traffic this past December was at the same level as in December 2018.

E-ZPass volume increased by 0.6% on a year-to-year basis for the month and crossings using Tolls by Mail declined 10.8%. Passenger car travel declined 0.2% and other vehicle travel increased 2.8% from December 2018.

Rainfall was around 7 inches in December of both 2019 and 2018. There was 2 inches of snow this past December and no snow in December 2018. Gas prices averaged \$2.67 per gallon this past December, which was \$0.01 higher than 2018 at this time.

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



**MTA Bridges and Tunnels
E-ZPass and Tolls by Mail Traffic
December 2019**

Preliminary data subject to final audit

All B&T Facilities by Method of Payment			
	December 2019	December 2018	2019 YTD
E-ZPass ¹	25,658,704	25,493,312	313,189,922
Tolls by Mail ¹	1,297,030	1,453,467	16,206,671
Total	26,955,734	26,946,779	329,396,593
E-ZPass Market Share:			
Total	95.2%	94.6%	95.1%
Cars	95.1%	94.5%	95.0%
Trucks	96.3%	95.9%	96.3%

Facility	Average Weekday²						Average Weekend²					
	December 2019			E-ZPass Market Share			December 2019			E-ZPass Market Share		
	Total	E-ZPass	TBM	Dec 2019	Dec 2018	Change	Total	E-ZPass	TBM	Dec 2019	Dec 2018	Change
Bronx-Whitestone Bridge	131,681	124,286	7,395	94.4%	93.8%	0.6%	129,594	119,786	9,809	92.4%	91.4%	1.0%
Cross Bay Bridge	23,131	22,200	931	96.0%	96.9%	-0.9%	17,639	16,760	879	95.0%	95.6%	-0.5%
Henry Hudson Bridge	71,869	69,171	2,697	96.2%	96.1%	0.2%	64,813	61,277	3,537	94.5%	95.2%	-0.6%
Hugh L. Carey Tunnel	57,528	55,955	1,573	97.3%	95.6%	1.6%	45,278	43,424	1,854	95.9%	93.7%	2.2%
Marine Parkway Bridge	22,359	21,750	609	97.3%	97.0%	0.3%	16,643	16,041	602	96.4%	96.2%	0.2%
Queens Midtown Tunnel	84,720	82,050	2,671	96.8%	96.3%	0.6%	76,313	72,790	3,523	95.4%	94.7%	0.6%
Robert F. Kennedy Bridge	184,137	175,975	8,161	95.6%	94.9%	0.7%	165,832	155,669	10,163	93.9%	92.9%	1.0%
Throgs Neck Bridge	113,580	107,959	5,620	95.1%	94.5%	0.6%	113,704	105,761	7,943	93.0%	92.3%	0.7%
Verrazzano-Narrows Bridge ¹	<u>208,978</u>	<u>201,441</u>	<u>7,537</u>	<u>96.4%</u>	<u>96.1%</u>	<u>0.3%</u>	<u>198,266</u>	<u>187,601</u>	<u>10,664</u>	<u>94.6%</u>	<u>94.3%</u>	<u>0.3%</u>
All Facilities¹	897,982	860,788	37,194	95.9%	95.4%	0.5%	828,083	779,109	48,974	94.1%	93.4%	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
December 2019
Preliminary data subject to final audit

Distribution by Facility & Time Period			
Facility	December 2019		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	21.2%	22.1%	56.7%
Cross Bay Bridge	22.5%	24.0%	53.5%
Henry Hudson Bridge	21.3%	27.8%	51.0%
Hugh L. Carey Tunnel	23.3%	25.0%	51.6%
Marine Parkway Bridge	24.9%	26.6%	48.5%
Queens Midtown Tunnel	20.5%	21.9%	57.6%
Robert F. Kennedy Bridge	22.8%	21.6%	55.6%
Throgs Neck Bridge	23.2%	23.8%	53.1%
Verrazzano-Narrows Bridge ¹	15.7%	28.1%	56.3%
All Facilities	21.3%	23.9%	54.8%

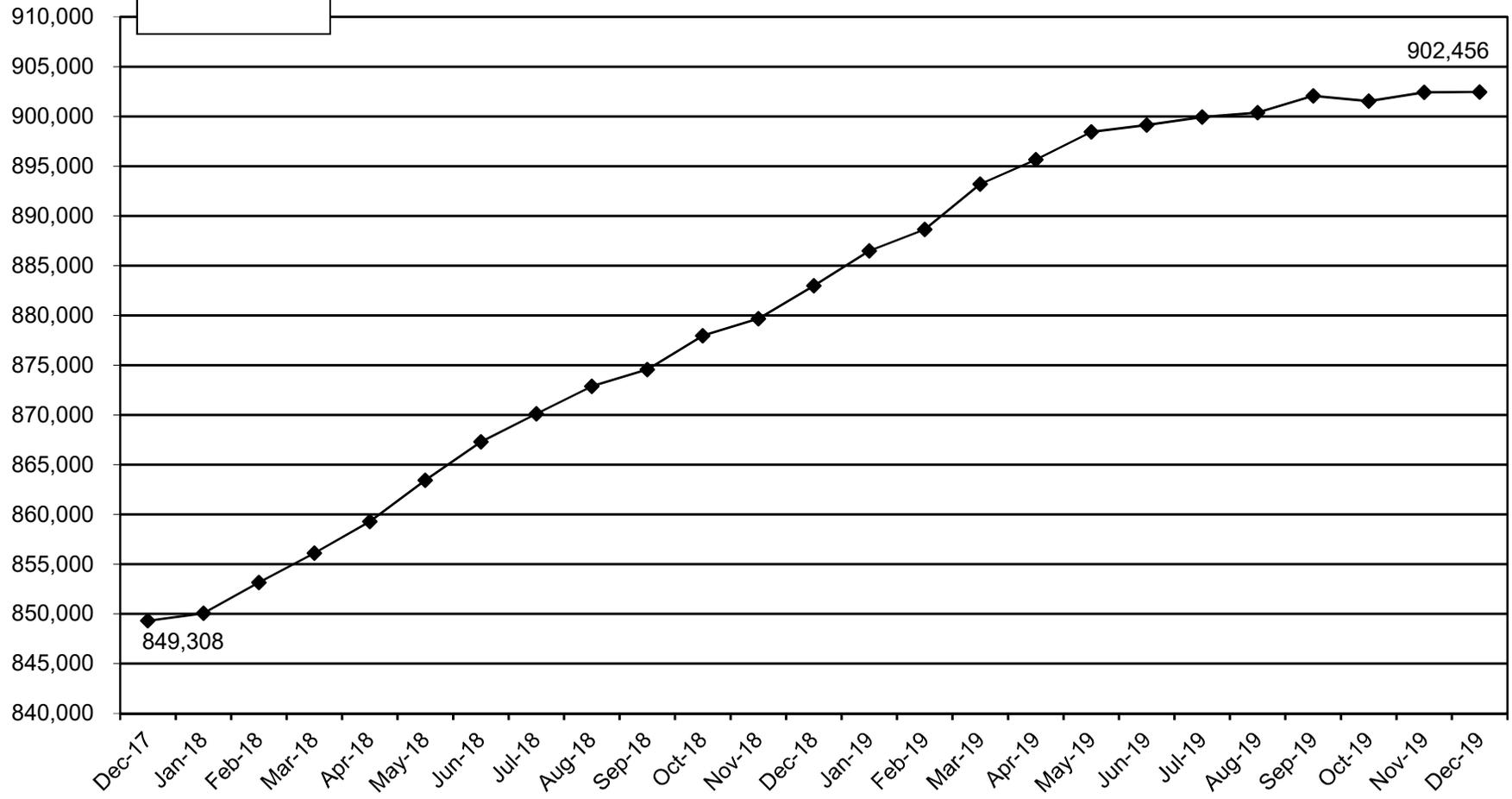
Payment Method by Facility (Transactions)			
Facility	December 2019		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls by Mail
Bronx-Whitestone Bridge	87.9%	5.7%	6.4%
Cross Bay Bridge	94.3%	1.3%	4.4%
Henry Hudson Bridge	83.3%	12.3%	4.4%
Hugh L. Carey Tunnel	90.8%	6.0%	3.2%
Marine Parkway Bridge	94.4%	2.6%	3.0%
Queens Midtown Tunnel	91.6%	4.6%	3.7%
Robert F. Kennedy Bridge	88.5%	6.5%	5.1%
Throgs Neck Bridge	86.2%	8.0%	5.8%
Verrazzano-Narrows Bridge	85.2%	10.5%	4.3%
All Facilities	87.6%	7.6%	4.8%

Note:

1. Traffic distributions reported in westbound tolled direction only

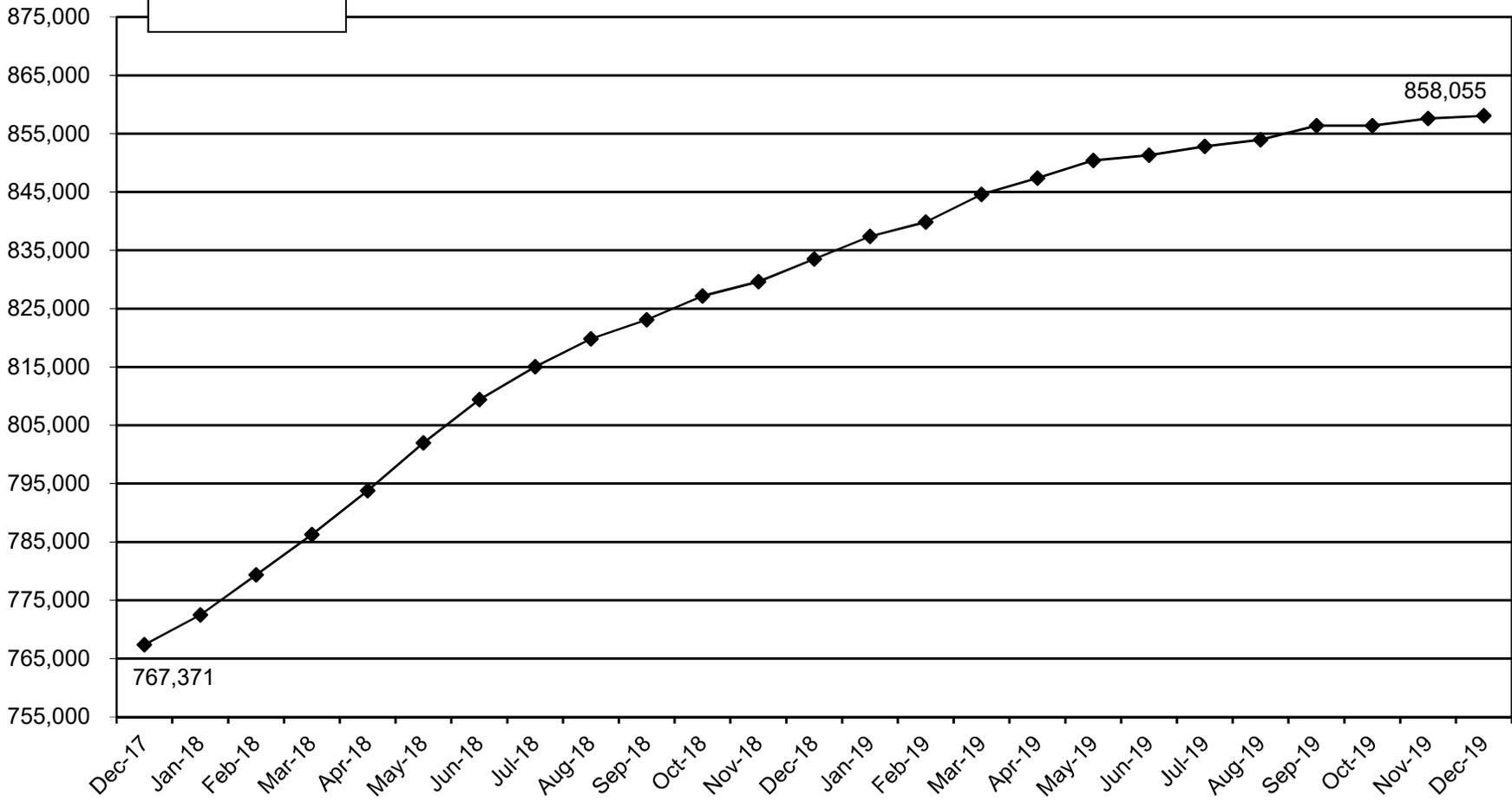
MTA Bridges and Tunnels Average Daily Traffic: December 2017- December 2019 12-Month Rolling Averages

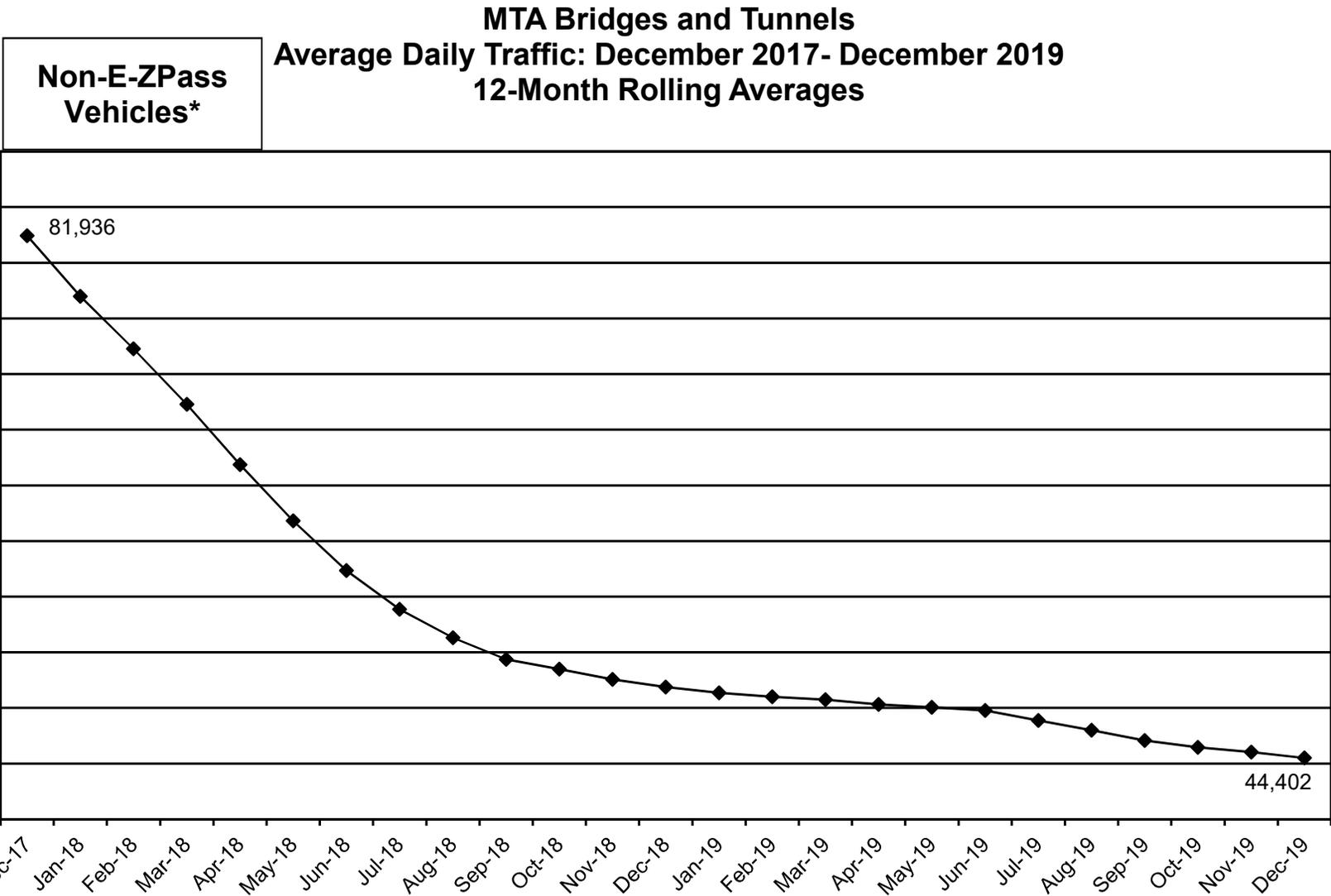
All Vehicles



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

**E-ZPass
Vehicles**

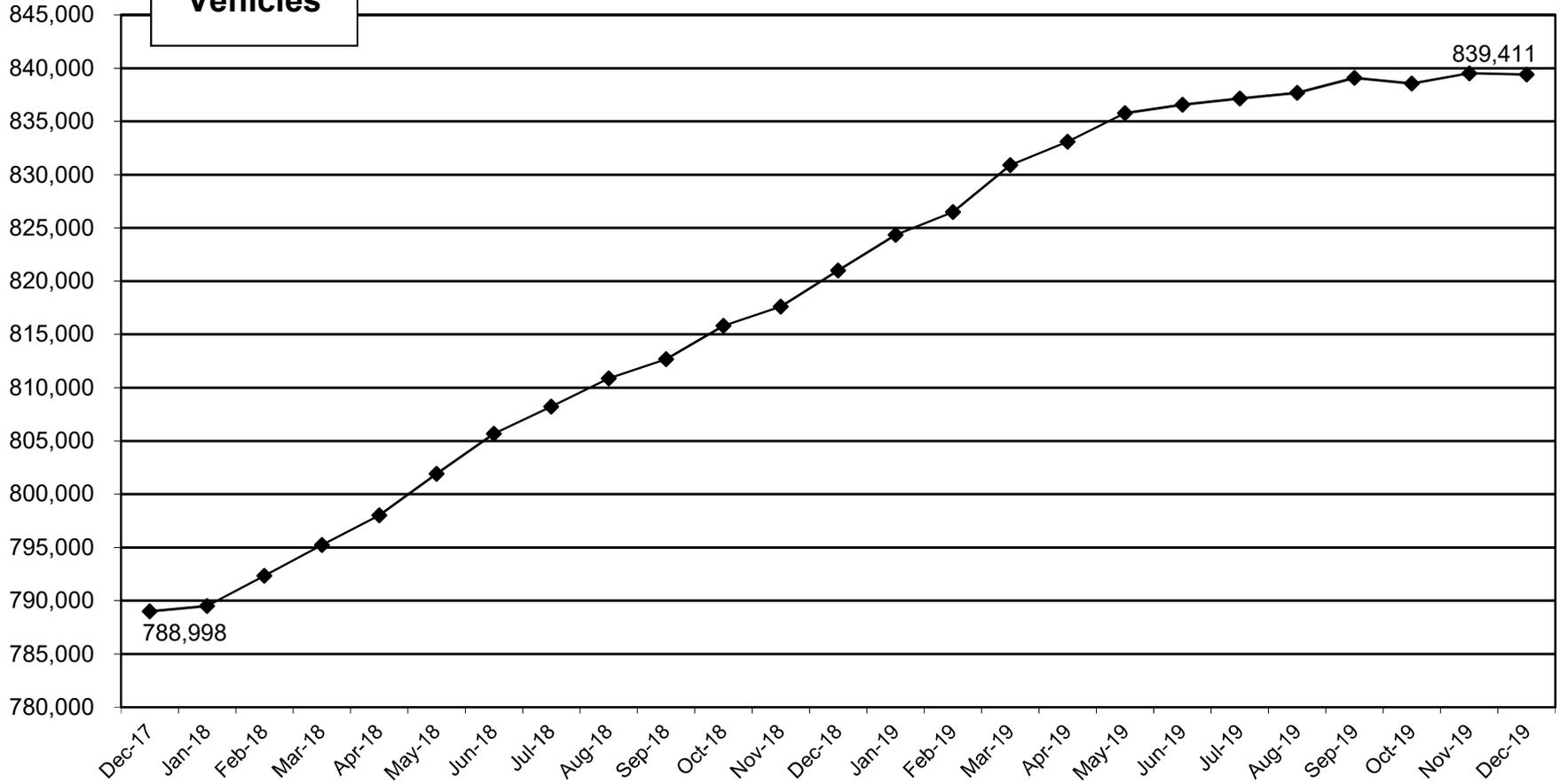


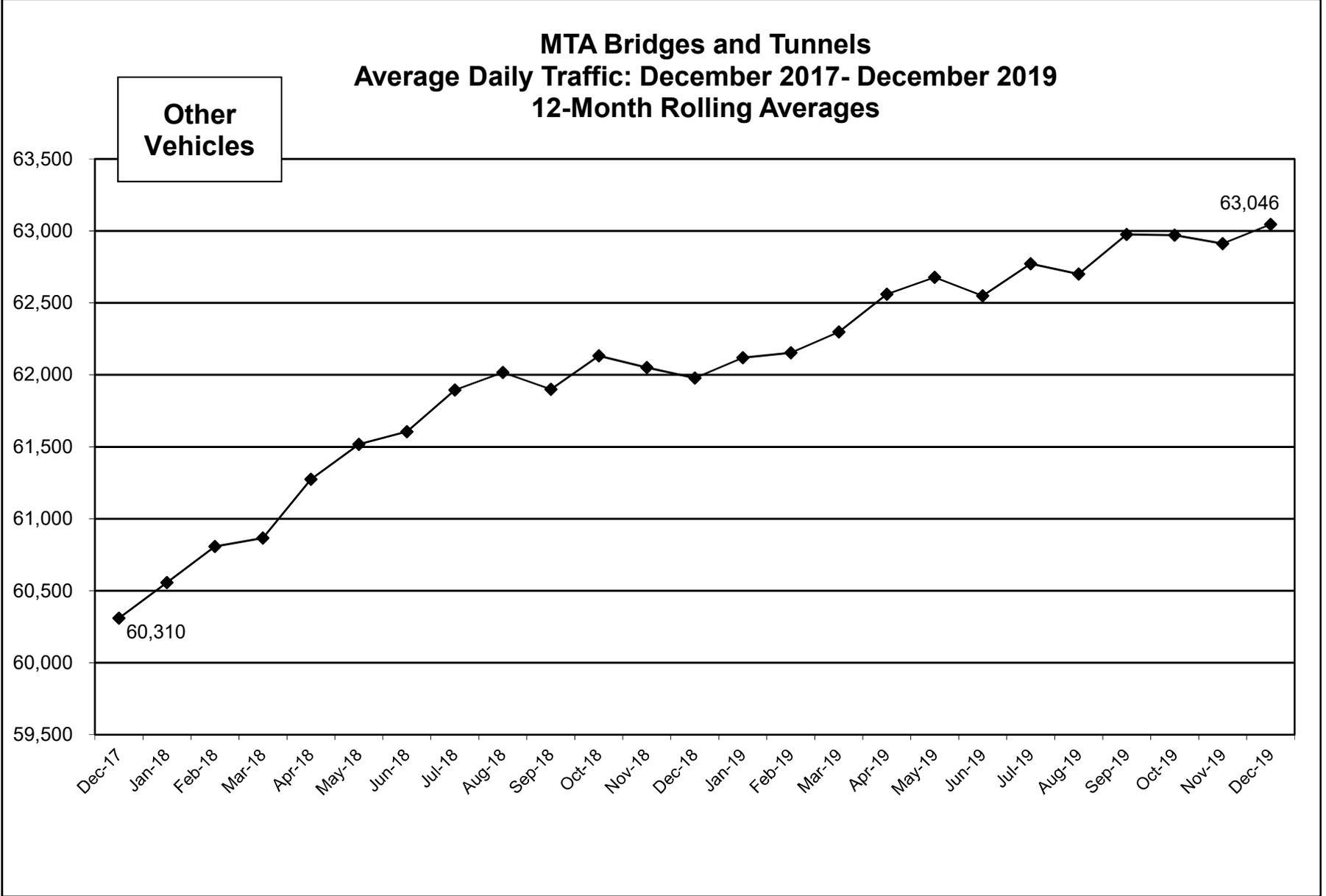


*Includes Tolls by Mail, cash, token, and ticket transactions.

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

Passenger
Vehicles





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

Corridor	Toll Media	Dec(1)	3 Months(2) (Oct-Dec)	6 Months(3) (Jul-Dec)	9 Months(4) (Apr-Dec)	12 Months(5) (Jan-Dec)
All Facilities	Total Vehicles	0.0%	0.2%	0.7%	1.4%	2.2%
	E-ZPass	0.6%	0.8%	1.6%	2.1%	2.9%
	Tolls by Mail	-10.8%	-10.9%	-13.3%	-10.9%	-10.3%
RFK Bridge	Total Vehicles	2.2%	1.0%	0.3%	0.4%	0.7%
	E-ZPass	3.1%	1.8%	1.4%	1.4%	1.7%
	Tolls by Mail	-12.0%	-13.1%	-16.9%	-14.3%	-13.9%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	0.2%	1.6%	3.7%	7.7%	10.1%
	E-ZPass	0.2%	1.0%	2.9%	5.5%	7.7%
	Tolls by Mail	-12.9%	-13.9%	-12.0%	-4.5%	-1.1%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-0.6%	0.0%	0.4%	1.4%	1.6%
	E-ZPass	0.1%	0.7%	1.4%	2.1%	2.5%
	Tolls by Mail	-10.9%	-10.7%	-13.3%	-10.4%	-11.2%
Verrazzano-Narrows Bridge	Total Vehicles	-0.2%	-0.2%	0.5%	0.9%	1.7%
	E-ZPass	0.1%	0.1%	1.1%	1.5%	2.3%
	Tolls by Mail	-7.9%	-7.0%	-11.0%	-10.0%	-10.0%
Henry Hudson Bridge	Total Vehicles	-1.5%	0.2%	0.2%	0.2%	0.8%
	E-ZPass	-0.7%	0.8%	0.9%	0.8%	1.3%
	Tolls By Mail	-15.1%	-11.7%	-12.4%	-10.5%	-8.6%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-0.1%	-0.9%	1.4%	1.4%	1.6%
	E-ZPass	0.0%	-0.6%	2.0%	1.9%	2.1%
	Tolls by Mail	-1.7%	-8.4%	-10.1%	-9.1%	-9.5%

(1) December 2019 vs. December 2018
(2) October 2019 to December 2019 vs. October 2018 to December 2018
(3) July 2019 to December 2019 vs. July 2018 to December 2018
(4) April 2019 to December 2019 vs. April 2018 to December 2018
(5) January 2019 to December 2019 vs. January 2018 to December 2018

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

Corridor	Toll Media	Dec(1)	3 Months(2) (Oct-Dec)	6 Months(3) (Jul-Dec)	9 Months(4) (Apr-Dec)	12 Months(5) (Jan-Dec)
All Facilities	Total Vehicles	0.0%	0.2%	0.7%	1.4%	2.2%
	Passenger	-0.2%	0.2%	0.7%	1.3%	2.2%
	Other	2.8%	0.5%	1.6%	1.6%	1.7%
RFK Bridge	Total Vehicles	2.2%	1.0%	0.3%	0.4%	0.7%
	Passenger	2.2%	1.1%	0.4%	0.5%	0.8%
	Other	1.8%	-0.8%	-0.6%	-0.3%	-0.4%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	0.2%	1.6%	3.7%	7.7%	10.1%
	Passenger	-0.7%	0.2%	2.2%	5.1%	7.6%
	Other	5.2%	2.5%	4.6%	5.0%	4.8%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-0.6%	0.0%	0.4%	1.4%	1.6%
	Passenger	-0.7%	0.0%	0.4%	1.4%	1.6%
	Other	0.5%	-0.4%	0.8%	2.1%	1.3%
Verrazzano-Narrows Bridge	Total Vehicles	-0.2%	-0.2%	0.5%	0.9%	1.7%
	Passenger	-0.7%	-0.4%	0.2%	0.7%	1.6%
	Other	6.6%	2.7%	4.1%	3.7%	3.6%
Henry Hudson Bridge	Total Vehicles	-1.5%	0.2%	0.2%	0.2%	0.8%
	Passenger	-1.6%	0.1%	0.2%	0.1%	0.8%
	Other	14.3%	9.4%	9.8%	7.4%	5.6%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-0.1%	-0.9%	1.4%	1.4%	1.6%
	Passenger	0.2%	-0.5%	1.8%	1.7%	2.0%
	Other	-4.7%	-7.0%	-5.0%	-3.8%	-4.5%

(1) December 2019 vs. December 2018
(2) October 2019 to December 2019 vs. October 2018 to December 2018
(3) July 2019 to December 2019 vs. July 2018 to December 2018
(4) April 2019 to December 2019 vs. April 2018 to December 2018
(5) January 2019 to December 2019 vs. January 2018 to December 2018

Supplemental Data Page for the Report on Operations

<u>Month</u>	<u>Traffic & Average Gas Price⁽¹⁾</u>		<u>Weather⁽²⁾</u>			
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
Dec-17	25,737,055	\$2.62	39	2.0	7.2	9
Jan-18	23,731,837	\$2.69	32	2.1	8.7	7
Feb-18	22,742,698	\$2.75	43	5.9	4.9	17
Mar-18	25,672,596	\$2.68	41	4.1	11.6	11
Apr-18	26,519,055	\$2.81	50	5.0	5.5	13
May-18	28,226,943	\$3.02	68	3.2	-	13
Jun-18	28,546,822	\$3.07	73	3.6	-	14
Jul-18	28,561,622	\$3.00	80	5.3	-	11
Aug-18	29,280,095	\$2.99	81	6.7	-	14
Sep-18	27,175,132	\$2.98	73	5.9	-	13
Oct-18	28,301,034	\$2.97	60	3.0	-	11
Nov-18	26,584,637	\$2.85	46	7.1	4.7	15
Dec-18	26,946,779	\$2.66	41	6.9	-	11
Jan-19	25,005,762	\$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

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences

<u>Month</u>	<u>Traffic & Gas Monthly Inc/(Dec)</u>		<u>Weather Monthly Inc/(Dec)</u>			
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
2018 vs. 2017						
December	1,209,724	\$0.04	2	4.9	(7)	2
2019 vs. 2018						
January	1,273,925	(\$0.18)	1	1.8	(8)	2
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

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

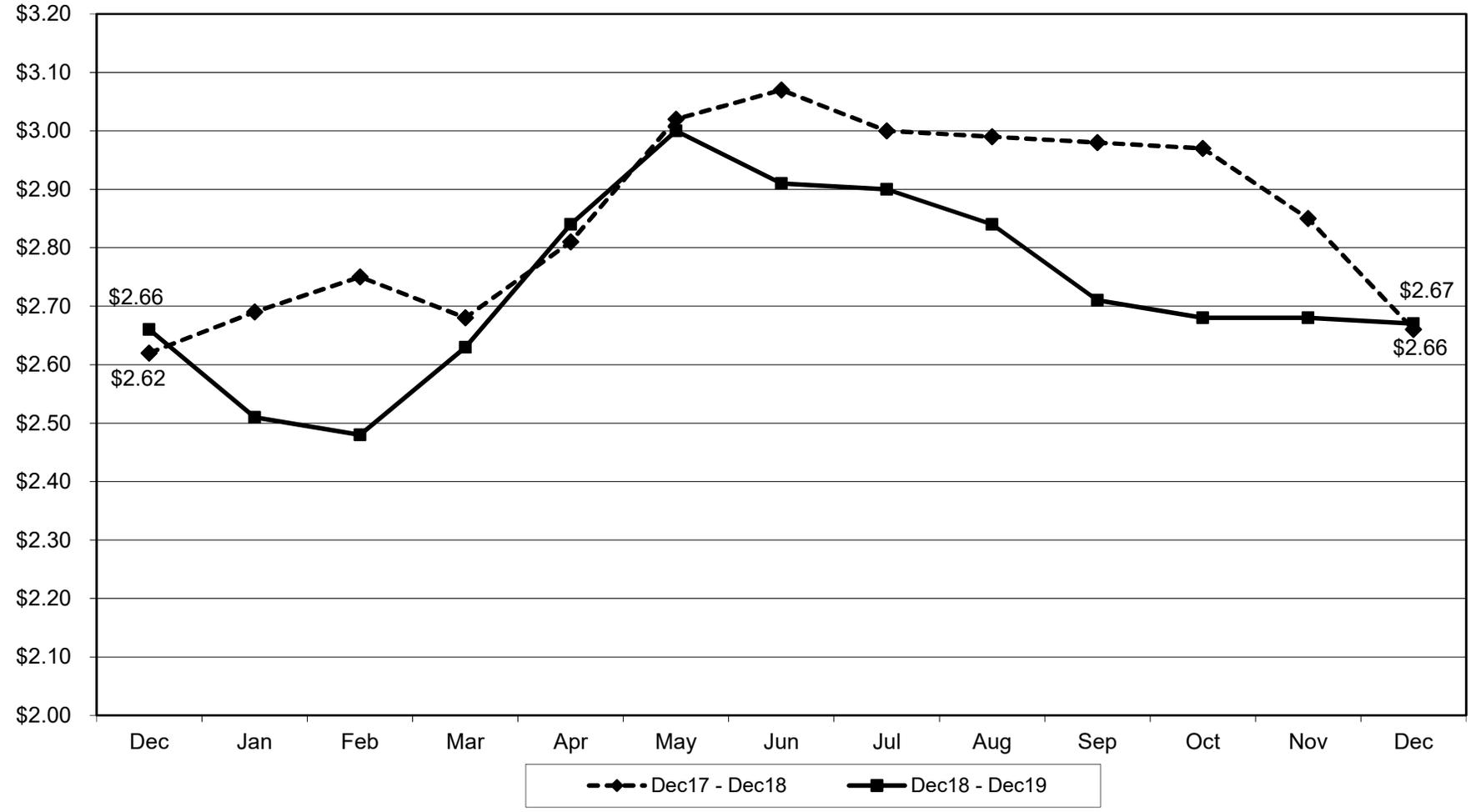
Average Daily Traffic: 12-Month Rolling Averages

<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Tolls by Mail</u>	<u>Passenger</u>	<u>Other</u>
Dec-17	849,308	767,371	81,936	788,998	60,310
Jan-18	850,073	772,493	77,580	789,516	60,557
Feb-18	853,146	779,328	73,819	792,338	60,808
Mar-18	856,097	786,271	69,826	795,230	60,867
Apr-18	859,287	793,804	65,483	798,012	61,274
May-18	863,421	801,976	61,446	801,904	61,517
Jun-18	867,294	809,421	57,873	805,689	61,605
Jul-18	870,119	815,030	55,089	808,224	61,895
Aug-18	872,882	819,840	53,042	810,865	62,017
Sep-18	874,570	823,069	51,501	812,669	61,901
Oct-18	877,947	827,156	50,791	815,815	62,132
Nov-18	879,670	829,609	50,061	817,618	62,052
Dec-18	882,984	833,488	49,496	821,006	61,979
Jan-19	886,474	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

Note: Bold numbers are preliminary.

1. Numbers may not add due to rounding.

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





Bridges and Tunnels

Safety Report December 2019



Safety Report

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

Performance Indicator				
Performance Indicator	12-Month Average			
	January 2017 - December 2017	January 2018 - December 2018	January 2019 - December 2019	
Customer Collisions Rate per Million Vehicles	8.00	6.57	6.26	
Customer Injury Collisions Rate per Million Vehicles	0.99	1.01	0.87	
Employee Accident Reports	245	266	200	
Employee Lost Time Injuries Rate per 200,000 Hours Worked	7.2	8.2	6.0	
Construction Injuries per 200,000 Hours Worked	1.49	1.38	2.40	
Leading Indicators				
Roadway Safety	2018		2019	
	December	Year End	December	Year to Date
Workforce Development (# of Participants)	24	385	0	429
Fleet Preventative Maintenance Insp.	127	1626	141	1608
Safety Taskforce Inspections	5	13	3	13
Construction Safety	December	Year End	December	Year to Date
Construction Safety Inspections	229	2271	146	2381
Fire Safety	December	Year End	December	Year to Date
Fire Code Audits Completed	1	14	1	15
FDNY Liaison Visits	0	29	0	31

Definitions:

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

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

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

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

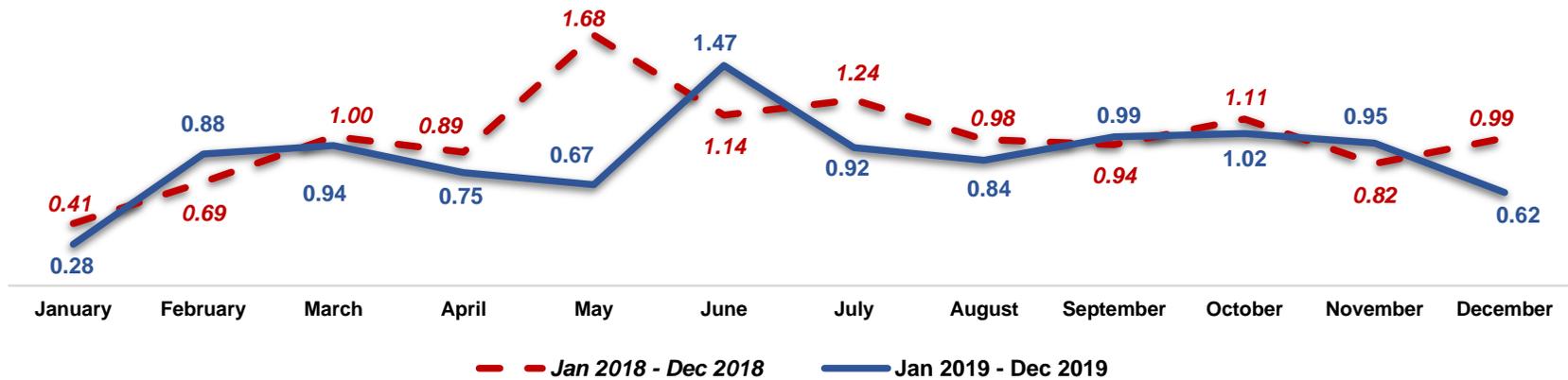
Fire Code Audits are required by the NYS Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

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

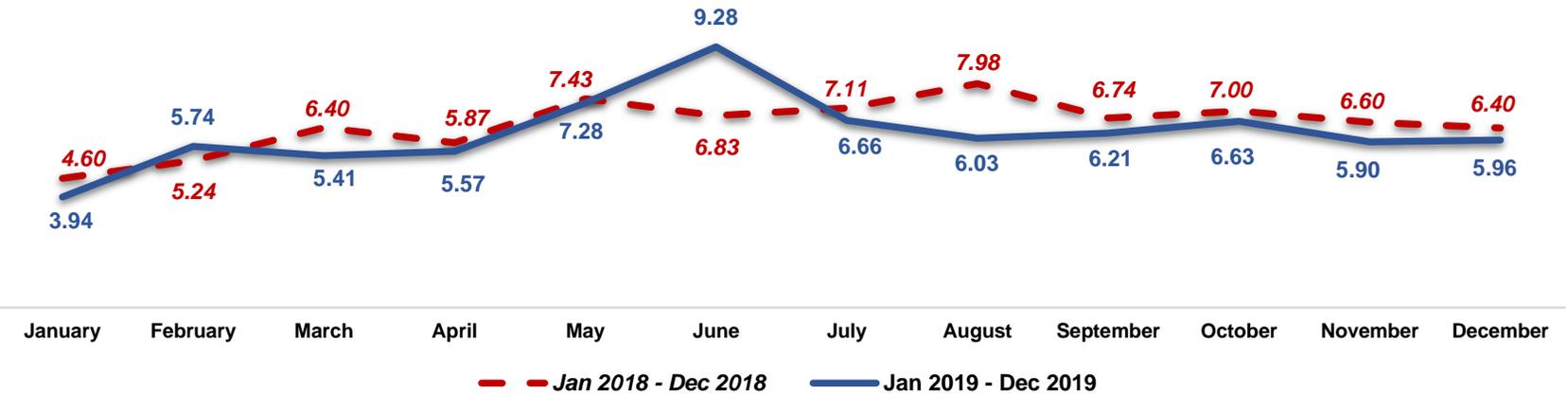


Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



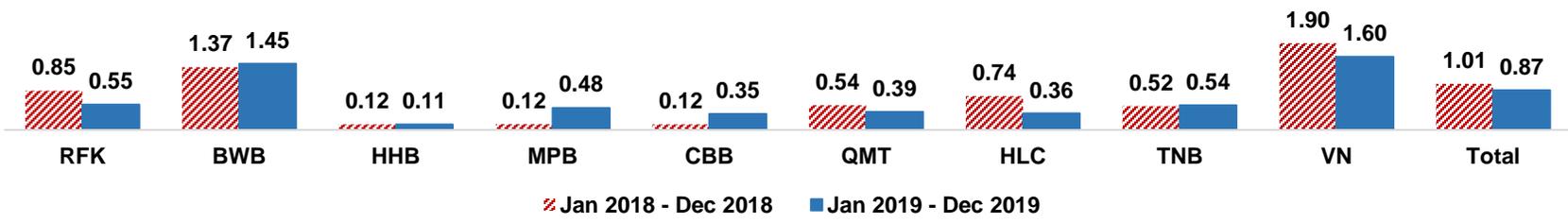
Total Collisions per Million Vehicles



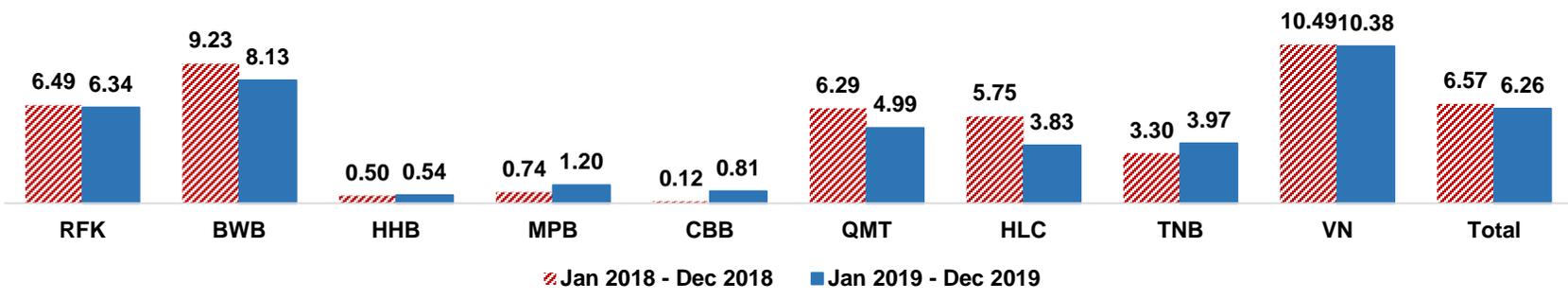


Collision Rates by Facility Year over Year Comparison of 12 Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





Collision Rates by Facility

Total Collisions per Million Vehicles: December 2018 – December 2019

	18-Dec	19-Jan	19-Feb	19-Mar	19-Apr	19-May	19-Jun	19-Jul	19-Aug	19-Sep	19-Oct	19-Nov	19-Dec
RFK	5.02	3.17	4.14	4.42	5.30	7.28	10.41	5.33	7.08	7.20	6.32	6.19	8.38
BWB	6.99	5.61	4.91	6.40	6.77	10.25	12.69	8.59	5.94	9.77	11.51	8.12	5.89
TNB	4.36	2.38	2.83	2.99	1.90	5.07	5.41	5.37	4.48	5.32	4.24	4.16	2.82
VNB	12.03	6.12	11.64	9.99	11.18	11.53	14.85	11.46	9.87	8.83	10.82	8.75	9.09
QMT	4.87	4.30	7.18	6.22	3.92	5.52	4.96	4.68	4.84	3.52	4.46	4.81	5.66
HLC	5.44	3.25	5.45	2.99	1.82	5.78	7.18	6.22	3.67	1.82	1.18	3.68	3.05
HHB	0.93	0.00	0.00	0.00	0.90	0.84	0.44	0.46	1.32	0.46	0.44	0.91	0.47
MPB	0.00	1.70	0.00	0.00	1.62	0.00	2.50	2.21	0.00	0.00	0.00	3.17	3.14
CBB	0.00	1.52	0.00	1.45	0.00	0.00	3.73	0.00	1.23	1.38	0.00	0.00	0.00
Total	6.40	3.94	5.74	5.41	5.57	7.28	9.28	6.66	6.03	6.21	6.63	5.90	5.96



B&T Law Enforcement

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

- 36,456 summonses were issued in the YTD December 2019 period — 26.1% less than the YTD December 2018 period.
- 72.1% (26,276) of the summonses issued in the YTD December 2019 period were safety related. Types of safety summonses include Speed, Disobey Signs/Traffic Control Device, Cell Phone/Texting and Unsafe Lane Change/Failure to Signal.

Summons Type	YTD December 2018	YTD December 2019	% Change
Speed	6,259	4,587	(26.7%)
Disobey Signs/Traffic Control Device	11,809	9,383	(20.5%)
Cell Phone/Texting	2,154	782	(63.7%)
Unsafe Lane Change/Failure to Signal	2,866	1,204	(58.0%)
*All Other	26,229	20,500	(21.8%)
Total	49,317	36,456	(26.1%)

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



Bridges and Tunnels

2019 Customer Environment Report



KEY CUSTOMER SERVICE AREAS

- ✓ Improve customer service and traffic mobility at all facilities.
- ✓ Ensure the safety of customers traveling over the bridges and tunnels.
- ✓ Enhance the customer environment of bridge and tunnel facilities.

SCOPE OF THE OPERATIONS DEPARTMENT

The Operations Department maintains and operates MTA Bridges and Tunnels' seven bridges and two tunnels in a manner that ensures safe, continuous, expeditious, efficient, and courteous service to its customers who drive more than 330 million vehicles over its facilities annually.

The Operations Department is responsible for the operation and maintenance of:

- 19 Open Road Tolling Zones
- 5.4 miles of pedestrian walkways
- 240 lane miles of bridge and tunnel roadways, approaches and ramps
- 2,634 fixed roadway signs
- 27 electronic variable message signs
- 7,949 roadway, aviation and navigation lights
- 776 necklace lights
- 227 linear miles of pavement markings
- 99 tunnel ventilation fans
- 56 tunnel pumps
- 14 administration, maintenance and fleet buildings
- 396 vehicles including sedans, trucks, specialized equipment and a Central Fleet Garage Facility
- 171 Law Enforcement/Patrol Vehicles

CRITICAL OBJECTIVES

- Ensure traffic safety
- Facilitate regional traffic mobility
- Install and maintain traffic control and safety devices including signs, lights, and pavement markings
- Maintain tunnel ventilation fans and pumps
- Ensure the cleanliness and safety of roadways and walkways
- Manage cashless tolling zones, administration buildings, and fleet garages

EXECUTIVE SUMMARY

The following is a summary of 2019 results:

Customer Environment

In 2019, B&T striped a total of 410,383 linear feet of roadway at its facilities. Clear roadway striping helps B&T customers safely navigate its crossings. To enhance the customer environment, B&T repaired 1,966 potholes and swept 13,758 miles of roadway in 2019.

Customer Safety

B&T customer safety performance improved in 2019. The total collision rate per million vehicles was 6.26, 4.8% better than the 6.57 rate in 2018. The collision with injury rate per million vehicles also improved by 13.7% in 2019, compared to 2018 (0.87 versus 1.01, respectively).



PERFORMANCE REPORT

Maintenance Work Orders

A completed maintenance work order indicates the completion of a maintenance task that was either scheduled or requested; an emergency work order relates to high priority conditions that directly impact customers. In 2019, B&T completed 14,288 work orders. The average time to complete emergency work orders was 0.4 days.

Roadway Lights in Service (%)

In 2019, 96.3% of B&T roadway lights were in service, 0.8% more than 2018.

Roadway Sweeping

B&T swept 13,758 miles of roadway in 2019, 5.7% more than the 13,014 miles swept in 2018.

Storm Drains

B&T cleaned 118.4% more storm drains in 2019 compared to 2018 (4,368 versus 2,000, respectively).

Potholes Repaired

B&T repaired 1,966 potholes in 2019, 49.0% less than 2018, due to more favorable weather conditions in 2019.

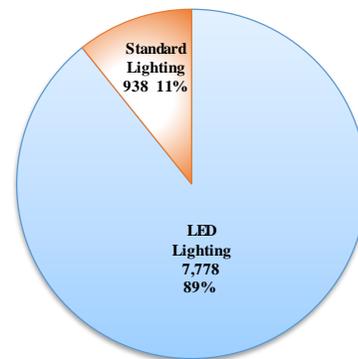
Roadway Striping

Roadway striping enhances the ability of customers to safely and efficiently cross B&T facilities. In 2019, B&T striped 410,383 linear feet of roadway, 8.1% more than 2018 (379,651 linear feet).

LED Lighting

B&T continues to upgrade its conventional roadway lighting to high efficiency LED lighting. As year-end 2019, B&T has upgraded 89% of its roadway lighting to LED.

Standard Lighting vs. LED Lighting: 2019



Performance Statistics	2016	2017	2018	2019	2018 vs. 2019 % Change
Completed Maintenance Work Orders (All)	12,434	13,877	13,901	14,288	2.8%
Maintenance Work Orders (Emergency)	24	22	16	10	(37.5%)
Avg. days to completion for emergency work order	0.4	0.2	0.4	0.4	0.0%
Potholes repaired	4,120	2,899	3,855	1,966	(49.0%)
Roadway sweeping (miles)	12,906	11,269	13,014	13,758	5.7%
Roadway lights in service (%)	88.7%	90.9%	95.5%	96.3%	0.8%
Storm drains cleaned	2,098	3,269	2,000	4,368	118.4%
Tunnel cleaning - walls and ceilings (linear ft.)	113,901	519,690	4,335,053	13,233,161	205.3%
Roadway striping replaced (linear ft.)	379,087	617,436	379,651	410,383	8.1%



Customer Travel Time

Customer travel times are based on weekday peak periods (6am-9am and 4pm-7pm) at both the bridges and tunnels. Travel times were generally consistent with the previous year despite higher traffic levels, with the most significant changes due to the new or completed construction.

2018 vs. 2019 Travel Time Report											
Facility / Travel Direction	Free-Flow Travel Time	AM Peak				PM Peak					
		2019 Average	2019 Travel Time Index (TTI)	2018 Average	2018 vs. 2019 % Change	2019 Average	2019 Travel Time Index (TTI)	2018 Average	2018 vs. 2019 % Change		
Verrazano-Narrows Bridge											
Brooklyn Bound (Upper Level)	3:35	8:31	2.38	8:52	-3.9%	↓	4:21	1.21	4:10	4.4%	↑
Brooklyn Bound (Lower Level)	3:35	8:44	2.44	8:52	-1.5%	↓	4:06	1.14	4:05	0.4%	↑
Staten Island Bound (Upper Level)	3:35	3:59	1.11	3:55	1.7%	↑	6:19	1.76	5:12	21.5%	↑
Staten Island Bound (Lower Level)	3:35	4:17	1.20	4:18	-0.4%	↓	5:54	1.65	5:12	13.5%	↑
Throgs Neck Bridge											
Queens to Bronx	2:05	2:28	1.18	2:29	-0.7%	↓	2:17	1.10	2:17	0.0%	-
Bronx to Queens	2:05	2:43	1.30	2:33	6.5%	↑	3:10	1.52	3:05	2.7%	↑
Bronx-Whitestone Bridge											
Queens to Bronx	1:25	1:48	1.27	1:49	-0.9%	↓	1:51	1.31	1:49	1.8%	↑
Bronx to Queens	1:25	3:35	2.53	3:42	-3.2%	↓	2:57	2.08	2:52	2.9%	↑
Robert F. Kennedy Bridge											
Manhattan to Queens	3:50	4:08	1.08	4:05	1.2%	↑	6:27	1.68	5:27	18.3%	↑
Queens to Manhattan	3:50	6:12	1.62	6:38	-6.5%	↓	7:12	1.88	11:35	-37.8%	↓
Manhattan to Bronx	1:45	2:02	1.16	2:03	-0.8%	↓	4:09	2.37	3:40	13.2%	↑
Bronx to Manhattan	1:45	3:09	1.80	2:52	9.9%	↑	2:59	1.70	3:53	-23.2%	↓
Bronx to Queens	3:05	4:19	1.40	4:19	0.0%	-	5:55	1.92	6:07	-3.3%	↓
Queens to Bronx	3:05	5:22	1.74	6:15	-14.1%	↓	7:37	2.47	14:05	-45.9%	↓
Henry Hudson Bridge											
Manhattan to Bronx	0:37	0:53	1.43	0:55	-3.6%	↓	1:01	1.65	1:02	-1.6%	↓
Bronx to Manhattan	0:37	1:18	2.11	1:19	-1.3%	↓	1:20	2.16	1:19	1.3%	↑
Marine Parkway Bridge											
Rockaways to Brooklyn	1:10	2:10	1.86	1:27	49.4%	↑	2:06	1.80	1:21	55.6%	↑
Brooklyn to Rockaways	1:10	2:07	1.81	1:32	38.0%	↑	2:08	1.83	1:47	19.6%	↑
Cross Bay Bridge											
Rockaways to Queens	1:05	1:51	1.71	1:21	37.0%	↑	1:51	1.71	1:14	50.0%	↑
Queens to Rockaways	0:54	1:14	1.37	1:09	7.2%	↑	1:08	1.26	1:08	0.0%	-
Hugh L. Carey Tunnel											
Brooklyn to Manhattan	2:50	3:32	1.25	3:44	-5.4%	↓	6:18	2.22	6:30	-3.1%	↓
Manhattan to Brooklyn	2:50	3:17	1.16	3:20	-1.5%	↓	5:13	1.84	4:41	11.4%	↑
Queens Midtown Tunnel											
Queens to Manhattan	2:35	4:19	1.67	4:32	-4.8%	↓	5:35	2.16	5:36	-0.3%	↓
Manhattan to Queens	2:35	4:26	1.72	5:12	-14.7%	↓	4:23	1.70	4:51	-9.6%	↓

Free-Flow Travel Time is calculated based on off-peak, unimpeded travel. The measure is computed using the average travel time for the off peak period Saturday 10pm-Sunday 10am.

Travel Time Index (TTI) is the ratio of the average peak period travel time to the free-flow travel time. The measure is computed for the AM peak period (6am-9am) and the PM peak period (4pm-7pm) on weekdays. A TTI of 1.30 indicates a 20-minute free-flow trip takes 26 minutes (20 X 1.30) in the rush hours.

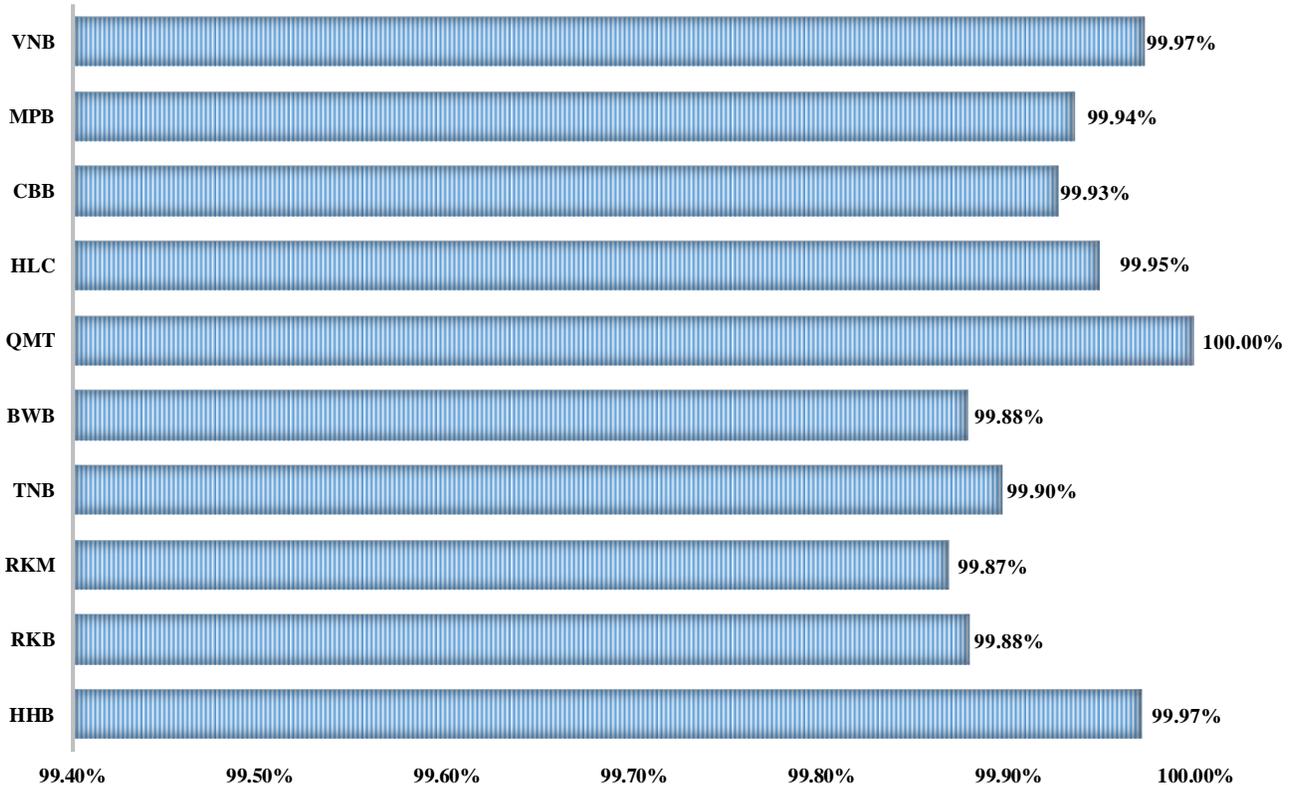
Uncongested (TTI <1.3)
Moderate Congestion (TTI 1.4-2.5)
Congested (TTI > 2.5)



Toll Roadway Lane Availability

B&T’s toll system reads E-ZPass tags and captures images of vehicles using equipment attached to gantries above the roadways. The overall toll roadway lane availability was 99.93% in 2019, nearly identical to 2018 (99.95%).

2019 Toll Roadway Lane Availability





Customer Safety

Performance Statistics	2016	2017	2018	2019	2018 vs. 2019 % Change
Collision Rate per Million Vehicles	7.03	8.00	6.57	6.26	(4.8%)
Collision with Injury Rate per Million Vehicles	0.54	0.99	1.01	0.87	(13.7%)
Speeding Summonses	5,782	5,859	6,284	4,640	(26.2%)
Truck Summonses	2,840	2,372	4,441	4,436	(0.1%)
Emergency Response Time (min:sec)	7:47	7:41	7:20	7:06	(3.2%)

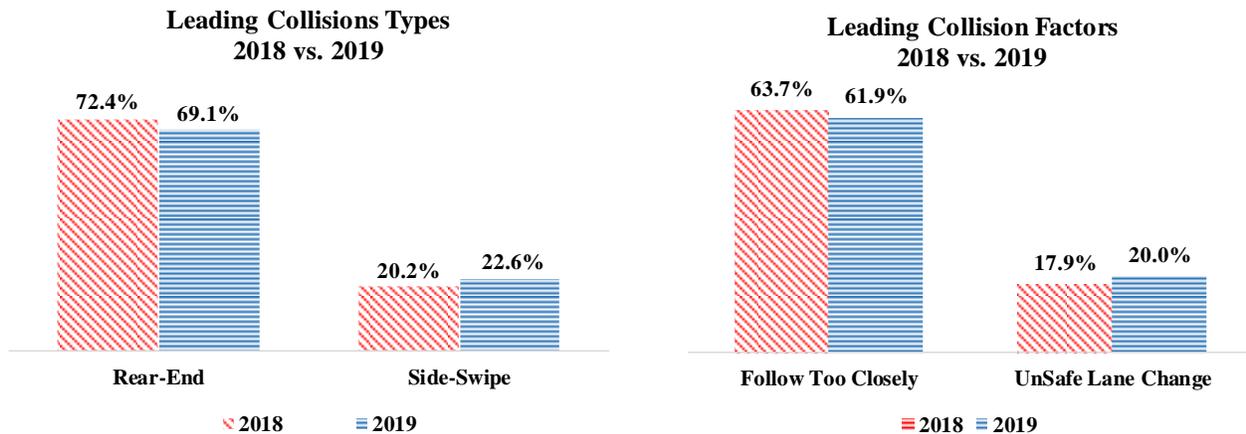
B&T responded to 9,008 roadway incidents in 2019. The average response time was 7 minutes and 6 seconds. Incidents included disabled vehicles, collisions and debris in the roadway.

In 2019, the collision rate per million vehicles was 6.26, 4.8% better than 2018 (6.57). The collision with injury rate per million vehicles also improved in 2019 (0.87), 13.7% better than 2018 (1.01).

69.1% of collisions at B&T facilities in 2019 were rear-end collisions, 3.3% lower than 2018 (72.4%).

Side-swipe/lane change collisions accounted for 22.6% of collisions in 2019, 2.4% higher than 2018 (20.2%).

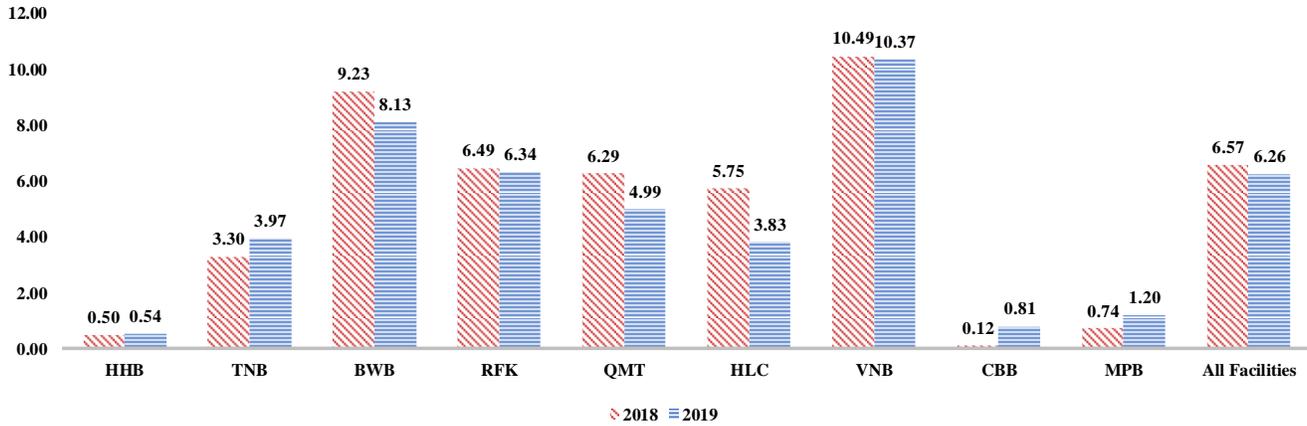
In 2019, Following Too Closely and Unsafe Lane Change remain the leading factors of collisions at B&T facilities, contributing to 61.9% and 20.0% of all collisions, respectively.



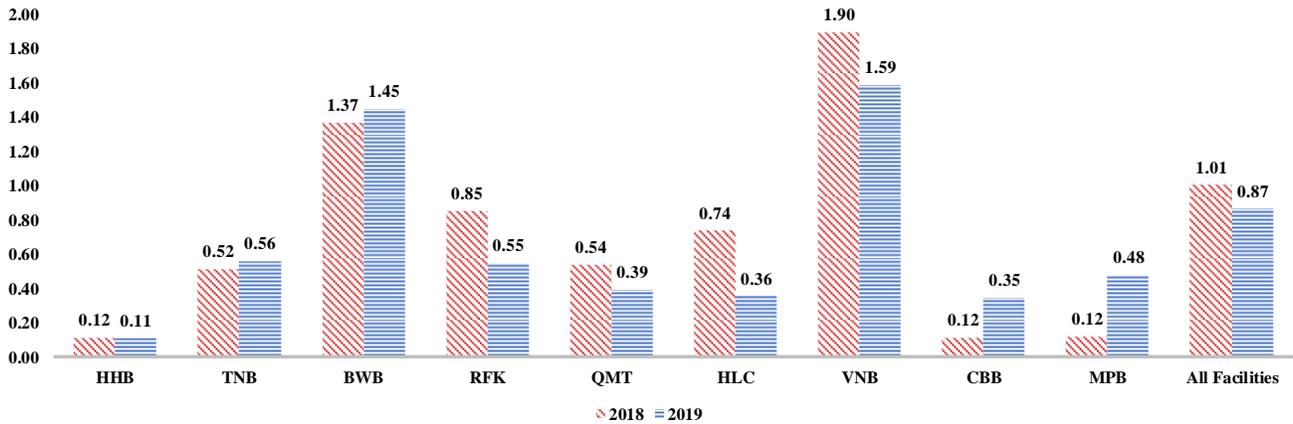


Both collision rate indicators improved in 2019 compared to 2018. B&T has a continuing focus on collision mitigation at the Verrazzano-Narrows and Bronx-Whitestone Bridges. The decreases in the total collision rates at both facilities are primarily attributed to B&T’s overall focus on customer safety improvement.

2018 vs. 2019 Total Collision Rates per Million Vehicles



2018 vs. 2019 Collision with Injuries Rates per Million Vehicles





B&T customer safety improvements in 2019 are in part due to a change in its safety enforcement tactics. While issuing summonses remain an important part of B&T’s safety enforcement approach, B&T has transitioned to more direct methods of reducing potentially dangerous driving behaviors using methods such as pacing traffic with marked vehicles in periods of higher collision risk.

Highlights of B&T’s summons issuance performance include:

- 36,456 summonses were issued in 2019, 26.1% lower than 2018.
- 72.1% (26,276) of the summonses issued in 2019 were safety related. Types of safety summonses include Speeding, Disobeying Signs / Traffic Control Devices and Unsafe Lane Change
- B&T’s Special Operations Division utilized collision data (collisions by type, collisions by tour, collisions by day of the week, collision factors, etc.) to direct patrol deployments across all facilities.

Summons Type	2018	2019	% Change
Speed	6,284	4,640	(26.2%)
Disobey Signs/Traffic Control Device	11,809	9,383	(20.5%)
Cell Phone/Texting	2,154	782	(63.7%)
Unsafe Lane Change/Failure to Signal	2,866	1,204	(58.0%)
*All Other	26,204	20,447	(22.0%)
Total	49,317	36,456	(26.1%)

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



Indicator Definitions

CUSTOMER ENVIRONMENT		
Indicator	Description	Source
Roadway Striping Replaced	Percentage of roadway striping completed versus plan. Roadway striping is measured in linear feet.	Preventive Maintenance and Engineering & Construction Department
Potholes Repaired	Number of potholes repaired	Computerized Maintenance Management System (CMMS) and Engineering & Construction Department
Roadway Sweeping (Miles)	Length of roadway swept measured in miles	Computerized Maintenance Management System (CMMS)
Completed Maintenance Work Order	The completion of a maintenance task that is either scheduled or requested	Computerized Maintenance Management System (CMMS)
Average Days to Completion for Emergency Work Orders	The average time to complete emergency work order repairs. An emergency work order is defined as a high priority condition that has a significant impact on customer/employee safety and/or an impact on travel.	Computerized Maintenance Management System (CMMS)
Storm Drains Cleaned	Number of storm drains cleaned	Reported by facilities on the third weekend of each month
Roadway Lights in Service (%)	Percent of all roadway lights in service at a monthly point in time	Reported by facilities on the third weekend of each month
Tunnel Cleaning (Walls and Ceilings)	Linear feet of tunnel walls and ceilings cleaned. Complete cleaning requires ten passes of the wash truck. Hugh L. Carey and Queens Midtown Tunnels would cover 182,220 and 126,260 feet respectively to wash both tubes.	Queens Midtown and Hugh L. Carey Tunnel facility management
Roadway Assistance	The average time recorded from the time a call is received to the time B&T personnel arrives on the scene. This includes responses to collisions, disabled vehicles, and debris in roadway.	Facility Database
LED Lighting	Standard Lighting (High Pressure Sodium/High Intensity Discharge/ Incandescent) vs. High Efficiency LED Lighting	Reported by facilities on the third weekend of each month



CUSTOMER SERVICE					
Indicator	Description				Source
Travel Time Index (TTI)	Travel Time Index (TTI), which is the ratio of the average peak period travel time to the free-flow travel time.				Travel Time database
Travel Speed/Travel Time	Using anonymous data from customer E-ZPass tags, this indicator measures how long it takes vehicles to travel over B&T facilities.				Transcom
Facility	Direction	Borough	From	To	Distance (Feet)
Bronx-Whitestone Bridge	South Bound	Queens Bound	BWB ORT Gantry	Queens anchorage	6,433
	North Bound	Bronx Bound	Queens anchorage	BWB ORT Gantry	6,433
Throgs Neck Bridge	South Bound	Queens Bound	TNB ORT Gantry	Gantry 7	9,715
	North Bound	Bronx Bound	Gantry 7	TNB ORT Gantry	9,715
Henry Hudson Bridge	South Bound	Manhattan Bound	Kappock Street	HHB ORT Gantry	2,740
	North Bound	Bronx Bound	HHB ORT Gantry	Kappock Street	2,740
Robert F. Kennedy Bridge	South Bound	Queens Bound	Manhattan Lift Span	Queens Anchorage	11,078
	South Bound	Queens Bound	Bronx Span	Queens anchorage	10,296
	North Bound	Bronx Bound	Manhattan Lift Span	Bronx Span	4,960
	North Bound	Bronx Bound	Queens anchorage	Bronx Span	10,296
	West Bound	Manhattan Bound	Queens anchorage	Manhattan Lift Span	12,001
Queens Midtown Tunnel	East Bound	Queens Bound	QMT ORT Gantry	NYSDOT Gantry 2	8,130
	West Bound	Manhattan Bound	NYSDOT Gantry 2	QMT ORT Gantry	8,130
Verrazano-Narrows Bridge	East Bound	Brooklyn Bound	Fingerboard Road	92nd Street	13,464
	West Bound	Staten Island Bound	92nd Street	Fingerboard Road	13,464
Hugh L. Carey Tunnel	South Bound	Brooklyn Bound	HLC ORT Gantry	BQE Overpass	10,500
	North Bound	Manhattan Bound	BQE Overpass	HLC ORT Gantry	10,500
Marine Parkway Bridge	South Bound	Rockaway Bound	MPB ORT Gantry	Signal Gantry 1	4,850
	North Bound	Brooklyn Bound	Signal Gantry 1	MPB ORT Gantry	4,850
Cross Bay Bridge	South Bound	Rockaway Bound	CBB ORT Gantry	Beach Channel Drive Gantry	3,840
	North Bound	Brooklyn Bound	CBB South Ramp B Overpass	CBB ORT Gantry	3,905
Toll System Availability (%)	Percent of toll lanes available for customer use.				Toll System Maintenance

CUSTOMER SAFETY		
Indicator	Description	Source
Collision Rate per Million Vehicles	The rate of vehicular collisions for every one million vehicles.	Operations and Traffic Engineering database of accident reports; traffic data is supplied by the Revenue Management Department.
Collisions by Type per Million Vehicles	The total number of collisions associated with each type of accident per million vehicles.	CARS database. Traffic data is supplied by the Revenue Management Department.
Collision Rate per Million Vehicles	The rate of vehicular collisions for every one million vehicles.	Operations and Traffic Engineering database of accident reports; traffic data is supplied by the Revenue Management Department.



Bridges and Tunnels

Financial Report January 2020



MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION

As of January 31, 2020
(in thousands)

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

CURRENT ASSETS:

Cash-Unrestricted	7,486
Investments:	
Unrestricted	207,403
Restricted	1,163,880
Accrued interest receivable	1,745
Accounts receivable	276,944
Less allowance for uncollectible accounts	-192,465
Tolls due from other agencies	34,770
Prepaid expenses	28,034
	<hr/>
Total current assets	1,527,796

NONCURRENT ASSETS:

Investments:	
Unrestricted	
Restricted	1
Facilities, less acc.dep of \$1,798,264	6,615,939
Capital lease 2 Broadway net acc. dep.	36,541
Derivative Hedge Assets	3,519
Security Deposits	-
	<hr/>
Total noncurrent assets	6,656,000

TOTAL ASSETS: 8,183,796

DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to pension	18,532
Deferred outflow of resources related to other post-employment benefits	60,746
Accumulated decreases in fair value of derivative instruments	216,592
Defeasance costs	220,627
	<hr/>

TOTAL DEFERRED OUTFLOWS OF RESOURCES: 516,497

TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES 8,700,293

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

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

Current portion-long term debt	363,490
Interest Payable	20,554
Accounts Payable	192,078
Accrued Pension Payable	0
Payable to MTA-CAP	393,408
Due to MTA-Operating Expenses	3,928
Due to NYCTA-Operating Expenses	56
Accrued salaries	13,175
Accrued Vac & Sick Benefits	20,458
Current portion of estimated liability arising from injury	8,599
Due to New York City Transit Authority	21,011
Due to Metropolitan Transportation Authority	32,280
Unearned Toll Revenue	191,318
Tolls due to other agencies	67,556
E-ZPass Airport Toll Liability	6,693
	<hr/>
Total current liabilities	1,334,604

NONCURRENT LIABILITIES:

Long term debt	9,007,149
Post Employment Benefits Other than Pensions	823,748
Estimated liability arising from injury	50,053
Capital lease obligations	57,005
Derivative Hedge Liabilities	205,486
Due (to)/from MTA - change in fair value of derivative	14,625
Net Pension Liability	203,707
Security deposits-Contra	-
	<hr/>
Total noncurrent liabilities	10,361,773

DEFERRED INFLOW OF RESOURCES

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

TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES 11,748,058

NET POSITION

-3,047,765 *

TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET

8,700,293

*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
JANUARY 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	155.578	159.100	3.522	2.3	0.000	0.000	0.000	-	155.578	159.100	3.522	2.3
Other Operating Revenue	0.959	1.785	0.826	86.1	0.000	0.000	0.000	-	0.959	1.785	0.826	86.1
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.900	1.883	(0.016)	(0.9)	1.900	1.883	(0.016)	(0.9)
Investment Income	0.105	0.216	0.111	*	0.000	0.000	0.000	-	0.105	0.216	0.111	*
Total Revenue	\$156.642	\$161.101	\$4.459	2.8	\$1.900	\$1.883	(\$0.016)	(0.9)	\$158.542	\$162.984	\$4.442	2.8
Expenses												
<i>Labor:</i>												
Payroll	\$11.374	\$9.758	\$1.616	14.2	\$0.738	\$0.671	\$0.067	9.0	12.112	\$10.429	\$1.683	13.9
Overtime	2.363	1.994	0.370	15.6	0.070	0.072	(0.002)	(3.0)	2.433	2.066	0.368	15.1
Health and Welfare	2.647	2.247	0.401	15.1	0.159	0.156	0.003	1.9	2.806	2.403	0.404	14.4
OPEB Current Payment	2.066	1.954	0.112	5.4	0.000	0.000	0.000	-	2.066	1.954	0.112	5.4
Pensions	3.590	3.608	(0.018)	(0.5)	0.189	0.171	0.019	9.8	3.780	3.779	0.001	0.0
Other Fringe Benefits	2.476	2.244	0.231	9.3	0.088	0.101	(0.013)	(14.5)	2.564	2.345	0.219	8.5
Reimbursable Overhead	(0.656)	(0.713)	0.057	8.7	0.656	0.713	(0.057)	(8.7)	0.000	0.000	0.000	-
Total Labor Expenses	\$23.860	\$21.091	\$2.769	11.6	\$1.900	\$1.883	\$0.016	0.9	\$25.760	\$22.975	\$2.785	10.8
<i>Non-Labor:</i>												
Electric Power	\$0.419	\$0.226	\$0.192	45.9	\$0.000	\$0.000	\$0.000	-	0.419	\$0.226	\$0.192	45.9
Fuel	0.245	0.012	0.233	95.3	0.000	0.000	0.000	-	0.245	0.012	0.233	95.3
Insurance	0.958	0.888	0.070	7.3	0.000	0.000	0.000	-	0.958	0.888	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	8.045	6.711	1.334	16.6	0.000	0.000	0.000	-	8.045	6.711	1.334	16.6
Professional Service Contracts	3.145	2.329	0.816	25.9	0.000	0.000	0.000	-	3.145	2.329	0.816	25.9
Materials & Supplies	0.323	0.064	0.260	80.4	0.000	0.000	0.000	-	0.323	0.064	0.260	80.4
Other Business Expenses	4.959	3.808	1.151	23.2	0.000	0.000	0.000	-	4.959	3.808	1.151	23.2
Total Non-Labor Expenses	\$18.094	\$14.038	\$4.056	22.4	\$0.000	\$0.000	\$0.000	-	\$18.094	\$14.038	\$4.056	22.4
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.	\$41.954	\$35.129	\$6.825	16.3	\$1.900	\$1.883	\$0.016	0.9	\$43.854	\$37.013	\$6.841	15.6
Depreciation	\$13.449	\$14.212	(\$0.763)	(5.7)	\$0.000	\$0.000	\$0.000	-	13.449	\$14.212	(\$0.763)	(5.7)
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.	\$55.403	\$49.341	\$6.062	10.9	\$1.900	\$1.883	\$0.016	0.9	\$57.303	\$51.225	\$6.078	10.6
Less: Depreciation	\$13.449	\$14.212	(\$0.763)	(5.7)	\$0.000	\$0.000	\$0.000	-	\$13.449	\$14.212	(\$0.763)	(5.7)
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	\$41.954	\$35.129	\$6.825	16.3	\$1.900	\$1.883	\$0.016	0.9	\$43.854	\$37.013	\$6.841	15.6
Net Surplus/(Deficit)	\$114.688	\$125.971	\$11.284	9.8	\$0.000	\$0.000	\$0.000	-	\$114.688	\$125.971	\$11.284	9.8

Differences are due to rounding.
*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
ACCURAL STATEMENT of OPERATIONS by CATEGORY
JANUARY 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)									\$114.688	\$125.971	\$11.284	9.8
Less: Capitalized Assets									2.424	0.490	1.934	79.8
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$112.263	\$125.481	\$13.218	11.8
Less: Debt Service									58.558	63.027	(4.469)	(7.6)
Less: Contribution to the Capital Program									4.719	4.719	0.000	0.0
Income Available for Distribution									\$48.987	\$57.736	\$8.749	17.9
Distributable To:												
MTA - Investment Income									0.105	0.216	0.111	*
MTA - Distributable Income									29.317	34.573	5.256	17.9
NYCTR - Distributable Income									19.565	22.947	3.382	17.3
Total Distributable Income									\$48.987	\$57.736	\$8.749	17.9
Support to Mass Transit:												
Total Revenues									158.542	162.984	4.442	2.8
Less: Total Operating Expenses									<u>43.854</u>	<u>37.013</u>	<u>6.841</u>	15.6
Net Operating Income/(Deficit)									\$114.688	\$125.971	\$11.284	9.8
Deductions from Net Operating Income:												
Capitalized Assets									2.424	0.490	1.934	79.8
Reserves									0.000	0.000	0.000	-
B&T Debt Service									27.613	27.193	0.420	1.5
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									\$34.756	\$32.401	\$2.354	6.8
Total Support to Mass Transit									\$79.932	\$93.570	\$13.638	17.1

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
JANUARY Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	155.578	159.100	3.522	2.3	0.000	0.000	0.000	-	155.578	159.100	3.522	2.3
Other Operating Revenue	0.959	1.785	0.826	86.1	0.000	0.000	0.000	-	0.959	1.785	0.826	86.1
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.900	1.883	(0.016)	(0.9)	1.900	1.883	(0.016)	(0.9)
Investment Income	0.105	0.216	0.111	*	0.000	0.000	0.000	-	0.105	0.216	0.111	*
Total Revenue	\$156.642	\$161.101	\$4.459	2.8	\$1.900	\$1.883	(\$0.016)	(0.9)	\$158.542	\$162.984	\$4.442	2.8
Expenses												
<i>Labor:</i>												
Payroll	\$11.374	\$9.758	\$1.616	14.2	0.738	\$0.671	\$0.067	9.0	12.112	\$10.429	\$1.683	13.9
Overtime	2.363	1.994	0.370	15.6	0.070	0.072	(0.002)	(3.0)	2.433	2.066	0.368	15.1
Health and Welfare	2.647	2.247	0.401	15.1	0.159	0.156	0.003	1.9	2.806	2.403	0.404	14.4
OPEB Current Payment	2.066	1.954	0.112	5.4	0.000	0.000	0.000	-	2.066	1.954	0.112	5.4
Pensions	3.590	3.608	(0.018)	(0.5)	0.189	0.171	0.019	9.8	3.780	3.779	0.001	0.0
Other Fringe Benefits	2.476	2.244	0.231	9.3	0.088	0.101	(0.013)	(14.5)	2.564	2.345	0.219	8.5
Reimbursable Overhead	(0.656)	(0.713)	0.057	8.7	0.656	0.713	(0.057)	(8.7)	0.000	0.000	0.000	-
Total Labor Expenses	\$23.860	\$21.091	\$2.769	11.6	\$1.900	\$1.883	\$0.016	0.9	\$25.760	\$22.975	\$2.785	10.8
<i>Non-Labor:</i>												
Electric Power	\$0.419	\$0.226	\$0.192	45.9	0.000	\$0.000	\$0.000	-	0.419	\$0.226	\$0.192	45.9
Fuel	0.245	0.012	0.233	95.3	0.000	0.000	0.000	-	0.245	0.012	0.233	95.3
Insurance	0.958	0.888	0.070	7.3	0.000	0.000	0.000	-	0.958	0.888	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	8.045	6.711	1.334	16.6	0.000	0.000	0.000	-	8.045	6.711	1.334	16.6
Professional Service Contracts	3.145	2.329	0.816	25.9	0.000	0.000	0.000	-	3.145	2.329	0.816	25.9
Materials & Supplies	0.323	0.064	0.260	80.4	0.000	0.000	0.000	-	0.323	0.064	0.260	80.4
Other Business Expenses	4.959	3.808	1.151	23.2	0.000	0.000	0.000	-	4.959	3.808	1.151	23.2
Total Non-Labor Expenses	\$18.094	\$14.038	\$4.056	22.4	\$0.000	\$0.000	\$0.000	-	\$18.094	\$14.038	\$4.056	22.4
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.	\$41.954	\$35.129	\$6.825	16.3	\$1.900	\$1.883	\$0.016	0.9	\$43.854	\$37.013	\$6.841	15.6
Depreciation	\$13.449	\$14.212	(\$0.763)	(5.7)	0.000	\$0.000	\$0.000	-	13.449	\$14.212	(\$0.763)	(5.7)
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.	\$55.403	\$49.341	\$6.062	10.9	\$1.900	\$1.883	\$0.016	0.9	\$57.303	\$51.225	\$6.078	10.6
Less: Depreciation	\$13.449	\$14.212	(\$0.763)	(5.7)	\$0.000	\$0.000	\$0.000	-	\$13.449	\$14.212	(\$0.763)	(5.7)
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	\$41.954	\$35.129	\$6.825	16.3	\$1.900	\$1.883	\$0.016	0.9	\$43.854	\$37.013	\$6.841	15.6
Net Surplus/(Deficit)	\$114.688	\$125.971	\$11.284	9.8	\$0.000	\$0.000	\$0.000	-	\$114.688	\$125.971	\$11.284	9.8

Differences are due to rounding.
*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
JANUARY 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)								\$114.688	\$125.971	\$11.284	9.8	
Less: Capitalized Assets								2.424	0.490	1.934	79.8	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Adjusted Net Income/(Deficit)								\$112.263	\$125.481	\$13.218	11.8	
Less: Debt Service								58.558	63.027	(4.469)	(7.6)	
Less: Contribution to the Capital Program								4.719	4.719	0.000	0.0	
Income Available for Distribution								\$48.987	\$57.736	\$8.749	17.9	
Distributable To:												
MTA - Investment Income								0.105	0.216	0.111	*	
MTA - Distributable Income								29.317	34.573	5.256	17.9	
NYCTR - Distributable Income								19.565	22.947	3.382	17.3	
Total Distributable Income								\$48.987	\$57.736	\$8.749	17.9	
Support to Mass Transit:												
Total Revenues								158.542	162.984	4.442	2.8	
Less: Total Operating Expenses								<u>43.854</u>	<u>37.013</u>	<u>6.841</u>	15.6	
Net Operating Income/(Deficit)								\$114.688	\$125.971	\$11.284	9.8	
Deductions from Net Operating Income:												
Capitalized Assets								2.424	0.490	1.934	79.8	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								27.613	27.193	0.420	1.5	
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								\$34.756	\$32.401	\$2.354	6.8	
Total Support to Mass Transit								\$79.932	\$93.570	\$13.638	17.1	

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
	January 2020			Year-to-Date		
	\$	%		\$	%	
Nonreimbursable						
Vehicle Toll Revenue	3.522	2.3%	Higher revenue primarily due to higher than anticipated traffic	3.522	2.3%	Higher revenue primarily due to higher than anticipated traffic
Other Operating Revenue	0.826	86.1%	Higher revenue primarily due to the timing of income from E-ZPass administrative fees	0.826	86.1%	Higher revenue primarily due to the timing of income from E-ZPass administrative fees
Investment Income	0.111	*	Higher than anticipated short-term investment returns on fund balances.	0.111	*	Higher than anticipated short-term investment returns on fund balances
Payroll	1.616	14.2%	Lower payroll expenses primarily due to vacancies	1.616	14.2%	Lower payroll expenses primarily due to vacancies
Overtime	0.370	15.6%	See overtime tables	0.370	15.6%	See overtime tables
Health and Welfare	0.401	15.1%	Lower expenses primarily due to vacancies	0.401	15.1%	Lower expenses primarily due to vacancies
OPEB Current Payment	0.112	5.4%	Lower expenses primarily due to timing against the budget allocation	0.112	5.4%	Lower expenses primarily due to timing against the YTD budget allocation
Pensions	(0.018)	-0.5%	Higher non-reimbursable expenses primarily due to higher than allocated capital reimbursement offsets	(0.018)	-0.5%	Higher non-reimbursable expenses primarily due to higher than allocated YTD capital reimbursement offsets
Other Fringe Benefits	0.231	9.3%	Lower expenses primarily due to vacancies	0.231	9.3%	Lower expenses primarily due to vacancies
Electric Power	0.192	45.9%	Lower electricity expenses primarily due to timing against the monthly budget allocation	0.192	45.9%	Lower electricity expenses primarily due to timing against the YTD budget allocation.
Fuel	0.233	95.3%	Lower fuel expenses primarily due to timing against the monthly budget allocation	0.233	95.3%	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	0.070	7.3%	Lower insurance expenses primarily due to timing against the YTD budget allocation.
Maintenance and Other Operating Contracts	1.334	16.6%	Lower expenses mainly due to timing against the monthly budget allocation for E-Z Pass tags (\$0.570 Mill), routine maintenance costs (\$0.428 Mill) and major maintenance and painting projects (\$0.197 Mill).	1.334	16.6%	Lower expenses mainly due to timing against the monthly budget allocation for E-Z Pass tags (\$0.570 Mill), routine maintenance costs (\$0.428 Mill) and major maintenance and painting projects. (\$0.197 Mill).
Professional Service Contracts	0.816	25.9%	Lower expenses primarily due to timing against the monthly budget allocation for bond issuance costs	0.816	25.9%	Lower expenses primarily due to timing against the monthly budget allocation for bond issuance costs
Materials & Supplies	0.260	80.4%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly budget allocation	0.260	80.4%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the YTD budget allocation
Other Business Expense	1.151	23.2%	Lower expenses primarily due to timing against the budget allocation for toll collection processing fees	1.151	23.2%	Lower expenses primarily due to timing against the YTD budget allocation for toll collection processing fees
Depreciation	(0.763)	-5.7%	Higher depreciation expense primarily due to timing against the monthly budget allocation	(0.763)	-5.7%	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	(0.016)	-0.9%	Lower capital reimbursements due to timing against the monthly budget allocation	(0.016)	-0.9%	Lower capital reimbursements due to timing against the YTD budget allocation
Payroll	0.067	9.0%	Lower capital reimbursements due to timing against the monthly budget allocation	0.067	9.0%	Lower capital reimbursements due to timing against the YTD budget allocation
Overtime	(0.002)	-3.0%	See overtime tables	(0.002)	-3.0%	See overtime tables
Health and Welfare	0.003	1.9%	Lower capital reimbursements due to timing against the monthly budget allocation	0.003	1.9%	Lower capital reimbursements due to timing against the YTD budget allocation
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	0.019	9.8%	Lower capital reimbursements due to timing against the monthly budget allocation	0.019	9.8%	Lower capital reimbursements due to timing against the YTD budget allocation
Other Fringe Benefits	(0.013)	-14.5%	Higher capital reimbursements due to timing against the monthly budget allocation	(0.013)	-14.5%	Higher capital reimbursements due to timing against the YTD budget allocation
Reimbursable Overhead	(0.057)	-8.7%	Higher capital reimbursements due to timing against the monthly budget allocation	(0.057)	-8.7%	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 January 2020 ¹
Henry Hudson Bridge	99.7%
Hugh L. Carey Tunnel	99.6%
Queens Midtown Tunnel	100.4%
Marine Parkway Bridge	98.9%
Cross Bay Bridge	96.2%
Robert F. Kennedy Bridge	98.2%
Verrazzano-Narrows Bridge	96.1%
Bronx-Whitestone Bridge	98.0%
Throgs Neck Bridge	97.6%
All Facilities	97.9%

1. Represents total revenue collections from transactions in February 2018 through January 2019

MTA Bridges and Tunnels
2020 February Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	January						January Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
OPERATIONS & MAINTENANCE												
<u>Scheduled Service</u>	6,319	\$0.456	3,987	\$0.288	2,333	\$0.168	6,319	\$0.456	3,987	\$0.288	2,333	\$0.168
					36.9%	36.9%					36.9%	36.9%
<u>Unscheduled Service</u>	502	\$0.037	43	\$0.003	459	\$0.034	502	\$0.037	43	\$0.003	459	\$0.034
					91.4%	92.0%					91.4%	92.0%
<u>Programmatic/Routine Maintenance</u>	4,159	\$0.351	2,359	\$0.199	1,801	\$0.152	4,159	\$0.351	2,359	\$0.199	1,801	\$0.152
					43.3%	43.2%					43.3%	43.2%
<u>Unscheduled Maintenance</u>	1,595	\$0.134	789	\$0.067	806	\$0.067	1,595	\$0.134	789	\$0.067	806	\$0.067
					50.5%	50.2%					50.5%	50.2%
<u>Vacancy/Absentee Coverage</u>	11,927	\$0.831	15,042	\$1.048	(3,115)	(\$0.217)	11,927	\$0.831	15,042	\$1.048	(3,115)	(\$0.217)
					-26.1%	-26.1%					-26.1%	-26.1%
<u>Weather Emergencies</u>	3,780	\$0.307	1,461	\$0.119	2,319	\$0.188	3,780	\$0.307	1,461	\$0.119	2,319	\$0.188
					61.4%	61.3%					61.4%	61.3%
<u>Safety/Security/Law Enforcement</u>	1,958	\$0.136	880	\$0.061	1,078	\$0.075	1,958	\$0.136	880	\$0.061	1,078	\$0.075
					55.1%	55.1%					55.1%	55.1%
<u>Other</u>	209	\$0.017	227	\$0.019	(18)	(\$0.002)	209	\$0.017	227	\$0.019	(18)	(\$0.002)
					-8.6%	-9.1%					-8.6%	-9.1%
<u>*All Other Departments and Accruals</u>		\$0.093		\$0.190		(\$0.096)		\$0.093		\$0.190		(\$0.096)
						**						**
Subtotal	30,448	\$2.363	24,786	\$1.994	5,662	\$0.370	30,448	\$2.363	24,786	\$1.994	5,662	\$0.370
					18.6%	15.6%					18.6%	15.6%
REIMBURSABLE OVERTIME	872	\$0.070	898	\$0.072	(26)	(\$0.002)	872	\$0.070	898	\$0.072	(26)	(\$0.002)
					-3.0%	-3.0%					-3.0%	-3.0%
TOTAL OVERTIME	31,320	\$2.433	25,684	\$2.066	5,636	\$0.368	31,320	\$2.433	25,684	\$2.066	5,636	\$0.368
					18.0%	15.1%					18.0%	15.1%

Figures are preliminary
Totals may not add due to rounding

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

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

**Variance exceeds 100%

MTA Bridges and Tunnels
2020 February Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
OPERATIONS & MAINTENANCE						
<u>Scheduled Service</u>	2,333 36.9%	\$0.168 36.9%	Lower than planned expenses	2,333 36.9%	\$0.168 36.9%	Lower than planned expenses
<u>Unscheduled Service</u>	459 91.4%	\$0.034 92.0%	Lower than planned expenses	459 91.4%	\$0.034 92.0%	Lower than planned expenses
<u>Programmatic/Routine Maintenance</u>	1,801 43.3%	\$0.152 43.2%	Lower than planned expenses	1,801 43.3%	\$0.152 43.2%	Lower than planned expenses
<u>Unscheduled Maintenance</u>	806 50.5%	\$0.067 50.2%	Lower than planned expenses	806 50.5%	\$0.067 50.2%	Lower than planned expenses
<u>Vacancy/Absentee Coverage</u>	(3,115) -26.1%	(\$0.217) -26.1%	Higher than planned expenses	(3,115) -26.1%	(\$0.217) -26.1%	Higher than planned expenses
<u>Weather Emergencies</u>	2,319 61.4%	\$0.188 61.3%	Lower than planned expenses	2,319 61.4%	\$0.188 61.3%	Lower than planned expenses
<u>Safety/Security/Law Enforcement</u>	1,078 55.1%	\$0.075 55.1%	Lower than planned expenses	1,078 55.1%	\$0.075 55.1%	Lower than planned expenses
<u>Other</u>	(18) -8.6%	(\$0.002) -9.1%	Higher than planned expenses	(18) -8.6%	(\$0.002) -9.1%	Higher than planned expenses
<u>*All Other Departments and Accruals</u>		(\$0.096) **	Primarily due to adjustments for the 28-day OT payroll lag		(\$0.096) **	Primarily due to adjustments for the 28-day OT payroll lag
Subtotal	5,662 18.6%	\$0.370 15.6%		5,662 18.6%	\$0.370 15.6%	
REIMBURSABLE OVERTIME						
	(26) -3.0%	(\$0.002) -3.0%	Higher than planned overtime needed on projects eligible for reimbursement from the capital program	(26) -3.0%	(\$0.002) -3.0%	Higher than planned overtime needed on projects eligible for reimbursement from the capital program
TOTAL OVERTIME	5,636	\$0.368		5,636	\$0.368	

Figures are preliminary

Totals may not add due to rounding

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

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

**Variance exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
Overtime Reporting
Overtime Legend

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

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

Month of January

Year to date ending January 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
3.7	\$25.7	3.9	\$27.6	4.8%	7.3%	Bronx-Whitestone	3.7	\$25.7	3.9	\$27.6	4.8%	7.3%
0.7	1.4	0.6	1.5	-0.5%	5.5%	Cross Bay	0.7	1.4	0.6	1.5	-0.5%	5.5%
1.9	6.1	2.0	6.7	2.9%	10.1%	Henry Hudson	1.9	6.1	2.0	6.7	2.9%	10.1%
1.5	9.1	1.5	9.3	-1.7%	2.2%	Hugh L. Carey	1.5	9.1	1.5	9.3	-1.7%	2.2%
0.6	0.9	0.6	1.3	3.5%	46.2%	Marine Parkway	0.6	0.9	0.6	1.3	3.5%	46.2%
2.3	14.5	2.3	15.2	0.9%	4.9%	Queens Midtown	2.3	14.5	2.3	15.2	0.9%	4.9%
5.0	33.8	5.1	35.1	1.2%	3.8%	RFK	5.0	33.8	5.1	35.1	1.2%	3.8%
3.3	26.0	3.3	26.7	-1.9%	2.6%	Throgs Neck	3.3	26.0	3.3	26.7	-1.9%	2.6%
5.9	33.7	6.0	35.7	2.0%	5.9%	Verrazano-Narrows	5.9	33.7	6.0	35.7	2.0%	5.9%
25.0	\$151.3	25.4	\$159.1	1.5%	5.2%	Total	25.0	\$151.3	25.4	\$159.1	1.5%	5.2%
	\$6.049		\$6.271		3.7%	Revenue Per Vehicle		\$6.049		\$6.271		3.7%

Note: Numbers may not add due to rounding.

*Toll increase implemented March 31, 2019

Comparison Actual vs. Adopted Budget:

January Budget		January Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
24.4	\$155.6	25.4	\$159.1	4.0%	2.3%	Total All	24.4	\$155.6	25.4	\$159.1	4.0%	2.3%
	\$6.380		\$6.271		-1.7%	Revenue Per Vehicle		\$6.380		\$6.271		-1.7%

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
January 2020

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	11	11	-	
Law ⁽¹⁾	12	12	-	
CFO ⁽²⁾	19	16	3	2 Managerial vacancies and 1 Professional vacancy
Administration ⁽³⁾	35	29	6	1 Managerial overage and 7 Professional vacancies
EEO	1	-	1	1 Professional vacancy
Total Administration	78	68	10	
Operations				
Revenue Management	42	36	6	2 Managerial and 4 Professional vacancies
Operations (Non-Security)	60	48	12	12 Managerial vacancies
Total Operations	102	84	18	
Maintenance				
Maintenance	227	215	12	6 Managerial and 7 Professional vacancies
Operations - Maintainers	168	166	2	1 Maintainer vacancy
Total Maintenance	395	381	14	
Engineering/Capital				
Engineering & Construction	192	133	59	12 Managerial and 47 Professional vacancies
Safety & Health	10	9	1	1 Professional vacancy
Law ⁽¹⁾	22	19	3	3 Professional vacancies
CFO-Planning & Budget Capital	29	22	7	1 Managerial vacancies and 6 Professional vacancies
Total Engineering/Capital	253	183	70	
Public Safety				
Operations (Security)	605	541	64	34 Managerial and 30 Operational vacancies
Internal Security - Operations	45	29	16	3 Managerial and 13 Professional vacancies
Total Public Safety	650	570	80	
Total Positions	1,478	1,286	192	
Non-Reimbursable	1,391	1,199	192	
Reimbursable	87	87	-	
Total Full-Time	1,478	1,286	192	

(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
January 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	46	9	7 vacancies in Administration, 1 in CFO and 1 in EEO
Operational Hourlies	-	-	-	
Total Administration	78	68	10	
Operations				
Managers/Supervisors	64	50	14	12 vacancies in Operations and 2 in Revenue Management
Professional, Technical, Clerical	38	34	4	4 vacancies in Revenue Management
Operational Hourlies	-	-	-	
Total Operations	102	84	18	
Maintenance				
Managers/Supervisors	31	25	6	6 vacancies in Maintenance
Professional, Technical, Clerical	21	17	4	4 vacancies in Maintenance
Operational Hourlies ⁽¹⁾	343	339	4	4 vacancies in Maintenance
Total Maintenance	395	381	14	
Engineering/Capital				
Managers/Supervisors	56	43	13	12 vacancies in Engineering and 1 in Law
Professional, Technical, Clerical	197	140	57	47 vacancies in Engineering, 6 in CFO, 3 in Law, and 1 in Safety and Health
Operational Hourlies	-	-	-	
Total Engineering/Capital	253	183	70	
Public Safety				
Managers/Supervisors	187	154	33	30 vacancies in Operations and 3 in Internal Security
Professional, Technical, Clerical	35	22	13	13 vacancies in Internal Security
Operational Hourlies ⁽²⁾	428	394	34	34 BTO vacancies in Operations
Total Public Safety	650	570	80	
Total Positions				
Managers/Supervisors	361	294	67	
Professional, Technical, Clerical	346	259	87	
Operational Hourlies	771	733	38	
Total Positions	1,478	1,286	192	

(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.

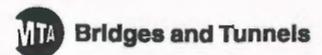


Bridges and Tunnels

2019 B&T Operating Surplus (Action Item)



Staff Summary



Subject: 2019 TBTA Operating Surplus
Department: Finance
Department Head Name Dore Abrams
Department Head Signature
Project Manager Name Lloyd Jairam

Date February 24, 2020
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	MTA B&T Committee	02/24/20			
2	MTA Finance Committee	02/24/20			
3	MTA Board	02/26/20			

Internal Approvals			
Order	Approval	Order	Approval
2	President		VP Staff Services
	Executive Vice President		VP Procurement & Materials
	General Counsel		VP Labor Relations
	VP Operations		VP & Chief Engineer

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

PURPOSE:

To obtain MTA Board approval of resolutions which will:

- Certify and transfer \$779,075,275 operating surplus to the MTA and NYCTA pursuant to Section 1219-a(2)(b) of the Public Authorities Law of the State of New York.
- Transfer \$3,688,754 representing 2019 investment income to the MTA pursuant to Section 569-c of the Public Authorities Law of the State of New York.
- Advance the 2020 TBTA Surplus as per attached Resolution.

DISCUSSION:

The attached calculation and letter from Deloitte & Touche LLP represents the Triborough Bridge and Tunnel Authority's operating surplus for fiscal year ending December 31, 2019. The amount of surplus available for transfer to the MTA and NYCTA is \$779,075,275. The amount of investment income that is surplus funds and available to transfer to MTA for fiscal year 2019 is \$3,688,754.

BUDGET IMPACT: None.

ALTERNATIVES: None.

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

RESOLVED, that the Chairman and Chief Executive Officer or their related designees are hereby authorized to certify to the Mayor of the City of New York and to the Chairman of the Metropolitan Transportation Authority, that for the purposes of Section 1219-a (2) (e) of the Public Authorities Law of the State of New York, the amount of the Authority's operating surplus for its fiscal year ending December 31, 2019 is \$779,075,275.

RESOLVED, that this Authority hereby makes the following determination in respect of its operating surplus for its fiscal year ending December 31, 2019, for the purposes of Section 1219-a (2) (e) of the Public Authorities Law of the State of New York:

Operating Revenue	\$2,103,210,540
Operating Expense	<u>(511,426,608)</u>
Net Operating Revenue	\$1,591,783,932
Debt Service on Bonds	(669,908,826)
Contribution to the Capital Program	(132,981,000)
Interest Income on Unexpended Bond Proceeds and Debt Service Fund	5,730,611
Purchase of Capital Assets Funded from Operations	(11,842,209)
(Increase) in Prepaid Expenses and other Adjustments	<u>(3,707,233)</u>
Operating Surplus	<u>\$ 779,075,275</u>

February 24, 2020

RESOLVED, that the amount of \$3,688,754 representing the Authority's investment income for the year 2019 is determined to be surplus funds of the Authority; and be it further

RESOLVED, that the amount of \$3,688,754 be transferred and paid over to Metropolitan Transportation Authority in a lump sum as soon as practicable pursuant to Section 569-c of the Public Authorities Law.

RESOLVED, pursuant to the provisions of paragraphs (b), (c), and (d) of subdivision 2 of Section 1219-a of the Public Authorities Law, that the Acting Chairman and Chief Executive Officer or their related designees are authorized in his discretion, to advance to Metropolitan Transportation Authority and New York City Transit Authority monthly, out of funds in the General Fund created by the General Revenue Bond Resolution which are attributable to the operations of the 2020 fiscal year (other than funds arising out of the investment of monies of the Authority) and which have been released and paid over to the Authority free and clear of the lien and the pledge of the General Revenue Bond Resolution as provided in Section 506 thereof, an aggregate amount not to exceed 90% of the Chairman's estimate of the sum which that month's operations, if available, will contribute to the "operating surplus" of the Authority which he anticipates will or may be certified and transferred for the fiscal year in which such month falls; and

RESOLVED, that the monies thus authorized to be advanced monthly shall be apportioned between Metropolitan Transportation Authority and New York City Transit Authority and paid as follows:

1. The first \$1.8 million to New York City Transit Authority;
2. Fifty percentum of the remainder to New York City Transit Authority (less applicable bond service); and
3. The remainder to Metropolitan Transportation Authority (less applicable bond service).

Triborough Bridge and Tunnel Authority

(A Component Unit of the Metropolitan Transportation Authority)

Agreed Upon Procedures Performed in
Connection with the Schedule of Operating
Surplus for the Year Ended December 31, 2019

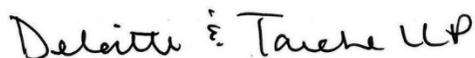
INDEPENDENT ACCOUNTANTS' REPORT ON APPLYING AGREED-UPON PROCEDURES

Members of the Board
Metropolitan Transportation Authority
New York, New York

We have performed the procedures enumerated in Exhibit B, which were agreed to by the Triborough Bridge and Tunnel Authority (the "Authority"), a component unit of the Metropolitan Transportation Authority ("MTA"), the MTA and the New York City Transit Authority, solely to assist the Authority in agreeing financial information presented in the Schedule of Operating Surplus for the year ended December 31, 2019 (Exhibit A) to the accounting records of the Authority. The Authority's management is responsible for the Authority's accounting records and the preparation of the Schedule of Operating Surplus (Exhibit A) and the Supporting Schedule to the Schedule of Operating Surplus (Exhibit C) for the year ended December 31, 2019. The sufficiency of these procedures is solely the responsibility of the parties specified in this report. Consequently, we make no representation regarding the sufficiency of the procedures enumerated in Exhibit B either for the purpose for which this report has been requested or for any other purpose.

This agreed-upon procedures engagement was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. The agreed-upon procedures do not constitute an audit of the financial statements or any part thereof, the objective of which is the expression of an opinion on the financial statements or a part thereof. Accordingly, we do not express such an opinion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

This report is intended solely for the information and use of the Board of Directors of the Metropolitan Transportation Authority and managements of Triborough Bridge and Tunnel Authority, Metropolitan Transportation Authority, and the New York City Transit Authority and is not intended to be and should not be used by anyone other than the specified parties.



February 10, 2020

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2019

OPERATING REVENUES (Procedure 1)	\$ 2,103,210,540
OPERATING EXPENSES (Procedure 2)	<u>(511,426,608)</u>
NET OPERATING REVENUE	1,591,783,932
(INCREASE) IN PREPAID EXPENSES AND OTHER ADJUSTMENTS (Procedure 2)	(3,707,233)
DEBT SERVICE ON BONDS (Procedure 3)	(669,908,826)
INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS (Procedure 4)	5,730,611
ESTABLISHMENT OF GASB 43 RESERVE ACCOUNT (Procedure 7)	-
PURCHASE OF CAPITAL ASSETS FUNDED FROM OPERATIONS (Procedure 5)	(11,842,209)
CAPITAL CONTRIBUTION - PAYGO (Procedure 8)	(132,981,000)
ESTABLISHMENT OF NECESSARY RECONSTRUCTION RESERVE ACCOUNT (Procedure 6)	<u>-</u>
OPERATING SURPLUS	<u>\$ 779,075,275</u>

See Independent Accountants' Report on Applying
Agreed-Upon Procedures and accompanying notes.

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

NOTES TO THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2019 (Exhibit A)

1. OPERATING SURPLUS CALCULATION REQUIREMENTS

- The operating surplus is calculated based upon Section 1219-a (2)(e) of the New York Public Authorities Law (“PAL”) and various bond resolutions. This surplus is transferred to the Metropolitan Transportation Authority (“MTA”) and the MTA New York City Transit Authority (“Transit”). The initial \$24 million in operating surplus is provided to Transit and the balance is divided equally between Transit and the MTA. Transit and the MTA are operationally and legally independent of the Triborough Bridge and Tunnel Authority (the “TBTA”), however, Transit and the TBTA are included in the MTA’s consolidated financial statements because they operate under the direction of the MTA Board and the MTA is financially accountable for these entities.

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2019 (Exhibit A)

1. OPERATING REVENUES

- We compared the “Operating Revenues” (net of other revenues) of the Triborough Bridge and Tunnel Authority (“TBTA”) appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger of the TBTA which excludes Central Business District (CBD) Tolling activities. We discussed with management their policy for recording operating revenue and they indicated that operating revenues were recorded using the accrual basis of accounting. We have been informed that operating revenues excluded interest income and other non-operating revenue.

We found no exceptions as a result of the procedures.

2. OPERATING EXPENSES

- We compared the aggregate “Operating Expenses” of the TBTA appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger of the TBTA which excludes CBD Tolling activities. We discussed with management their policy for recording operating expenses and they indicated that operating expenses were recorded using the accrual basis of accounting. We have been informed that operating expenses excluded depreciation.

We found no exceptions as a result of the procedures.

- We compared the following expense items to the general ledger of the TBTA which excludes CBD Tolling activities: “Non-Operating Expenses” and “Reimbursement of Personnel Costs,” as noted on Exhibit C.

We found no exceptions as a result of the procedures.

- We recalculated the “(Increase) Decrease in Prepaid Expenses and Other Adjustments” appearing on the Schedule of Operating Surplus (Exhibit A) and compared it to the general ledger of the TBTA which excludes CBD Tolling activities. We inquired whether the operating expense was adjusted to include amounts charged to prepaid expenses and deferred charges on a cash basis of accounting and we have been informed that the operating expenses were adjusted to include amounts charged to prepaid expenses and deferred charges on a cash basis of accounting. We inquired whether any cash adjustments were made for changes in accounts payable, accrued expenses, or accounts receivable and we have been informed that no cash adjustments were made for changes in accounts payable, accrued expenses or accounts receivable.

We found no exceptions as a result of the procedures.

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2019 (Exhibit A)

3. DEBT SERVICE ON BONDS

- We compared the “Debt Service” on the following bonds appearing on the Schedule of Operating Surplus (Exhibit A) to the TBTA debt service schedules:
 - General Revenue Bonds, and
 - Subordinate Revenue Bonds.

We found no exceptions as a result of the procedures.

- We compared the “Debt Service on Bonds” on the TBTA’s portion of debt service on the 2 Broadway Certificates of Participation to the TBTA debt service schedules.

We found no exceptions as a result of the procedures.

- We verified that in all cases, the debt service represents interest paid and/or accrued applicable to calendar year 2019 and the principal payment due January 1, 2020, on all bond indebtedness and certificates.

We found no exceptions as a result of the procedures.

4. INTEREST INCOME

- We compared the aggregated amounts of “Interest Income on Unexpended Bond Proceeds and Debt Service Funds” appearing on the Schedule of Operating Surplus (Exhibit A) to the debt service schedules and noted no differences. We inquired whether interest income is excluded from operating revenue on the Schedule of Operating Surplus and we have been informed that interest income is excluded from “Operating Revenues” on the Schedule of Operating Surplus.

We found no exceptions as a result of the procedures.

- We inquired whether interest income on the debt service fund consists of income from (1) the debt service funds established in connection with the 2 Broadway Certificates of Participation to the extent attributable to the TBTA’s portion of debt service thereon, and (2) the debt service funds established in connection with the TBTA Bonds from their respective dates of issuance and we have been informed that interest income on the debt service fund investments consists of income from (1) the debt service funds established in connection with the 2 Broadway Certificates of Participation to the extent attributable to the TBTA’s portion of debt service thereon, and (2) the debt service funds established in connection with the TBTA bonds from their respective dates of issuance. We inquired whether this amount was included in the computation of operating surplus as a reduction of debt service cost (therefore increasing

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2019 (Exhibit A)

operating surplus) and we have been informed that this amount was included in the computation of operating surplus as a reduction of debt service cost therefore, increasing operating surplus.

We found no exceptions as a result of the procedures.

- We inquired whether unexpended bond proceeds consist of bond moneys on deposit with the TBTA until expended for either transit or commuter projects or on the TBTA's bridges and tunnels and we have been informed that unexpended bond proceeds consist of bond moneys on deposit with the TBTA until expended for either transit or commuter projects or on the TBTA's bridges and tunnels.

We found no exceptions as a result of the procedures.

5. CAPITAL ASSETS FUNDED FROM OPERATIONS

- We compared the amount of "Purchase of Capital Assets Funded From Operations," which represents amounts paid and capitalized for vehicles and other fixed assets, appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger of the TBTA which excludes CBD Tolling activities and noted no differences. We inquired whether these amounts were funded from operations and that such amounts represent a reduction of operating surplus appearing on the Schedule of Operating Surplus and we have been informed that these amounts were funded from operations and that such amounts represent a reduction of operating surplus appearing on the Schedule of Operating Surplus (Exhibit A).

We found no exceptions as a result of the procedures.

6. NECESSARY RECONSTRUCTION RESERVE

- We compared the amount appearing on the Schedule of Operating Surplus (Exhibit A) as "Establishment of Necessary Reconstruction Reserve Account" to the TBTA Financial Plan which was approved by the Finance Committee to set aside and reduce the operating surplus by \$0 (The Necessary Reconstruction Reserve Account was established by the TBTA by resolution adopted March 29, 1968) and noted no differences. We inquired whether this amount, together with interest income thereon, is to be used to fund reconstruction of present facilities within the meaning of TBTA's General Revenue Bond Resolution and we have been informed that this amount, together with interest income thereon, is to be used to fund reconstruction of present facilities within the meaning of the TBTA's General Revenue Bond Resolution.

We found no exceptions as a result of the procedures.

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2019 (Exhibit A)

7. GASB 43 RESERVE

- We compared the amount appearing on the Schedule of Operating Surplus (Exhibit A) as “Establishment of GASB 43 Reserve Account” to the TBTA Financial Plan which was approved by the Finance Committee, to set aside and reduce the operating surplus by \$0 and noted no differences.

We found no exceptions as a result of the procedures.

8. CAPITAL CONTRIBUTION-PAYGO

- We compared the amount appearing on the Schedule of Operating Surplus as “Capital Contribution- PAYGO” to the TBTA July Financial Plan 2020-2023 which was approved by the Finance Committee to set aside and reduce the operating surplus by \$132,981,000 and noted no differences.

We found no exceptions as a result of the procedures.

* * * * *

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

SUPPORTING SCHEDULE TO THE SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2019

TOTAL REVENUES		\$	2,110,167,662
LESS: Interest Income	\$	3,688,754	
Other Non-Operating Revenue		<u>3,268,368</u>	<u>6,957,122</u>
OPERATING REVENUES (Exhibit A)		\$	<u>2,103,210,540</u>
TOTAL EXPENSES (excluding depreciation)		\$	812,518,300
LESS: Non-Operating Expenses	\$	284,424,631	
Reimbursement of Personnel Costs		<u>16,667,061</u>	<u>301,091,692</u>
OPERATING EXPENSES (Exhibit A)		\$	<u>511,426,608</u>
PREPAID EXPENSES AND OTHER ADJUSTMENTS:			
Balance December 31, 2018	\$	25,247,405	
Balance December 31, 2019		<u>28,954,638</u>	
DECREASE IN PREPAID EXPENSES AND OTHER ADJUSTMENTS (Exhibit A)		\$	<u>3,707,233</u>
DEBT SERVICE:			
TBTA	\$	308,178,621	
MTA		110,526,201	
NYCTA		<u>245,473,393</u>	
Subtotal		664,178,215	
INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS (Exhibit A)		<u>5,730,611</u>	
TOTAL DEBT SERVICE ON BONDS (Exhibit A)		\$	<u>669,908,826</u>



Bridges and Tunnels

2020 Adopted Budget/Financial Plan 2020-2023

**MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN 2020-2023
2019 FINAL ESTIMATE AND 2020 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Bridges and Tunnels' (B&T) 2019 Final Estimate, 2020 Adopted Budget and the Financial Plan for 2020-2023. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the December Plan and adopted by the Board in December 2019.

These adjustments are presented on the attached reconciliations from the November Financial Plan. The adjustments that impact B&T's net surplus are described below:

- Favorable re-estimates in Payroll and associated fringe benefits achieved through reducing headcount by 26 vacant positions. These savings were previously carried below the line in the MTA Consolidated Plan and total \$13.1 million over the 2020-2023 February Financial Plan period.
- Favorable re-estimates in Overtime achieved through improved spending controls. These savings were also previously carried below the line in the MTA Consolidated Plan and total \$5.6 million over the plan period.
- B&T Debt Service adjustments to the November Plan reflect decreases of \$6.1 million in 2020, \$19.0 million in 2021, \$43.3 million in 2022 and \$76.6 million in 2023, resulting from revised cashflow funding assumptions.

The attached also includes schedules detailing the monthly allocation of financial, including overtime, and headcount and utilization data based on the 2020 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA BRIDGES & TUNNELS
February Financial Plan 2020-2023
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2019		2020		2021		2022		2023	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2019 November Financial Plan: Net Surplus/(Deficit)	1,411	\$1,574.341	1,417	\$1,578.445	1,417	\$1,569.336	1,417	\$1,552.821	1,423	\$1,551.451
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
Improved Overtime Spending Controls				1.394		1.394		1.394		1.394
Vacancy Savings			26	2.925	26	3.309	26	3.375	26	3.442
Sub-Total MTA Plan Adjustments	0	\$0.000	26	\$4.319	26	\$4.703	26	\$4.769	26	\$4.836
2020 February Financial Plan: Net Surplus/(Deficit)	1,411	\$1,574.341	1,391	\$1,582.764	1,391	\$1,574.039	1,391	\$1,557.590	1,397	\$1,556.287

MTA BRIDGES & TUNNELS
February Financial Plan 2020-2023
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2019		2020		2021		2022		2023	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2019 November Financial Plan: Net Surplus/(Deficit)	87	\$0.000	87	\$0.000	87	\$0.000	87	\$0.000	87	\$0.000
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2020 February Financial Plan: Net Surplus/(Deficit)	87	\$0.000	87	\$0.000	87	\$0.000	87	\$0.000	87	\$0.000

MTA BRIDGES AND TUNNELS
February Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Final Estimate 2019	Adopted Budget 2020	2021	2022	2023
Non-Reimbursable					
Operating Revenue					
Toll Revenue	\$2,078.076	\$2,118.012	\$2,125.639	\$2,125.372	\$2,126.849
Other Operating Revenue	20.936	18.936	18.936	18.936	18.936
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Investment Income	2.640	1.240	1.240	1.240	1.240
Total Revenues	\$2,101.653	\$2,138.188	\$2,145.816	\$2,145.549	\$2,147.026
Operating Expense					
Labor:					
Payroll	\$118.762	\$138.900	\$141.274	\$144.154	\$147.370
Overtime	27.347	26.501	27.061	27.632	28.212
Health and Welfare	27.451	31.767	33.059	34.558	36.129
OPEB Current Payments	22.837	24.387	25.500	26.783	27.685
Pension	46.427	43.037	43.318	40.660	37.142
Other Fringe Benefits	18.955	21.687	21.873	23.080	23.628
Reimbursable Overhead	(7.720)	(7.874)	(8.032)	(8.192)	(8.356)
Total Labor Expenses	\$254.058	\$278.407	\$284.052	\$288.673	\$291.810
Non-Labor:					
Electric Power	\$4.774	\$4.941	\$5.066	\$5.250	\$5.559
Fuel	1.931	1.879	1.852	1.841	1.870
Insurance	11.254	11.875	12.579	13.192	13.859
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	165.242	163.633	171.739	180.454	176.386
Professional Services Contracts	37.334	39.908	40.346	41.794	43.880
Materials and Supplies	3.744	3.821	3.900	3.993	4.091
Other Business Expenses	48.974	50.960	52.242	52.762	53.284
Total Non-Labor Expenses	\$273.253	\$277.018	\$287.725	\$299.285	\$298.929
Other Expense Adjustments:					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$527.312	\$555.424	\$571.777	\$587.959	\$590.739
Depreciation	\$151.977	\$158.779	\$169.848	\$181.689	\$194.355
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	40.094	33.900	36.023	38.150	38.814
GASB 68 Pension Expense Adjustment	(17.838)	(13.597)	(13.153)	(9.456)	(4.896)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$701.545	\$734.507	\$764.495	\$798.341	\$819.012
Less: Depreciation	151.977	158.779	169.848	181.689	194.355
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Exp Adjustment	40.094	33.900	36.023	38.150	38.814
GASB 68 Pension Exp Adjustment	(17.838)	(13.597)	(13.153)	(9.456)	(4.896)
Total Expenses	\$527.312	\$555.424	\$571.777	\$587.959	\$590.739
Net Surplus/(Deficit)	\$1,574.341	\$1,582.764	\$1,574.039	\$1,557.590	\$1,556.287

MTA BRIDGES AND TUNNELS
February Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Final Estimate 2019	Adopted Budget 2020	2021	2022	2023
Reimbursable					
Operating Revenue					
Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	22.345	22.826	23.317	23.817	24.328
Investment Income	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$22.345	\$22.826	\$23.317	\$23.817	\$24.328
Operating Expense					
<u>Labor:</u>					
Payroll	\$8.676	\$8.850	\$9.027	\$9.208	\$9.392
Overtime	0.827	0.868	0.909	0.952	0.995
Health and Welfare	1.867	1.905	1.943	1.982	2.021
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000
Pension	2.221	2.272	2.323	2.376	2.430
Other Fringe Benefits	1.034	1.058	1.083	1.108	1.134
Reimbursable Overhead	7.720	7.874	8.032	8.192	8.356
Total Labor Expenses	\$22.345	\$22.826	\$23.317	\$23.817	\$24.328
<u>Non-Labor:</u>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expense Adjustments:</u>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$22.345	\$22.826	\$23.317	\$23.817	\$24.328
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BRIDGES AND TUNNELS
February Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Final Estimate 2019	Adopted Budget 2020	2021	2022	2023
Non-Reimbursable / Reimbursable					
Page 1 of 2					
Operating Revenue					
Toll Revenue	\$2,078.076	\$2,118.012	\$2,125.639	\$2,125.372	\$2,126.849
Other Operating Revenue	20.936	18.936	18.936	18.936	18.936
Capital and Other Reimbursements	22.345	22.826	23.317	23.817	24.328
Investment Income	2.640	1.240	1.240	1.240	1.240
Total Revenues	\$2,123.998	\$2,161.014	\$2,169.132	\$2,169.366	\$2,171.353
Operating Expense					
Labor:					
Payroll	\$127.438	\$147.750	\$150.301	\$153.362	\$156.762
Overtime	28.174	27.369	27.970	28.583	29.207
Health and Welfare	29.318	33.672	35.002	36.539	38.151
OPEB Current Payments	22.837	24.387	25.500	26.783	27.685
Pension	48.648	45.309	45.641	43.035	39.572
Other Fringe Benefits	19.989	22.745	22.955	24.188	24.761
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$276.404	\$301.233	\$307.369	\$312.491	\$316.138
Non-Labor:					
Electric Power	\$4.774	\$4.941	\$5.066	\$5.250	\$5.559
Fuel	1.931	1.879	1.852	1.841	1.870
Insurance	11.254	11.875	12.579	13.192	13.859
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	165.242	163.633	171.739	180.454	176.386
Professional Services Contracts	37.334	39.908	40.346	41.794	43.880
Materials and Supplies	3.744	3.821	3.900	3.993	4.091
Other Business Expenses	48.974	50.960	52.242	52.762	53.284
Total Non-Labor Expenses	\$273.253	\$277.018	\$287.725	\$299.285	\$298.929
Other Expense Adjustments:					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$549.657	\$578.250	\$595.094	\$611.776	\$615.067
Depreciation	\$151.977	\$158.779	\$169.848	\$181.689	\$194.355
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	40.094	33.900	36.023	38.150	38.814
GASB 68 Pension Expense Adjustment	(17.838)	(13.597)	(13.153)	(9.456)	(4.896)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$723.891	\$757.333	\$787.812	\$822.158	\$843.340
Less: Depreciation	151.977	158.779	169.848	181.689	194.355
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Exp Adjustment	40.094	33.900	36.023	38.150	38.814
GASB 68 Pension Exp Adjustment	(17.838)	(13.597)	(13.153)	(9.456)	(4.896)
Total Expenses	\$549.657	\$578.250	\$595.094	\$611.776	\$615.067
Net Surplus/(Deficit)	\$1,574.341	\$1,582.764	\$1,574.039	\$1,557.590	\$1,556.287

MTA BRIDGES AND TUNNELS
February Financial Plan 2020 - 2023
Accrual Statement of Operations by Category
(\$ in millions)

	Final Estimate 2019	Adopted Budget 2020	2021	2022	2023
Non-Reimbursable / Reimbursable					
Page 2 of 2					
Net Surplus/(Deficit)	\$1,574.341	\$1,582.764	\$1,574.039	\$1,557.590	\$1,556.287
<u>Deductions from Income:</u>					
Less: Capitalized Assets	\$25.000	\$29.090	\$27.465	\$27.997	\$28.535
B&T Capital Reserves	0.000	0.000	0.000	0.000	0.000
GASB 45 Reserves	0.000	0.000	0.000	0.000	0.000
Adjusted Net Surplus/(Deficit)	\$1,549.341	\$1,553.674	\$1,546.574	\$1,529.593	\$1,527.752
Less: Debt Service	\$670.196	\$705.453	\$728.352	\$739.810	\$837.473
Less: Contribution to the Capital Program	132.981	56.623	13.878	0.000	0.000
Income Available for Distribution	\$746.164	\$791.598	\$804.344	\$789.783	\$690.279
<u>Distributable To:</u>					
MTA - Investment Income	\$2.640	\$1.240	\$1.240	\$1.240	\$1.240
MTA - Distributable Income	429.436	453.635	459.591	450.060	405.853
NYCT - Distributable Income	314.088	336.722	343.513	338.483	283.186
Total Distributable Income	\$746.164	\$791.598	\$804.344	\$789.783	\$690.279
<u>Actual Cash Transfers:</u>					
MTA - Investment Income - Prior Year	\$2.603	\$2.640	\$1.240	\$1.240	\$1.240
MTA - Cash Surplus Transfer	456.761	451.215	458.995	451.013	410.273
NYCT - Cash Surplus Transfer	325.913	334.458	342.834	338.986	288.716
Total Cash Transfers	\$785.277	\$788.313	\$803.069	\$791.239	\$700.229
SUPPORT TO MASS TRANSIT:					
Total Revenue	\$2,123.998	\$2,161.014	\$2,169.132	\$2,169.366	\$2,171.353
Total Expenses Before Non-Cash Liability Adjs.	549.657	578.250	595.094	611.776	615.067
Net Operating Income	\$1,574.341	\$1,582.764	\$1,574.039	\$1,557.590	\$1,556.287
<u>Deductions from Operating Income:</u>					
B&T Debt Service	\$299.110	\$334.385	\$359.474	\$382.692	\$451.320
Contribution to the Capital Program	132.981	56.623	13.878	0.000	0.000
Capitalized Assets	25.000	29.090	27.465	27.997	28.535
B&T Capital Reserves	0.000	0.000	0.000	0.000	0.000
GASB Reserves	0.000	0.000	0.000	0.000	0.000
Total Deductions from Operating Income	\$457.091	\$420.098	\$400.817	\$410.689	\$479.855
Total Support to Mass Transit	\$1,117.250	\$1,162.666	\$1,173.222	\$1,146.901	\$1,076.431

MTA BRIDGES AND TUNNELS
2020 Adopted Budget
Non-Reimbursable/Reimbursable Overtime Hours and Expenses
(\$ in millions)

NON-REIMBURSABLE OVERTIME	Total		
	Hours	\$	%
Scheduled Service	77,275	\$5.587	21.1%
Unscheduled Service	6,482	0.483	1.8%
Programmatic/Routine Maintenance	50,179	4.230	16.0%
Unscheduled Maintenance	16,863	1.421	5.4%
Vacancy/Absentee Coverage	145,437	10.155	38.3%
Weather Emergencies	16,897	1.353	5.1%
Safety/Security/Law Enforcement	24,138	1.677	6.3%
Other	2,726	0.222	0.8%
All Other Departments and Adjustments *	0	1.373	5.2%
Subtotal	339,997	\$26.501	100.0%
REIMBURSABLE OVERTIME	11,109	\$0.868	
TOTAL OVERTIME	351,106	\$27.369	

* Includes overtime for all departments other than Operations and Maintenance, in addition to adjustments to reflect the 28-day payroll lag. Does not include hours.

MTA BRIDGES AND TUNNELS
February Financial Plan 2020 - 2023
Traffic Volume (Utilization) and Toll Revenue
(in millions)

	Final Estimate 2019	Adopted Budget 2020	2021	2022	2023
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TRAFFIC VOLUME

Total Traffic Volume

329.293	331.172	332.923	333.350	333.957
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TOLL REVENUE

Toll Revenue

\$2,078.076	\$2,118.012	\$2,125.639	\$2,125.372	\$2,126.849
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MTA BRIDGES AND TUNNELS
February Financial Plan 2020-2023
Total Positions by Function
Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents

FUNCTION/DEPARTMENT	Final Estimate 2019	Adopted Budget 2020	2021	2022	2023
Administration					
Executive	10	11	11	11	11
Law ⁽¹⁾	17	12	12	12	12
CFO ⁽²⁾	27	19	19	19	19
Administration ⁽³⁾	40	35	35	35	35
EEO	2	1	1	1	1
Total Administration	96	78	78	78	78
Operations					
Revenue Management	42	42	42	42	42
Operations (Non-Security)	60	60	60	60	60
Total Operations	102	102	102	102	102
Maintenance					
Maintenance	227	227	227	227	233
Operations - Maintainers	168	168	168	168	168
Total Maintenance	395	395	395	395	401
Engineering/Capital					
Engineering & Construction	192	192	192	192	192
Health & Safety	10	10	10	10	10
Law ⁽¹⁾	22	22	22	22	22
Planning & Budget Capital	31	29	29	29	29
Total Engineering/Capital	255	253	253	253	253
Public Safety					
Operations (Security)	605	605	605	605	605
Internal Security - Operations	45	45	45	45	45
Total Public Safety	650	650	650	650	650
Total Positions	1,498	1,478	1,478	1,478	1,484
<i>Non-Reimbursable</i>	1,411	1,391	1,391	1,391	1,397
<i>Reimbursable</i>	87	87	87	87	87
<i>Total Full-Time</i>	1,498	1,478	1,478	1,478	1,484
<i>Total Full-Time Equivalents</i>	0	0	0	0	0

(1) Includes Legal and Procurement staff.

(2) Includes Accounts Payable, Accounting, Payroll and Operating Budget staff.

(3) Includes Human Resources and Administration staff.

MTA BRIDGES AND TUNNELS
February Financial Plan 2020 - 2023
Total Positions by Functional and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Final Estimate 2019	Adopted Budget 2020	2021	2022	2023
Administration					
Managers/Supervisors	33	23	23	23	23
Professional/Technical/Clerical	63	55	55	55	55
Operational Hourlies	0	0	0	0	0
Total Administration Headcount	96	78	78	78	78
Operations					
Managers/Supervisors	64	64	64	64	64
Professional/Technical/Clerical	38	38	38	38	38
Operational Hourlies (1)	0	0	0	0	0
Total Operations Headcount	102	102	102	102	102
Maintenance					
Managers/Supervisors	31	31	31	31	31
Professional/Technical/Clerical	21	21	21	21	27
Operational Hourlies (2)	343	343	343	343	343
Total Maintenance Headcount	395	395	395	395	401
Engineering / Capital					
Managers/Supervisors	62	56	56	56	56
Professional/Technical/Clerical	193	197	197	197	197
Operational Hourlies	0	0	0	0	0
Total Engineering Headcount	255	253	253	253	253
Public Safety					
Managers/Supervisors	187	187	187	187	187
Professional, Technical, Clerical	35	35	35	35	35
Operational Hourlies (3)	428	428	428	428	428
Total Public Safety Headcount	650	650	650	650	650
Total Positions					
Managers/Supervisors	377	361	361	361	361
Professional, Technical, Clerical	350	346	346	346	352
Operational Hourlies	771	771	771	771	771
Total Positions	1,498	1,478	1,478	1,478	1,484

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

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

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

MTA BRIDGES AND TUNNELS
February Financial Plan - 2020 Adopted Budget
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable													
Operating Revenue													
Toll Revenue	\$155.578	\$148.860	\$171.107	\$174.779	\$185.402	\$187.220	\$188.692	\$192.545	\$179.352	\$183.531	\$176.737	\$174.208	\$2,118.012
Other Operating Revenue	0.959	0.897	0.959	0.928	0.959	0.928	0.959	0.959	0.928	0.959	0.928	8.575	18.936
Investment Income	0.105	0.098	0.105	0.102	0.105	0.102	0.105	0.105	0.102	0.105	0.102	0.105	1.240
Total Revenues	\$156.642	\$149.856	\$172.171	\$175.809	\$186.466	\$188.249	\$189.756	\$193.609	\$180.381	\$184.595	\$177.766	\$182.888	\$2,138.188
Operating Expenses													
Labor:													
Payroll	\$11.374	\$10.664	\$11.384	\$11.049	\$11.401	\$11.049	\$11.698	\$11.452	\$11.119	\$11.505	\$11.150	\$15.055	\$138.900
Overtime	2.363	2.327	2.258	2.074	2.072	2.073	2.094	2.118	2.133	2.304	2.306	2.379	26.501
Health and Welfare	2.647	2.647	2.647	2.647	2.647	2.647	2.647	2.647	2.647	2.647	2.647	2.647	31.767
OPEB Current Payments	2.066	1.932	2.066	1.999	2.066	1.999	2.066	2.066	1.999	2.066	1.999	2.066	24.387
Pension	3.590	3.590	3.590	3.590	3.590	3.590	3.583	3.583	3.583	3.583	3.583	3.583	43.037
Other Fringe Benefits	2.476	1.485	1.531	1.492	1.518	1.492	1.539	1.520	1.494	1.532	1.506	4.104	21.687
Reimbursable Overhead	(0.656)	(0.656)	(0.656)	(0.656)	(0.656)	(0.656)	(0.656)	(0.656)	(0.656)	(0.656)	(0.656)	(0.656)	(7.874)
Total Labor Expenses	\$23.860	\$21.989	\$22.820	\$22.194	\$22.638	\$22.194	\$22.970	\$22.729	\$22.319	\$22.981	\$22.534	\$29.178	\$278.407
Non-Labor:													
Electric Power	\$0.419	\$0.392	\$0.419	\$0.405	\$0.419	\$0.405	\$0.419	\$0.419	\$0.405	\$0.419	\$0.405	\$0.419	\$4.941
Fuel	0.245	0.239	0.245	0.155	0.158	0.155	0.106	0.106	0.103	0.123	0.120	0.123	1.879
Insurance	0.958	0.896	0.958	0.927	0.958	0.927	0.958	0.958	0.927	0.958	0.927	1.520	11.875
Claims	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	8.048	8.393	11.308	9.682	9.498	15.207	10.498	12.498	16.826	11.442	12.432	37.800	163.633
Professional Services Contracts	3.145	2.942	3.465	3.044	3.145	3.364	3.145	3.145	3.364	3.145	3.044	4.959	39.908
Materials and Supplies	0.323	0.303	0.323	0.313	0.323	0.313	0.323	0.323	0.313	0.323	0.313	0.325	3.821
Other Business Expenses	4.959	3.933	4.206	4.069	4.204	4.070	4.204	4.205	4.069	4.204	4.069	4.768	50.960
Total Non-Labor Expenses	\$18.097	\$17.098	\$20.924	\$18.595	\$18.706	\$24.441	\$19.654	\$21.655	\$26.007	\$20.615	\$21.310	\$49.915	\$277.018
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000												
Total Expenses before Depreciation and GASB Adjs.	\$41.958	\$39.087	\$43.745	\$40.789	\$41.344	\$46.635	\$42.624	\$44.384	\$48.326	\$43.596	\$43.845	\$79.092	\$555.424
Depreciation	\$13.449	\$12.581	\$13.449	\$13.015	\$13.449	\$13.015	\$13.449	\$13.449	\$13.015	\$13.449	\$13.015	\$13.449	\$158.779
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	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	0.000	0.000	33.900	33.900
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(13.597)	(13.597)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses/Expenditures	\$55.406	\$51.668	\$57.193	\$53.804	\$54.793	\$59.650	\$56.073	\$57.832	\$61.341	\$57.044	\$56.859	\$112.844	\$734.507
Less: Depreciation	\$13.449	\$12.581	\$13.449	\$13.015	\$13.449	\$13.015	\$13.449	\$13.449	\$13.015	\$13.449	\$13.015	\$13.449	\$158.779
Less: OPEB Liability Adjustment	0.000	0.000	0.000	0.000	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	0.000	0.000	33.900	33.900
Less: GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(13.597)	(13.597)
Total Expenses	\$41.958	\$39.087	\$43.745	\$40.789	\$41.344	\$46.635	\$42.624	\$44.384	\$48.326	\$43.596	\$43.845	\$79.092	\$555.424
Net Surplus/(Deficit)	\$114.684	\$110.769	\$128.426	\$135.019	\$145.122	\$141.615	\$147.131	\$149.225	\$132.055	\$140.999	\$133.921	\$103.796	\$1,582.764

MTA BRIDGES AND TUNNELS
February Financial Plan - 2020 Adopted Budget
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Reimbursable													
Operating Revenue													
Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1.900	1.895	1.891	1.903	1.904	1.904	1.904	1.904	1.904	1.904	1.904	1.911	22.826
Total Revenues	\$1.900	\$1.895	\$1.891	\$1.903	\$1.904	\$1.911	\$22.826						
Operating Expenses													
Labor:													
Payroll	\$0.738	\$0.738	\$0.738	\$0.738	\$0.738	\$0.738	\$0.738	\$0.738	\$0.738	\$0.738	\$0.738	\$0.738	\$8.850
Overtime	0.070	0.065	0.061	0.073	0.074	0.074	0.074	0.074	0.074	0.074	0.074	0.081	0.868
Health and Welfare	0.159	0.159	0.159	0.159	0.159	0.159	0.159	0.159	0.159	0.159	0.159	0.159	1.905
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.189	0.189	0.189	0.189	0.189	0.189	0.189	0.189	0.189	0.189	0.189	0.189	2.272
Other Fringe Benefits	0.088	0.088	0.088	0.088	0.088	0.088	0.088	0.088	0.088	0.088	0.088	0.088	1.058
Reimbursable Overhead	0.656	0.656	0.656	0.656	0.656	0.656	0.656	0.656	0.656	0.656	0.656	0.656	7.874
Total Labor Expenses	\$1.900	\$1.895	\$1.891	\$1.903	\$1.904	\$1.911	\$22.826						
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000												
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000												
Total Expenses before Depreciation and GASB Adjs.	\$1.900	\$1.895	\$1.891	\$1.903	\$1.904	\$1.911	\$22.826						
Net Surplus/(Deficit)	\$0.000												

MTA BRIDGES AND TUNNELS
February Financial Plan - 2020 Adopted Budget
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable / Reimbursable - Page 1 of 2													
Operating Revenue													
Toll Revenue	\$155,578	\$148,860	\$171,107	\$174,779	\$185,402	\$187,220	\$188,692	\$192,545	\$179,352	\$183,531	\$176,737	\$174,208	\$2,118,012
Other Operating Revenue	0.959	0.897	0.959	0.928	0.959	0.928	0.959	0.959	0.928	0.959	0.928	8.575	18.936
Capital and Other Reimbursements	1,900	1,895	1,891	1,903	1,904	1,904	1,904	1,904	1,904	1,904	1,904	1,911	22,826
Investment Income	0.105	0.098	0.105	0.102	0.105	0.102	0.105	0.105	0.102	0.105	0.102	0.105	1,240
Total Revenues	\$158,542	\$151,751	\$174,062	\$177,711	\$188,370	\$190,153	\$191,660	\$195,513	\$182,285	\$186,499	\$179,670	\$184,799	\$2,161,014
Operating Expenses													
Labor:													
Payroll	\$12,112	\$11,401	\$12,121	\$11,786	\$12,139	\$11,786	\$12,436	\$12,189	\$11,856	\$12,243	\$11,887	\$15,793	\$147,750
Overtime	2,433	2,392	2,319	2,147	2,146	2,147	2,168	2,192	2,207	2,378	2,380	2,460	27,369
Health and Welfare	2,806	2,806	2,806	2,806	2,806	2,806	2,806	2,806	2,806	2,806	2,806	2,806	33,672
OPEB Current Payments	2,066	1,932	2,066	1,999	2,066	1,999	2,066	2,066	1,999	2,066	1,999	2,066	24,387
Pension	3,780	3,779	3,780	3,779	3,780	3,779	3,772	3,772	3,772	3,772	3,772	3,772	45,309
Other Fringe Benefits	2,564	1,573	1,619	1,580	1,606	1,580	1,627	1,608	1,582	1,620	1,594	4,192	22,745
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$25,760	\$23,884	\$24,711	\$24,097	\$24,542	\$24,098	\$24,874	\$24,633	\$24,223	\$24,885	\$24,438	\$31,088	\$301,233
Non-Labor:													
Electric Power	\$0.419	\$0.392	\$0.419	\$0.405	\$0.419	\$0.405	\$0.419	\$0.419	\$0.405	\$0.419	\$0.405	\$0.419	\$4,941
Fuel	0.245	0.239	0.245	0.155	0.158	0.155	0.106	0.106	0.103	0.123	0.120	0.123	1,879
Insurance	0.958	0.896	0.958	0.927	0.958	0.927	0.958	0.958	0.927	0.958	0.927	1,520	11,875
Claims	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	8,048	8,393	11,308	9,682	9,498	15,207	10,498	12,498	16,826	11,442	12,432	37,800	163,633
Professional Services Contracts	3,145	2,942	3,465	3,044	3,145	3,364	3,145	3,145	3,364	3,145	3,044	4,959	39,908
Materials and Supplies	0.323	0.303	0.323	0.313	0.323	0.313	0.323	0.323	0.313	0.323	0.313	0.325	3,821
Other Business Expenses	4,959	3,933	4,206	4,069	4,204	4,070	4,204	4,205	4,069	4,204	4,069	4,768	50,960
Total Non-Labor Expenses	\$18,097	\$17,098	\$20,924	\$18,595	\$18,706	\$24,441	\$19,654	\$21,655	\$26,007	\$20,615	\$21,310	\$49,915	\$277,018
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000												
Total Expenses before Depreciation and GASB Adjs.	\$43,857	\$40,982	\$45,636	\$42,692	\$43,248	\$48,539	\$44,528	\$46,288	\$50,230	\$45,499	\$45,749	\$81,003	\$578,250
Depreciation	\$13,449	\$12,581	\$13,449	\$13,015	\$13,449	\$13,015	\$13,449	\$13,449	\$13,015	\$13,449	\$13,015	\$13,449	\$158,779
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	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	0.000	0.000	33,900	33,900
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(13,597)	(13,597)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses/Expenditures	\$57,306	\$53,563	\$59,084	\$55,707	\$56,697	\$61,554	\$57,977	\$59,736	\$63,245	\$58,948	\$58,763	\$114,754	\$757,333
Less: Depreciation	\$13,449	\$12,581	\$13,449	\$13,015	\$13,449	\$13,015	\$13,449	\$13,449	\$13,015	\$13,449	\$13,015	\$13,449	\$158,779
Less: OPEB Liability Adjustment	0.000	0.000	0.000	0.000	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	0.000	0.000	33,900	33,900
Less: GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(13,597)	(13,597)
Total Expenses	\$43,857	\$40,982	\$45,636	\$42,692	\$43,248	\$48,539	\$44,528	\$46,288	\$50,230	\$45,499	\$45,749	\$81,003	\$578,250
Net Surplus/(Deficit)	\$114,684	\$110,769	\$128,426	\$135,019	\$145,122	\$141,615	\$147,131	\$149,225	\$132,055	\$140,999	\$133,921	\$103,796	\$1,582,764

MTA BRIDGES AND TUNNELS
February Financial Plan - 2020 Adopted Budget
Accrual Statement of Operations by Category
(\$ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
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Non-Reimbursable / Reimbursable - Page 2 of 2

Net Surplus/(Deficit)	\$114.684	\$110.769	\$128.426	\$135.019	\$145.122	\$141.615	\$147.131	\$149.225	\$132.055	\$140.999	\$133.921	\$103.796	\$1,582.764
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Deductions from Income:

B&T Capitalized Assets	\$2.424	\$2.424	\$2.424	\$2.424	\$2.424	\$2.424	\$2.424	\$2.424	\$2.424	\$2.424	\$2.424	\$2.424	\$29.090
B&T Capital Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
B&T GASB Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Adjusted Net Surplus/(Deficit)	\$112.260	\$108.345	\$126.002	\$132.595	\$142.698	\$139.190	\$144.707	\$146.801	\$129.631	\$138.575	\$131.497	\$101.372	\$1,553.674
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Total Debt Service	\$58.558	\$59.581	\$59.625	\$59.663	\$55.343	\$59.663	\$59.663	\$59.663	\$59.663	\$59.663	\$55.179	\$59.189	\$705.453
Contribution to the Capital Program	4.719	4.719	4.719	4.719	4.719	4.719	4.719	4.719	4.719	4.719	4.719	4.719	56.623

Income Available for Distribution	\$48.984	\$44.045	\$61.659	\$68.213	\$82.636	\$74.809	\$80.326	\$82.419	\$65.250	\$74.194	\$71.600	\$37.465	\$791.598
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Distributable To:

MTA - Investment Income	\$0.105	\$0.098	\$0.105	\$0.102	\$0.105	\$0.102	\$0.105	\$0.105	\$0.102	\$0.105	\$0.102	\$0.105	\$1.240
MTA - Distributable Income	29.315	26.849	35.653	38.932	46.141	42.229	44.986	46.033	37.450	41.920	40.609	23.519	453.635
NYCT - Distributable Income	19.564	17.098	25.901	29.180	36.390	32.478	35.235	36.281	27.698	32.169	30.889	13.840	336.722

Total Distributable Income:	\$48.984	\$44.045	\$61.659	\$68.213	\$82.636	\$74.809	\$80.326	\$82.419	\$65.250	\$74.194	\$71.600	\$37.465	\$791.598
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Actual Cash Transfers:

MTA - Investment Income - Prior Year	\$0.000	\$2.640	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$2.640
MTA - Cash Surplus Transfer	0.000	69.327	24.164	32.087	35.038	41.527	38.006	40.487	41.430	33.705	37.728	57.716	451.215
NYCT - Cash Surplus Transfer	0.000	49.016	15.388	23.311	26.262	32.751	29.230	31.711	32.653	24.928	28.952	40.256	334.458

Total Cash Transfers:	\$0.000	\$120.983	\$39.552	\$55.398	\$61.300	\$74.278	\$67.236	\$72.198	\$74.083	\$58.633	\$66.680	\$97.972	\$788.313
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SUPPORT TO MASS TRANSIT:

Total Revenue	\$158.542	\$151.751	\$174.062	\$177.711	\$188.370	\$190.153	\$191.660	\$195.513	\$182.285	\$186.499	\$179.670	\$184.799	\$2,161.014
Total Expenses Before Non-Cash Liability Adjs.	43.857	40.982	45.636	42.692	43.248	48.539	44.528	46.288	50.230	45.499	45.749	81.003	578.250

Net Operating Income:	\$114.684	\$110.769	\$128.426	\$135.019	\$145.122	\$141.615	\$147.131	\$149.225	\$132.055	\$140.999	\$133.921	\$103.796	\$1,582.764
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Deductions from Operating Income:

B&T Debt Service	\$27.613	\$28.636	\$28.680	\$28.718	\$24.398	\$28.718	\$28.718	\$28.718	\$28.718	\$28.718	\$24.316	\$28.433	\$334.385
Contribution to the Capital Program	4.719	4.719	4.719	4.719	4.719	4.719	4.719	4.719	4.719	4.719	4.719	4.719	56.623
Capitalized Assets	2.424	2.424	2.424	2.424	2.424	2.424	2.424	2.424	2.424	2.424	2.424	2.424	29.090
Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Total Deductions from Operating Income:	\$34.756	\$35.778	\$35.822	\$35.861	\$31.541	\$35.861	\$35.861	\$35.861	\$35.861	\$35.861	\$31.459	\$35.575	\$420.098
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Total Support to Mass Transit:	\$79.929	\$74.990	\$92.604	\$99.158	\$113.581	\$105.754	\$111.270	\$113.364	\$96.194	\$105.138	\$102.462	\$68.221	\$1,162.666
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MTA BRIDGES AND TUNNELS
February Financial Plan - 2020 Adopted Budget
Non-Reimbursable/Reimbursable Overtime Expenses
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable Overtime													
Scheduled Service	\$0.456	\$0.456	\$0.454	\$0.467	\$0.467	\$0.468	\$0.467	\$0.467	\$0.467	\$0.468	\$0.468	\$0.481	\$5.587
Unscheduled Service	0.037	0.038	0.038	0.039	0.039	0.039	0.041	0.039	0.041	0.041	0.040	0.051	0.483
Programmatic/Routine Maintenance	0.351	0.351	0.351	0.351	0.352	0.352	0.353	0.353	0.353	0.353	0.354	0.356	4.230
Unscheduled Maintenance	0.134	0.113	0.114	0.102	0.107	0.107	0.118	0.124	0.125	0.124	0.126	0.126	1.421
Vacancy/Absentee Coverage	0.831	0.833	0.839	0.841	0.841	0.841	0.842	0.855	0.855	0.856	0.856	0.866	10.155
Weather Emergencies	0.307	0.289	0.212	0.015	0.007	0.007	0.007	0.007	0.010	0.158	0.159	0.175	1.353
Safety/Security/Law Enforcement	0.136	0.137	0.138	0.139	0.140	0.140	0.140	0.140	0.140	0.140	0.140	0.150	1.677
Other	0.017	0.016	0.015	0.019	0.019	0.019	0.019	0.019	0.019	0.019	0.019	0.021	0.222
All Other Departments and Accruals *	0.093	0.093	0.097	0.100	0.100	0.100	0.107	0.114	0.124	0.145	0.145	0.153	1.373
NON-REIMBURSABLE OVERTIME	\$2.363	\$2.327	\$2.258	\$2.074	\$2.072	\$2.073	\$2.094	\$2.118	\$2.133	\$2.304	\$2.306	\$2.379	\$26.501
REIMBURSABLE OVERTIME	\$0.070	\$0.065	\$0.061	\$0.073	\$0.074	\$0.081	\$0.868						
TOTAL OVERTIME	\$2.433	\$2.392	\$2.319	\$2.147	\$2.146	\$2.147	\$2.168	\$2.192	\$2.207	\$2.378	\$2.380	\$2.460	\$27.369

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

MTA BRIDGES AND TUNNELS
February Financial Plan - 2020 Adopted Budget
Traffic Volume (Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>TRAFFIC VOLUME</u>													
Traffic Volume	24.384	23.302	26.864	27.385	29.113	29.142	29.404	29.967	28.053	28.684	27.336	27.537	331.172
<u>TOLL REVENUE</u>													
Toll Revenue	\$155.578	\$148.860	\$171.107	\$174.779	\$185.402	\$187.220	\$188.692	\$192.545	\$179.352	\$183.531	\$176.737	\$174.208	\$2,118.012

MTA BRIDGES & TUNNELS
February Financial Plan - 2020 Adopted Budget
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Executive	11	11	11	11	11	11	11	11	11	11	11	11
Law ⁽¹⁾	12	12	12	12	12	12	12	12	12	12	12	12
CFO ⁽²⁾	19	19	19	19	19	19	19	19	19	19	19	19
Administration ⁽³⁾	35	35	35	35	35	35	35	35	35	35	35	35
EEO	1	1	1	1	1	1	1	1	1	1	1	1
Total Administration	78											
Operations												
Revenue Management	42	42	42	42	42	42	42	42	42	42	42	42
Operations (Non-Security)	60	60	60	60	60	60	60	60	60	60	60	60
Total Operations	102											
Maintenance												
Maintenance	227	227	227	227	227	227	227	227	227	227	227	227
Operations - Maintainers	168	168	168	168	168	168	168	168	168	168	168	168
Total Maintenance	395											
Engineering/Capital												
Engineering & Construction	192	192	192	192	192	192	192	192	192	192	192	192
Safety & Health	10	10	10	10	10	10	10	10	10	10	10	10
Law ⁽¹⁾	22	22	22	22	22	22	22	22	22	22	22	22
Planning & Budget Capital	29	29	29	29	29	29	29	29	29	29	29	29
Total Engineering/Capital	253											
Public Safety												
Operations (Security)	605	605	605	605	605	605	605	605	605	605	605	605
Internal Security - Operations	45	45	45	45	45	45	45	45	45	45	45	45
Total Public Safety	650											
Total Positions	1,478											
<i>Non-Reimbursable</i>	1,391	1,391	1,391	1,391	1,391	1,391	1,391	1,391	1,391	1,391	1,391	1,391
<i>Reimbursable</i>	87	87	87	87	87	87	87	87	87	87	87	87
<i>Total Full-Time</i>	1,478	1,478	1,478	1,478	1,478	1,478	1,478	1,478	1,478	1,478	1,478	1,478
<i>Total Full-Time Equivalents</i>	0	0	0	0	0	0	0	0	0	0	0	0

(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

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	23	23	23	23	23	23	23	23	23	23	23	23
Professional/Technical/Clerical	55	55	55	55	55	55	55	55	55	55	55	55
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Administration Headcount	78											
Operations												
Managers/Supervisors	64	64	64	64	64	64	64	64	64	64	64	64
Professional/Technical/Clerical	38	38	38	38	38	38	38	38	38	38	38	38
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Operations Headcount	102											
Maintenance												
Managers/Supervisors	31	31	31	31	31	31	31	31	31	31	31	31
Professional/Technical/Clerical	21	21	21	21	21	21	21	21	21	21	21	21
Operational Hourlies	343	343	343	343	343	343	343	343	343	343	343	343
Total Maintenance Headcount	395											
Engineering / Capital												
Managers/Supervisors	56	56	56	56	56	56	56	56	56	56	56	56
Professional/Technical/Clerical	197	197	197	197	197	197	197	197	197	197	197	197
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Engineering Headcount	253											
Public Safety												
Managers/Supervisors	187	187	187	187	187	187	187	187	187	187	187	187
Professional, Technical, Clerical	35	35	35	35	35	35	35	35	35	35	35	35
Operational Hourlies	428	428	428	428	428	428	428	428	428	428	428	428
Total Public Safety Headcount	650											
Total Positions												
Managers/Supervisors	361	361	361	361	361	361	361	361	361	361	361	361
Professional, Technical, Clerical	346	346	346	346	346	346	346	346	346	346	346	346
Operational Hourlies	771	771	771	771	771	771	771	771	771	771	771	771
Total Positions	1,478											



Bridges and Tunnels



Capital Program Project Status Report January 2020

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
STATUS REPORT
JANUARY 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.

2020 Overview

In 2020, Bridges and Tunnels, plans to commit \$241.8 million (See *Attachment 1 – 2020 Commitment Chart and Attachment 2 – 2020 Major Commitments*). There is one major commitment, totaling \$40.0 million, planned for this year which is:

- Design-Build: VN – Safety Fence Installation - \$40 million

Additional significant commitments include:

- Design-Build: RFK Storage Facility for Spare Parts/Equipment & Emergency Response Equipment - \$15.8 million
- Design-Build: MP Tower Elevator Replacement/Electrical Rehab. - \$16.0 million
- VNB Eastbound Tolling Civil Construction & System Integration - \$34.1 million

In 2020, \$16.9 million in commitments are planned against the Central Business District Tolling Program (CBDTP).

In 2020, Bridges and Tunnels plans to complete 19 projects totaling \$406.1 million (See *Attachment 3 – 2020 Completion Chart and Attachment 4 – 2020 Major Completions*). There are four major Design-Build projects, totaling \$306.1 million planned for this year which are:

- HH-89: Skewback Retrofit - \$100.4 million
- VN-30/VN-89: Tower Elevator Rehabilitation/Tower Pier Rehab/Construction of Mooring Platform - \$44.2 million
- BW-39/RK-60: Installation of Electronic Monitoring & Detection Systems at the BW & RFK Bridges - \$88.3 million
- RK-23C: New HRD Ramp at the RFK Bridge - \$73.2 million

Year to Date Progress

Commitments

In January, 23 commitments were made with a total value of \$8.2 million, against a Plan calling for 23 commitments with a total value of \$8.2 million.

In addition, two commitments for the Central Business District Tolling Program (CBDTP) were made with a total value of \$8.9 million. There were no planned commitments in January under CBDTP.

In aggregate, 25 commitments totaling \$17.1 million were made in January, against a plan of 23 commitments with a total value of \$8.2 million.

Completions

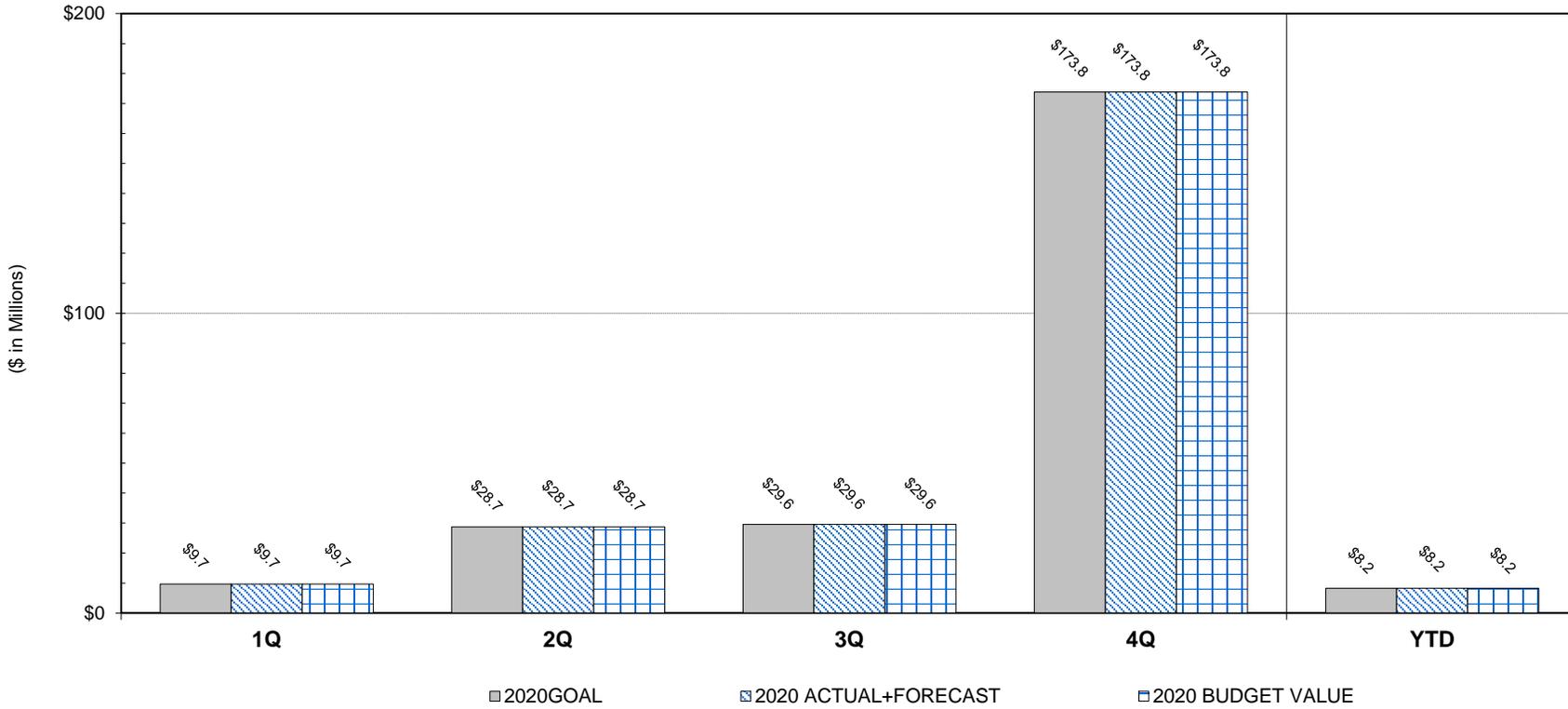
There were no completions made or planned in January.

Close-outs

There were three task level closeouts in January for \$20.2 million.

MTA Bridges and Tunnels
Commitments as of January 31, 2020

2020 Budget Goal:	\$241.8	
2020 Annual Forecast	\$241.8	
YTD Goal:	\$8.2	
YTD Actual:	\$8.2	(100.0% of YTD Goal)
YTD Budgeted Value:	\$8.2	(100.0% of YTD Goal)
Left to Commit:	\$225.6	

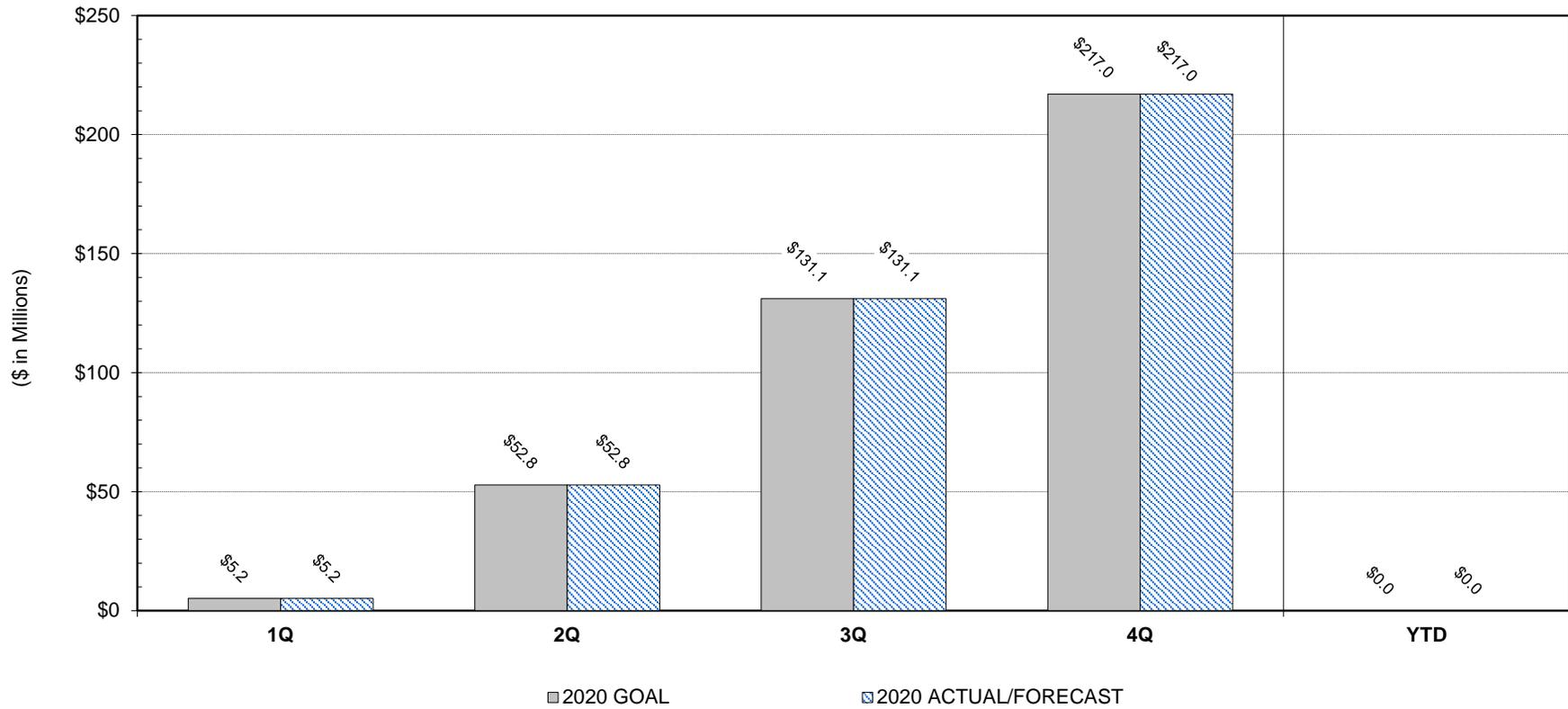


MTA Bridges and Tunnels: Status of Major Commitments as of January 31, 2020

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 January 31, 2020

2020 Budget Goal:	\$406.1
2020 Annual Forecast:	\$406.1
YTD Goal:	\$0.0
YTD Actual:	\$0.0
Left to Complete:	\$406.1



MTA Bridges and Tunnels: Status of Major Completions as of January 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	77	61	Aug-20	Aug-20	F
VN-30/ VN-89	D704VN30	Elevator Rehabilitation	\$44.2	\$44.2	55	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	66	28	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	27	12	Dec-20	Dec-20	F



Bridges and Tunnels

Diversity Report Fourth Quarter 2019



Executive Summary

■ EEO

As of **December 31, 2019**, MTA Bridges and Tunnels workforce included 1,296 total employees. This represents a decrease of 96 employees from the fourth quarter 2018 (4Q18) workforce.

- Female representation of 21% (277) which is unchanged when compared to 4Q18.
- Females were hired above their current representation.
- Minority representation 56% (731) increased by 1% when compared to 4Q18.
- Minorities were hired above their current representation.



Executive Summary

MTA Bridges and Tunnels conducted a **utilization analysis*** of females and minorities in its workforce as of December 31, 2019. Based on the analysis, underrepresentation for females and minorities occurred in the following EEO categories:

Females:

- ❑ Officials/Administrators – Hispanics and Whites
- ❑ Professionals – Whites
- ❑ Technicians - Blacks
- ❑ Protective Services – Hispanics and Whites
- ❑ Administrative Support – Hispanics, Asians, Multiple Race, and Whites
- ❑ Service Maintenance – Blacks, Hispanics, Asians, and Whites

Minorities:

- ❑ Officials/Administrators – Hispanic Females
- ❑ Technicians – Blacks and Multiple Race Males
- ❑ Protective Services – Hispanic Females
- ❑ Administrative Support – Black Males, Hispanics, Asian Females, and Multiple Race Females
- ❑ Service Maintenance – Black Females, Hispanics, and Asian Females

*The utilization analysis compares the percentages of females and minorities employed in each job group to 80 percent of the females and minorities available within the relevant labor market.



Executive Summary

■ Diversity Initiatives to improve representation

We are evaluating the agency at the foundational level in an effort to strengthen organizational capacity and improve the diversity of our workforce. Additionally, given the constraint of hiring limitations accompanied by retirements and other attrition, we are exploring solutions to addressing underutilization such as:

- Conducting job function assessments to identify areas for cross-training staff for new roles. These analyses will help us place women and minorities into new opportunities that may lead to advancement. The assessments also help us ensure human capital capacity across the agency.
- With our increased ability to fill roles through lateral movement with multi-functional talent, we will identify opportunities to promote from within thus retaining critical staff.



MTA B&T

Workforce

as of December 31, 2019



Definitions of EEO Job Categories

Officials & Administrators

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

Professionals

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

Technicians

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

Protective Services

Occupations in which workers are entrusted with public safety, security and protection from destructive forces.

Paraprofessionals

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

Administrative Support

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

Skilled Craft

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

Service Maintenance

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.



MTA B&T Workforce

JOB CATEGORY	TOTAL		Minorities		Est	WHITES		Est	BLACKS		Est	HISPANICS		Est	ASIANS		Est	AI/AN*		Est	NHOP1**		Est	2+ RACES		Est	VETERANS		PWD***	
	#	%	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	#	%
Officials & Administrators	238		123	52%		115	48%		52	22%		24	10%		32	13%		1	0%		0	0%		14	6%		13	5%	0	0%
F	65	27%	48	20%	15%	17	7%	10%	27	11%	8%	6	3%	4%	10	4%	3%	1	0%	0%	0	0%	0%	4	2%	1%	2	15%	0	0%
M	173	73%	75	32%	21%	98	41%	34%	25	11%	7%	18	8%	6%	22	9%	5%	0	0%	0%	0	0%	0%	10	4%	3%	11	85%	0	0%
Professionals	185		117	63%		68	37%		42	23%		36	19%		21	11%		0	0%		1	1%		17	9%		11	6%	1	1%
F	84	45%	60	32%	15%	24	13%	14%	29	16%	8%	18	10%	4%	9	5%	3%	0	0%	0%	0	0%	0%	4	2%	1%	5	45%	0	0%
M	101	55%	57	31%	21%	44	24%	30%	13	7%	7%	18	10%	8%	12	6%	5%	0	0%	0%	1	1%	0%	13	7%	1%	6	55%	1	100%
Technicians	112		56	50%		56	50%		17	15%		31	28%		6	5%		0	0%		0	0%		2	2%		9	8%	0	0%
F	19	17%	15	13%	14%	4	4%	2%	6	5%	10%	7	6%	3%	1	1%	0%	0	0%	0%	0	0%	0%	1	1%	1%	1	0%	0	0%
M	93	83%	41	37%	35%	52	46%	29%	11	10%	14%	24	21%	16%	5	4%	3%	0	0%	0%	0	0%	0%	1	1%	2%	8	0%	0	0%
Protective Services	396		256	65%		140	35%		130	33%		96	24%		16	4%		1	0%		0	0%		13	3%		33	8%	0	0%
F	78	20%	69	17%	15%	9	2%	4%	53	13%	10%	13	3%	4%	0	0%	0%	1	0%	0%	0	0%	0%	2	1%	0%	4	0%	0	0%
M	318	80%	187	47%	31%	131	33%	30%	77	19%	12%	83	21%	15%	16	4%	3%	0	0%	0%	0	0%	0%	11	3%	1%	29	0%	0	0%
Paraprofessionals	0		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%	0	0%
F	0	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
M	0	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
Administrative Support	24		20	83%		4	17%		16	67%		2	8%		2	8%		0	0%		0	0%		0	0%		1	4%	0	0%
F	20	83%	19	79%	33%	1	4%	35%	16	67%	14%	2	8%	14%	1	4%	5%	0	0%	0%	0	0%	0%	0	0%	1%	1	100%	0	0%
M	4	17%	1	4%	7%	3	13%	5%	0	0%	3%	0	0%	3%	1	4%	2%	0	0%	1%	0	0%	0%	0	0%	0%	0	0%	0	0%
Skilled Craft	0		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%	0	0%
F	0	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
M	0	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
Service Maintenance	341		159	47%		182	53%		73	21%		55	16%		14	4%		2	1%		0	0%		15	4%		12	4%	1	0%
F	11	3%	9	3%	7%	2	1%	2%	2	1%	2%	7	2%	4%	0	0%	1%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
M	330	97%	150	44%	39%	180	53%	33%	71	21%	15%	48	14%	18%	14	4%	4%	2	1%	0%	0	0%	0%	15	4%	2%	12	100%	1	0%
Total	1,296		731	56%		565	44%		330	25%		244	19%		91	7%		4	0%		1	0%		61	5%		79	6%	2	0%

* American Indian/Alaskan Native

** Native Hawaiian Other Pacific Islander

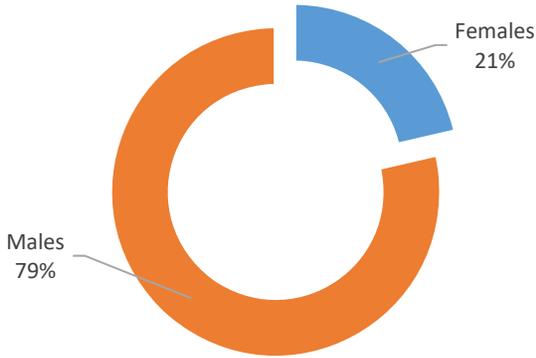
*** Persons with Disabilities



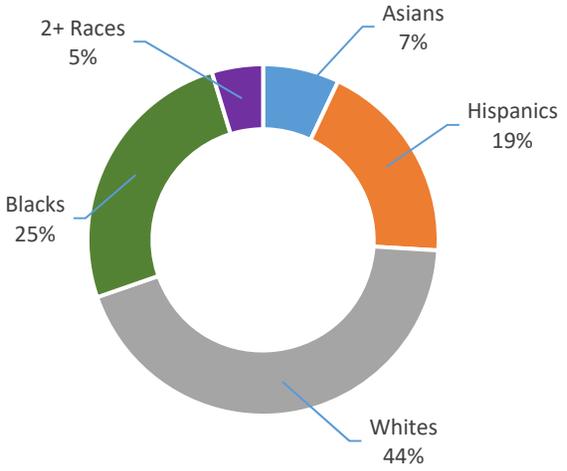
Note: All percentages have been rounded up to the nearest whole number.

MTA B&T Workforce

Workforce by Gender



Workforce by Race/Ethnicity



MTA B&T's workforce consists of 1,296 employees

- 21% females, 56% minorities, and 5% veterans.
- The percentage of females employed was unchanged when compared to 4Q18.
- The percentage of minorities increased by 1% when compared to 4Q18.



Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in its workforce. This analysis consists of comparing **December 31, 2019** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market. Underutilization exists if the percentage of females or minorities in a job category is less than 80 percent of their expected estimated availability.

The following chart provide shaded/bolded areas that represent below 80 percent of the Census availability or underutilization: (1) the female and minority workforce percentages for this agency; (2) 80 percent of the females and minorities available for work based on the 2010 Census by job category; and (3) whether or not the estimated availability percentages were met for females and minorities within each of the job categories.



MTA B&T Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		Est Avail	Actual %												
Officials & Administrators	F	8%	11%	4%	3%	3%	4%	0%	0%	0%	0%	1%	2%	10%	7%
	M	7%	11%	6%	8%	5%	9%	0%	0%	0%	0%	3%	4%		
Professionals	F	8%	16%	4%	10%	3%	5%	0%	0%	0%	0%	1%	2%	14%	13%
	M	7%	7%	8%	10%	5%	6%	0%	0%	0%	1%	1%	7%		
Technicians	F	10%	5%	3%	6%	0%	1%	0%	0%	0%	0%	1%	1%	2%	4%
	M	14%	10%	16%	21%	3%	4%	0%	0%	0%	0%	2%	1%		
Protective Services	F	10%	13%	4%	3%	0%	0%	0%	0%	0%	0%	0%	1%	4%	2%
	M	12%	19%	15%	21%	3%	4%	0%	0%	0%	0%	1%	3%		
Paraprofessionals	F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	M	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Administrative Support	F	14%	67%	14%	8%	5%	4%	0%	0%	0%	0%	1%	0%	35%	4%
	M	3%	0%	3%	0%	2%	4%	0%	0%	0%	0%	0%	0%		
Skilled Craft	F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	M	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Service Maintenance	F	2%	1%	4%	2%	1%	0%	0%	0%	0%	0%	0%	0%	2%	1%
	M	15%	21%	18%	14%	4%	4%	0%	1%	0%	0%	2%	4%		

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A, EEO requirements and guideline, *white males* have been excluded from the underutilization analysis. The shaded areas represent underutilization.



MTA B&T

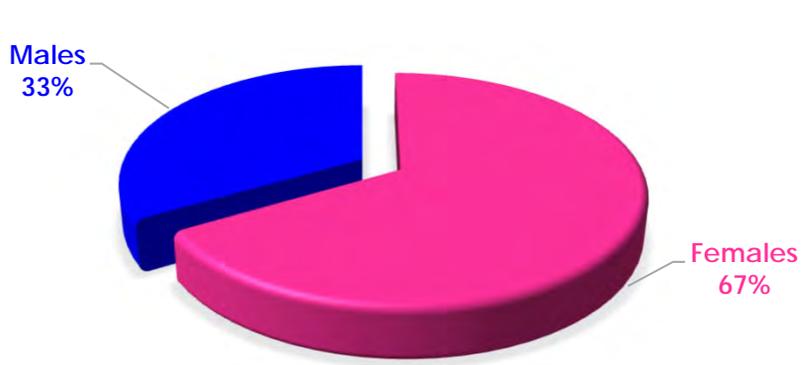
New Hires and Veterans

January 1, 2019 – December 31, 2019

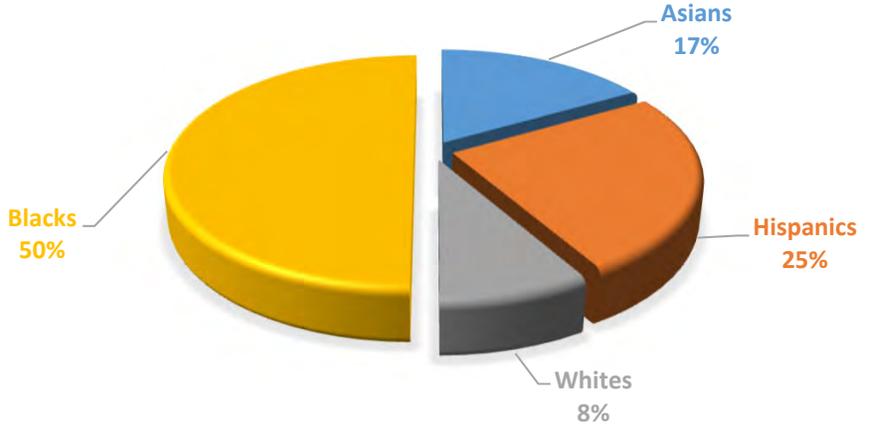


MTA B&T New Hires and Veterans

NEW HIRE BY GENDER



NEW HIRE BY RACE/ETHNICITY



MTQ B&T hired 12 employees

- ❑ 67% females of which 0% were veterans.
- ❑ Female hires exceeded their current representation in the workforce.
- ❑ 92% minorities of which 0% were veterans.
- ❑ Minorities hires exceeded their current representation in the workforce.



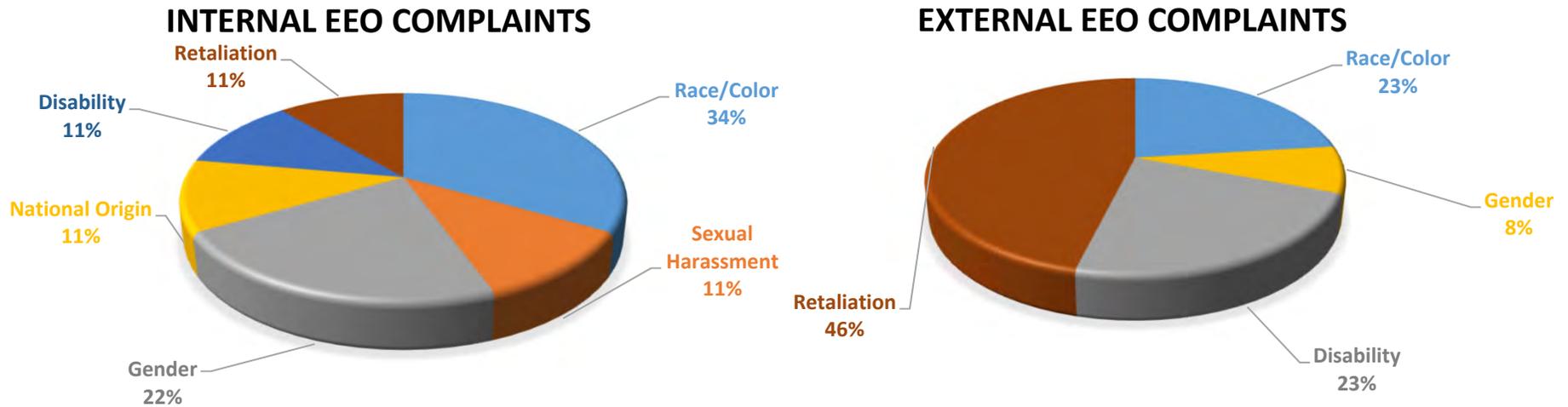
MTA B&T

Complaints and Lawsuits

January 1, 2019 – December 31, 2019



MTA B&T Internal/External EEO Complaints and Lawsuits



MTA B&T handled 12 EEO complaints, citing 22 separate allegations, and 3 lawsuits.

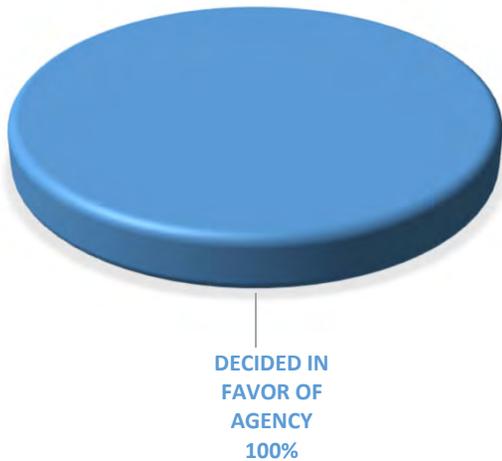
- ❑ 7 handled internal complaints.
- ❑ 5 handled external complaints.
- ❑ The most frequently cited basis internally were race/color and externally was retaliation.



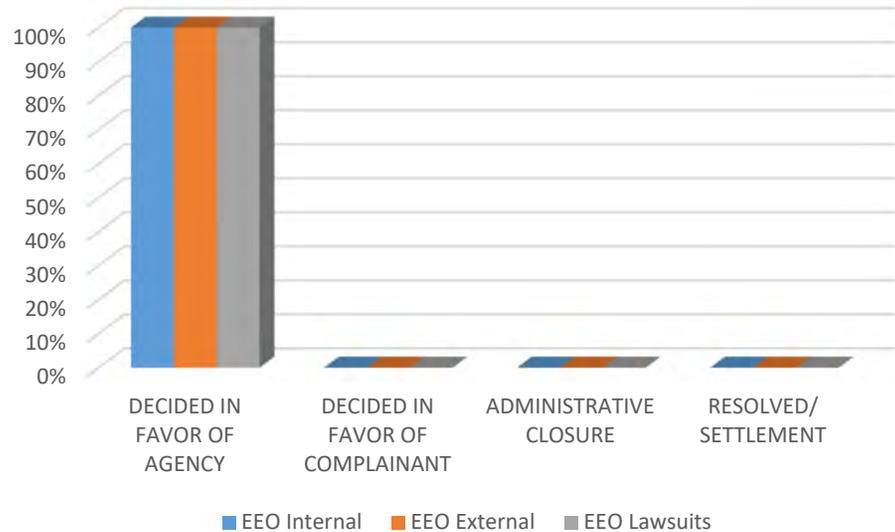
These charts include all pending matters as of the date of the report, including matters filed prior to the reporting period. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e., Sexual Orientation, Military status, or Marital Status etc.).

MTA B&T EEO Complaints and Lawsuits Dispositions

OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



MTA B&T disposed of 3 EEO complaints and 2 EEO lawsuit.

- ❑ 100% complaints/lawsuits decided in favor of the agency.
- ❑ 0% complaints/lawsuits decided in favor of the complainant.
- ❑ 0% complaints/lawsuits were administrative closures.
- ❑ 0% complaints/lawsuits were resolved/settled.
- ❑ 0% complaints/lawsuits were withdrawn.



MTA B&T
Title VI Discrimination Complaints, Lawsuits and Dispositions

There are no MTA B&T Title VI Discrimination
Complaints, Lawsuits, or Dispositions for the Reporting Period
(January 1, 2019 – December 31, 2019)

