

# Bridges and Tunnels Committee Meeting

## May 2020

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### Committee Members

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

# **Bridges & Tunnels Committee Meeting**

**2 Broadway  
20th Floor Board Room  
New York, NY 10004  
Wednesday, 5/20/2020  
10:00 AM - 5:00 PM ET**

**1. Summary of Actions - None**

**2. Public Comments**

**3. B&T Minutes of Committee Meetings and Board Meeting - April 2020**

*B&T Minutes of Committees and Board Meeting - April 2020 - Page 3*

**4. Committee Work Plan**

*B&T Committee Work Plan - Page 23*

**5. Report on Operations - March 2020**

*B&T Report on Operations - March 2020 - Page 30*

**6. Safety Report - March 2020**

*B&T Safety Report - March 2020 - Page 45*

**7. Final Review of 2019 Year-End Operating Results**

*B&T Final Review of 2019 Year-End Operating Results - Page 50*

**8. Capital Program Project Status Report - April 2020**

*B&T Capital Program Project Status Report - April 2020 - Page 74*

**9. Procurements - None**

**10. Diversity Report - First Quarter 2020**

*B&T Diversity Report - First Quarter 2020 - Page 80*



# Bridges and Tunnels

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## Minutes of Committees and Board Meeting - April 2020



**Joint Committee and Board Meeting of the Metropolitan Transportation Authority,  
the New York City Transit Authority, the Manhattan and Bronx Surface Transit  
Operating Authority, the Staten Island Rapid Transit Operating Authority, the  
Metropolitan Suburban Bus Authority, the Triborough Bridge and Tunnel Authority,  
the Long Island Rail Road Company, the Metro-North Commuter Railroad Company,  
MTA Construction & Development, the MTA Bus Company and  
the First Mutual Transportation Assurance Company  
Minutes  
2 Broadway  
New York, NY 10004  
Wednesday, April 22, 2020  
10:00 a.m.**

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

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

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

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

The following staff members attended in person or by videoconference:

Mario Péloquin, Chief Operating Officer, Thomas J. Quigley, General Counsel, Robert Foran, MTA Chief Financial Officer, Patrick Warren, MTA Chief Safety Officer, Sarah E. Feinberg, Interim President, NYCT, Craig Cipriano, Acting President, MTA Bus/Senior Vice President, NYCT Department of Buses, Abbey Collins, Chief Communications Officer, Monica Murray, Deputy General Counsel, Governance and Special Projects, Anthony McCord, Chief Transformation Officer, Janno Lieber, MTA Chief Development Officer, MTA Construction & Development, Phillip Eng, President, Long Island Rail Road, Catherine Rinaldi, President, Metro-North Railroad, Daniel DeCrescenzo, Acting President, TBTA, Kuvershen Ayer, Chief Procurement Officer, and David Florio, Director, R.E. Operations, Leasing & Acquisitions.

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

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

## **1. CHAIRMAN FOYE'S OPENING REMARKS.**

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

The Chairman announced that this MTA regular Board meeting is being held jointly with the Joint Metro North Railroad and Long Island Committee, New York City Transit Committee, Bridges and Tunnels Committee, Finance Committee, Capital Program Oversight Committee and the Safety Committee.

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

Monica Murray conducted the roll-call and confirmed for the Chairman the presence of a quorum.

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

Chairman Foye noted that speakers for the public comment period were able to register on Monday, April 20, 2020 and send in their video or voice comments. He stated that this approach goes above and beyond what is required for public comment according to the suspension of the Open Meetings Law by Executive Order 202.1.

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

## **2. PUBLIC SPEAKERS SESSION.**

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

The following fifteen (15) speakers commented by videoconference during the public speakers session. Refer to the video recording of the meeting produced by the MTA and maintained in MTA records, for the content of speakers statements.

Senator Andrea Stewart-Cousins, NYS Senate Majority Leader  
Assemblymember Carl E. Heastie, Speaker of the NYS Assembly  
Senator Leroy Comrie, 14<sup>th</sup> District  
Senator Timothy M. Kennedy, 63<sup>rd</sup> District, Chairman of Committee on Transportation  
Assemblymember Amy Paulin, District 88  
Assemblymember, Jeffrey Dinowitz, District 81  
Assemblymember Robert Carroll, District 44  
Anthony Simon, General Chairman, SMART Transportation Union  
William DeCarlo, V.P. & National Legislative Director, TCU  
Carlo A. Scissura, Esq., New York Building Congress  
Colin Wright, TransitCenter  
Lisa Daglian, PCAC  
Rachael Fauss, Reinvent Albany  
Brian Fritsch, Regional Plan Association  
Andrew Pollack, Passengers United

### **3. CHAIRMAN FOYE'S REMARKS.**

The Chairman stated that this is undoubtedly the toughest time in MTA history, and the MTA and agencies continues to navigate and manage through this unprecedented emergency. Chairman Foye stated that the most devastating blow of this crisis has been the loss of 83 brave colleagues, who tirelessly dedicated their lives to serving the public, and together with the family members and friends of these employees, the MTA family mourns and grieves their loss of life. The Chairman also commended the rest of the MTA's 74,000-strong workforce, the heroes moving heroes of this pandemic.

Chairman Foye stated that he will begin today's meeting by recognizing and honoring those in the MTA family who we have lost to the coronavirus, with a reading of their names. He and asked Interim President Sarah Feinberg to lead by reading the names of the 52 members of the New York City Transit family that we have lost.

Interim NYCT President Sarah Feinberg recognized the following 52 NYCT employees:

Avron Alves, Dimitry Bozhovskiy, Laricter Brown, Hesroni Cayenne, Randolph Christian, Van Christmas, Jacob Credell, Juan Diaz, Scott Eric Elijah, Clarence Facey, Rhonda Garvin, Ferdi German, Anstay Goddard, Lev Golubuv, David Hamilton, Phyllis Susan Holley, Edward Ilginis, Russell Jackson, Alaa Khalil, Jose Lalu, Frank Lee, Sau Lee, Khemraj Mahadeo, Thankachan Mathai, Aristedes Moraitis, Ananda Mooliya, Foster Moore, Darlisa Nesbitt, Martin O'Connell, Patrick Patoir, Milagros Perez, Peter Petrassi, Winston Pratt, Phyllis Robinson, Steve Rybkin, Caridad Santiago, Robert Sarutto, Palwinder Singh, Rodney Sparrow, Darryl Sweeney, Michael Thompson, Peter Voyt, Uraul Watts, Victor Zapana, Salvatore Lombardo, Thomas David, Robert Mobyed, Nathaniel Brown, Yvette John, Daryl Laborde, Emiliano Padilla, Shelly Johnson.

**MTA and Agencies' Joint Committee and Regular Board Meeting  
April 22, 2020**

Craig Cipriano, Acting President, MTA Bus, recognized the 30 members of New York City Transit and MTA Bus who lost their life:

Cornell Anderson, Felix Castillo, Henry Castro, Miguel Chumpitaz, Clyde Coburn, Stuart Cohen, Oliver Cyrus, Wayne Fingall, Joseph Fletcher, Erlin Galarza, Harold Germain, Gregory Graham, Hugo Gutierrez, Ramon Gutierrez, Ernesto Hernandez, Lionel Hogan, James Jackson, Emmanuel Jacob, Cuong Luu, Leon McKnight, Julio Mejia, Hanshraj Nankissure, John Philip, Mohammed Rahman, Alex Saint-Fleur, William Scott, Cesar Torres, Sung Truong, Warren Tucker, Kenneth Wright.

Metro-North Railroad President Catherine Rinaldi recognized the following Metro-North Railroad employee:

John Oles

Following the reading of the employees' names, Chairman Foye asked everyone to join him in a moment of silence to honor these employees and their service and sacrifice.

Chairman Foye stated that he is moved daily by the hardworking transportation employees who continue to show up every day, demonstrating the best of New York. The Chairman stated that New York City has been through tough times before, and in each of these cases New York not only survived, but it thrived and came back stronger and more resilient than before. The Chairman stated that he is optimistic that the same will be true after this pandemic. Chairman Foye stated that the MTA cannot get through this crisis without significant additional federal aid, and the agency is looking to its partners in Washington to deliver adequate funding for New York City and New York State.

The Chairman stated that the MTA is doing everything it can to adapt to this unprecedented situation. Safety is of the utmost importance as the MTA forges ahead to keep the city moving so the other essential workers can continue to move around the city to do their jobs and save lives.

Chairman Foye stated that the MTA is leading the nation in developing a proactive response to protect employees' health, from ensuring priority access to testing for symptomatic transportation workers, to installing plexiglass barriers at back-office work locations. The list of actions that the MTA has taken since March 1, 2020 is long and continues to grow. The Chairman stated that MTA Chief Safety Officer Patrick Warren will provide a more comprehensive update on the safety measures taken.

The Chairman thanked Mr. Warren, Chief Operating Officer Mario Pélouin, and the agency Presidents, Sarah Feinberg, Craig Cipriano, Catherine Rinaldi, Phillip Eng and Daniel DeCrescenzo, for their steadfast leadership during this unprecedented and difficult time. The Chairman also acknowledged the rest of the senior leadership team for their continued hard work.

Reporting on some gains made by the MTA, Chairman Foye stated that more than 5,400 employees have returned to work, and the number of quarantined workers is down to roughly 3,800 from a high of approximately 6,000.

Chairman Foye stated that, as the MTA grieves the loss of 83 of its colleagues, the agency wants to make sure that it cares for the families of these fallen heroes. The Chairman stated that today the Board will vote on a first-in-the-nation COVID-19 Family Benefits program for the dedicated and heroic workforce that will ensure that their families receive support. Twenty-six different unions have approved 41 agreements. The MTA is continuing discussions with all labor partners to extend these benefits to all MTA represented employees. The agreement will cover non-represented employees as well. Chairman Foye stated that the MTA appreciates the support of its labor partners in these efforts, and he commended John Samuelsen and Tony Utano, TWU; Anthony Simon and the other LIRR labor leaders, including Matt Mitchell, and Ed Valente and Bill DeCarlo at Metro-North. Chairman Foye noted that the idea began with discussions held with John Samuelsen.

Chairman Foye stated that the MTA is looking forward to Congress following suit by providing all essential workers, including MTA employees, with a form of federally funded hazard pay that recognizes how every frontline employee continues to show up every day, putting their fears aside in recognition of their service to the public. The Chairman stated that the MTA is hoping that the federal government will also recognize the critical role the MTA and the transportation network plays for the region.

Chairman Foye stated that, although it has been suggested that the transit system should have been shut down by now, it is clear that shutting down the system would only have caused more harm, as the system is responsible for transporting the essential workers who are literally saving lives. The Chairman stated that when this health crisis ends, it will be evident that New York's transportation system is vital and necessary, not only during robust times, but during times of crisis as well.

Chairman Foye stated that what the MTA needs now is \$3.9 billion of significant additional emergency aid from Washington. The pandemic has driven ridership down precipitously, decimating fare and toll revenue, and the dedicated revenue sources that support the agency are also in free fall. The Chairman stated that these are extraordinary times that call for extraordinary measures and that the MTA is calling on Congress to deliver a national solution to a national crisis.

Chairman Foye stated that while the MTA is grateful to the New York Congressional delegation, led by Senator Chuck Schumer and Chairwoman Nita M. Lowey, for the nearly \$4 billion directed to the MTA in the CARES Act, it is not sufficient to plug the massive hole in the MTA's operating budget. The Chairman stated that last week, the MTA released the findings of a detailed economic study that was completed by McKinsey & Company in close partnership with Janno Lieber; the study estimated the full impact of the virus on the MTA to be between \$7 and \$8.5 billion. Chairman Foye stated that restoring the MTA's financial health is a matter of national interest. When this crisis is over, the MTA will be there to power the recovery, because mass transportation is the lifeblood of the New York economy, which accounts for 10 percent of the national GDP. Chairman Foye stated that New York State cannot recover without a strong public transportation system and this country cannot recover without a strong New York State. The MTA's Congressional delegation, led by Senator Schumer and Chairwoman Lowey, support this effort. Chairman Foye stated that the MTA was seeing major gains before the pandemic hit and does not want to go backwards when this crisis ends - the MTA needs Congress to act now. Chairman Foye acknowledged the support of the MTA's union partners in the MTA's efforts to secure funding during its

initial requests and stated that the MTA will continue to work closely with the unions in the mission to secure an additional \$3.9 billion.

#### **4. CHIEF SAFETY OFFICER'S PRESENTATION.**

Patrick Warren, MTA Chief Safety Officer, provided an update on the MTA's safety initiatives.

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

#### **5. CHIEF FINANCIAL OFFICER'S PRESENTATION.**

Robert Foran, MTA Chief Financial Officer, provided an update on the MTA's financial status and initiatives.

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

Chairman Foye noted that while the Agency's Transformation initiatives remain on pause, Chief Transformation Officer Anthony McCord will continue to support the agencies initiatives.

#### **6. CHIEF DEVELOPMENT OFFICER'S PRESENTATION**

##### **MTA Construction and Development and CPOC Presentation**

MTA Chief Development Officer and Construction and Development ("C&D") President Janno Lieber gave a presentation to update the Board on the progress of C&D projects during the COVID-19 crisis and on the Capital Program.

President Lieber, on behalf of himself and the entire C&D Construction team, expressed admiration and appreciation for the employees of the Long Island Rail Road, Metro-North Railroad and New York City Transit. C&D has been able to continue critical work on infrastructure projects because these agency employees have made it possible for construction workers to get to their job sites on a daily basis.

Mr. Lieber also reported that C&D started phasing in telecommuting on March 9, 2020, and by the week of March 16<sup>th</sup> the entire C&D staff was telecommuting. He noted that the ability to work from home has had a positive impact on the agency's relatively low COVID-19 infection rate. C&D has had nine positive cases reported out of a workforce in excess of 700.

Mr. Lieber then went on to explain how telecommuting was implemented at C&D. He reported that one of the first things the agency did was create an app that allowed for remote management of its projects. Mr. Lieber advised that the agency has in excess of 500 projects reporting their daily status virtually. A total of 50 active projects were partly or completely shut down during this crisis due to manpower issues or other COVID-19 related impacts. Mr. Lieber reported that, as of the date of the Board meeting, that number is down to 24 projects, illustrating that the agency is getting back to full strength.

Mr. Lieber also touted the effectiveness of the app in assisting the agency in its efforts to identify and resolve issues quickly. Examples include situations where personal protective equipment ("PPE") is

**MTA and Agencies' Joint Committee and Regular Board Meeting**  
**April 22, 2020**

needed or where breaks in the supply chain might be occurring, which are situations more easily addressed as a result of the app. He also noted that the app is helpful in disseminating the mandatory protocols for safety and guidance coming from MTA leadership and NY State leadership. Mr. Lieber reiterated that the app has been a key tool in the agency's effectiveness during this period.

Mr. Lieber stressed that safety is C&D's number one priority. Even as projects were deemed to be essential transit infrastructure and allowed to continue progressing, C&D had to implement aggressive safety protocols. The agency completely changed work sequencing on its construction projects to ensure that crews performing the work could accomplish social distancing by limiting crew size and provide appropriate distance among crew members. Equally important was that crews did not interact physically with the other crews, that tools were properly disinfected, that there were controls on the number of workers who are required to work in confined spaces like pump or electrical rooms to allow social distancing to be practiced, and that spaces were disinfected when someone who worked there was identified as having tested positive for COVID-19.

Mr. Lieber also pointed out that C&D published a very effective series of protocol flowcharts depicting different scenarios, which enabled contractors to correctly manage the risk to workers and ensure that the work was being performed properly and in compliance with the medical advice C&D was receiving from the New York State Department of Health and MTA's Office of Health and Safety. C&D also issued to all of the projects a Daily Safety Checklist, which is to be filled out each day and used as a reminder and mechanism to enforce the rules for proper PPE, social distancing, and maintaining safe practices.

Mr. Lieber advised the Board that C&D also created a 24/7 telephone hotline just for contractors and consultants to call with their COVID-19 reports concerning incidents and identification of COVID-19 positives in their work force. Indexes from the hotline indicate that, as of today, out of a contractor and consultant workforce of 5,500, the hotline has almost 100 self-reported COVID-19 cases, all unconfirmed. Mr. Lieber stated that these numbers indicate that, through our practices, we are doing a good job of limiting the spread of COVID-19 through the workforce. Mr. Lieber acknowledged that one of our consultant firms, Hill International, which is providing consultant construction management services on C&D security projects in Staten Island, had a casualty - Construction Manager Phil Pinto, who passed away due to the COVID-19 virus. Mr. Lieber stated that we mourn the loss of Mr. Pinto.

Mr. Lieber further reported that C&D has distributed a ton of supplies and PPE to the projects to keep the workforce safe. He noted that while the agency did suffer a drop in contractor/consultant workforce early on of roughly 25%, in the past few days they have gained back about half of the personnel lost during that time, so they are operating a pretty high level of staffing at this point.

Mr. Lieber emphasized that a lot of the credit for the work continuing goes to the partnership C&D has developed and maintained with the contracting associations and the labor groups around the region. This includes the General Contracting Association ("GCA"), the New York Building Congress, the BTEA and organized labor at the DCTC, along with sister organizations in Long Island, Westchester and the northern suburbs. Mr. Lieber noted that C&D has maintained constant communication with these organizations, and that they have helped the agency disseminate information about worker safety and safe project management, resulting in MTA's ability to maintain progress on the majority of the Capital Program.

Mr. Lieber reported that C&D continues to progress on schedule with the L Train and some of the other projects, and that these accomplishments were due to innovation. Mr. Lieber provided the examples of utilizing Go Pro cameras to allow for remote construction inspections that C&D typically does in-person, using video and Zoom to do factory acceptance tests of equipment or electronic systems when

C&D would normally send MTA personnel to the factories, and, most important, moving this forward with aggressive management from the C&D team.

Mr. Lieber noted that progressing the work also required not burdening the operating agencies, which are focused on maintaining service. Instead, C&D reorganized its work to maximize outages and to minimize flagging resources. Other measures taken by C&D included repositioning work trains to ensure that staff would be in position to load and operate the trains without creating an additional burden on New York City Transit resources. This was a key to C&D's continued success.

Mr. Lieber discussed the progress made on C&D projects during this time. He reported that the Times Square Shuttle Project is actually trending ahead of schedule due to C&D's ability to close the shuttle down and have the No. 7 Line provide the connectivity that the shuttle might otherwise provide. Mr. Lieber also noted that the work on the Third Track Project and many other projects continue to be on schedule. He also cautioned that while C&D is doing well, it is still early, and COVID-19 has caused serious problems in some of the supply chains that has inhibited work progress on some projects. He further noted that a lot of the contractors have submitted force majeure letters that MTA is reviewing. Mr. Lieber said that C&D will look to mitigate any delays and will work closely with the Office of Construction Oversight and the MTA's Independent Engineer to evaluate any schedule impacts and how to mitigate them.

Mr. Lieber reported that one of the other important things that C&D did to ensure that the industry could survive during this tremendously challenging period was to emphasize that timely payments be made to the contractors. Mr. Lieber stated that C&D has been able to continue to make payments to contractors as it did before the crisis and acknowledged the contributions of the MTA's Business Service Center in making that possible while working remotely.

Mr. Lieber reported that the MTA does not have the Capital Program that it had planned, that awards of new contracts are temporarily suspended for at least sixty days and that the \$13 billion in capital contracts that were planned to be awarded in 2020 are currently outstanding. Mr. Lieber noted that some of the projects that C&D had worked hard to set in motion and which are now on hold include the 23 Station ADA Accessibility Project that C&D kicked off so aggressively, the Rutgers Tunnel Project that C&D wanted to get done before the 8<sup>th</sup> Avenue CBTC Project started, and all of the work on the Flushing Line, especially stations and structures. Mr. Lieber further noted that, despite these holds, C&D is still in a position to kick off that work and accelerate it if and when the federal government deals appropriately with the MTA's request for operating budget relief and also a stimulus program.

Mr. Lieber also recognized the employees at C&D who have been working remotely and have been very productive. As part of the MTA's transformation, C&D is incorporating the Construction Groups from each of the operating agencies, and Mr. Lieber stated his belief that working remotely under these circumstances has allowed the agency to build a cohesive team with a positive team spirit. He noted that a big part of that success is the aggressive communication effort undertaken by C&D, which includes sending out three electronic newsletters a week to keep employees informed and up to date. He further explained that the tremendous amount of electronic and telephone communication, along with the newsletter, makes everyone feel very connected, and, with the use of the new technologies as well with the traditional means of communication, C&D has built something that it can roll into what it hopes will be a more aggressive program in the days to come.

Board Member Albert inquired whether the Rutgers Tube Project delay will mean that the Eighth Avenue CBTC project will also be delayed. Mr. Lieber responded that everything is on hold now, and that C&D needs clarity on where it is “operating budget wise” before the agency starts to make the kind of capital program expenditures that were contemplated in the 2020–24 Capital Program adopted by the Board and approved by the Legislature. Mr. Lieber noted that there are limited exceptions on C&D’s in-house capital construction work where C&D has the forces available and they are being paid for their work and time. He noted that, other than that and maybe a little bit of “use it or lose it funding,” from the federal government, C&D is really at a standstill in terms of making new commitments. Mr. Lieber made clear that all of the good news that he conveyed really has to do with C&D projects that the Board previously authorized and that “going forward projects” have to wait for funding.

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

**7. APPROVAL OF MINUTES.**

Upon motion duly made and seconded, the Board approved the Minutes of the Joint Committee and Board meeting of the MTA and MTA Agencies held on March 25, 2020.

**8. MTA FAMILY BENEFITS.**

Chairman Foye stated that it is imperative that the MTA take care of the families of the heroic transportation workers who lost their lives due to COVID-19; these families have suffered a tragic loss, and the sacrifice of their loved ones deserves to be recognized.

Benefits include a payment of \$500,000 from the MTA to the surviving family of any worker who lost his or her life due to COVID-19. The benefits also provide health insurance to the worker’s spouse and dependents to the age of 26 for three years.

Chairman Foye stated that the agency has come to 41 agreements with 26 different unions on this issue, and the agreement extends to non-represented workers as well. The MTA is working with all of its labor partners to extend these benefits to all of the MTA’s represented employees.

Chairman Foye made a motion to adopt and approve the agreements reached with various MTA unions for the COVID-19 Family Benefits program and all other actions presented in the Board materials.

Upon motion duly made and seconded, the Board approved the agreements listed in Attachment A of the staff summary and authorized the Chairman to execute future agreements without further approval on the same terms with any certified representatives of MTA employees that have not yet executed such agreements.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, and to the staff summary for details relating to the action item, copies of which are on file with the records of the Board meeting minutes for MTA.

**9. METRO-NORTH PRESIDENT CATHERINE RINALDI’S PRESENTATION.**

**A. Metro-North President’s Report:**

President Rinaldi reported that Metro-North continues to respond to the COVID-19 pandemic and move Metro-North employees and employees of the other MTA agencies, as well as medical providers, police officers, firefighters, grocery store workers, pharmacists, and essential construction workers – all of whom play a critical role during this unprecedented emergency.

On Friday, March 27, 2020, Metro-North began operating a reduced schedule on the Hudson, Harlem, and New Haven Lines while monitoring conditions in the field. With the reduced service, trains were far from crowded, and it is estimated that ridership is down at least 95%. However, at the same time, COVID-19 has had an impact on the availability of Metro-North's train and engine crews. As a result, Metro-North has made further adjustments to schedules (beginning last Monday, April 13, 2020) and started operating all-day hourly service. Normal weekday capacity has been reduced by approximately 60 percent when compared to a normal weekday. The reduced schedule runs 328 trains, down from 713 during a normal schedule.

President Rinaldi reported that Metro-North continues to monitor conditions to ensure customers are still able to maintain social distancing and will layer additional trains into the schedule if conditions warrant. In addition, Metro-North has discontinued ferry service between Haverstraw and Ossining and Newburgh and Beacon and is instead providing substitute bus service. The Hudson Rail Link bus service at Spuyten Duyvil and Riverdale Stations continues to operate. Overall service delivery in March was strong as Metro-North operated above goal at 98.5%. In addition, all service periods operated above goal and year-to-date through the end of March, Metro-North operated 1.9% better than in 2019. For West of Hudson service, the Port Jervis and Pascack Valley Lines performed above goal at 97.5% overall.

President Rinaldi reported that during this difficult time, Metro-North's top priority is keeping customers and employees safe, and Metro-North is taking all measures possible to prevent the spread of COVID-19. Metro-North forces continue to disinfect stations two times a day, sanitize trains daily, and perform a complete cleaning of trains every 72 hours.

Metro-North is also cleaning and disinfecting employee facilities and remains focused on making working conditions as safe as possible. External contractors have been retained to assist with cleaning services, but Metro-North's own cleaning and custodial forces continue to work tremendously hard. Masks have also been distributed to frontline workers and are made available to all employees for social distancing purposes.

President Rinaldi stated that she is very proud of Metro-North's frontline employees who come to work every day to answer an all-important call to duty, by providing essential workers with transportation to their vital workplaces. Metro-North employees are demonstrating amazing dedication to providing service during this unprecedented time, and the essential workers who are doing their part are perhaps the humblest and the least likely to be heralded by the public for their exceptional service.

President Rinaldi remarked that she is truly proud to be working with such a professional work force. The entire team at Metro-North continues to amaze her, and their dedication is

inspiring. She expressed her gratitude to the Metro-North employees who show up every day to keep the region moving and help everyone make it through this difficult time.

In closing, President Rinaldi provided a brief update on Positive Train Control (“PTC”). Metro-North remains on target to fully implement PTC across the territory by December 31, 2020. PTC has been fully implemented along the entire Hudson and Harlem Lines, as well as the Danbury and New Canaan Branches. Metro-North now has 74.5% (182.2) route miles in full PTC functionality and is focused on the next segment that will come on-line between Woodlawn and Stamford on the New Haven Line. Also, during the weekend of March 27, 2020, Metro-North performed the last cut-in segment for the new signal system on the Port Jervis Line. The new signal system is now in fully operational on the Port Jervis Line and is needed to support full PTC implementation.

**B. Joint Information Item:**

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

**C. Metro-North Procurement:**

- a. Board approval for a contract modification to an existing miscellaneous service contract with the firm Dayton T. Brown in the not-to-exceed amount of \$1,600,000. The funding will allow Dayton T. Brown to provide additional staffing to support PTC fieldwork and perform additional site visits.

Upon motion duly made and seconded, the Board approved the foregoing procurement.

**D. Other Metro-North Committee Items:**

- Minutes of the Joint Metro-North and Long Island Rail Road Committee of March 25, 2020
- Metro-North 2020 Work Plan
- Metro-North Safety Report
- MTA Police Report
- Operations, Performance Metrics, Ridership, Financial, and Capital Program Reports

The details of the above Metro-North Committee items are contained in reports filed with the records of this meeting, and the video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of President Rinaldi’s presentation.

## **10. LIRR PRESIDENT PHILLIP ENG'S PRESENTATION.**

### **A) LIRR President's Report**

President Eng stated that his heart goes out to all who have been affected by this pandemic and expressed his deepest sympathies to all the families here at the MTA and across our communities that have lost loved ones to this deadly disease. President Eng asked everyone to please keep the Kenny family in their thoughts and prayers as we mourn the loss of Ray Kenny, former Acting LIRR President, who passed away from this deadly virus on Saturday. His love for the railroad community was unsurpassed and in return, all its members loved him back. President Eng stated that Ray Kenny will be deeply missed but his contributions will be with us forever, not only at the LIRR, but across the industry.

President Eng stated that these tragic losses strengthen our determination to join together and fight the pandemic. He assured LIRR employees and riders to that LIRR is doing everything it can to keep them safe. LIRR teams are hard at work each day, aggressively disinfecting stations, the fleet and employee facilities.

President Eng stated that while continuing to run LIRR's robust Essential Service Plan, they realize that these are some of the most important trips LIRR is making in its 185-year history. LIRR is also making sure that these frontline workers who are helping to save lives in this crisis can get to work and back home safely and reliably.

President Eng stated that over the last two years, LIRR has worked aggressively to address infrastructure needs and improve operations so we could provide a growing ridership with a more reliable commute. The LIRR has always been integral to Long Island, and we take our jobs seriously for every customer we serve. But as we sit here today, even with ridership down more than 95%, our service is more vital than ever. President Eng observed that he couldn't be prouder of how the LIRR workforce has risen to this challenge.

President Eng stated that through all this uncertainty, LIRR continues to run safe and reliable service. Since March 27th, LIRR has been nonstop in delivering its Essential Service plan, carrying critical personnel across Long Island.

President Eng stated that LIRR promised its riders that it would monitor the changes in this service and adjust accordingly. He reported that in the first days of this Service Plan, LIRR promptly added 6 AM peak and 6 PM peak trains, bringing service levels to 70% of a normal weekday schedule, totaling 531 trains each weekday and 516 trains on weekends. This level of service allows essential employees to practice social distancing while traveling on the Railroad. LIRR continues to monitor ridership travel patterns and remain prepared to make further modifications if necessary.

President Eng stated that the LIRR workforce continues to work tirelessly helping New York flatten the curve and overcome this pandemic. Together with their colleagues across the MTA, they are truly heroes moving heroes.

President Eng stated that it is important to note LIRR couldn't be doing what it is doing without the leadership and support from its Labor Partners. As Anthony Simon said during his public comments today, open lines of communication have enabled LIRR to address employee needs in an urgent fashion and provide them with the information and tools to safely perform their jobs.

President Eng stated that with the continued running of the Service Plan, now more than ever, critical infrastructure work is needed. The Railroad's department heads are finding new ways to ensure that the workforce can safely accomplish these key projects. This protects service both today and in the future when LIRR begins to increase service levels to support a reimagined New York that reopens in a smart and disciplined manner.

President Eng reported that in March, LIRR finished a variety of critical work on time and as planned, including platform repairs at St. Albans Station; commissioning of the new employee facility at the Mid- Suffolk Yard; continued support for the installation of a new substation in Freeport; and progress on the Sandy rehab efforts in Long Beach.

President Eng highlighted LIRR's completion of state of good repair concrete tie replacement work on the Ronkonkoma Branch between Farmingdale and Ronkonkoma Stations this past month. This work makes this stretch of the Ronkonkoma Branch even more reliable and safer than before.

President Eng noted that in addition, LIRR's critical inspection and maintenance programs have proceeded without delay, including its aggressive Sperry rail testing, which identifies hidden rail defects so LIRR can proactively address them, avoiding potential issues.

President Eng reiterated that it would be impossible to achieve this work without the diligence of managers and, members of the critical workforce, such as Track, Signal, Power and Structures crews. They are not necessarily public-facing, but just as important in accomplishing LIRR's goals.

President Eng stated that looking toward the day when we get past this pandemic, it is imperative LIRR continues to deliver on key expansion projects and work with MTA Construction and Development on both the Main Line Expansion and East Side Access.

Providing an update on Positive Train Control ("PTC"), President Eng stated that LIRR has adjusted its deployment strategy to maintain operations, and the project remains on schedule to meet the deadline. Additionally, although the System Integrator and their vendors are facing the same challenges as all of us through this pandemic, they have found ways to continue working safely and remain committed and on target to hit the December 2020 deadline.

President Eng stated that despite the pandemic, in March LIRR resubmitted its Safety Plan to the Federal Railroad Administration ("FRA") on schedule, as committed, and LIRR continues to add sections into extended Revenue Service Demonstration. Progress is also being made with Amtrak and the FRA to address Amtrak's proposed alternative

solution and ensure their onboard back-to-back software is interoperable as their trains pass through Harold Interlocking.

President Eng referred to the Committee Book for additional information concerning PTC and for LIRR's other reports, including its On-Time-Performance, which was 95.3% in March.

President Eng reported that to date LIRR has had 236 employees test positive for the virus with a total of 407 in quarantine. There are 116 employees who have overcome the virus and are ready to return to work; 758 have returned to work from quarantine. President Eng stated that we are constantly thinking of them, our colleagues across the MTA and all their families as we pray for their full recovery.

President Eng reaffirmed to the public that the LIRR and its workforce are here for you and that LIRR remains committed to providing the necessary level of service that its essential riders depend on. President Eng stated that he wants LIRR's riders and employees to know that he will do everything in his power to ensure that we support them as they demonstrate courage and determination in this battle against an unprecedented and deadly virus. President Eng stated that we are proud members of our communities and because of that we take this personally as we work to protect our friends, family and colleagues against COVID-19.

President Eng affirmed that we will get through this together and thanked those who can stay home for doing so. To all the essential workers including LIRR's own workforce, managers and Labor Partners, President Eng stated that he is proud to work with you to support our workforce, both frontline employees and those working hard behind the scenes. President Eng stated, addressing employees from the Human Resources, Communications, Safety, Procurement, Signal, Power, Track, Structures and Legal departments and to employees in public-facing crafts such as Conductors, Engineers and Stations personnel, who are all coming together to make this happen every single day -- you are heroes moving heroes.

The details of the above LIRR Committee items are contained in reports filed with the records of this meeting, and the video recording of the meeting produced by the MTA and maintained in the MTA records, contains a complete record of President Eng's presentation.

**B. Joint Information Item:**

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

**C. LIRR Procurements**

President Eng reported that for our procurements this month, we have one Non-Competitive sole source procurement which entails exercising two separate options, both of which are Original Equipment Manufacturer ("OEM") contracts for essential OEM replacement parts. One is on behalf of both Metro-North and LIRR for our shared M7

fleet with Bombardier and the other is for the LIRR's DE/DM locomotive fleets with Progress Rail Locomotive.

- The Bombardier contract option is for \$220 million over five (5) years; and
- The Progress Rail Locomotive option is for \$30 million over two (2) years.

Parts would be paid for only upon order and delivery, and only those parts that are necessary for service will be ordered. President Eng noted that approval of this procurement does not commit the MTA to any minimum spending. He also noted that this procurement is necessary and prudent to ensure that both Metro-North and LIRR have the ability to procure essential components and ensure that both fleets can continue to run reliably and safely.

President Eng then submitted this procurement item for Board Approval.

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

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

**D. Other LIRR Committee Items:**

- Minutes of the Joint Metro-North and Long Island Rail Road Committee of March 25, 2020
- LIRR 2020 Work Plan
- LIRR Safety Report
- MTA Police Report
- Operations, Performance Metrics, Ridership, Financial, and Capital Program Reports

The details of the above LIRR Committee items are contained in reports filed with the records of this meeting, and the video recording of the meeting produced by the MTA and maintained in the MTA records, contains a complete record of President Eng's presentation.

**11. NYCT INTERIM PRESIDENT SARAH FEINBERG'S PRESENTATION.**

Interim President Sarah Feinberg opened by stating that the men and women of NYCT are heroes and first responders. She went through the top priorities of the agency and stated that the first priority was continuing to be the heroes who are moving the heroes. Interim

President Feinberg stated that NYCT is continuing to provide safe and reliable service for the essential workers who continue to get New York through this crisis. She noted that since moving to the essential service plan a few weeks ago in order to respond to crew availability issues, service and reliability have steadily improved. She emphasized that even with thousands of employees out with illness or under quarantine, the agency is now hitting about 95% of our essential service on any given weekday. Interim President Feinberg also noted that NYCT is addressing sporadic crowding issues proactively by increasing service on the #2 line despite crew absences and adding bus service. She stated that NYCT has worked closely with the police to address overcrowding.

Interim President Feinberg stated that another priority was doing everything to keep the workforce safe at this time. She explained that NYCT is providing personal protective equipment (PPE) to workers including millions of gloves, hundreds of thousands of masks and thousands of gallons of hand sanitizer. Interim President Sarah Feinberg emphasized how proud she is that we have been the most aggressive transit agency in the country to act quickly and decisively to protect the workforce. She noted that being on the leading edge of this virus and crisis has been a massive challenge, and everyone at MTA, in New York and in the country would agree that we wish the country had been more prepared in terms of PPE availability from manufacturers. However, she expressed how grateful she was for the procurement team for the supplies they have been able to procure and for the teams who have efficiently moved it throughout the system to our workers. She deeply thanked the workers for their patience. Interim President Feinberg stated that there will always be challenges distributing anything to a workforce of tens of thousands of people who report to more than 1,000 reporting locations, but as she has said repeatedly to the agency's workforce, she implored again that if you show up for work and you do not have the PPE you need, raise your hand, tell your manager, tell your supervisor, email her, and they will make sure you get what you need. She stated that each of us hears from a handful of people here and there and in each case, PPE has either been readily available, which is almost always the case, or has been delivered or refreshed. She thanked the team for being able to provide that.

Interim President Feinberg stated that the third priority has been keeping the system safe and secure for our riders. There is no excuse but for our system to be as safe and secure as it could possibly be, and she stated that we have taken and will continue to take all measures to ensure safety.

Interim President Feinberg then addressed the crime that occurred at 110<sup>th</sup> Street on March 27<sup>th</sup>, where, she said a horrendous and allegedly intentionally set fire raced through the 110<sup>th</sup> street station and train. She stated that Operator Garret Goble, Conductor Rigoberto Mendez and officer and off-duty Conductor Collin Beard evacuated passengers safely and Operator Goble attempted to escape the fire and the resulting heavy smoke but lost his life. Interim President Feinberg said this` incident has been devastating for the NYCT family and that we wish comfort and peace for Garrett's wife Delilah, his mother Vicky, his two young sons and everyone who loved him and cared for him.

Interim President Feinberg closed by offering her heartfelt thanks to the entire workforce, the 51,000 people who continue to work on behalf of NYCT and the public, and to their families, their spouses, their parents and children and loved ones who wait for them to return home.

She emphasized that we are grateful to them as well and we know that their sacrifices are very real and deep.

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

## **12. TBTA ACTING PRESIDENT DANIEL DeCRESCENZO'S PRESENTATION.**

### A. TBTA Report.

#### Committee on MTA Bridges and Tunnels Operations

Mr. DeCrescenzo offered his condolences to the families of MTA employees who have passed away from COVID-19. Mr. DeCrescenzo also recognized TBTA employees for their ongoing efforts: those who are out in the field keeping the public safe and those who are telecommuting. He noted that both groups are ensuring the continuation of TBTA's core business during these challenging times.

### B. TBTA Committee Items:

#### Procurements

Mr. DeCrescenzo stated that there are two (2) procurements totaling approximately \$42.6 million.

#### Non-Competitive Procurements

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

#### Competitive Procurements

Mr. DeCrescenzo stated that there are two (2) competitive procurements totaling approximately \$42.6 million.

#### Modifications to Personal Service Contract and Miscellaneous Service Contract Awarded

|               |   |                 |
|---------------|---|-----------------|
| TransCore, LP | Contract No. PSC-13-2949<br>TBTA is seeking Board approval under the All-Agency Service Contract Procurement Guidelines to amend this personal service contract with TransCore, LP to: (i) implement cashless tolling at the Verrazzano-Narrows Bridge Eastbound travel lanes and (ii) upgrade TBTA's Travel Time System to serve as an interim Toll Collection System in case of a catastrophic event. | \$16,996,380.00 |
|---------------|---|-----------------|

#### Modifications to Purchase and Public Works Contracts Awarded

|  |   |                 |
|--|---|-----------------|
| El Sol Contracting/ES II<br>Enterprises JV | Contract No. VN-84AX<br>TBTA is seeking Board approval under the All Agency Procurement Guidelines to | \$25,610,000.00 |
|--|---|-----------------|

**MTA and Agencies' Joint Committee and Regular Board Meeting  
April 22, 2020**

modify this public works contract with El Sol Contracting/ES II Enterprises, a Joint Venture, for work associated with the implementation of Split Tolling at the Verrazzano-Narrows Bridge.

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

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

### **13. MTA COMMITTEE ON FINANCE.**

- A. Procurement Item.** MTA Chief Procurement Officer Kuvesh Ayer presented a summary of the procurement item for Board approval.

Upon motion duly made and seconded the Board approved the following procurement item listed below. The specifics are set forth in the staff summary and documentation filed with the meeting materials.

1. International Business Machines Corp (IBM) – Managed Security Services for Cyber Security Operations Center – No. 900000000003412). Approval of a competitively negotiated, personal service contract to IBM to assess, design and implement standardized cybersecurity controls across all operations and informational MTA technology systems. IBM will also provide managed security services to augment the MTA's Cyber Security Operations Center (CSOC).

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for details of Mr. Ayer's summary of the procurement item.

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

Upon motion duly made and seconded the Board approved the real estate items listed below. The specifics are set forth in the staff summaries and documentation filed with the meeting materials.

#### **New York City Transit Authority**

1. Revocable license agreement with Jamestown OTS, L.P. of a volume of space located at Times Square Station Complex, New York, N.Y.
2. License agreement with National Resources, LLC/Hudson View Associates, LLC, for installation of a roof top antenna pole and equipment for telecommunications as part of the Bus Radio System (BRS) located at a mutually agreed portion of the roof at 29 Wells Avenue, Yonkers, N.Y.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for details of Mr. Florio's summary of the real estate items.

**14. SAFETY COMMITTEE.** Patrick Warren, Chief Safety Officer, presented the Safety Report and a summary of the action item.

**A. Action Item.** Upon motion duly made and seconded the Board approved the action item listed below. The specifics are set forth in the staff summary and documentation filed with the meeting materials.

1. Public Transportation Agency Safety Plan ("PTASP"). Approved the 2020 PTASP for NYCT Department of Subways and Department of Buses/MTA Bus.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for further details and to the staff summary, a copy of which is on file with the records of the meeting of the MTA Board.

**15. ADJOURNMENT.**

Upon motion duly made and seconded, the Board voted to adjourn the meeting at 11:44 a.m.

Chairman Foye announced that the next Board meeting will be held on May 20, 2020

Respectfully submitted,

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

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Paige Graves  
Vice President,  
General Counsel and Secretary  
Long Island Rail Road Company

\_\_\_\_\_  
Mariel A. Thompson  
Assistant Secretary  
NYCTA

\_\_\_\_\_  
David K. Cannon  
Assistant Secretary  
MTA C&D

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Adana Savery  
Assistant Secretary  
TBTA

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Victoria Clement  
Assistant Secretary  
MTAHQ



# Bridges and Tunnels

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## Committee Work Plan

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# BRIDGES & TUNNELS COMMITTEE WORK PLAN

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## 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

### May 2020

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

EEO  
Planning & Budget

### June 2020

No items scheduled

### July 2020

No items scheduled

### August 2020

No meeting scheduled

### September 2020

2021 Preliminary Budget  
Diversity Report – 2<sup>nd</sup> 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 – 3<sup>rd</sup> Quarter 2020

Committee Chair & Members  
Planning & Budget  
EEO

### January 2021

Approval of 2021 Work Plan

Committee Chair & Members

February 2021

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

Planning & Budget  
Planning & Budget  
Controller  
Operations  
EEO

March 2021

Annual Procurement Contracts Report

Procurement & Materials/  
Finance

April 2021

Final Review of 2020 Year-End Operating Results

Planning & Budget

## **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**

### **MAY 2020**

#### Diversity Report – 1<sup>st</sup> 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 – 2<sup>nd</sup> 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.

## **DECEMBER 2020 CONT'D**

### Diversity Report – 3<sup>rd</sup> Quarter 2020

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

## **JANUARY 2021**

### Approval of Work Plan for 2021

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

## **FEBRUARY 2021**

### Preliminary Review of 2020 Operating Budget Results

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

### 2021 Adopted Budget and February Financial Plan 2021-2024

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

### 2020 B&T Operating Surplus

The Committee will recommend action to the Board.

### 2020 Customer Environment Report

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

### Diversity Report – 4<sup>th</sup> Quarter 2020

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

## **MARCH 2021**

### Annual Procurement Contracts Report

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

**APRIL 2021****Final Review of 2020 Year-End Operating Results**

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



# **Bridges and Tunnels**

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## **Report on Operations March 2020**



## **MTA Bridges and Tunnels March 2020 Traffic Trends**

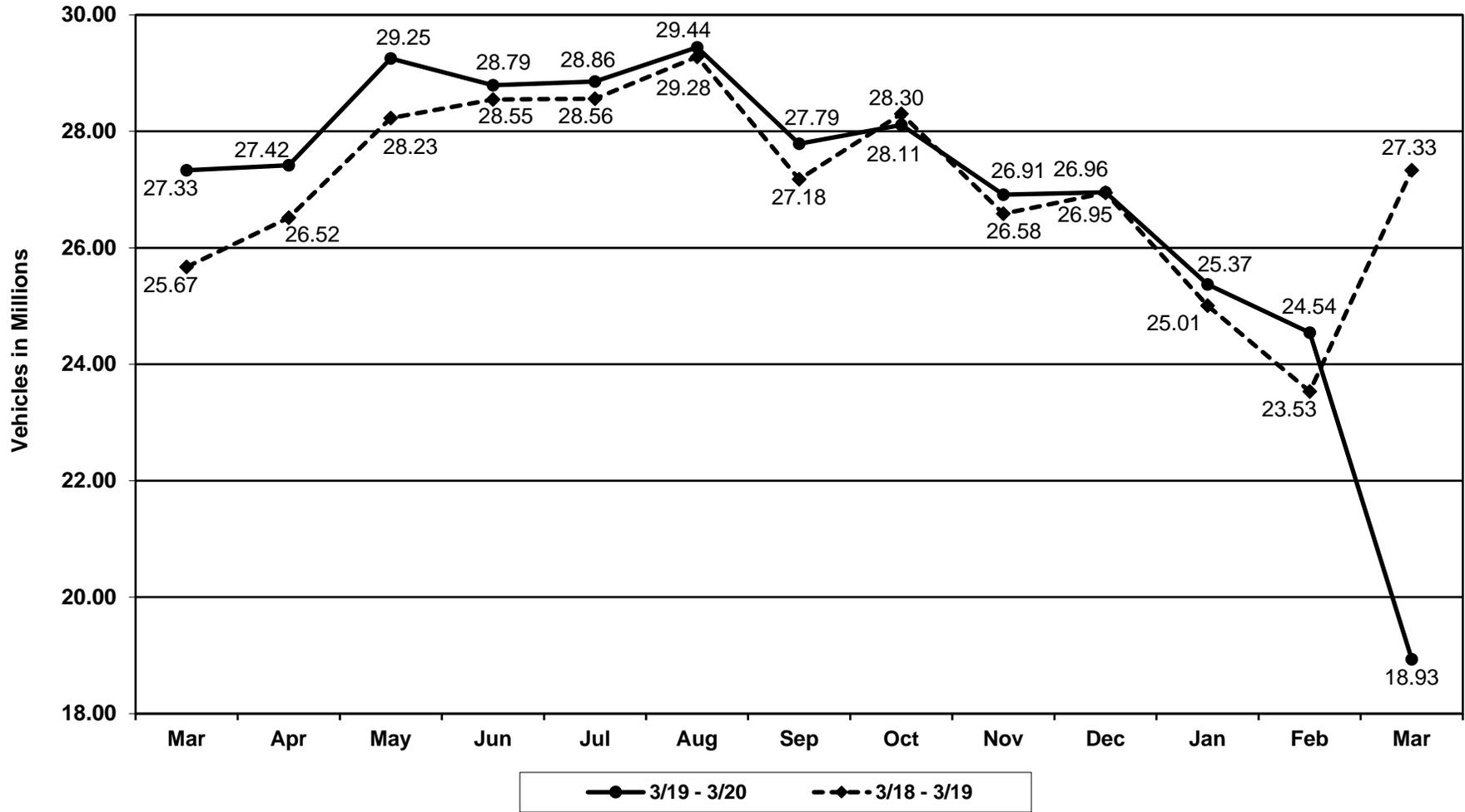
### **Summary**

Traffic was lower on a year-to-year basis, with 18.9 million crossings this month vs. 27.3 million crossings in March 2019, a decrease of 31%. This dramatic decrease is attributed to COVID-19 pandemic related impacts and restrictions mandated in the Governor's NY Pause Executive Order.

Average daily E-ZPass volume declined by 30.5% on a year-to-year basis for the month and crossings using Tolls by Mail declined 35.4%. Average daily passenger car travel decreased 32.1% and other vehicle travel decreased 12.5% from March 2019.

There was no snowfall this March compared to 10.4 inches last year. Rainfall was 2.7 inches this year and 3.9 inches last year. Gas prices averaged \$2.48 a gallon this past March, which is \$0.15 lower than 2019 at this time.

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



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

| <b>All B&amp;T Facilities by Method of Payment</b> |                   |                   |                   |
|--|-------------------|-------------------|-------------------|
|  | March 2020        | March 2019        | 2020 YTD          |
| E-ZPass1   | 18,054,920        | 25,969,961        | 65,831,644        |
| Tolls by Mail1                                     | <u>879,916</u>    | <u>1,362,132</u>  | <u>3,012,351</u>  |
| <b>Total</b>                                       | <b>18,934,836</b> | <b>27,332,093</b> | <b>68,843,995</b> |
| <b>E-ZPass Market Share:</b>                       |                   |                   |                   |
| Total  | 95.4%             | 95.0%             | 95.6%             |
| Cars   | 95.3%             | 94.9%             | 95.6%             |
| Trucks   | 96.2%             | 96.2%             | 96.4%             |

| Facility                               | Average Weekday <sup>2</sup> |                |               | E-ZPass Market Share |              |             | Average Weekend <sup>2</sup> |                |               | E-ZPass Market Share |              |             |
|--|------------------------------|----------------|---------------|----------------------|--------------|-------------|------------------------------|----------------|---------------|----------------------|--------------|-------------|
|  | Total                        | March 2020     | TBM           | Mar 2020             | Mar 2019     | Change      | Total                        | March 2020     | TBM           | Mar 2020             | Mar 2019     | Change      |
| Bronx-Whitestone Bridge                | 98,464                       | 92,794         | 5,670         | 94.2%                | 94.0%        | 0.2%        | 84,175                       | 77,751         | 6,424         | 92.4%                | 91.9%        | 0.4%        |
| Cross Bay Bridge                       | 18,622                       | 17,667         | 954           | 94.9%                | 97.1%        | -2.2%       | 14,068                       | 13,240         | 827           | 94.1%                | 95.7%        | -1.6%       |
| Henry Hudson Bridge                    | 44,480                       | 42,960         | 1,520         | 96.6%                | 96.2%        | 0.4%        | 33,269                       | 31,710         | 1,559         | 95.3%                | 95.2%        | 0.2%        |
| Hugh L. Carey Tunnel                   | 39,106                       | 38,032         | 1,074         | 97.3%                | 96.0%        | 1.3%        | 22,686                       | 21,789         | 897           | 96.0%                | 94.3%        | 1.7%        |
| Marine Parkway Bridge                  | 16,380                       | 15,912         | 468           | 97.1%                | 97.1%        | 0.0%        | 12,298                       | 11,853         | 445           | 96.4%                | 96.2%        | 0.2%        |
| Queens Midtown Tunnel                  | 55,198                       | 53,272         | 1,926         | 96.5%                | 96.6%        | 0.0%        | 40,199                       | 38,327         | 1,872         | 95.3%                | 95.1%        | 0.3%        |
| Robert F. Kennedy Bridge               | 131,346                      | 125,220        | 6,125         | 95.3%                | 95.0%        | 0.3%        | 100,254                      | 94,073         | 6,181         | 93.8%                | 93.1%        | 0.8%        |
| Throgs Neck Bridge                     | 86,560                       | 82,303         | 4,256         | 95.1%                | 94.7%        | 0.3%        | 73,581                       | 68,412         | 5,169         | 93.0%                | 92.5%        | 0.4%        |
| Verrazzano-Narrows Bridge <sup>1</sup> | <u>162,495</u>               | <u>156,795</u> | <u>5,700</u>  | <u>96.5%</u>         | <u>96.4%</u> | <u>0.1%</u> | <u>127,971</u>               | <u>121,277</u> | <u>6,694</u>  | <u>94.8%</u>         | <u>94.6%</u> | <u>0.2%</u> |
| <b>All Facilities<sup>1</sup></b>      | <b>652,651</b>               | <b>624,956</b> | <b>27,695</b> | <b>95.8%</b>         | <b>95.6%</b> | <b>0.2%</b> | <b>508,501</b>               | <b>478,433</b> | <b>30,069</b> | <b>94.1%</b>         | <b>93.7%</b> | <b>0.4%</b> |

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**  
**March 2020**  
Preliminary data subject to final audit

| <b>Distribution by Facility &amp; Time Period</b> |                 |                 |              |
|---|-----------------|-----------------|--------------|
| Facility  | March 2020      |                 |              |
|   | Weekday AM Peak | Weekday PM Peak | Off-Peak     |
| Bronx-Whitestone Bridge                           | 23.1%           | 23.0%           | 53.9%        |
| Cross Bay Bridge                                  | 24.1%           | 24.2%           | 51.7%        |
| Henry Hudson Bridge                               | 25.0%           | 29.0%           | 45.9%        |
| Hugh L. Carey Tunnel                              | 27.0%           | 26.3%           | 46.7%        |
| Marine Parkway Bridge                             | 25.8%           | 26.1%           | 48.1%        |
| Queens Midtown Tunnel                             | 24.9%           | 22.6%           | 52.5%        |
| Robert F. Kennedy Bridge                          | 25.6%           | 21.8%           | 52.6%        |
| Throgs Neck Bridge                                | 25.0%           | 22.9%           | 52.2%        |
| Verrazzano-Narrows Bridge <sup>1</sup>            | 16.8%           | 29.3%           | 53.9%        |
| <b>All Facilities</b>                             | <b>23.8%</b>    | <b>24.4%</b>    | <b>51.9%</b> |

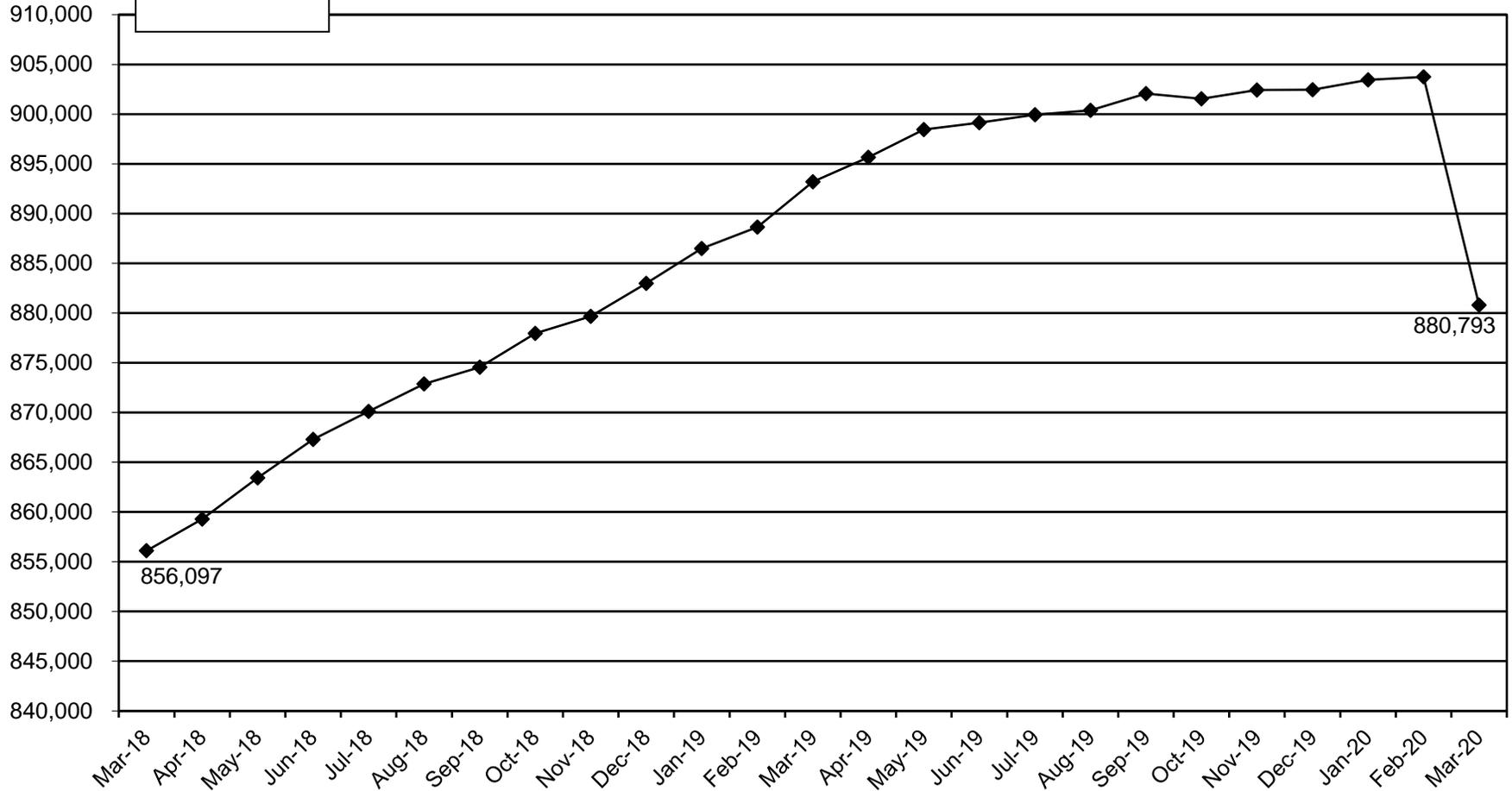
| <b>Payment Method by Facility (Transactions)</b> |                   |                       |                  |
|--|-------------------|-----------------------|------------------|
| Facility   | March 2020        |                       |                  |
|  | NY CSC<br>E-ZPass | Non-NY CSC<br>E-ZPass | Tolls by<br>Mail |
| Bronx-Whitestone Bridge                          | 88.5%             | 5.2%                  | 6.2%             |
| Cross Bay Bridge                                 | 93.4%             | 1.3%                  | 5.3%             |
| Henry Hudson Bridge                              | 87.1%             | 9.2%                  | 3.7%             |
| Hugh L. Carey Tunnel                             | 91.4%             | 5.6%                  | 3.0%             |
| Marine Parkway Bridge                            | 94.6%             | 2.4%                  | 3.0%             |
| Queens Midtown Tunnel                            | 91.4%             | 4.8%                  | 3.8%             |
| Robert F. Kennedy Bridge                         | 89.2%             | 5.8%                  | 5.0%             |
| Throgs Neck Bridge                               | 87.3%             | 7.3%                  | 5.5%             |
| Verrazzano-Narrows Bridge                        | 87.3%             | 8.8%                  | 3.9%             |
| <b>All Facilities</b>                            | <b>88.8%</b>      | <b>6.6%</b>           | <b>4.6%</b>      |

Note:

1. Traffic distributions reported in westbound tolled direction only

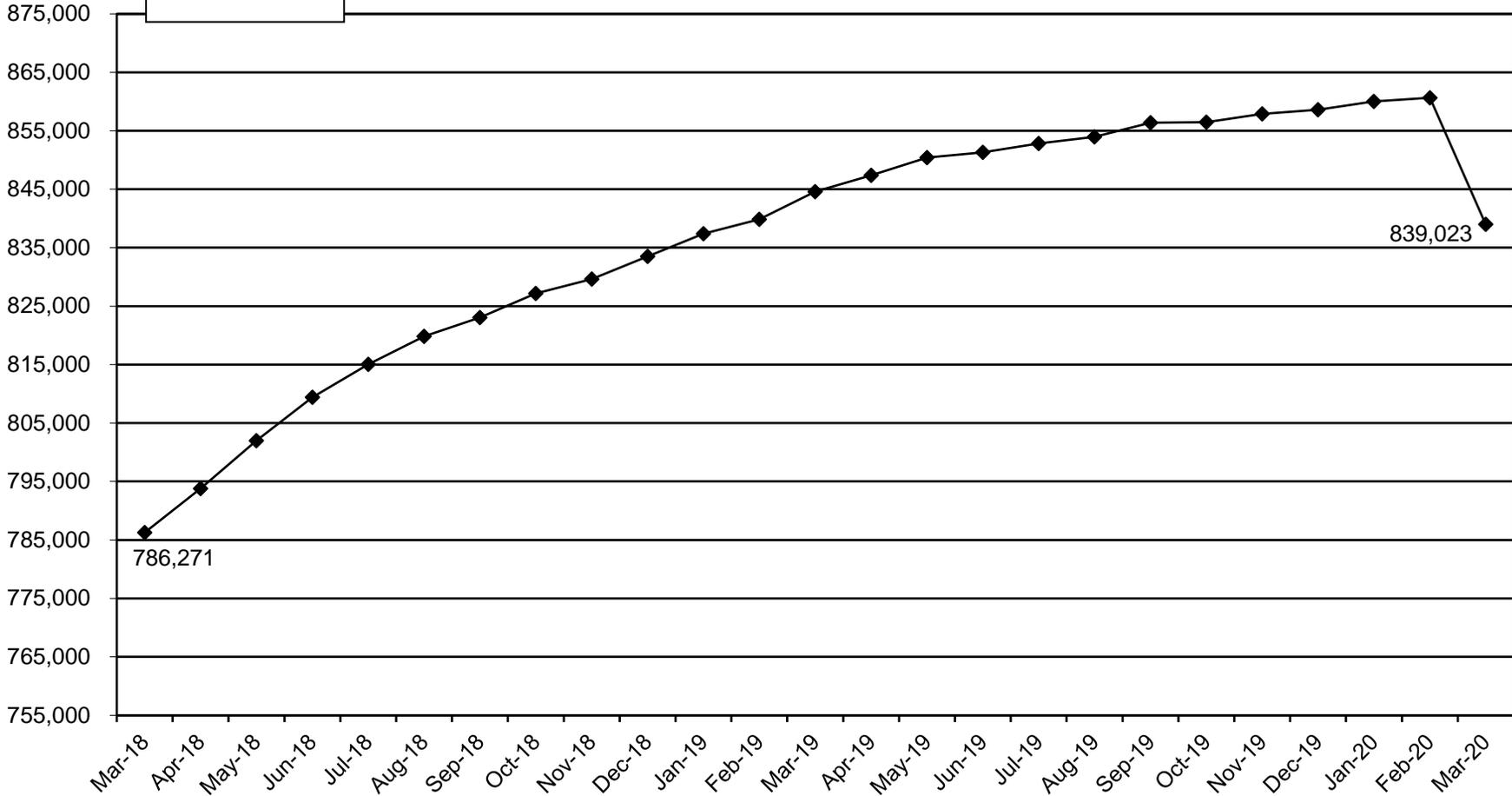
### MTA Bridges and Tunnels Average Daily Traffic: March 2018- March 2020 12-Month Rolling Averages

All Vehicles



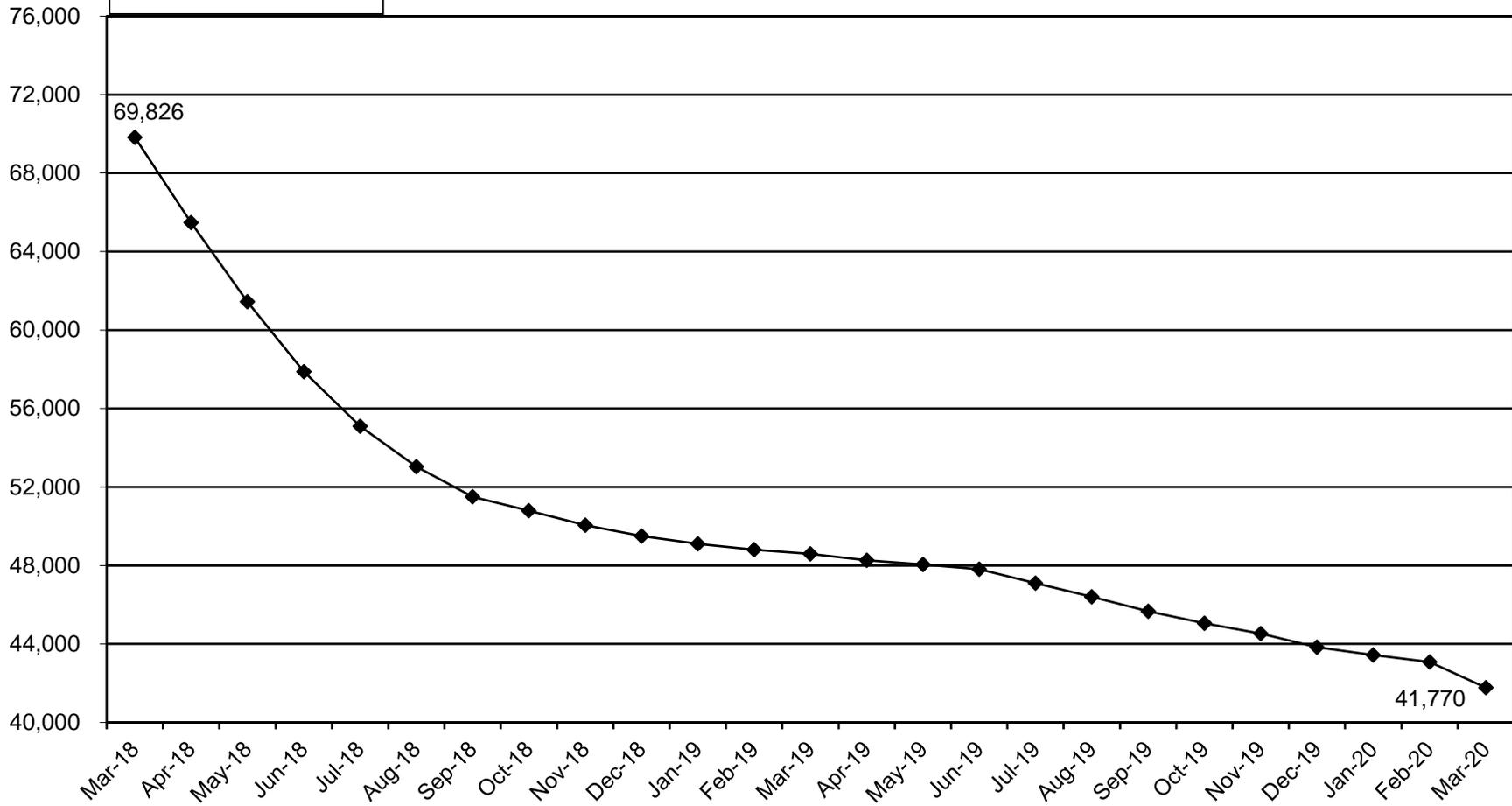
### MTA Bridges and Tunnels Average Daily Traffic: March 2018- March 2020 12-Month Rolling Averages

**E-ZPass  
Vehicles**



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

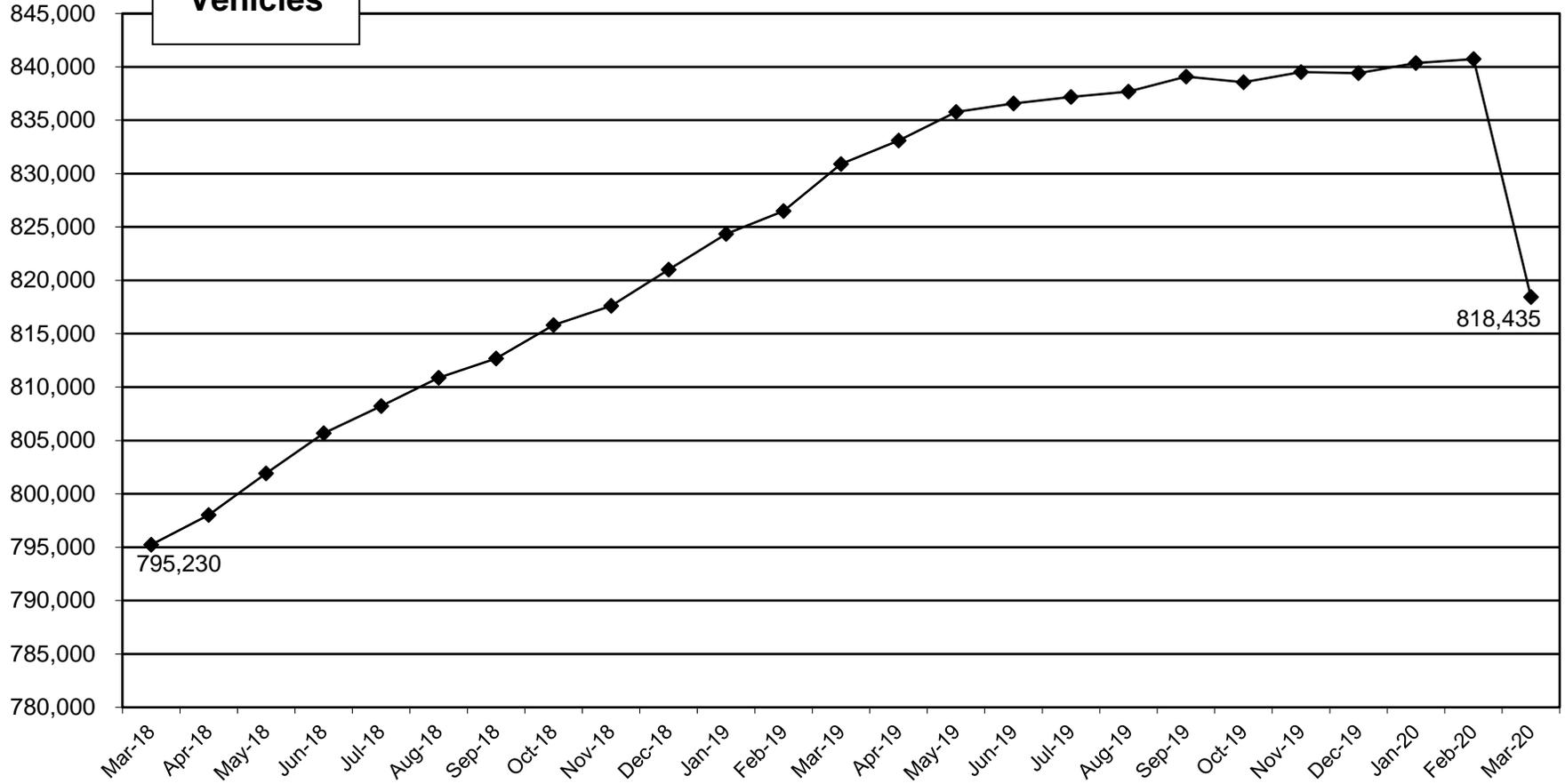
**Non-E-ZPass  
Vehicles\***



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

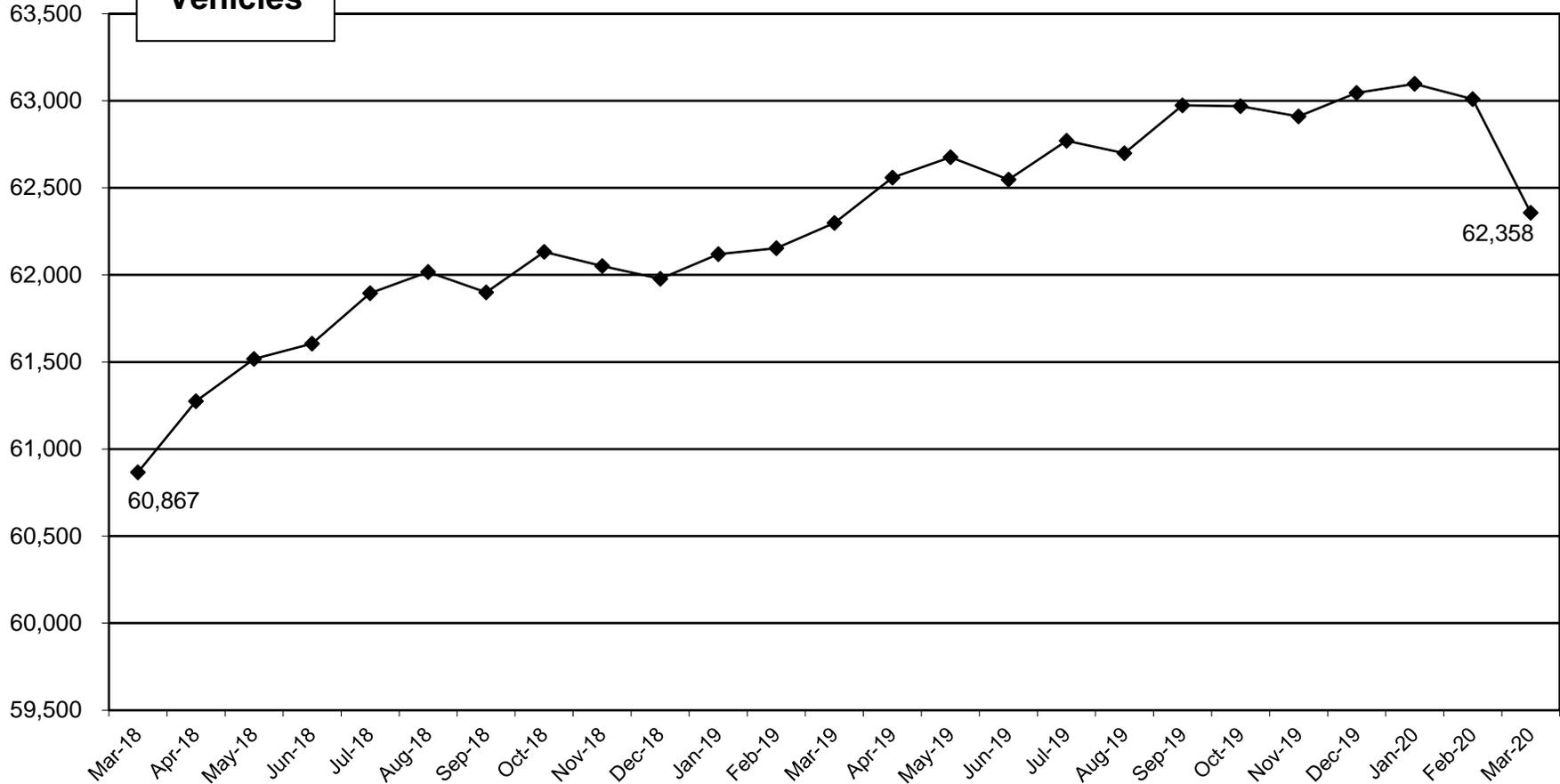
### MTA Bridges and Tunnels Average Daily Traffic: March 2018- March 2020 12-Month Rolling Averages

**Passenger  
Vehicles**



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

Other  
Vehicles



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

| Corridor                                      | Toll Media     | Mar(1) | 3 Months(2)<br>(Jan-Mar) | 6 Months(3)<br>(Oct-Mar) | 9 Months(4)<br>(Jul-Mar) | 12 Months(5)<br>(Apr-Mar) |
|---|----------------|--------|--------------------------|--------------------------|--------------------------|---------------------------|
| All Facilities                                | Total Vehicles | -30.7% | -10.3%                   | -4.9%                    | -2.7%                    | -1.4%                     |
|   | E-ZPass        | -30.5% | -8.7%                    | -3.7%                    | -1.6%                    | -0.4%                     |
|   | Tolls by Mail  | -35.4% | -20.0%                   | -17.8%                   | -16.8%                   | -14.0%                    |
| RFK Bridge                                    | Total Vehicles | -32.6% | -11.6%                   | -5.2%                    | -3.5%                    | -2.4%                     |
|   | E-ZPass        | -32.2% | -9.9%                    | -3.7%                    | -2.0%                    | -1.2%                     |
|   | Tolls by Mail  | -39.3% | -24.0%                   | -20.8%                   | -20.5%                   | -17.5%                    |
| Queens Midtown Tunnel<br>Hugh L. Carey Tunnel | Total Vehicles | -37.4% | -13.2%                   | -6.2%                    | -2.7%                    | 0.6%                      |
|   | E-ZPass        | -37.2% | -11.8%                   | -5.1%                    | -1.8%                    | 1.3%                      |
|   | Tolls by Mail  | -41.1% | -25.3%                   | -22.2%                   | -17.9%                   | -10.8%                    |
| Bronx-Whitestone Bridge<br>Throgs Neck Bridge | Total Vehicles | -28.8% | -9.4%                    | -4.5%                    | -2.8%                    | -1.6%                     |
|   | E-ZPass        | -28.5% | -7.7%                    | -3.2%                    | -1.7%                    | -0.4%                     |
|   | Tolls by Mail  | -33.8% | -18.8%                   | -17.1%                   | -16.5%                   | -14.2%                    |
| Verrazano-Narrows Bridge                      | Total Vehicles | -25.0% | -7.7%                    | -3.9%                    | -2.1%                    | -1.1%                     |
|   | E-ZPass        | -24.9% | -6.4%                    | -2.9%                    | -1.2%                    | -0.3%                     |
|   | Tolls by Mail  | -29.0% | -15.0%                   | -13.3%                   | -13.7%                   | -12.2%                    |
| Henry Hudson Bridge                           | Total Vehicles | -41.0% | -13.5%                   | -6.4%                    | -4.1%                    | -3.0%                     |
|   | E-ZPass        | -40.5% | -11.9%                   | -5.1%                    | -3.0%                    | -2.1%                     |
|   | Tolls By Mail  | -51.3% | -27.7%                   | -21.3%                   | -18.1%                   | -15.1%                    |
| Marine Parkway Bridge<br>Cross Bay Bridge     | Total Vehicles | -23.0% | -7.4%                    | -4.1%                    | -1.3%                    | -0.6%                     |
|   | E-ZPass        | -23.5% | -6.6%                    | -3.3%                    | -0.5%                    | 0.1%                      |
|   | Tolls by Mail  | -9.6%  | -2.9%                    | -8.7%                    | -9.9%                    | -9.1%                     |

(1) March 2020 vs. March 2019

(2) January 2020 to March 2020 vs. January 2019 to March 2019

(3) October 2019 to March 2020 vs. October 2018 to March 2019

(4) July 2019 to March 2020 vs. July 2018 to March 2020

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

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

| Corridor                                      | Toll Media     | Mar(1) | 3 Months(2)<br>(Jan-Mar) | 6 Months(3)<br>(Oct-Mar) | 9 Months(4)<br>(Jul-Mar) | 12 Months(5)<br>(Apr-Mar) |
|---|----------------|--------|--------------------------|--------------------------|--------------------------|---------------------------|
| All Facilities                                | Total Vehicles | -30.7% | -10.3%                   | -4.9%                    | -2.7%                    | -1.4%                     |
|   | Passenger      | -32.1% | -10.7%                   | -5.1%                    | -2.9%                    | -1.5%                     |
|   | Other          | -12.5% | -4.5%                    | -2.0%                    | -0.4%                    | 0.1%                      |
| RFK Bridge                                    | Total Vehicles | -32.6% | -11.6%                   | -5.2%                    | -3.5%                    | -2.4%                     |
|   | Passenger      | -33.9% | -12.0%                   | -5.3%                    | -3.5%                    | -2.4%                     |
|   | Other          | -17.0% | -6.7%                    | -3.7%                    | -2.6%                    | -1.9%                     |
| Queens Midtown Tunnel<br>Hugh L. Carey Tunnel | Total Vehicles | -37.4% | -13.2%                   | -6.2%                    | -2.7%                    | 0.6%                      |
|   | Passenger      | -38.7% | -13.6%                   | -6.5%                    | -3.0%                    | 0.5%                      |
|   | Other          | -20.1% | -7.7%                    | -2.6%                    | 0.5%                     | 1.8%                      |
| Bronx-Whitestone Bridge<br>Throgs Neck Bridge | Total Vehicles | -28.8% | -9.4%                    | -4.5%                    | -2.8%                    | -1.6%                     |
|   | Passenger      | -30.8% | -10.0%                   | -4.8%                    | -3.0%                    | -1.7%                     |
|   | Other          | -7.0%  | -2.7%                    | -1.5%                    | 0.1%                     | -0.2%                     |
| Verrazano-Narrows Bridge                      | Total Vehicles | -25.0% | -7.7%                    | -3.9%                    | -2.1%                    | -1.1%                     |
|   | Passenger      | -26.2% | -8.2%                    | -4.2%                    | -2.4%                    | -1.4%                     |
|   | Other          | -8.6%  | -1.8%                    | 0.5%                     | 2.2%                     | 2.4%                      |
| Henry Hudson Bridge                           | Total Vehicles | -41.0% | -13.5%                   | -6.4%                    | -4.1%                    | -3.0%                     |
|   | Passenger      | -41.1% | -13.5%                   | -6.4%                    | -4.1%                    | -3.0%                     |
|   | Other          | -35.0% | -6.2%                    | 1.7%                     | 4.3%                     | 4.0%                      |
| Marine Parkway Bridge<br>Cross Bay Bridge     | Total Vehicles | -23.0% | -7.4%                    | -4.1%                    | -1.3%                    | -0.6%                     |
|   | Passenger      | -23.3% | -7.3%                    | -3.8%                    | -0.9%                    | -0.3%                     |
|   | Other          | -18.8% | -9.6%                    | -8.2%                    | -6.4%                    | -5.1%                     |

(1) March 2020 vs. March 2019  
(2) January 2020 to March 2020 vs. January 2019 to March 2019  
(3) October 2019 to March 2020 vs. October 2018 to March 2019  
(4) July 2019 to March 2020 vs. July 2018 to March 2020  
(5) April 2019 to March 2020 vs. April 2018 to March 2019

## Supplemental Data Page for the Report on Operations

| <u>Month</u>          | <u>Traffic &amp; Average Gas Price<sup>(1)</sup></u> |               | <u>Weather<sup>(2)</sup></u> |                    |                    |                           |
|-----------------------|--|---------------|------------------------------|--------------------|--------------------|---------------------------|
|                       | <u>Traffic</u>                                       | <u>Gas</u>    | <u>Average Temperature</u>   | <u>Rain Inches</u> | <u>Snow Inches</u> | <u>Precipitation Days</u> |
| 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                | 23,532,562   | \$2.48        | 36                           | 3.6                | 3.3                | 11                        |
| Mar-19 <sup>(3)</sup> | 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                         |
| <b>Sep-19</b>         | <b>27,785,633</b>                                    | <b>\$2.71</b> | <b>72</b>                    | <b>0.6</b>         | <b>-</b>           | <b>3</b>                  |
| <b>Oct-19</b>         | <b>28,109,963</b>                                    | <b>\$2.68</b> | <b>61</b>                    | <b>5.6</b>         | <b>-</b>           | <b>14</b>                 |
| <b>Nov-19</b>         | <b>26,913,543</b>                                    | <b>\$2.68</b> | <b>45</b>                    | <b>1.6</b>         | <b>-</b>           | <b>9</b>                  |
| <b>Dec-19</b>         | <b>26,955,736</b>                                    | <b>\$2.67</b> | <b>39</b>                    | <b>7.2</b>         | <b>2.0</b>         | <b>14</b>                 |
| <b>Jan-20</b>         | <b>25,368,494</b>                                    | <b>\$2.71</b> | <b>39</b>                    | <b>1.6</b>         | <b>2.6</b>         | <b>9</b>                  |
| <b>Feb-20</b>         | <b>24,540,665</b>                                    | <b>\$2.72</b> | <b>40</b>                    | <b>2.7</b>         | <b>-</b>           | <b>12</b>                 |
| <b>Mar-20</b>         | <b>18,934,836</b>                                    | <b>\$2.48</b> | <b>48</b>                    | <b>2.7</b>         | <b>-</b>           | <b>12</b>                 |

Note: Bold numbers are preliminary.

**TABLE 2 - Year-over-Year Differences**

| <u>Month</u>         | <u>Traffic &amp; 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> |
| <b>2019 vs. 2018</b> |  |            |                                  |                    |                    |                           |
| 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             | 328,906                                    | (\$0.17)   | (1)                              | (5.5)              | (5)                | (6)                       |
| December             | 8,957                                      | \$0.01     | (2)                              | 0.3                | 2                  | 3                         |
| <b>2020 vs. 2019</b> |  |            |                                  |                    |                    |                           |
| January              | 362,732                                    | \$0.20     | 6                                | (2.3)              | 2                  | 0                         |
| February             | 1,008,103                                  | \$0.24     | 4                                | (0.9)              | (3)                | 1                         |
| March                | (8,397,257)                                | (\$0.15)   | 6                                | (1.2)              | (10)               | 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

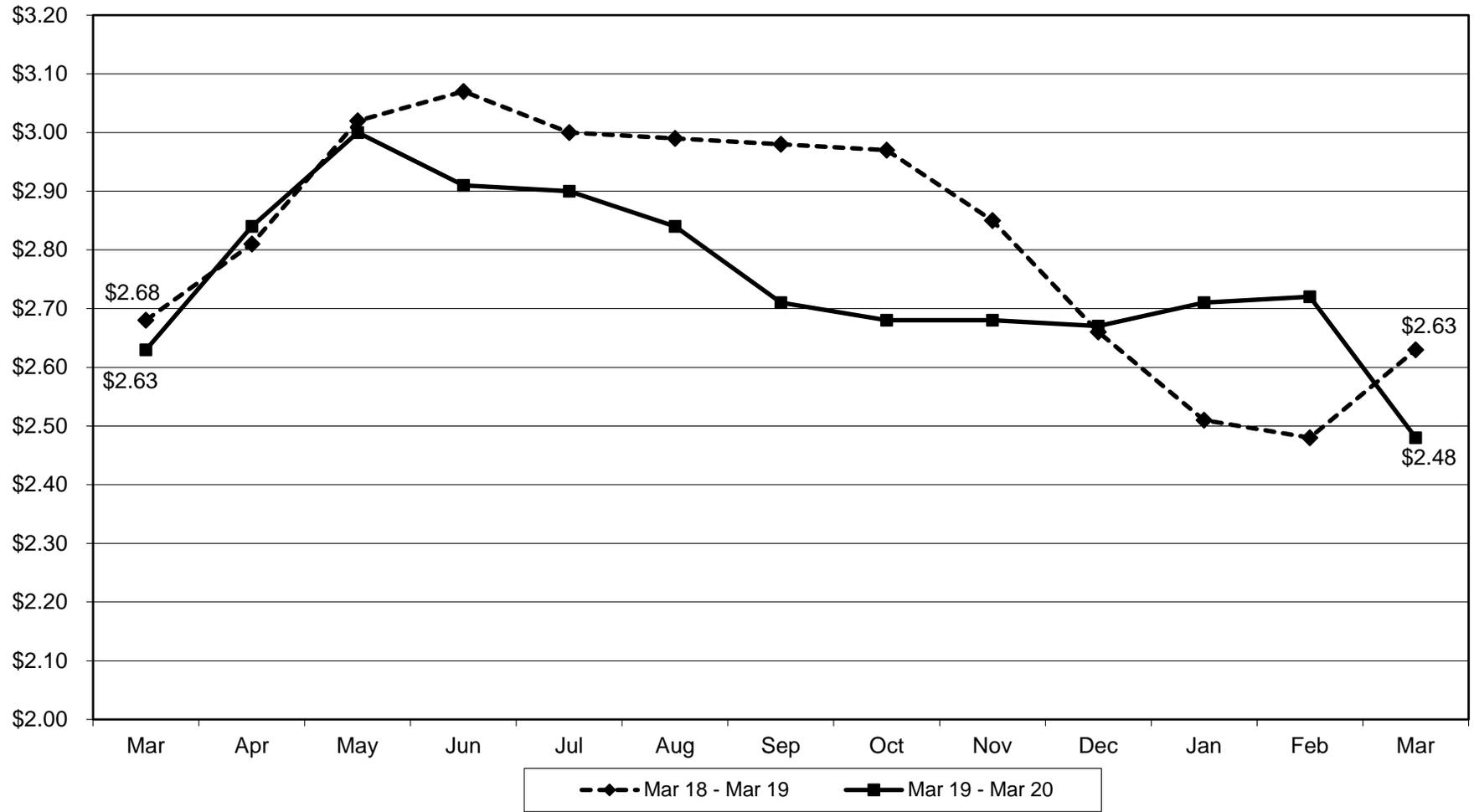
### Average Daily Traffic: 12-Month Rolling Averages

| <u>Month</u>  | <u>All Vehicles<sup>1</sup></u> | <u>E-ZPass</u> | <u>Non-E-ZPass<sup>2</sup></u> | <u>Passenger</u> | <u>Other</u>  |
|---------------|---------------------------------|----------------|--------------------------------|------------------|---------------|
| 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                         | 833,093          | 62,559        |
| May-19        | 898,453                         | 850,408        | 48,046                         | 835,777          | 62,677        |
| Jun-19        | 899,126                         | 851,311        | 47,814                         | 836,578          | 62,548        |
| Jul-19        | 899,936                         | 852,837        | 47,099                         | 837,166          | 62,770        |
| Aug-19        | 900,382                         | 853,973        | 46,409                         | 837,683          | 62,698        |
| <b>Sep-19</b> | <b>902,054</b>                  | <b>856,388</b> | <b>45,667</b>                  | <b>839,081</b>   | <b>62,973</b> |
| <b>Oct-19</b> | <b>901,531</b>                  | <b>856,478</b> | <b>45,053</b>                  | <b>838,562</b>   | <b>62,969</b> |
| <b>Nov-19</b> | <b>902,432</b>                  | <b>857,898</b> | <b>44,533</b>                  | <b>839,522</b>   | <b>62,910</b> |
| <b>Dec-19</b> | <b>902,456</b>                  | <b>858,616</b> | <b>43,840</b>                  | <b>839,412</b>   | <b>63,045</b> |
| <b>Jan-20</b> | <b>903,450</b>                  | <b>860,014</b> | <b>43,436</b>                  | <b>840,353</b>   | <b>63,097</b> |
| <b>Feb-20</b> | <b>903,736</b>                  | <b>860,649</b> | <b>43,087</b>                  | <b>840,727</b>   | <b>63,010</b> |
| <b>Mar-20</b> | <b>880,793</b>                  | <b>839,023</b> | <b>41,770</b>                  | <b>818,435</b>   | <b>62,358</b> |

Note: Bold numbers are preliminary.

1. Numbers may not add due to rounding.

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





# Bridges and Tunnels

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## Safety Report March 2020



## Safety Report

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

| Performance Indicator                                     |                                 |                         |                         |              |
|---|---------------------------------|-------------------------|-------------------------|--------------|
| Performance Indicator                                     | 12-Month Average                |                         |                         |              |
|   | April 2017 - March 2018         | April 2018 - March 2019 | April 2019 - March 2020 |              |
| Customer Collisions Rate per Million Vehicles             | 7.67                            | 6.46                    | 6.10                    |              |
| Customer Injury Collisions Rate per Million Vehicles      | 0.95                            | 1.00                    | 0.88                    |              |
| Employee Accident Reports                                 | 219                             | 267                     | 202                     |              |
| Employee Lost Time Injuries Rate per 200,000 Hours Worked | 7.4                             | 7.5                     | 5.7                     |              |
| Construction Injuries per 200,000 Hours Worked            | 1.45                            | 1.63                    | 2.88                    |              |
| Leading Indicators  |                                 |                         |                         |              |
| Roadway Safety  | 2019                            |                         | 2020                    |              |
|   | March                           | Year End                | March                   | Year to Date |
| Workforce Development (# of Participants)                 | 45                              | 429                     | 24                      | 25           |
| Fleet Preventative Maintenance Insp.                      | 149                             | 1608                    | 177                     | 418          |
| Safety Taskforce Inspections                              | 1                               | 13                      | 0                       | 0            |
| Construction Safety                                       | March                           | Year End                | March                   | Year to Date |
|   | Construction Safety Inspections | 257                     | 2381                    | 180          |
| Fire Safety   | March                           | Year End                | March                   | Year to Date |
|   | Fire Code Audits Completed      | 3                       | 15                      | 0            |
| FDNY Liaison Visits                                       | 0                               | 32                      | 0                       | 2            |

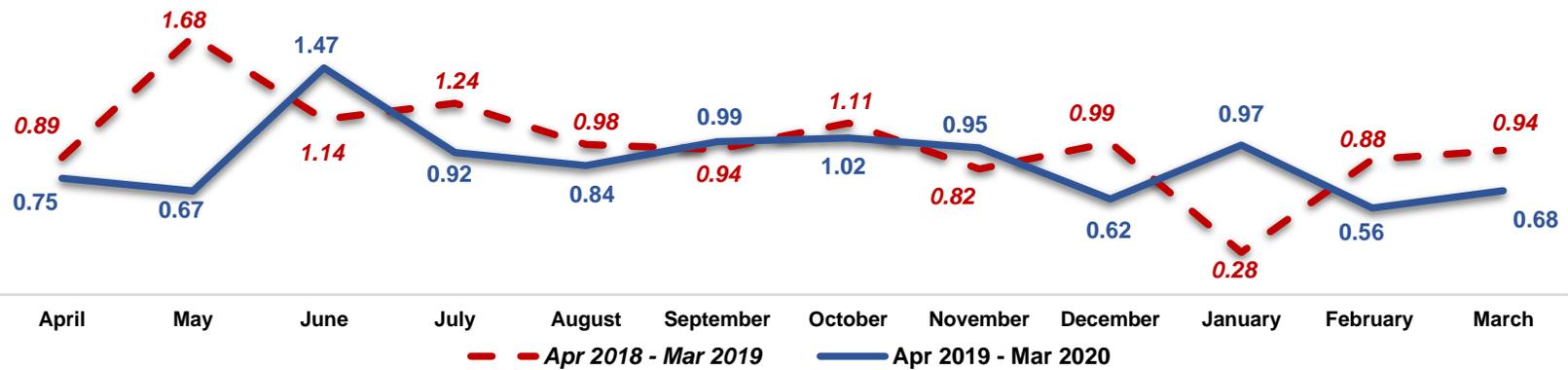
### Definitions:

|   |
|---|
| <p>Workforce Development provides for focused safety and skills training to all operations, maintenance and staff personnel. Classes feature OSHA 10 and 30 Classes, operations mandatory safety and skills instruction and retraining and specialty training (TIMS, CDL, FDNY instruction, Wrecker Driver Instruction and Roadway Safety Rules).</p> <p>Fleet Preventative Maintenance Inspections are conducted at each location to improve the customer and worker safety environment. Inspections identify potential hazardous roadway or facility conditions and prescribe corrective actions to eliminate hazards.</p> <p>Safety Taskforce Inspections are conducted by the joint Labor and Management Committee at each facility throughout the year on a rotating basis. The inspections consist of reviewing past accident and incident experiences/reports and facility safety reports. The Taskforce meets with location management and union representatives and makes a complete tour of the facility. The Taskforce is comprised of representatives of the Safety and Operations groups and has representation from each of the represented unions.</p> <p>Construction Safety Inspections are conducted by an independent safety monitor to ensure that the necessary components for a safe construction are present. Inspections include review of safety organization, job hazard analysis, safe work plans for specific high risk activities, personal protective equipment, fire protection, industrial hygiene, and training.</p> <p>Fire Code Audits are required by the NYS Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.</p> <p>FDNY Liaison Visits are conducted on a regular basis (typically twice a year) whereby local fire companies visit and tour the facilities to become familiar with the structures and buildings and the fire equipment provided. This facilitates the development of</p> |
|---|

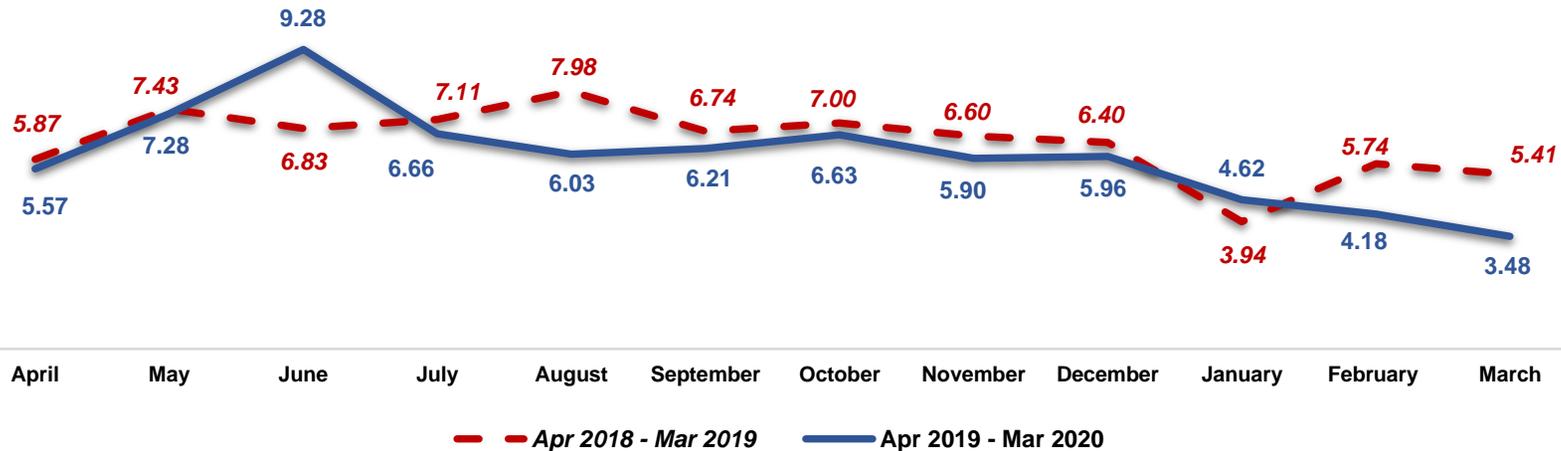


## Collision Rates – All Facilities Year over Year Comparison of Monthly Data

### Collisions with Injuries per Million Vehicles



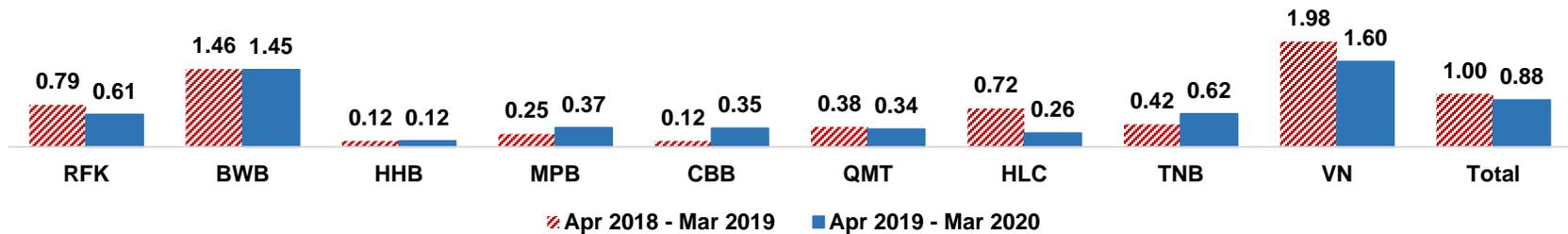
### Total Collisions per Million Vehicles



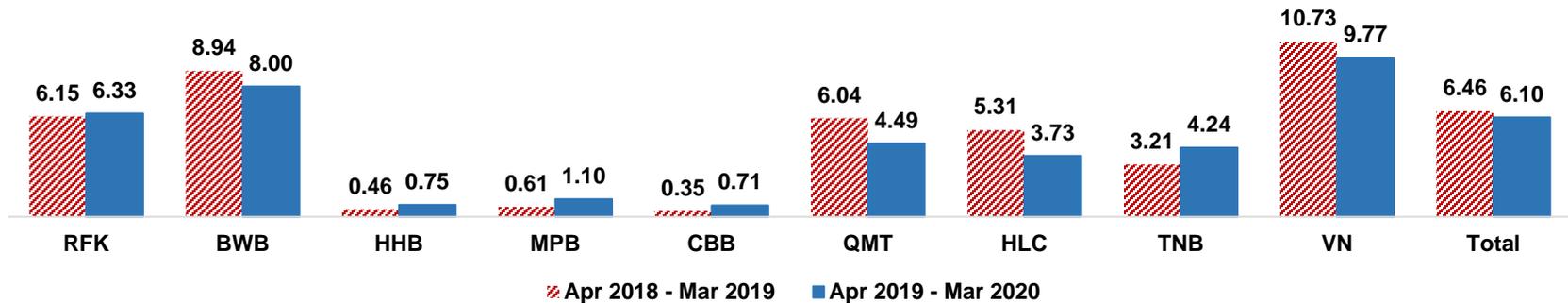


## Collision Rates by Facility Year over Year Comparison of 12-Month Averages

### Collisions with Injuries per Million Vehicles



### Total Collisions per Million Vehicles





## Collision Rates by Facility

Total Collisions per Million Vehicles: March 2019 – March 2020

|              | 19-Mar | 19-Apr | 19-May | 19-Jun | 19-Jul | 19-Aug | 19-Sep | 19-Oct | 19-Nov | 19-Dec | 20-Jan | 20-Feb | 20-Mar |
|--------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| <b>RFK</b>   | 4.42   | 5.30   | 7.28   | 10.41  | 5.33   | 7.08   | 7.20   | 6.32   | 6.19   | 8.38   | 3.92   | 3.63   | 3.15   |
| <b>BWB</b>   | 6.40   | 6.77   | 10.25  | 12.69  | 8.59   | 5.94   | 9.77   | 11.51  | 8.12   | 5.89   | 5.10   | 3.42   | 2.33   |
| <b>TNB</b>   | 2.99   | 1.90   | 5.07   | 5.41   | 5.37   | 4.48   | 5.32   | 4.24   | 4.16   | 2.82   | 5.46   | 5.97   | 6.66   |
| <b>VNB</b>   | 9.99   | 11.18  | 11.53  | 14.85  | 11.46  | 9.87   | 8.83   | 10.82  | 8.75   | 9.09   | 6.48   | 4.18   | 3.48   |
| <b>QMT</b>   | 6.22   | 3.92   | 5.52   | 4.96   | 4.68   | 4.84   | 3.52   | 4.46   | 4.81   | 5.66   | 3.84   | 4.29   | 2.52   |
| <b>HLC</b>   | 2.99   | 1.82   | 5.78   | 7.18   | 6.22   | 3.67   | 1.82   | 1.18   | 3.68   | 3.05   | 5.96   | 3.63   | 3.15   |
| <b>HHB</b>   | 0.00   | 0.90   | 0.84   | 0.44   | 0.46   | 1.32   | 0.46   | 0.44   | 0.91   | 0.47   | 0.50   | 1.03   | 1.56   |
| <b>MPB</b>   | 0.00   | 1.62   | 0.00   | 2.50   | 2.21   | 0.00   | 0.00   | 0.00   | 3.17   | 3.14   | 0.00   | 0.00   | 0.00   |
| <b>CBB</b>   | 1.45   | 0.00   | 0.00   | 3.73   | 0.00   | 1.23   | 1.38   | 0.00   | 0.00   | 0.00   | 1.53   | 4.29   | 2.52   |
| <b>Total</b> | 5.41   | 5.57   | 7.28   | 9.28   | 6.66   | 6.03   | 6.21   | 6.63   | 5.90   | 5.96   | 4.62   | 4.18   | 3.48   |



# Bridges and Tunnels

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## Final Review of 2019 Year-End Operating Results



## **MTA BRIDGES AND TUNNELS 2019 YEAR-END REPORT SUMMARY**

In 2019, MTA Bridges and Tunnels (B&T) generated \$1,138.8 million in Support to Mass Transit, which was \$21.5 million above the Final Estimate of \$1,117.3 million.

Total non-reimbursable revenue in 2019 was \$2,098.5 million, which was \$3.1 million, or 0.1% below the 2019 Final Estimate. Toll revenue reached \$2,071.4 million, which was \$6.7 million, or 0.3% below forecast due to a slightly lower average toll yield than forecast. Paid traffic for the year totaled 329.4 million crossings, which was slightly above the Final Estimate level of 329.3 million. The lower toll revenue was partially offset by an additional \$2.5 million in Other Operating Revenue from a variety of miscellaneous sources including parking receipts from the Battery Parking Garage and income from cellular equipment rentals in the Queens Midtown Tunnel and the Hugh L. Carey Tunnel, and an additional \$1.0 million in Investment Income due to higher than anticipated short-term investment yields on fund balances.

Total non-reimbursable operating expenses were \$511.4 million, which was \$15.9 million below the Final Estimate of \$527.3 million. Under-spending occurred in both non-labor (\$14.1 million) and labor (\$1.8 million) expenses. The favorable labor variance was primarily due to vacant positions. The favorable non-labor results were primarily due to lower than anticipated costs across a variety of maintenance, operating and professional service contracts.

Total reimbursable revenues and operating expenses before depreciation were each \$16.7 million. In both cases, this was \$5.7 million below the 2019 Final Estimate due to lower than estimated time spent on projects eligible for reimbursement from Capital Programs.

Deductions from Income, which include Capitalized Assets and Prepaid Expenses, totaled \$15.5 million. This was \$9.5 million below the Final Estimate primarily due to the timing of projects funded through Capitalized Assets.

Debt Service totaled \$655.8 million and was \$14.4 million below the Final Estimate; B&T's portion was \$299.8 million, which was \$0.7 million above the estimate. A total of \$133.0 million in PAYGO funding was also contributed toward B&T's Capital Programs. This contribution was included in the Final Estimate.

**MTA BRIDGES AND TUNNELS**  
**2019 YEAR-END REPORT**  
**EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES**  
**ACCRUAL BASIS**

**2019 Final Estimate vs. Actual**

The following section summarizes actual 2019 results and discusses major variances to the 2019 Final Estimate by generic category.

**Non-Reimbursable**

**Revenue**

Total non-reimbursable revenue was \$2,098.5 million in 2019, which was \$3.1 million, or 0.1% below the 2019 Final Estimate.

Toll revenue comprised 99% of total non-reimbursable revenue and reached \$2,071.4 million, which was \$6.7 million, or 0.3% lower than the Final Estimate due to a slightly lower average toll yield than forecast. Paid traffic for the year totaled 329.4 million crossings, which was slightly above the Final Estimate level of 329.3 million.

Other Operating Revenue totaled \$23.4 million, which was \$2.5 million above the Final Estimate due to favorable results across several miscellaneous sources, including parking receipts from the Battery Parking Garage, and income from cellular equipment rentals in the Queens Midtown Tunnel and the Hugh L. Carey Tunnel.

Investment Income was \$3.7 million, which was \$1.0 million above the Final Estimate due to higher than anticipated short-term investment yields on fund balances.

**Operating Expenses**

Total non-reimbursable operating expenses were \$511.4 million in 2019, which was \$15.9 million or 3.0% below the 2019 Final Estimate.

**Labor**

Labor expenses were \$252.3 million, which was \$1.8 million below the Final Estimate.

Payroll expenses were \$1.0 million above the Final Estimate due to lower than anticipated capital reimbursement offsets. Overtime came in \$3.5 million below the Final Estimate due to scheduling efficiencies. Expenses for Health and Welfare and Other Fringe Benefits were a combined \$2.1 million lower primarily due to vacancies in both administrative and uniformed personnel. The Reimbursable Overhead credit was \$2.4 million below the Final Estimate due to lower capital project activity.

## **Non-Labor**

Total Non-Labor expenses were \$259.2 million, which was \$14.1 million below the Final Estimate, and major variances are discussed below

Insurance was \$4.8 million above budget due to a higher than anticipated actuarial adjustment to the General Liability Insurance reserve.

Maintenance and Other Operating Contracts were below the Final Estimate by \$12.3 million. Approximately \$4.9 million was due to the timing of Major Maintenance projects that support B&T's Capital Programs. Relatively smaller underruns occurred across numerous routine maintenance (\$4.2 million), security systems (\$1.8 million), and tolling systems (\$1.4 million) contracts.

Professional Service Contracts were \$4.4 million below the Final Estimate. The primary drivers of these favorable results were \$2.5 million in lower than anticipated customer outreach needs and relatively smaller underruns across several miscellaneous consulting contracts.

Materials and Supplies were \$1.1 million below the Final Estimate, primarily due to numerous small underruns across a variety of equipment and supply categories.

## **Non-Cash Categories**

**Depreciation** expenses were \$166.9 million, which was \$14.9 million higher than the Final Estimate.

The Final Estimate included \$40.1 million for the **GASB 75 OPEB Expense Adjustment**; the actual adjustment was \$37.2 million.

The **GASB 68 Pension Adjustment** resulted in a credit of \$2.6 million; the Final Estimate included a credit of \$17.8 million.

## **Net Surplus**

The net surplus for 2019 was \$1,587.1 million, which was \$12.8 million higher than the Final Estimate (\$15.9 million due to lower operating expenses partially offset by \$3.1 million lower revenue).

## **Reimbursable**

Total reimbursable revenues and operating expenses were each \$16.7 million. In both cases, this was \$5.7 million below the 2019 Final Estimate. The variance resulted from lower than estimated time spent on projects eligible for reimbursement from the Capital Programs.

## **Non-Reimbursable and Reimbursable**

### **Deductions from Income**

Deductions from Income, which include Capitalized Assets and Prepaid Expenses, totaled \$15.5 million. This was \$9.5 million below the Final Estimate primarily due to the timing of projects funded through Capitalized Assets.

### **Debt Service**

Total Debt Service was \$655.8 million in 2019, which was \$14.4 million below the Final Estimate. B&T's portion was \$299.8 million, which was higher by \$0.7 million. B&T debt service for NYC Transit projects was below the Final Estimate by \$9.7 million and B&T debt service for MTA projects was below by \$5.3 million.

### **Contribution to the Capital Program**

B&T's PAYGO Contribution to the Capital Program was \$133.0 million, which was at the Final Estimate level.

### **Total Support to Mass Transit**

Total Support to Mass Transit was \$1,138.8 million in 2019. The level was \$21.5 million above the Final Estimate of \$1,117.3 million, with the positive variance resulting from favorable operating expenses (\$21.6 million) and capitalized assets (\$13.2 million), partially offset by unfavorable variances in revenue (\$8.8 million), prepaid expenses (\$3.7 million) and B&T Debt Service (\$0.7 million).

## **2019 Adopted Budget (adjusted) vs. Actual**

*The 2019 Adopted Budget was enacted prior to Board approval of toll increases, which became effective on March 31, 2019. Accordingly, the following variance explanations reflect the additional toll revenue anticipated from that increase.*

The following summarizes actual 2019 results and discusses major variances to the estimates in the 2019 Adopted Budget by generic category.

## **Non-Reimbursable**

### **Revenue**

Total non-reimbursable revenue was \$2,098.5 million in 2019, which was \$33.2 million or 1.6% above the 2019 Adopted Budget.

Toll revenue comprised 99% of total non-reimbursable revenue and reached \$2,071.4 million, which was \$26.2 million greater than the Adopted Budget. Favorable traffic trends and a toll increase implemented on March 31<sup>st</sup>, 2019 account for the additional revenue. Paid traffic totaled 329.4 million, which was 7.0 million crossings, or 2.2% higher than the adjusted Adopted Budget primarily due to stable gas prices, modest improvements in the local economy and relatively favorable weather.

Other Operating Revenue totaled \$23.4 million, which was \$4.5 million above the Adopted Budget primarily due to favorable results across several miscellaneous sources, including parking receipts from the Battery Parking Garage and income from cellular equipment rentals in the Queens Midtown Tunnel and the Hugh L. Carey Tunnel.

Investment Income was \$3.7 million, which was \$2.4 million above the Adopted Budget due to higher than anticipated short-term investment yields on fund balances.

### **Operating Expenses**

Total non-reimbursable operating expenses were \$511.4 million in 2019, which was \$62.6 million or 10.9% below the 2019 Adopted Budget.

#### **Labor**

Total Labor expenses were \$252.3 million, which was \$20.0 million below the Adopted Budget.

Net labor savings of \$28.7 were realized primarily through lower payroll and associated fringe benefits costs associated with vacancies. Overtime was \$3.5 million below Budget primarily due to scheduling efficiencies. OPEB Current Payment was \$1.6 million lower primarily due to lower than anticipated retiree participation in health insurance plans. These savings were partially offset by higher Pension costs of \$11.4 million, resulting primarily from revised projections issued by the NYC Office of the Actuary to NYCERS.

#### **Non-Labor**

Total Non-Labor expenses were \$259.2 million, which was \$42.5 million below the Adopted Budget.

Insurance expenses were \$3.9 million above the Adopted Budget due to a higher than anticipated actuarial adjustment to the General Liability Insurance reserve.

Electricity costs were \$2.0 million below Budget primarily due to lower than initially forecast rates.

Maintenance and Other Operating Contracts were \$30.1 million below Budget. The major variances include:

- B&T's Major Maintenance and Bridge Painting Program was \$12.6 million below Budget. Several projects that were initially planned in this program were

- eligible for Capital Program funding and were transferred accordingly. In addition, other projects were deferred, canceled or reduced in scope without compromising B&T's ability to maintain its facilities in a state of good repair.
- Cashless tolling expenses were \$8.9 million below Budget primarily due to a reassessment of customer service and revenue protection contingency needs.
  - Numerous routine maintenance contracts came in under Budget. The total savings were \$5.5 million.
  - Several security equipment and systems contracts also came in under Budget, yielding additional savings of \$2.1 million.

Professional Service Contracts were \$11.2 million below the Budget. The primary drivers of these favorable results were lower than anticipated outside engineering services (\$3.3 million), customer outreach needs (\$2.5 million), planning studies (\$2.1 million), and several other smaller underruns across numerous miscellaneous consulting contracts.

Materials and Supplies were \$1.7 million below Budget primarily due to numerous small underruns across a variety of equipment and supply categories.

### **Non-Cash Categories**

**Depreciation** expenses for 2019 were \$166.9 million, which was \$18.5 million higher than the Adopted Budget.

The Adopted Budget included \$67.7 million in **Other Post-Employment Benefits (OPEB) Obligations**, but **GASB 75** went into effect during the year, which replaced the former assessment. Actual **OPEB Obligations** were subsequently zeroed out and the actual **GASB 75 OPEB Adjustment** was \$37.240.1 million.

The **GASB 68 Pension Adjustment** resulted in a credit of \$2.6 million; the Adopted Budget included a debit of \$12.6 million.

### **Net Surplus**

The net surplus for 2019 was \$1,587.1 million, which was \$95.7 million greater than the Adopted Budget (\$33.2 million from additional revenue and \$62.6 million from lower expenses).

### **Reimbursable**

Total reimbursable revenues and operating expenses were each \$16.7 million. In both cases, this was \$7.4 million below the 2019 Adopted Budget. The variance was a result of lower than estimated time spent on projects eligible for reimbursement from the capital program.

## **Non-Reimbursable and Reimbursable**

### **Deductions from Income**

Deductions from Income include Capitalized Assets and Prepaid Expenses. Capitalized Assets were \$12.9 million below the Adopted Budget primarily due to the re-scheduling of several projects into later years. Prepaid Expenses were \$3.7 million above Budget primarily due to the timing of payments to the New York State Health Insurance Program.

### **Debt Service**

Debt Service totaled \$655.8 million in 2019, which was \$28.6 million below the Adopted Budget. B&T's portion of total debt service was \$299.8 million, which was \$7.2 million above Budget. B&T debt service for NYC Transit projects was below Budget by \$21.5 million and B&T debt service for MTA projects was below by \$14.3 million.

### **Contribution to the Capital Program**

B&T's PAYGO Contribution to the Capital Program was \$133.0 million, which was at the Adopted Budget level.

### **Total Support to Mass Transit**

Total Support to Mass Transit was \$1,138.8 million in 2019. The level was \$97.7 million above the Adopted Budget of \$1,041.0 million, with the positive variance resulting from favorable revenues (\$25.8 million), operating expenses (\$70.0 million) and capitalized assets (\$12.9 million), partially offset by higher prepaid expenses (\$3.7 million) and B&T Debt Service (\$7.2 million).

**MTA BRIDGES AND TUNNELS**  
**2019 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL**  
(\$ in millions)

**NON-REIMBURSABLE**

|   | 2019                           |                    |                    | Favorable/(Unfavorable) Variance |             |                   |              |
|---|--------------------------------|--------------------|--------------------|----------------------------------|-------------|-------------------|--------------|
|   | Adopted<br>Budget <sup>a</sup> | Final<br>Estimate  | Actual             | 2019 Adopted Budget              |             | Final Estimate    |              |
|   |                                |                    |                    | \$                               | %           | \$                | %            |
| <b>Revenue</b>  |                                |                    |                    |                                  |             |                   |              |
| Vehicle Toll Revenue                                      | 2,045.195                      | 2,078.076          | 2,071.411          | 26.216                           | 1.3         | (6.665)           | (0.3)        |
| Other Operating Revenue                                   | 18.936                         | 20.936             | 23.439             | 4.503                            | 23.8        | 2.503             | 12.0         |
| Capital and Other Reimbursements                          | 0.000                          | 0.000              | 0.000              | 0.000                            | 0.0         | 0.000             | 0.0          |
| Investment Income   | 1.240                          | 2.640              | 3.689              | 2.449                            | *           | 1.049             | 39.7         |
| <b>Total Revenue</b>                                      | <b>\$2,065.371</b>             | <b>\$2,101.653</b> | <b>\$2,098.539</b> | <b>\$33.168</b>                  | <b>1.6</b>  | <b>(\$3.114)</b>  | <b>(0.1)</b> |
| <b>Expenses</b>   |                                |                    |                    |                                  |             |                   |              |
| Labor:  |                                |                    |                    |                                  |             |                   |              |
| Payroll   | \$139.719                      | \$118.762          | \$119.794          | \$19.925                         | 14.3        | (\$1.032)         | (0.9)        |
| Overtime  | 27.347                         | 27.347             | 23.872             | 3.475                            | 12.7        | 3.475             | 12.7         |
| Health and Welfare  | 32.371                         | 27.451             | 27.243             | 5.127                            | 15.8        | 0.207             | 0.8          |
| OPEB Current Payment                                      | 24.213                         | 22.837             | 22.567             | 1.646                            | 6.8         | 0.271             | 1.2          |
| Pensions  | 35.613                         | 46.427             | 47.023             | (11.410)                         | (32.0)      | (0.596)           | (1.3)        |
| Other Fringe Benefits                                     | 20.769                         | 18.955             | 17.106             | 3.663                            | 17.6        | 1.849             | 9.8          |
| Reimbursable Overhead                                     | (7.720)                        | (7.720)            | (5.336)            | (2.384)                          | (30.9)      | (2.384)           | (30.9)       |
| <b>Total Labor Expenses</b>                               | <b>\$272.311</b>               | <b>\$254.058</b>   | <b>\$252.269</b>   | <b>\$20.043</b>                  | <b>7.4</b>  | <b>\$1.790</b>    | <b>0.7</b>   |
| Non-Labor:  |                                |                    |                    |                                  |             |                   |              |
| Electricity   | \$5.925                        | \$4.774            | \$3.933            | \$1.991                          | 33.6        | \$0.841           | 17.6         |
| Fuel  | 2.474                          | 1.931              | 1.709              | 0.766                            | 30.9        | 0.222             | 11.5         |
| Insurance   | 12.217                         | 11.254             | 16.095             | (3.877)                          | (31.7)      | (4.841)           | (43.0)       |
| Claims  | 0.000                          | 0.000              | 0.006              | (0.006)                          | -           | (0.006)           | -            |
| Paratransit Service Contracts                             | 0.000                          | 0.000              | 0.000              | 0.000                            | -           | 0.000             | -            |
| Maintenance and Other Operating Contracts                 | 183.024                        | 165.242            | 152.916            | 30.108                           | 16.5        | 12.327            | 7.5          |
| Professional Service Contracts                            | 44.100                         | 37.334             | 32.931             | 11.169                           | 25.3        | 4.403             | 11.8         |
| Materials & Supplies                                      | 4.421                          | 3.744              | 2.679              | 1.742                            | 39.4        | 1.065             | 28.4         |
| Other Business Expenses                                   | 49.535                         | 48.974             | 48.890             | 0.645                            | 1.3         | 0.084             | 0.2          |
| <b>Total Non-Labor Expenses</b>                           | <b>\$301.696</b>               | <b>\$273.253</b>   | <b>\$259.158</b>   | <b>\$42.538</b>                  | <b>14.1</b> | <b>\$14.095</b>   | <b>5.2</b>   |
| <b>Total Expenses before Depreciation &amp; GASB Adj.</b> | <b>\$574.008</b>               | <b>\$527.312</b>   | <b>\$511.427</b>   | <b>\$62.581</b>                  | <b>10.9</b> | <b>\$15.885</b>   | <b>3.0</b>   |
| Depreciation  | \$148.432                      | \$151.977          | \$166.910          | (\$18.478)                       | (12.4)      | (\$14.933)        | (9.8)        |
| OPEB Obligation   | 67.696                         | 0.000              | -                  | 67.696                           | 100.0       | 0.000             | -            |
| GASB 75 OPEB Expense Adjustment                           | 0.000                          | 40.094             | 37.165             | (37.165)                         | -           | 2.929             | 7.3          |
| GASB 68 Pension Adjustment                                | 12.575                         | (17.838)           | (2.641)            | 15.216                           | *           | (15.197)          | (85.2)       |
| Environmental Remediation                                 | 0.000                          | 0.000              | -                  | 0.000                            | -           | 0.000             | -            |
| <b>Total Expenses after Depreciation &amp; GASB Adj.</b>  | <b>\$802.710</b>               | <b>\$701.545</b>   | <b>\$712.861</b>   | <b>\$89.849</b>                  | <b>11.2</b> | <b>(\$11.315)</b> | <b>(1.6)</b> |
| Less: Depreciation  | \$148.432                      | \$151.977          | \$166.910          | (\$18.478)                       | (12.4)      | (\$14.933)        | (9.8)        |
| Less: OPEB Obligation                                     | 67.696                         | 0.000              | 0.000              | 67.696                           | 100.0       | 0.000             | -            |
| Less: GASB 75 OPEB Expense Adjustment                     | 0.000                          | 40.094             | 37.165             | (37.165)                         | -           | 2.929             | 7.3          |
| Less: GASB 68 Pension Adjustment                          | 12.575                         | (17.838)           | (2.641)            | 15.216                           | *           | (15.197)          | (85.2)       |
| <b>Total Expenses</b>                                     | <b>\$574.008</b>               | <b>\$527.312</b>   | <b>\$511.427</b>   | <b>\$62.581</b>                  | <b>10.9</b> | <b>\$15.885</b>   | <b>3.0</b>   |
| <b>Net Surplus/(Deficit)</b>                              |                                |                    |                    |                                  |             |                   |              |
| <i>(Excluding Subsidies and Debt Service)</i>             | <b>\$1,491.363</b>             | <b>\$1,574.341</b> | <b>\$1,587.112</b> | <b>\$95.749</b>                  | <b>6.4</b>  | <b>\$12.771</b>   | <b>0.8</b>   |

Totals may not add due to rounding

\* Variance exceeds 100%.

(a) The 2019 Adopted Budget was enacted prior to Board approval of fare and toll increases, which became effective March 31, 2019. This table reflects, for the Adopted Budget, the additional toll revenue anticipated from this increase.

**MTA BRIDGES AND TUNNELS**  
**2019 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL**  
(\$ in millions)

|                     |
|---------------------|
| <b>REIMBURSABLE</b> |
|---------------------|

|   | 2019              |                   |                 | Favorable/(Unfavorable) Variance |               |                  |               |
|---|-------------------|-------------------|-----------------|----------------------------------|---------------|------------------|---------------|
|   | Adopted<br>Budget | Final<br>Estimate | Actual          | 2019 Adopted Budget              |               | Final Estimate   |               |
|   |                   |                   |                 | \$                               | %             | \$               | %             |
| <b>Revenue</b>  |                   |                   |                 |                                  |               |                  |               |
| Vehicle 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  | 24.046            | 22.345            | 16.667          | (7.379)                          | (30.7)        | (5.678)          | (25.4)        |
| Investment Income   | 0.000             | 0.000             | 0.000           | 0.000                            | -             | 0.000            | -             |
| <b>Total Revenue</b>  | <b>\$24.046</b>   | <b>\$22.345</b>   | <b>\$16.667</b> | <b>(\$7.379)</b>                 | <b>(30.7)</b> | <b>(\$5.678)</b> | <b>(25.4)</b> |
| <b>Expenses</b>   |                   |                   |                 |                                  |               |                  |               |
| Labor:  |                   |                   |                 |                                  |               |                  |               |
| Payroll   | \$8.676           | \$8.676           | \$6.456         | \$2.220                          | 25.6          | \$2.220          | 25.6          |
| Overtime  | 2.039             | 0.827             | 0.760           | 1.279                            | 62.7          | 0.067            | 8.1           |
| Health and Welfare  | 1.867             | 1.867             | 1.499           | 0.368                            | 19.7          | 0.368            | 19.7          |
| OPEB Current Payment  | 0.000             | 0.000             | 0.000           | 0.000                            | -             | 0.000            | -             |
| Pensions  | 2.530             | 2.221             | 1.644           | 0.886                            | 35.0          | 0.577            | 26.0          |
| Other Fringe Benefits   | 1.214             | 1.034             | 0.972           | 0.242                            | 19.9          | 0.062            | 6.0           |
| Reimbursable Overhead   | 7.720             | 7.720             | 5.336           | 2.384                            | 30.9          | 2.384            | 30.9          |
| <b>Total Labor Expenses</b>   | <b>\$24.046</b>   | <b>\$22.345</b>   | <b>\$16.667</b> | <b>\$7.379</b>                   | <b>30.7</b>   | <b>\$5.678</b>   | <b>25.4</b>   |
| Non-Labor:  |                   |                   |                 |                                  |               |                  |               |
| Electricity   | \$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 Service Contracts  | 0.000             | 0.000             | 0.000           | 0.000                            | -             | 0.000            | -             |
| Materials & Supplies  | 0.000             | 0.000             | 0.000           | 0.000                            | -             | 0.000            | -             |
| Other Business Expenses   | 0.000             | 0.000             | 0.000           | 0.000                            | -             | 0.000            | -             |
| <b>Total Non-Labor Expenses</b>   | <b>\$0.000</b>    | <b>\$0.000</b>    | <b>\$0.000</b>  | <b>\$0.000</b>                   | <b>-</b>      | <b>\$0.000</b>   | <b>-</b>      |
| <b>Total Expenses before Depreciation &amp; GASB Adj.</b>                     | <b>\$24.046</b>   | <b>\$22.345</b>   | <b>\$16.667</b> | <b>\$7.379</b>                   | <b>30.7</b>   | <b>\$5.678</b>   | <b>25.4</b>   |
| Depreciation  | \$0.000           | \$0.000           | \$0.000         | \$0.000                          | -             | \$0.000          | -             |
| OPEB Obligation   | 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            | -             |
| GASB 68 Pension Adjustment  | 0.000             | 0.000             | 0.000           | 0.000                            | -             | 0.000            | -             |
| Environmental Remediation   | 0.000             | 0.000             | 0.000           | 0.000                            | -             | 0.000            | -             |
| <b>Total Expenses after Depreciation &amp; GASB Adj.</b>                      | <b>\$24.046</b>   | <b>\$22.345</b>   | <b>\$16.667</b> | <b>\$7.379</b>                   | <b>30.7</b>   | <b>\$5.678</b>   | <b>25.4</b>   |
| Less: Depreciation  | \$0.000           | \$0.000           | \$0.000         | \$0.000                          | -             | \$0.000          | -             |
| Less: OPEB Obligation   | 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            | -             |
| Less: GASB 68 Pension Adjustment  | 0.000             | 0.000             | 0.000           | 0.000                            | -             | 0.000            | -             |
| <b>Total Expenses</b>   | <b>\$24.046</b>   | <b>\$22.345</b>   | <b>\$16.667</b> | <b>\$7.379</b>                   | <b>30.7</b>   | <b>\$5.678</b>   | <b>25.4</b>   |
| <b>Net Surplus/(Deficit)</b><br><i>(Excluding Subsidies and Debt Service)</i> | <b>\$0.000</b>    | <b>\$0.000</b>    | <b>\$0.000</b>  | <b>\$0.000</b>                   | <b>-</b>      | <b>\$0.000</b>   | <b>-</b>      |

**MTA BRIDGES AND TUNNELS**  
**2019 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL**  
(\$ in millions)

|   |
|---|
| <b>NON-REIMBURSABLE/REIMBURSABLE</b><br>(Page 1 of 2) |
|---|

|   | 2019                           |                    |                    | Favorable/(Unfavorable) Variance |             |                  |              |
|---|--------------------------------|--------------------|--------------------|----------------------------------|-------------|------------------|--------------|
|   | Adopted<br>Budget <sup>a</sup> | Final<br>Estimate  | Actual             | 2019 Adopted Budget              |             | Final Estimate   |              |
|   |                                |                    |                    | \$                               | %           | \$               | %            |
| <b>Revenue</b>  |                                |                    |                    |                                  |             |                  |              |
| Vehicle Toll Revenue  | \$2,045.195                    | \$2,078.076        | \$2,071.411        | \$26.216                         | 1.3         | (\$6.665)        | (0.3)        |
| Other Operating Revenue   | 18.936                         | 20.936             | 23.439             | 4.503                            | 23.8        | 2.503            | 12.0         |
| Capital and Other Reimbursements  | 24.046                         | 22.345             | 16.667             | (7.379)                          | (30.7)      | (5.678)          | (25.4)       |
| Investment Income   | 1.240                          | 2.640              | 3.689              | 2.449                            | *           | 1.049            | 39.7         |
| <b>Total Revenue</b>  | <b>\$2,089.417</b>             | <b>\$2,123.998</b> | <b>\$2,115.206</b> | <b>\$25.789</b>                  | <b>1.2</b>  | <b>(\$8.792)</b> | <b>(0.4)</b> |
| <b>Expenses</b>   |                                |                    |                    |                                  |             |                  |              |
| Labor:  |                                |                    |                    |                                  |             |                  |              |
| Payroll   | \$148.395                      | \$127.438          | \$126.250          | \$22.145                         | 14.9        | \$1.188          | 0.9          |
| Overtime  | 29.386                         | 28.174             | 24.632             | 4.754                            | 16.2        | 3.542            | 12.6         |
| Health and Welfare  | 34.238                         | 29.318             | 28.743             | 5.496                            | 16.1        | 0.575            | 2.0          |
| OPEB Current Payment  | 24.213                         | 22.837             | 22.567             | 1.646                            | 6.8         | 0.271            | 1.2          |
| Pensions  | 38.143                         | 48.648             | 48.667             | (10.524)                         | (27.6)      | (0.019)          | 0.0          |
| Other Fringe Benefits   | 21.983                         | 19.989             | 18.077             | 3.905                            | 17.8        | 1.911            | 9.6          |
| Reimbursable Overhead   | 0.000                          | 0.000              | 0.000              | 0.000                            | 100.0       | 0.000            | -            |
| <b>Total Labor Expenses</b>   | <b>\$296.358</b>               | <b>\$276.404</b>   | <b>\$268.936</b>   | <b>\$27.422</b>                  | <b>9.3</b>  | <b>\$7.468</b>   | <b>2.7</b>   |
| Non-Labor:  |                                |                    |                    |                                  |             |                  |              |
| Electricity   | \$5.925                        | \$4.774            | \$3.933            | \$1.991                          | 33.6        | \$0.841          | 17.6         |
| Fuel  | 2.474                          | 1.931              | 1.709              | 0.766                            | 30.9        | 0.222            | 11.5         |
| Insurance   | 12.217                         | 11.254             | 16.095             | (3.877)                          | (31.7)      | (4.841)          | (43.0)       |
| Claims  | 0.000                          | 0.000              | 0.006              | (0.006)                          | -           | (0.006)          | -            |
| Paratransit Service Contracts   | 0.000                          | 0.000              | 0.000              | 0.000                            | -           | 0.000            | -            |
| Maintenance and Other Operating Contracts                                     | 183.024                        | 165.242            | 152.916            | 30.108                           | 16.5        | 12.327           | 7.5          |
| Professional Service Contracts  | 44.100                         | 37.334             | 32.931             | 11.169                           | 25.3        | 4.403            | 11.8         |
| Materials & Supplies  | 4.421                          | 3.744              | 2.679              | 1.742                            | 39.4        | 1.065            | 28.4         |
| Other Business Expenses   | 49.535                         | 48.974             | 48.890             | 0.645                            | 1.3         | 0.084            | 0.2          |
| <b>Total Non-Labor Expenses</b>   | <b>\$301.696</b>               | <b>\$273.253</b>   | <b>\$259.158</b>   | <b>\$42.538</b>                  | <b>14.1</b> | <b>\$14.095</b>  | <b>5.2</b>   |
| <b>Total Expenses before Depreciation &amp; GASB Adj.</b>                     | <b>\$598.054</b>               | <b>\$549.657</b>   | <b>\$528.094</b>   | <b>\$69.960</b>                  | <b>11.7</b> | <b>\$21.563</b>  | <b>3.9</b>   |
| Depreciation  | \$148.432                      | \$151.977          | \$166.910          | (\$18.478)                       | (12.4)      | (\$14.933)       | (9.8)        |
| OPEB Obligation   | 67.696                         | 0.000              | 0.000              | 67.696                           | 100.0       | 0.000            | -            |
| GASB 75 OPEB Expense Adjustment   | 0.000                          | 40.094             | 37.165             | (37.165)                         | -           | 2.929            | 7.3          |
| GASB 68 Pension Adjustment  | 12.575                         | (17.838)           | (2.641)            | 15.216                           | *           | (15.197)         | (85.2)       |
| Environmental Remediation   | 0.000                          | 0.000              | 0.000              | 0.000                            | -           | 0.000            | -            |
| <b>Total Expenses after Depreciation &amp; GASB Adj.</b>                      | <b>\$826.757</b>               | <b>\$723.891</b>   | <b>\$729.528</b>   | <b>\$97.229</b>                  | <b>11.8</b> | <b>(\$5.637)</b> | <b>(0.8)</b> |
| Less: Depreciation  | \$148.432                      | \$151.977          | \$166.910          | (\$18.478)                       | (12.4)      | (\$14.933)       | (9.8)        |
| Less: OPEB Obligation   | 67.696                         | 0.000              | 0.000              | 67.696                           | 100.0       | 0.000            | -            |
| Less: GASB 75 OPEB Expense Adjustment   | 0.000                          | 40.094             | 37.165             | (37.165)                         | -           | 2.929            | 7.3          |
| Less: GASB 68 Pension Adjustment  | 12.575                         | (17.838)           | (2.641)            | 15.216                           | *           | (15.197)         | (85.2)       |
| <b>Total Expenses</b>   | <b>\$598.054</b>               | <b>\$549.657</b>   | <b>\$528.094</b>   | <b>\$69.960</b>                  | <b>11.7</b> | <b>\$21.563</b>  | <b>3.9</b>   |
| <b>Net Surplus/(Deficit)</b><br><i>(Excluding Subsidies and Debt Service)</i> | <b>\$1,491.363</b>             | <b>\$1,574.341</b> | <b>\$1,587.112</b> | <b>\$95.749</b>                  | <b>6.4</b>  | <b>\$12.771</b>  | <b>0.8</b>   |

Totals may not add due to rounding

\* Variance exceeds 100%.

(a) The 2019 Adopted Budget was enacted prior to Board approval of fare and toll increases, which became effective March 31, 2019. This table reflects, for the Adopted Budget, the additional toll revenue anticipated from this increase.

**MTA BRIDGES AND TUNNELS**  
**2019 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL**  
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE  
(Page 2 of 2)

|  | 2019                           |                    |                    | Favorable/(Unfavorable) Variance |             |                 |            |
|--|--------------------------------|--------------------|--------------------|----------------------------------|-------------|-----------------|------------|
|  | Adopted<br>Budget <sup>a</sup> | Final<br>Estimate  | Actual             | 2019 Adopted Budget              |             | Final Estimate  |            |
|  |                                |                    |                    | \$                               | %           | \$              | %          |
| <b>Net Surplus/(Deficit)</b>                   | <b>\$1,491.363</b>             | <b>\$1,574.341</b> | <b>\$1,587.112</b> | <b>\$95.749</b>                  | <b>6.4</b>  | <b>\$12.771</b> | <b>0.8</b> |
| <u>Deductions from Income:</u>                 |                                |                    |                    |                                  |             |                 |            |
| Capitalized Assets                             | \$24.696                       | \$25.000           | \$11.842           | \$12.854                         | 52.0        | \$13.158        | 52.6       |
| Prepaid Expenses                               | 0.000                          | 0.000              | 3.707              | (3.707)                          | -           | (3.707)         | -          |
| <b>Adjusted Baseline Net Surplus/(Deficit)</b> | <b>\$1,466.667</b>             | <b>\$1,549.341</b> | <b>\$1,571.563</b> | <b>\$104.895</b>                 | <b>7.2</b>  | <b>\$22.222</b> | <b>1.4</b> |
| Less: Debt Service                             | 684.411                        | 670.196            | 655.817            | 28.594                           | 4.2         | 14.378          | 2.1        |
| Less: Contribution to the Capital Program      | 132.981                        | 132.981            | 132.981            | 0.000                            | 0.0         | 0.000           | 0.0        |
| <b>Income Available for Distribution</b>       | <b>\$649.275</b>               | <b>\$746.164</b>   | <b>\$782.764</b>   | <b>\$133.489</b>                 | <b>20.6</b> | <b>\$36.600</b> | <b>4.9</b> |
| <b>Distributable To:</b>                       |                                |                    |                    |                                  |             |                 |            |
| MTA - Investment Income                        | 1.240                          | 2.640              | 3.689              | 2.449                            | *           | 1.049           | 39.7       |
| MTA - Distributable Income                     | 383.095                        | 429.436            | 445.011            | 61.916                           | 16.2        | 15.575          | 3.6        |
| NYCT - Distributable Income                    | 264.939                        | 314.088            | 334.064            | 69.125                           | 26.1        | 19.976          | 6.4        |
| <b>Total Distributable Income:</b>             | <b>\$649.275</b>               | <b>\$746.164</b>   | <b>\$782.764</b>   | <b>\$133.489</b>                 | <b>20.6</b> | <b>\$36.600</b> | <b>4.9</b> |
| <b>Actual Cash Transfers:</b>                  |                                |                    |                    |                                  |             |                 |            |
| MTA - Investment Income                        | 1.240                          | 2.603              | 2.603              | 1.363                            | 109.9       | 0.000           | 0.0        |
| MTA - Transfers                                | 355.151                        | 456.759            | 453.527            | 98.376                           | 27.7        | (3.232)         | (0.7)      |
| NYCT - Transfers                               | 237.262                        | 325.911            | 334.968            | 97.706                           | 41.2        | 9.056           | 2.8        |
| <b>Total Cash Transfers:</b>                   | <b>\$593.653</b>               | <b>\$785.273</b>   | <b>\$791.097</b>   | <b>\$197.444</b>                 | <b>33.3</b> | <b>\$5.824</b>  | <b>0.7</b> |
| <b>SUPPORT TO MASS TRANSIT:</b>                |                                |                    |                    |                                  |             |                 |            |
| Total Revenues                                 | \$2,089.417                    | \$2,123.998        | \$2,115.206        | 25.789                           | 1.2         | (8.792)         | (0.4)      |
| Less: Net Operating Expenses                   | 598.054                        | 549.657            | 528.094            | 69.960                           | 11.7        | 21.563          | 3.9        |
| <b>Net Surplus/(Deficit)</b>                   | <b>\$1,491.363</b>             | <b>\$1,574.341</b> | <b>\$1,587.112</b> | <b>\$95.749</b>                  | <b>6.4</b>  | <b>\$12.771</b> | <b>0.8</b> |
| <b>Deductions from Operating Income:</b>       |                                |                    |                    |                                  |             |                 |            |
| B&T Debt Service                               | \$292.640                      | \$299.110          | \$299.818          | (7.178)                          | (2.5)       | (0.708)         | (0.2)      |
| Contribution to Capital Program                | 132.981                        | 132.981            | 132.981            | 0.000                            | 0.0         | 0.000           | 0.0        |
| Capitalized Assets                             | 24.696                         | 25.000             | 11.842             | 12.854                           | 52.0        | 13.158          | 52.6       |
| Reserves and Prepaid Expenses                  | 0.000                          | 0.000              | 3.707              | (3.707)                          | -           | (3.707)         | -          |
| GASB Reserve                                   | 0.000                          | 0.000              | 0.000              | 0.000                            | -           | 0.000           | -          |
| <b>Total Deductions from Operating Inc.</b>    | <b>\$450.317</b>               | <b>\$457.091</b>   | <b>\$448.348</b>   | <b>\$1.969</b>                   | <b>0.4</b>  | <b>\$8.743</b>  | <b>1.9</b> |
| <b>Total Support to Mass Transit:</b>          | <b>\$1,041.046</b>             | <b>\$1,117.250</b> | <b>\$1,138.764</b> | <b>\$97.718</b>                  | <b>9.4</b>  | <b>\$21.514</b> | <b>1.9</b> |

Totals may not add due to rounding

\* Variance exceeds 100%.

(a) The 2019 Adopted Budget was enacted prior to Board approval of fare and toll increases, which became effective March 31, 2019. This table reflects, for the Adopted Budget, the additional toll revenue anticipated from this increase.

**MTA BRIDGES AND TUNNELS**  
**2019 YEAR-END REPORT**  
**2019 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE**  
(\$ in millions)

| NON-REIMBURSABLE  | Final Estimate     | Actual             | Favorable/(Unfavorable) Variance |                   |                |
|---|--------------------|--------------------|----------------------------------|-------------------|----------------|
|   |                    |                    | Total                            | Real              | Timing         |
| <b>Revenue</b>  |                    |                    |                                  |                   |                |
| Vehicle Toll Revenue                                      | \$2,078.076        | \$2,071.411        | (\$6.665)                        | (\$6.665)         | \$0.000        |
| Other Operating Revenue                                   | 20.936             | 23.439             | 2.503                            | 2.503             | 0.000          |
| Capital and Other Reimbursements                          | 0.000              | 0.000              | 0.000                            | 0.000             | 0.000          |
| Investment Income   | 2.640              | 3.689              | 1.049                            | 1.049             | 0.000          |
| <b>Total Revenue</b>                                      | <b>\$2,101.653</b> | <b>\$2,098.539</b> | <b>(\$3.114)</b>                 | <b>(\$3.114)</b>  | <b>\$0.000</b> |
| <b>Expenses</b>   |                    |                    |                                  |                   |                |
| Labor:  |                    |                    |                                  |                   |                |
| Payroll   | \$118.762          | \$119.794          | (\$1.032)                        | (\$1.032)         | \$0.000        |
| Overtime  | 27.347             | 23.872             | 3.475                            | 3.475             | 0.000          |
| Health and Welfare  | 27.451             | 27.243             | 0.207                            | 0.207             | 0.000          |
| OPEB Current Payment                                      | 22.837             | 22.567             | 0.271                            | 0.271             | 0.000          |
| Pensions  | 46.427             | 47.023             | (0.596)                          | (0.596)           | 0.000          |
| Other Fringe Benefits                                     | 18.955             | 17.106             | 1.849                            | 1.849             | 0.000          |
| Reimbursable Overhead                                     | (7.720)            | (5.336)            | (2.384)                          | (2.384)           | 0.000          |
| <b>Total Labor Expenses</b>                               | <b>\$254.058</b>   | <b>\$252.269</b>   | <b>\$1.790</b>                   | <b>\$1.790</b>    | <b>\$0.000</b> |
| Non-Labor:  |                    |                    |                                  |                   |                |
| Electric Power  | \$4.774            | \$3.933            | \$0.841                          | \$0.841           | \$0.000        |
| Fuel  | 1.931              | 1.709              | 0.222                            | 0.222             | 0.000          |
| Insurance   | 11.254             | 16.095             | (4.841)                          | (4.841)           | 0.000          |
| Claims  | 0.000              | 0.006              | (0.006)                          | (0.006)           | 0.000          |
| Paratransit Service Contracts                             | 0.000              | 0.000              | 0.000                            | 0.000             | 0.000          |
| Maintenance and Other Operating Contracts                 | 165.242            | 152.916            | 12.327                           | 7.416             | 4.911          |
| Professional Service Contracts                            | 37.334             | 32.931             | 4.403                            | 3.391             | 1.012          |
| Materials & Supplies                                      | 3.744              | 2.679              | 1.065                            | 1.065             | 0.000          |
| Other Business Expenses                                   | 48.974             | 48.890             | 0.084                            | 0.084             | 0.000          |
| <b>Total Non-Labor Expenses</b>                           | <b>\$273.253</b>   | <b>\$259.158</b>   | <b>\$14.095</b>                  | <b>\$8.173</b>    | <b>\$5.922</b> |
| <b>Total Expenses before Depreciation &amp; GASB Adj.</b> | <b>\$527.312</b>   | <b>\$511.427</b>   | <b>\$15.885</b>                  | <b>\$9.963</b>    | <b>\$5.922</b> |
| Depreciation  | \$151.977          | \$166.910          | (\$14.933)                       | (\$14.933)        | \$0.000        |
| GASB 75 OPEB Expense Adjustment                           | 40.094             | 37.165             | 2.929                            | 2.929             | 0.000          |
| GASB 68 Pension Adjustment                                | (17.838)           | (2.641)            | (15.197)                         | (15.197)          | 0.000          |
| Environmental Remediation                                 | 0.000              | 0.000              | 0.000                            | 0.000             | 0.000          |
| <b>Total Expenses after Depreciation &amp; GASB Adj.</b>  | <b>\$701.545</b>   | <b>\$712.861</b>   | <b>(\$11.315)</b>                | <b>(\$17.238)</b> | <b>\$5.922</b> |
| Less: Depreciation  | \$151.977          | \$166.910          | (\$14.933)                       | (\$14.933)        | \$0.000        |
| Less: GASB 75 OPEB Expense Adjustment                     | 40.094             | 37.165             | 2.929                            | 2.929             | 0.000          |
| Less: GASB 68 Pension Adjustment                          | (17.838)           | (2.641)            | (15.197)                         | (15.197)          | 0.000          |
| <b>Total Expenses</b>                                     | <b>\$527.312</b>   | <b>\$511.427</b>   | <b>\$15.885</b>                  | <b>\$9.963</b>    | <b>\$5.922</b> |
| <b>Net Surplus/(Deficit)</b>                              | <b>\$1,574.341</b> | <b>\$1,587.112</b> | <b>\$12.771</b>                  | <b>\$6.849</b>    | <b>\$5.922</b> |

Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**2019 YEAR-END REPORT**  
**2019 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE**  
(\$ in millions)

| REIMBURSABLE  | Final Estimate  | Actual          | Favorable/(Unfavorable) Variance |                  |                |
|---|-----------------|-----------------|----------------------------------|------------------|----------------|
|   |                 |                 | Total                            | Real             | Timing         |
| <b>Revenue</b>  |                 |                 |                                  |                  |                |
| Vehicle 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          | 16.667          | (5.678)                          | (5.678)          | 0.000          |
| Investment Income   | 0.000           | 0.000           | 0.000                            | 0.000            | 0.000          |
| <b>Total Revenue</b>                                      | <b>\$22.345</b> | <b>\$16.667</b> | <b>(\$5.678)</b>                 | <b>(\$5.678)</b> | <b>\$0.000</b> |
| <b>Expenses</b>   |                 |                 |                                  |                  |                |
| Labor:  |                 |                 |                                  |                  |                |
| Payroll   | \$8.676         | \$6.456         | \$2.220                          | \$2.220          | \$0.000        |
| Overtime  | 0.827           | 0.760           | 0.067                            | 0.067            | 0.000          |
| Health and Welfare  | 1.867           | 1.499           | 0.368                            | 0.368            | 0.000          |
| OPEB Current Payment                                      | 0.000           | 0.000           | 0.000                            | 0.000            | 0.000          |
| Pensions  | 2.221           | 1.644           | 0.577                            | 0.577            | 0.000          |
| Other Fringe Benefits                                     | 1.034           | 0.972           | 0.062                            | 0.062            | 0.000          |
| Reimbursable Overhead                                     | 7.720           | 5.336           | 2.384                            | 2.384            | 0.000          |
| <b>Total Labor Expenses</b>                               | <b>\$22.345</b> | <b>\$16.667</b> | <b>\$5.678</b>                   | <b>\$5.678</b>   | <b>\$0.000</b> |
| <i>Non-Labor:</i>   |                 |                 |                                  |                  |                |
| 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 Service Contracts                            | 0.000           | 0.000           | 0.000                            | 0.000            | 0.000          |
| Materials & Supplies                                      | 0.000           | 0.000           | 0.000                            | 0.000            | 0.000          |
| Other Business Expenses                                   | 0.000           | 0.000           | 0.000                            | 0.000            | 0.000          |
| <b>Total Non-Labor Expenses</b>                           | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>                   | <b>\$0.000</b>   | <b>\$0.000</b> |
| <b>Total Expenses before Depreciation &amp; GASB Adj.</b> | <b>\$22.345</b> | <b>\$16.667</b> | <b>\$5.678</b>                   | <b>\$5.678</b>   | <b>\$0.000</b> |
| Depreciation  | \$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          |
| GASB 68 Pension Adjustment                                | 0.000           | 0.000           | 0.000                            | 0.000            | 0.000          |
| Environmental Remediation                                 | 0.000           | 0.000           | 0.000                            | 0.000            | 0.000          |
| <b>Total Expenses after Depreciation &amp; GASB Adj.</b>  | <b>\$22.345</b> | <b>\$16.667</b> | <b>\$5.678</b>                   | <b>\$5.678</b>   | <b>\$0.000</b> |
| Less: Depreciation  | \$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          |
| Less: GASB 68 Pension Adjustment                          | 0.000           | 0.000           | 0.000                            | 0.000            | 0.000          |
| <b>Total Expenses</b>                                     | <b>\$22.345</b> | <b>\$16.667</b> | <b>\$5.678</b>                   | <b>\$5.678</b>   | <b>\$0.000</b> |
| <b>Net Surplus/(Deficit)</b>                              | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>                   | <b>\$0.000</b>   | <b>\$0.000</b> |

Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**2019 YEAR-END REPORT**  
**2019 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE**  
(\$ in millions)

| <b>NON-REIMBURSABLE/<br/>REIMBURSABLE (Page 1 of 2)</b>   | <b>Final<br/>Estimate</b> | <b>Actual</b>      | <b>Favorable/(Unfavorable) Variance</b> |                   |                |
|---|---------------------------|--------------------|---|-------------------|----------------|
|   |                           |                    | <b>Total</b>                            | <b>Real</b>       | <b>Timing</b>  |
| <b>Revenue</b>  |                           |                    |   |                   |                |
| Vehicle Toll Revenue                                      | 2,078.076                 | 2,071.411          | (6.665)                                 | (6.665)           | 0.000          |
| Other Operating Revenue                                   | 20.936                    | 23.439             | 2.503                                   | 2.503             | 0.000          |
| Capital and Other Reimbursements                          | 22.345                    | 16.667             | (5.678)                                 | (5.678)           | 0.000          |
| Investment Income   | 2.640                     | 3.689              | 1.049                                   | 1.049             | 0.000          |
| <b>Total Revenue</b>                                      | <b>\$2,123.998</b>        | <b>\$2,115.206</b> | <b>(\$8.792)</b>                        | <b>(\$8.792)</b>  | <b>\$0.000</b> |
| <b>Expenses</b>   |                           |                    |   |                   |                |
| <i>Labor:</i>   |                           |                    |   |                   |                |
| Payroll   | \$127.438                 | \$126.250          | \$1.188                                 | \$1.188           | \$0.000        |
| Overtime  | 28.174                    | 24.632             | 3.542                                   | 3.542             | 0.000          |
| Health and Welfare  | 29.318                    | 28.743             | 0.575                                   | 0.575             | 0.000          |
| OPEB Current Payment                                      | 22.837                    | 22.567             | 0.271                                   | 0.271             | 0.000          |
| Pensions  | 48.648                    | 48.667             | (0.019)                                 | (0.019)           | 0.000          |
| Other Fringe Benefits                                     | 19.989                    | 18.077             | 1.911                                   | 1.911             | 0.000          |
| Reimbursable Overhead                                     | 0.000                     | 0.000              | 0.000                                   | 0.000             | 0.000          |
| <b>Total Labor Expenses</b>                               | <b>\$276.404</b>          | <b>\$268.936</b>   | <b>\$7.468</b>                          | <b>\$7.468</b>    | <b>\$0.000</b> |
| <i>Non-Labor:</i>   |                           |                    |   |                   |                |
| Electric Power  | \$4.774                   | \$3.933            | \$0.841                                 | \$0.841           | \$0.000        |
| Fuel  | 1.931                     | 1.709              | 0.222                                   | 0.222             | 0.000          |
| Insurance   | 11.254                    | 16.095             | (4.841)                                 | (4.841)           | 0.000          |
| Claims  | 0.000                     | 0.006              | (0.006)                                 | (0.006)           | 0.000          |
| Paratransit Service Contracts                             | 0.000                     | 0.000              | 0.000                                   | 0.000             | 0.000          |
| Maintenance and Other Operating Contracts                 | 165.242                   | 152.916            | 12.327                                  | 7.416             | 4.911          |
| Professional Service Contracts                            | 37.334                    | 32.931             | 4.403                                   | 3.391             | 1.012          |
| Materials & Supplies                                      | 3.744                     | 2.679              | 1.065                                   | 1.065             | 0.000          |
| Other Business Expenses                                   | 48.974                    | 48.890             | 0.084                                   | 0.084             | 0.000          |
| <b>Total Non-Labor Expenses</b>                           | <b>\$273.253</b>          | <b>\$259.158</b>   | <b>\$14.095</b>                         | <b>\$8.173</b>    | <b>\$5.922</b> |
| <b>Total Expenses before Depreciation &amp; GASB Adj.</b> | <b>\$549.657</b>          | <b>\$528.094</b>   | <b>\$21.563</b>                         | <b>\$15.641</b>   | <b>\$5.922</b> |
| Depreciation  | \$151.977                 | \$166.910          | (\$14.933)                              | (\$14.933)        | \$0.000        |
| GASB 75 OPEB Expense Adjustment                           | 40.094                    | 37.165             | 2.929                                   | 2.929             | 0.000          |
| GASB 68 Pension Adjustment                                | (17.838)                  | (2.641)            | (15.197)                                | (15.197)          | 0.000          |
| Environmental Remediation                                 | 0.000                     | 0.000              | 0.000                                   | 0.000             | 0.000          |
| <b>Total Expenses after Depreciation &amp; GASB Adj.</b>  | <b>\$723.891</b>          | <b>\$729.528</b>   | <b>(\$5.637)</b>                        | <b>(\$11.560)</b> | <b>\$5.922</b> |
| Less: Depreciation  | \$151.977                 | \$166.910          | (\$14.933)                              | (\$14.933)        | \$0.000        |
| Less: GASB 75 OPEB Expense Adjustment                     | 40.094                    | 37.165             | 2.929                                   | 2.929             | 0.000          |
| Less: GASB 68 Pension Adjustment                          | (17.838)                  | (2.641)            | (15.197)                                | (15.197)          | 0.000          |
| <b>Total Expenses</b>                                     | <b>\$549.657</b>          | <b>\$528.094</b>   | <b>\$21.563</b>                         | <b>\$15.641</b>   | <b>\$5.922</b> |
| <b>Net Surplus/(Deficit)</b>                              | <b>\$1,574.341</b>        | <b>\$1,587.112</b> | <b>\$12.771</b>                         | <b>\$6.849</b>    | <b>\$5.922</b> |

Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**2019 YEAR-END REPORT**  
**2019 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE**  
(\$ in millions)

| NON-REIMBURSABLE/<br>REIMBURSABLE (Page 2 of 2) | Final<br>Estimate  | Actual             | Favorable/(Unfavorable) Variance |                  |                 |
|---|--------------------|--------------------|----------------------------------|------------------|-----------------|
|   |                    |                    | Total                            | Real             | Timing          |
| <b>Net Surplus/(Deficit)</b>                    | <b>\$1,574.341</b> | <b>\$1,587.112</b> | <b>\$12.771</b>                  | <b>\$6.849</b>   | <b>\$5.922</b>  |
| <u>Deductions from Income:</u>                  |                    |                    |                                  |                  |                 |
| Capitalized Assets                              | \$25.000           | \$11.842           | \$13.158                         | \$0.000          | \$13.158        |
| Prepaid Expenses                                | 0.000              | 3.707              | (3.707)                          | (3.707)          | 0.000           |
| <b>Adjusted Net Surplus/(Deficit)</b>           | <b>\$1,549.341</b> | <b>\$1,571.563</b> | <b>\$22.222</b>                  | <b>\$3.142</b>   | <b>\$19.080</b> |
| Less: Debt Service                              | \$670.196          | \$655.817          | \$14.378                         | \$14.378         | \$0.000         |
| Less: Contribution to the Capital Program       | 132.981            | 132.981            | 0.000                            | 0.000            | 0.000           |
| <b>Income Available for Distribution</b>        | <b>\$746.164</b>   | <b>\$782.764</b>   | <b>\$36.600</b>                  | <b>\$17.520</b>  | <b>\$19.080</b> |
| <b>Distributable To:</b>                        |                    |                    |                                  |                  |                 |
| MTA - Investment Income                         | \$2.640            | \$3.689            | \$1.049                          | \$1.049          | \$0.000         |
| MTA - Distributable Income                      | 429.436            | 445.011            | 15.575                           | 15.575           | 0.000           |
| NYCT - Distributable Income                     | 314.088            | 334.064            | 19.976                           | 19.976           | 0.000           |
| <b>Total Distributable Income:</b>              | <b>\$746.164</b>   | <b>\$782.764</b>   | <b>\$36.600</b>                  | <b>\$36.600</b>  | <b>\$0.000</b>  |
| <b>SUPPORT TO MASS TRANSIT:</b>                 |                    |                    |                                  |                  |                 |
| Total Revenues                                  | \$2,123.998        | \$2,115.206        | (\$8.792)                        | (\$8.792)        | \$0.000         |
| Less: Net Operating Expenses                    | 549.657            | 528.094            | 21.563                           | 15.641           | 5.922           |
| <b>Net Operating Income:</b>                    | <b>\$1,574.341</b> | <b>\$1,587.112</b> | <b>\$12.771</b>                  | <b>\$6.849</b>   | <b>\$5.922</b>  |
| <b>Deductions from Operating Income:</b>        |                    |                    |                                  |                  |                 |
| B&T Debt Service                                | \$299.110          | \$299.818          | (\$0.708)                        | (\$0.708)        | \$0.000         |
| Contribution to the Capital Program             | 132.981            | 132.981            | 0.000                            | 0.000            | 0.000           |
| Capitalized Assets                              | 25.000             | 11.842             | 13.158                           | 0.000            | 13.158          |
| Prepaid Expenses                                | 0.000              | 3.707              | (3.707)                          | (3.707)          | 0.000           |
| <b>Total Deductions from Operating Inc.</b>     | <b>\$457.091</b>   | <b>\$448.348</b>   | <b>\$8.743</b>                   | <b>(\$4.415)</b> | <b>\$13.158</b> |
| <b>Total Support to Mass Transit:</b>           | <b>\$1,117.250</b> | <b>\$1,138.764</b> | <b>\$21.514</b>                  | <b>\$2.434</b>   | <b>\$19.080</b> |

*Totals may not add due to rounding*

**MTA BRIDGES AND TUNNELS**  
**2019 Overtime Results**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

|  | 2019 Adopted Budget |                 | 2019 Final Estimate |                 | Actuals        |                 | Var. - Fav./(Unfav) |                | Var. - Fav./(Unfav) |                |
|--|---------------------|-----------------|---------------------|-----------------|----------------|-----------------|---------------------|----------------|---------------------|----------------|
|  | Hours               | \$              | Hours               | \$              | Hours          | \$              | Hours               | \$             | Hours               | \$             |
| <b>NON-REIMBURSABLE OVERTIME</b>           |                     |                 |                     |                 |                |                 |                     |                |                     |                |
| <b>Operations &amp; Maintenance</b>        |                     |                 |                     |                 |                |                 |                     |                |                     |                |
| <u>Scheduled Service</u>                   | 73,758              | \$4.819         | 71,838              | \$4.428         | 55,904         | \$3.446         | 17,854              | \$1.373        | 15,934              | \$0.982        |
|  |                     |                 |                     |                 |                |                 | 24.2%               | 28.5%          | 22.2%               | 22.2%          |
| <u>Unscheduled Service</u>                 | 5,288               | \$0.362         | 5,222               | \$0.332         | 2,069          | \$0.132         | 3,219               | \$0.230        | 3,154               | \$0.200        |
|  |                     |                 |                     |                 |                |                 | 60.9%               | 63.5%          | 60.4%               | 60.2%          |
| <u>Programmatic/Routine Maintenance</u>    | 25,327              | \$2.063         | 40,176              | \$3.215         | 31,159         | \$2.493         | (5,832)             | (\$0.430)      | 9,017               | \$0.722        |
|  |                     |                 |                     |                 |                |                 | -23.0%              | -20.8%         | 22.4%               | 22.5%          |
| <u>Unscheduled Maintenance</u>             | 18,655              | \$1.523         | 18,374              | \$1.473         | 13,454         | \$1.079         | 5,201               | \$0.444        | 4,921               | \$0.394        |
|  |                     |                 |                     |                 |                |                 | 27.9%               | 29.2%          | 26.8%               | 26.7%          |
| <u>Vacancy/Absentee Coverage</u>           | 173,493             | \$11.444        | 172,966             | \$10.846        | 167,807        | \$10.522        | 5,686               | \$0.922        | 5,160               | \$0.324        |
|  |                     |                 |                     |                 |                |                 | 3.3%                | 8.1%           | 3.0%                | 3.0%           |
| <u>Weather Emergencies</u>                 | 17,277              | \$1.315         | 17,667              | \$1.347         | 17,078         | \$1.302         | 199                 | \$0.013        | 589                 | \$0.045        |
|  |                     |                 |                     |                 |                |                 | 1.2%                | 1.0%           | 3.3%                | 3.3%           |
| <u>Safety/Security/Law Enforcement</u>     | 25,802              | \$1.668         | 25,429              | \$1.552         | 16,332         | \$0.997         | 9,470               | \$0.671        | 9,097               | \$0.555        |
|  |                     |                 |                     |                 |                |                 | 36.7%               | 40.2%          | 35.8%               | 35.8%          |
| <u>Other</u>                               | 10,634              | \$0.867         | 11,986              | \$0.956         | 1,372          | \$0.526         | 9,262               | \$0.341        | 10,614              | \$0.430        |
|  |                     |                 |                     |                 |                |                 | 87.1%               | 39.4%          | 88.6%               | 45.0%          |
| <u>*All Other Departments and Accruals</u> |                     | \$3.286         |                     | \$3.198         |                | \$3.375         |                     | (\$0.089)      |                     | (\$0.177)      |
|  |                     |                 |                     |                 |                |                 |                     | -2.7%          |                     | -5.5%          |
| Subtotal                                   | 350,232             | \$27.347        | 363,657             | \$27.347        | 305,172        | \$23.872        | 45,060              | \$3.475        | 58,484              | \$3.475        |
|  |                     |                 |                     |                 |                |                 | 12.9%               | 12.7%          | 16.1%               | 12.7%          |
| <b>REIMBURSABLE OVERTIME</b>               |                     |                 |                     |                 |                |                 |                     |                |                     |                |
|  | 13,591              | \$2.039         | 11,714              | \$0.827         | 12,223         | \$0.760         | 1,368               | \$1.279        | (509)               | \$0.067        |
|  |                     |                 |                     |                 |                |                 | 10.1%               | 62.7%          | -4.3%               | 8.1%           |
| <b>TOTAL OVERTIME</b>                      | <b>363,823</b>      | <b>\$29.386</b> | <b>375,371</b>      | <b>\$28.174</b> | <b>317,395</b> | <b>\$24.632</b> | <b>46,428</b>       | <b>\$4.754</b> | <b>57,976</b>       | <b>\$3.542</b> |
|  |                     |                 |                     |                 |                |                 | 12.8%               | 16.2%          | 15.4%               | 12.6%          |

Totals may not add due to rounding

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

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

**MTA BRIDGES AND TUNNELS**  
**2019 YEAR-END REPORT**  
**EXPLANATIONS OF VARIANCES ON TRAFFIC VOLUME (UTILIZATION)**

**2019 Final Estimate vs. Actuals**

Paid traffic totaled 329.4 million crossings, which was right on target with the Final Estimate of 329.3 million.

**2019 Adopted (adjusted) Budget vs. Actuals**

Paid traffic was 7.0 million crossings, or 2.2% higher than the Adopted Budget primarily due to stable gas prices, modest improvements in the local economy, and generally favorable weather throughout the year.

**MTA BRIDGES AND TUNNELS**  
**2019 Adopted Budget and Final Estimate vs. Actual**  
**Traffic Volume and Toll Revenue**  
**(in millions)**

|                              | December 2019 Year-to-Date             |                           |             | Favorable/(Unfavorable)            |      |                                    |       |
|------------------------------|--|---------------------------|-------------|------------------------------------|------|------------------------------------|-------|
|                              | 2019<br>Adopted<br>Budget <sup>a</sup> | 2019<br>Final<br>Estimate | Actual*     | 2019<br>Adopted Budget<br>Variance | %    | 2019<br>Final Estimate<br>Variance | %     |
| <b>Total Traffic Volume*</b> | 322.399                                | 329.293                   | 329.397     | 6.999                              | 2.2% | 0.104                              | 0.0%  |
| <b>Total Toll Revenue</b>    | \$2,045.195                            | \$2,078.076               | \$2,071.411 | \$26.216                           | 1.3% | (\$6.665)                          | -0.3% |

\*Subject to final audit.

(a) Toll increase effective March 31, 2019

**MTA BRIDGES AND TUNNELS**  
**2019 YEAR-END REPORT**  
**EXPLANATIONS OF VARIANCES ON POSITIONS**

**NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS**

**2019 Final Estimate vs. Actuals by Function and Department**

Year-end headcount was 1,296 against the Final Estimate of 1,498 positions, for a net variance of 202 positions. Net vacancies by function totaled 26 in Administration, 17 in Operations, 14 in Maintenance, 71 in Engineering/Capital, and 74 in Public Safety.

**2019 Final Estimate vs. Actuals by Function and Occupation**

Overall, there were 80 Managerial vacancies (12 in Administration, 13 in Operations, six in Maintenance, 18 in Engineering/Capital, and 31 in Public Safety); 89 Professional/Technical/Clerical vacancies (14 in Administration, four in Operations, five in Maintenance, 53 in Engineering/Capital, and 13 in Public Safety); and 33 Operational Hourly vacancies (three in Maintenance and 30 in Public Safety).

**MTA BRIDGES AND TUNNELS**  
**2019 YEAR-END REPORT**  
**TOTAL POSITIONS BY FUNCTION AND OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**December 2019**

|                                     | Final Estimate | Actual       | Favorable<br>(Unfavorable)<br>Variance |
|-------------------------------------|----------------|--------------|--|
| <b>Administration</b>               |                |              |  |
| Managers/Supervisors                | 33             | 21           | 12                                     |
| Professional, Technical, Clerical   | 63             | 49           | 14                                     |
| Operational Hourlies                | -              | -            | -                                      |
| <b>Total Administration</b>         | <b>96</b>      | <b>70</b>    | <b>26</b>                              |
| <b>Operations</b>                   |                |              |  |
| Managers/Supervisors                | 64             | 51           | 13                                     |
| Professional, Technical, Clerical   | 38             | 34           | 4                                      |
| Operational Hourlies                | -              | -            | -                                      |
| <b>Total Operations</b>             | <b>102</b>     | <b>85</b>    | <b>17</b>                              |
| <b>Maintenance</b>                  |                |              |  |
| Managers/Supervisors                | 31             | 25           | 6                                      |
| Professional, Technical, Clerical   | 21             | 16           | 5                                      |
| Operational Hourlies <sup>(1)</sup> | 343            | 340          | 3                                      |
| <b>Total Maintenance</b>            | <b>395</b>     | <b>381</b>   | <b>14</b>                              |
| <b>Engineering/Capital</b>          |                |              |  |
| Managers/Supervisors                | 62             | 44           | 18                                     |
| Professional, Technical, Clerical   | 193            | 140          | 53                                     |
| Operational Hourlies                | -              | -            | -                                      |
| <b>Total Engineering/Capital</b>    | <b>255</b>     | <b>184</b>   | <b>71</b>                              |
| <b>Public Safety</b>                |                |              |  |
| Managers/Supervisors                | 187            | 156          | 31                                     |
| Professional, Technical, Clerical   | 35             | 22           | 13                                     |
| Operational Hourlies <sup>(2)</sup> | 428            | 398          | 30                                     |
| <b>Total Public Safety</b>          | <b>650</b>     | <b>576</b>   | <b>74</b>                              |
| <b>Total Positions</b>              |                |              |  |
| Managers/Supervisors                | 377            | 297          | 80                                     |
| Professional, Technical, Clerical   | 350            | 261          | 89                                     |
| Operational Hourlies                | 771            | 738          | 33                                     |
| <b>Total Positions</b>              | <b>1,498</b>   | <b>1,296</b> | <b>202</b>                             |

(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.

**MTA BRIDGES AND TUNNELS**  
**2019 YEAR-END REPORT**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
**December 2019**

| Department                       | Final<br>Estimate | Actual       | Favorable<br>(Unfavorable)<br>Variance |
|----------------------------------|-------------------|--------------|--|
| <b>Administration</b>            |                   |              |  |
| Executive                        | 10                | 11           | (1)                                    |
| Law <sup>(1)</sup>               | 17                | 12           | 5                                      |
| CFO <sup>(2)</sup>               | 27                | 16           | 11                                     |
| Administration <sup>(3)</sup>    | 40                | 31           | 9                                      |
| EEO                              | 2                 | -            | 2                                      |
| <b>Total Administration</b>      | <b>96</b>         | <b>70</b>    | <b>26</b>                              |
| <b>Operations</b>                |                   |              |  |
| Revenue Management               | 42                | 36           | 6                                      |
| Operations (Non-Security)        | 60                | 49           | 11                                     |
| <b>Total Operations</b>          | <b>102</b>        | <b>85</b>    | <b>17</b>                              |
| <b>Maintenance</b>               |                   |              |  |
| Maintenance                      | 227               | 214          | 13                                     |
| Operations - Maintainers         | 168               | 167          | 1                                      |
| <b>Total Maintenance</b>         | <b>395</b>        | <b>381</b>   | <b>14</b>                              |
| <b>Engineering/Capital</b>       |                   |              |  |
| Engineering & Construction       | 192               | 133          | 59                                     |
| Safety & Health                  | 10                | 9            | 1                                      |
| Law <sup>(1)</sup>               | 22                | 19           | 3                                      |
| CFO-Planning & Budget Capital    | 31                | 23           | 8                                      |
| <b>Total Engineering/Capital</b> | <b>255</b>        | <b>184</b>   | <b>71</b>                              |
| <b>Public Safety</b>             |                   |              |  |
| Operations (Security)            | 605               | 547          | 58                                     |
| Internal Security - Operations   | 45                | 29           | 16                                     |
| <b>Total Public Safety</b>       | <b>650</b>        | <b>576</b>   | <b>74</b>                              |
| <b>Total Positions</b>           | <b>1,498</b>      | <b>1,296</b> | <b>202</b>                             |
| Non-Reimbursable                 | 1,411             | 1,209        | 202                                    |
| Reimbursable                     | 87                | 87           | -                                      |
| <b>Total Full-Time</b>           | <b>1,498</b>      | <b>1,296</b> | <b>202</b>                             |

(1) Includes Legal and Procurement staff.

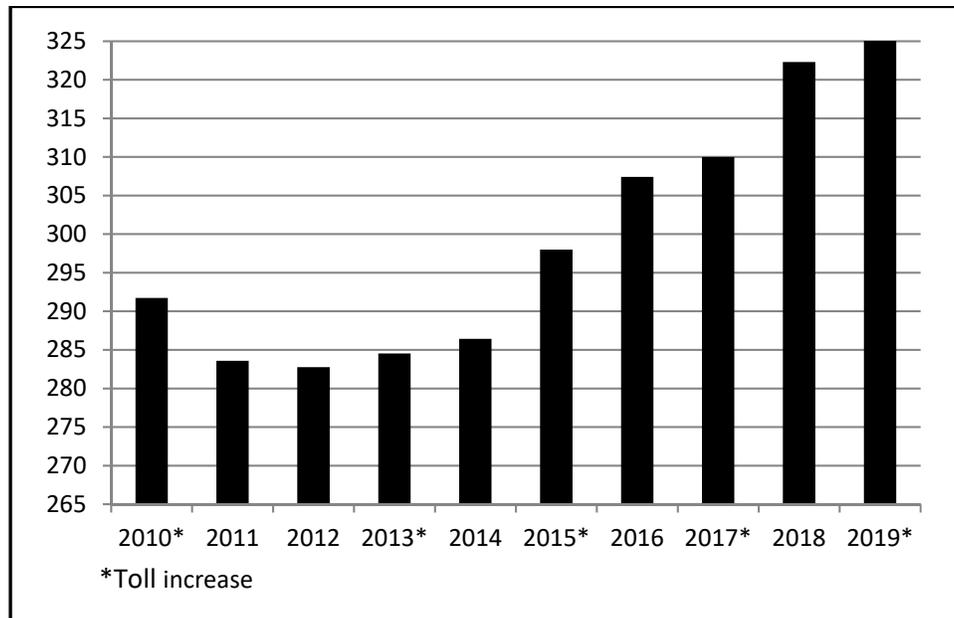
(2) Includes Controller and Operating Budget staff.

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

# MTA BRIDGES AND TUNNELS 2019 YEAR-END REPORT RESULTS OF OPERATIONS

## Traffic

Total paid traffic reached 329.4 million crossings in 2019, which was 7.1 million, or 2.2% above the previous record level of 322.3 million crossings in 2018.



## Major Accomplishments and Initiatives in 2019

- Initiated planning and preliminary design of the Central Business District Tolling Program to reduce congestion and enhance mobility in Manhattan's Central Business District, defined as any area south of 60th street.
- Beginning in August 2019, B&T deployed approximately 200 BTOs to MTA Fare Evasion and Worker Safety Task Forces. These are additional areas of focus along with toll evasion. These operations enforce fare payment regulations and overall system safety within the surface transit (bus) system. B&T maintains uniformed coverage on targeted bus routes as identified by New York City Transit and frequently performs joint enforcement initiatives with members of the New York City Transit Department of Security Eagle Team.
- B&T experienced a reduction in lost-time injuries in 2019, resulting in a decreased injury rate to 6.0 per 200,000 work hours.
- B&T reported 316 customer accidents with injuries in 2019, a decrease from the previous year. Adjusting for annual traffic, the rate of collisions with

injuries per million vehicles was 0.87 in 2019, an improvement over the previous year.

- Actual Overtime spending in 2019 was at a notable low. Overtime needs were estimated at \$29.4 million in the Adopted Budget and actual costs came in at \$24.6 million, which was 16% lower due to managerial efficiencies achieved through B&T's transforming business model. Moreover, actual costs in 2019 were 2% below pre-Cashless Tolling operations in 2016.
- The uninterrupted flow of traffic resulting from cashless tolling continued to yield sustained improvements in travel times for drivers across the agency's tolling areas. The reduced congestion in a cashless tolling environment has benefited stakeholders throughout the travel region, leading to overall improvements in safety at crossings and a reduction in motorists' idling time, thereby saving energy and reducing carbon emissions.
- The B&T Office of the Toll Payer Advocate was launched on Dec 23, 2019. The office's primary focus is to assist customers who are unable to resolve their toll problems through the Customer Service Center and will recommend administrative, system, and customer service reforms to the Agency President as necessary.
- Continued to employ License Plate Recognition (LPR) technology at all crossings, as well as in patrol vehicles. The LPR technology is used toll violation enforcement and identification of persistent violators. In 2019, the LPR system was utilized to interdict nearly 1,700 persistent toll violators with suspended New York State registrations and contributed to the collection of \$6.3 million in tolls and fees over the year. B&T's uniformed workforce effected over 550 roadside interdictions of persistent toll violators with vehicles registered outside New York State. Additionally, B&T issued more than 4,100 summonses for covered or obstructed license plates in 2019.
- Completed several customer-facing reconstruction projects in 2019, including the Harlem River Lift Span mechanical and electrical upgrades (completed several months ahead of schedule) and deck rehabilitation projects at the Robert F. Kennedy Bridge. Bridges & Tunnels also commenced construction of a new direct connector ramp from the Harlem River Lift Span to the north-bound Harlem River Drive at the Robert F. Kennedy Bridge. In addition, Bridges and Tunnels continued work on the foundation rehabilitation and reconstruction of the lower-level plaza roadway at the Henry Hudson Bridge.



# Bridges and Tunnels

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## **Capital Program Project Status Report April 2020**

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
STATUS REPORT  
APRIL 30, 2020

Introduction

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

Commitments

In April, five commitments were made with a total value of \$1.3 million, against a Plan calling for two commitments with a total value of \$0.65 million. (See *Attachment 1 – 2020 Commitments Chart and Attachment 2 – 2020 Major Commitments*)

Year-to-date, 51 commitments totaling \$40.9 million were made, against a plan of 34 commitments with a total value of \$27.3 million.

Completions

There were six project completions made in April for \$60.1 million. The most notable were:

- Reconstruction of the Bronx-Whitestone and Throgs Neck Bridges' Bronx roadway approaches (\$28.1 million)
- Miscellaneous Structural Rehabilitation at Bronx-Whitestone Bridge (\$17.9 million)
- Replacement of Facility Lighting System at Henry Hudson Bridge (\$14.1 million)

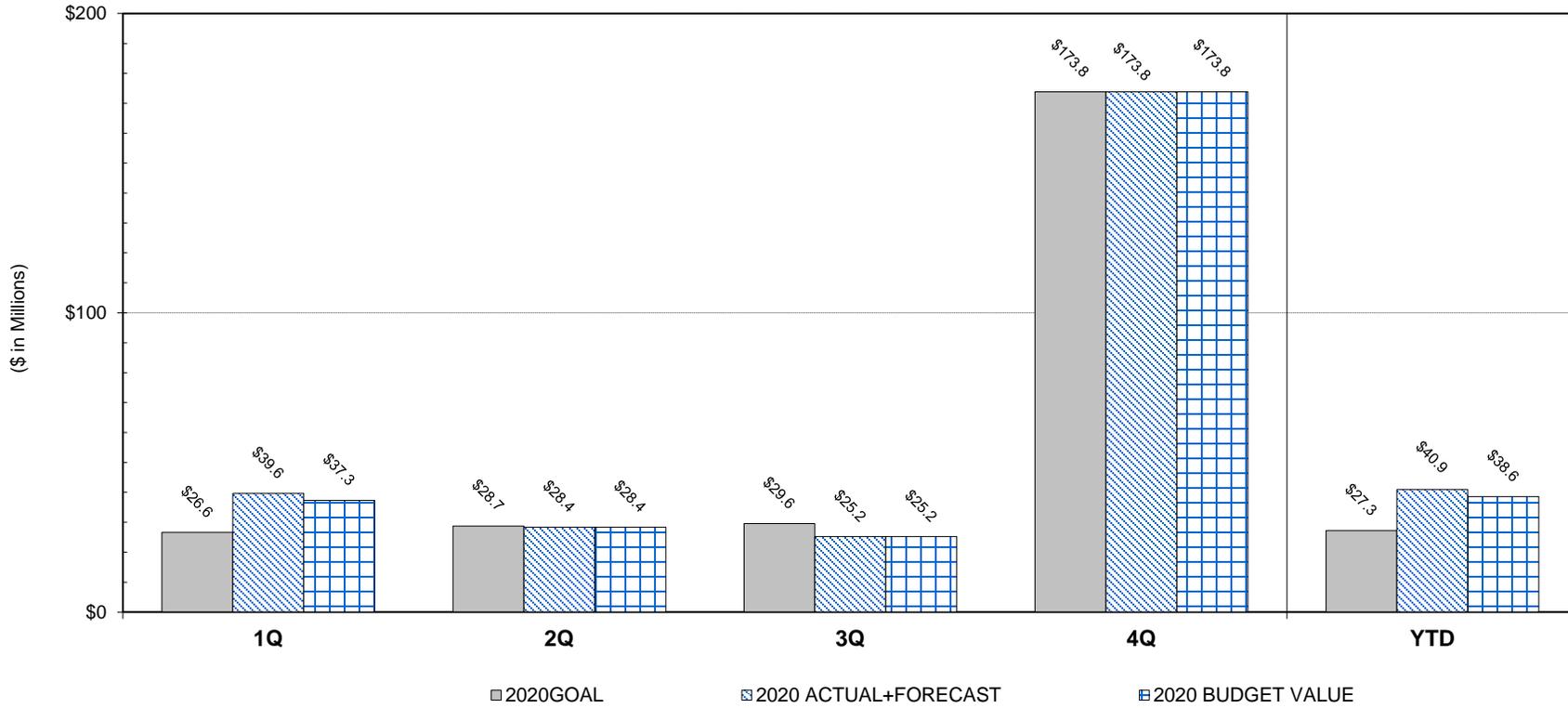
Year-to-date, eight projects were completed with a total value of \$87.8 million against a year-to-date goal of \$33.2 million. (See *Attachment 3 – 2019 Completion Chart; Attachment 4 – 2019 Major Project Completions*).

Close-outs

There were 25 task level closeouts year-to-date totaling \$44.5 million.

MTA Bridges and Tunnels  
Commitments as of April 30, 2020

|                      |         |                      |
|----------------------|---------|----------------------|
| 2020 Budget Goal:    | \$258.7 |                      |
| 2020 Annual Forecast | \$267.1 |                      |
| YTD Goal:            | \$27.3  |                      |
| YTD Actual:          | \$40.9  | (150.0% of YTD Goal) |
| YTD Budgeted Value:  | \$38.6  | (141.6% of YTD Goal) |
| Left to Commit:      | \$218.2 |                      |

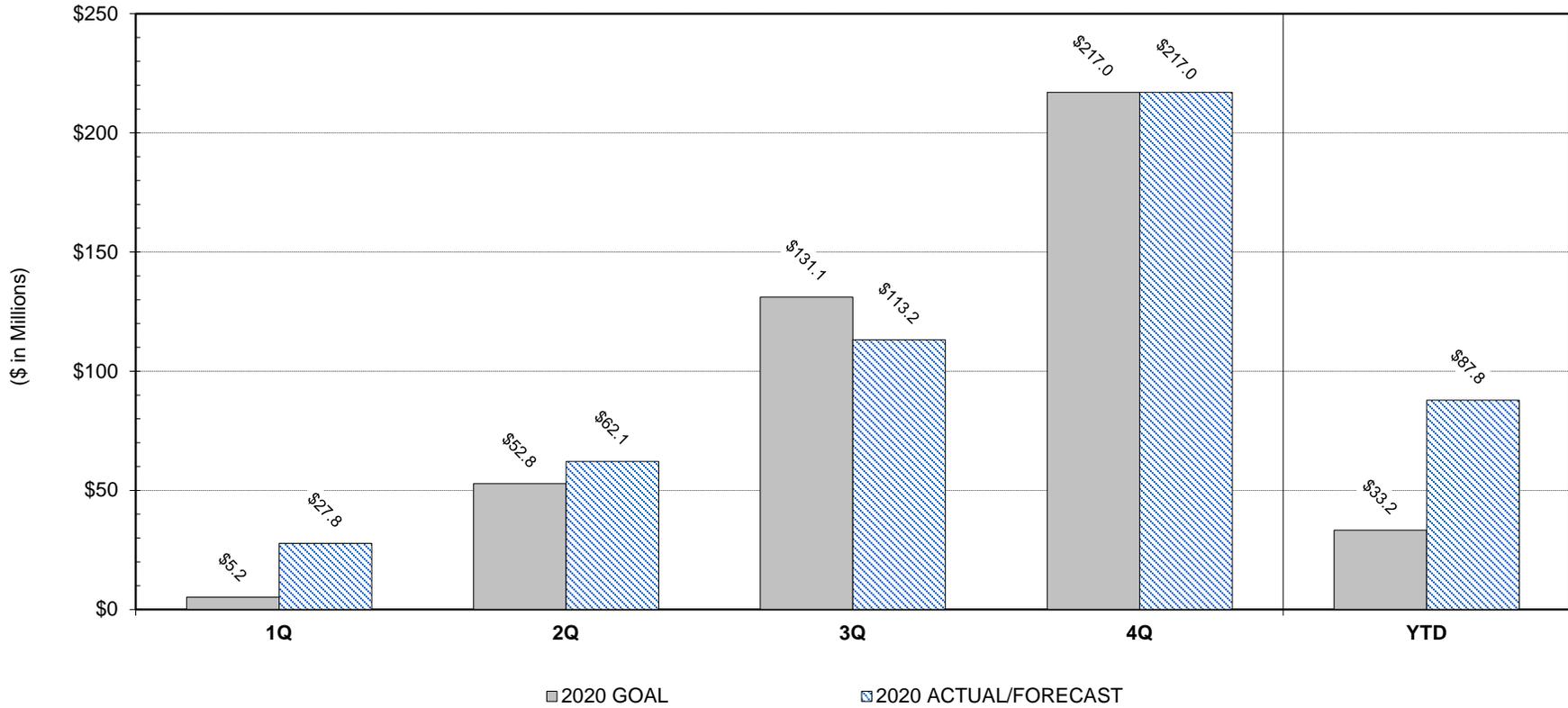


**MTA Bridges and Tunnels: Status of Major Commitments as of April 30, 2020**

| 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 April 30, 2020

|                       |         |                      |
|-----------------------|---------|----------------------|
| 2020 Budget Goal:     | \$406.1 |                      |
| 2020 Annual Forecast: | \$420.1 |                      |
| YTD Goal:             | \$33.2  |                      |
| YTD Actual:           | \$87.8  | (264.2% of YTD Goal) |
| Left to Complete:     | \$332.3 |                      |



**MTA Bridges and Tunnels: Status of Major Completions as of April 30, 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            | 87                  | 61                  | Aug-20          | Aug-20            | F     |
| VN-30/ VN-89 | D704VN30 | Elevator Rehabilitation                           | \$44.2                  | \$44.2             | 72                  | 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             | 74                  | 32                  | 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             | 47                  | 12                  | Dec-20          | Dec-20            | F     |



# Bridges and Tunnels

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## Diversity Report First Quarter 2020



# Executive Summary

## ■ EEO

As of **March 31, 2020**, MTA Bridges and Tunnels' workforce included 1,271 total employees. This represents a decrease of 96 employees from the first quarter 2019 (1Q19) workforce.

- Female representation of 21% (271) decreased 1% when compared to 1Q19.
- Females were hired at a rate above their current representation.
- Minority representation of 57% (722) increased 1% when compared to 1Q18.
- Minorities were hired at a rate lower their current representation.



# Executive Summary

MTA Bridges and Tunnels conducted a **utilization analysis**\* of females and minorities in its workforce as of March 31, 2020. Based on the analysis, underrepresentation for females and minorities occurred in the following EEO categories:

## Females:

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

## Minorities:

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

\*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 increasing representation

Bridges and Tunnels' capacity to engage its diversity strategy has been diminished due the COVID-19 pandemic. However, the agency was honored to participate in a diversity recruitment strategy session lead by NYPD Community Affairs Assistant Chief Kim Royster. The session had three areas of emphasis:

- Branding efforts, such as leveraging social media to advertise, and marketing brochures to attract diverse populations in their native languages
- Outreach to fraternal, community and faith-based organizations, and leveraging high-level executives to participate in outreach efforts
- Civil Service Examination processes should be reviewed to ensure that exam notices are widely advertised in underserved communities; new ways of administering the exam should be considered, such as electronic testing; targeted assessment of where diverse populations fail the exam and gain understand of why these populations are not successful

These are highlights of the many recommendations offered by Chief Royster to improve the diversity of female and minorities in the workforce.



# MTA B&T

# Workforce

as of March 31, 2020



# 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  |           | VETERANS  |           | PWD***   |           |
|---------------------------------------|--------------|-----|------------|------------|---------|------------|------------|---------|------------|------------|---------|------------|------------|---------|-----------|-----------|---------|----------|-----------|---------|----------|-----------|---------|-----------|-----------|-----------|-----------|----------|-----------|
|                                       | #            | %   | #          | %          | Avail % | #          | %          | Avail % | #          | %          | Avail % | #          | %          | Avail % | #         | %         | Avail % | #        | %         | Avail % | #        | %         | Avail % | #         | %         | #         | %         | #        | %         |
| <b>Officials &amp; Administrators</b> | <b>244</b>   |     | 129        | 53%        |         | 115        | 47%        |         | 55         | 23%        |         | 23         | 9%         |         | 34        | 14%       |         | 1        | 0%        |         | 0        | 0%        |         | 16        | 7%        | 13        | 5%        | 0        | 0%        |
| F                                     | 66           | 27% | 49         | 20%        | 10%     | 17         | 7%         | 7%      | 27         | 11%        | 3%      | 6          | 2%         | 3%      | 11        | 5%        | 0%      | 1        | 0%        | 0%      | 0        | 0%        | 1%      | 4         | 2%        | 3         | 23%       | 0        | #DIV/0!   |
| M                                     | 178          | 73% | 80         | 33%        | 32%     | 98         | 40%        | 8%      | 28         | 11%        | 7%      | 17         | 7%         | 6%      | 23        | 9%        | 0%      | 0        | 0%        | 0%      | 0        | 0%        | 3%      | 12        | 5%        | 10        | 77%       | 0        | #DIV/0!   |
| <b>Professionals</b>                  | <b>169</b>   |     | 109        | 64%        |         | 60         | 36%        |         | 40         | 24%        |         | 36         | 21%        |         | 18        | 11%       |         | 0        | 0%        |         | 1        | 1%        |         | 14        | 8%        | 11        | 7%        | 1        | 1%        |
| F                                     | 79           | 47% | 58         | 34%        | 15%     | 21         | 12%        | 8%      | 28         | 17%        | 4%      | 18         | 11%        | 3%      | 8         | 5%        | 0%      | 0        | 0%        | 0%      | 0        | 0%        | 1%      | 4         | 2%        | 6         | 55%       | 0        | 0%        |
| M                                     | 90           | 53% | 51         | 30%        | 29%     | 39         | 23%        | 7%      | 12         | 7%         | 8%      | 18         | 11%        | 4%      | 10        | 6%        | 0%      | 0        | 0%        | 0%      | 1        | 1%        | 1%      | 10        | 6%        | 5         | 45%       | 1        | 100%      |
| <b>Technicians</b>                    | <b>110</b>   |     | 55         | 50%        |         | 55         | 50%        |         | 17         | 15%        |         | 29         | 26%        |         | 6         | 5%        |         | 0        | 0%        |         | 0        | 0%        |         | 3         | 3%        | 9         | 8%        | 0        | 0%        |
| F                                     | 19           | 17% | 15         | 14%        | 2%      | 4          | 4%         | 11%     | 6          | 5%         | 3%      | 7          | 6%         | 0%      | 1         | 1%        | 0%      | 0        | 0%        | 0%      | 0        | 0%        | 0%      | 1         | 1%        | 1         | 0%        | 0        | 0%        |
| M                                     | 91           | 83% | 40         | 36%        | 17%     | 51         | 46%        | 16%     | 11         | 10%        | 17%     | 22         | 20%        | 3%      | 5         | 5%        | 0%      | 0        | 0%        | 0%      | 0        | 0%        | 2%      | 2         | 2%        | 8         | 0%        | 0        | 0%        |
| <b>Protective Services</b>            | <b>391</b>   |     | 253        | 65%        |         | 138        | 35%        |         | 127        | 32%        |         | 96         | 25%        |         | 16        | 4%        |         | 1        | 0%        |         | 0        | 0%        |         | 13        | 3%        | 32        | 8%        | 0        | 0%        |
| F                                     | 77           | 20% | 68         | 17%        | 3%      | 9          | 2%         | 9%      | 52         | 13%        | 4%      | 13         | 3%         | 0%      | 0         | 0%        | 0%      | 1        | 0%        | 0%      | 0        | 0%        | 0%      | 2         | 1%        | 4         | 0%        | 0        | 0%        |
| M                                     | 314          | 80% | 185        | 47%        | 31%     | 129        | 33%        | 12%     | 75         | 19%        | 15%     | 83         | 21%        | 3%      | 16        | 4%        | 0%      | 0        | 0%        | 0%      | 0        | 0%        | 1%      | 11        | 3%        | 28        | 0%        | 0        | 0%        |
| <b>Paraprofessionals</b>              | <b>0</b>     |     | 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%        |
| 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%        |
| <b>Administrative Support</b>         | <b>23</b>    |     | 19         | 83%        |         | 4          | 17%        |         | 15         | 65%        |         | 2          | 9%         |         | 2         | 9%        |         | 0        | 0%        |         | 0        | 0%        |         | 0         | 0%        | 1         | 4%        | 0        | 0%        |
| F                                     | 19           | 83% | 18         | 78%        | 21%     | 1          | 4%         | 27%     | 15         | 65%        | 11%     | 2          | 9%         | 6%      | 1         | 4%        | 0%      | 0        | 0%        | 0%      | 0        | 0%        | 0%      | 0         | 0%        | 1         | 100%      | 0        | 0%        |
| M                                     | 4            | 17% | 1          | 4%         | 9%      | 3          | 13%        | 1%      | 0          | 0%         | 1%      | 0          | 0%         | 4%      | 1         | 4%        | 0%      | 0        | 0%        | 0%      | 0        | 0%        | 0%      | 0         | 0%        | 0         | 0%        | 0        | 0%        |
| <b>Skilled Craft</b>                  | <b>0</b>     |     | 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%        |
| 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%        |
| <b>Service Maintenance</b>            | <b>334</b>   |     | 157        | 47%        |         | 177        | 53%        |         | 70         | 21%        |         | 54         | 16%        |         | 14        | 4%        |         | 3        | 1%        |         | 0        | 0%        |         | 16        | 5%        | 12        | 4%        | 1        | 0%        |
| F                                     | 11           | 3%  | 9          | 3%         | 1%      | 2          | 1%         | 1%      | 2          | 1%         | 4%      | 7          | 2%         | 0%      | 0         | 0%        | 0%      | 0        | 0%        | 0%      | 0        | 0%        | 0%      | 0         | 0%        | 0         | 0%        | 0        | 0%        |
| M                                     | 323          | 97% | 148        | 44%        | 32%     | 175        | 52%        | 15%     | 68         | 20%        | 16%     | 47         | 14%        | 3%      | 14        | 4%        | 0%      | 3        | 1%        | 0%      | 0        | 0%        | 2%      | 16        | 5%        | 12        | 100%      | 1        | 0%        |
| <b>Total</b>                          | <b>1,271</b> |     | <b>722</b> | <b>57%</b> |         | <b>549</b> | <b>43%</b> |         | <b>324</b> | <b>25%</b> |         | <b>240</b> | <b>19%</b> |         | <b>90</b> | <b>7%</b> |         | <b>5</b> | <b>0%</b> |         | <b>1</b> | <b>0%</b> |         | <b>62</b> | <b>5%</b> | <b>78</b> | <b>6%</b> | <b>2</b> | <b>0%</b> |



\* American Indian/Alaskan Native

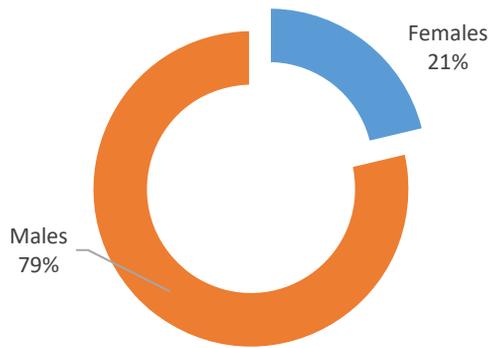
\*\*Native Hawaiian Other Pacific Islander

\*\*\*Persons with Disabilities

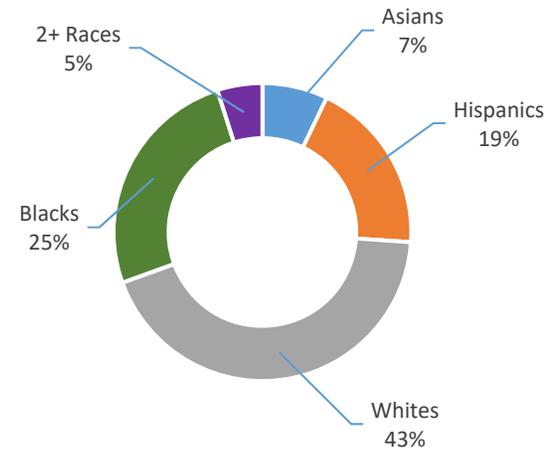
Note: All percentages have been rounded to the nearest whole number.

# MTA B&T Workforce

Workforce by Gender



Workforce by Race/Ethnicity



MTABT workforce consists of 1,271 employees

- ❑ 21% females, 57% minorities, and 6% veterans.
- ❑ The percentage of females decreased by 1% when compared to 1Q19.
- ❑ The percentage of minorities increased by 1% as it relates to race and ethnicity when compared to 1Q19.



# 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 **March 31, 2020** 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      | 7%        | 11%      | 3%        | 2%       | 3%        | 5%       | 0%        | 0%       | 0%        | 0%       | 1%        | 2%       | 10%       | 7%       |
|                            | M      | 8%        | 11%      | 7%        | 7%       | 6%        | 9%       | 0%        | 0%       | 0%        | 0%       | 3%        | 5%       |           |          |
| Professionals              | F      | 8%        | 17%      | 4%        | 11%      | 3%        | 5%       | 0%        | 0%       | 0%        | 0%       | 1%        | 2%       | 15%       | 12%      |
|                            | M      | 7%        | 7%       | 8%        | 11%      | 4%        | 6%       | 0%        | 0%       | 0%        | 1%       | 1%        | 6%       |           |          |
| Technicians                | F      | 11%       | 5%       | 3%        | 6%       | 0%        | 1%       | 0%        | 0%       | 0%        | 0%       | 0%        | 1%       | 2%        | 4%       |
|                            | M      | 16%       | 10%      | 17%       | 20%      | 3%        | 5%       | 0%        | 0%       | 0%        | 0%       | 2%        | 2%       |           |          |
| Protective Services        | F      | 9%        | 13%      | 4%        | 3%       | 0%        | 0%       | 0%        | 0%       | 0%        | 0%       | 0%        | 1%       | 3%        | 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      | 27%       | 65%      | 11%       | 9%       | 6%        | 4%       | 0%        | 0%       | 0%        | 0%       | 0%        | 0%       | 21%       | 4%       |
|                            | M      | 1%        | 0%       | 1%        | 0%       | 4%        | 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      | 1%        | 1%       | 4%        | 2%       | 0%        | 0%       | 0%        | 0%       | 0%        | 0%       | 0%        | 0%       | 1%        | 1%       |
|                            | M      | 15%       | 20%      | 16%       | 14%      | 3%        | 4%       | 0%        | 1%       | 0%        | 0%       | 2%        | 5%       |           |          |

\*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

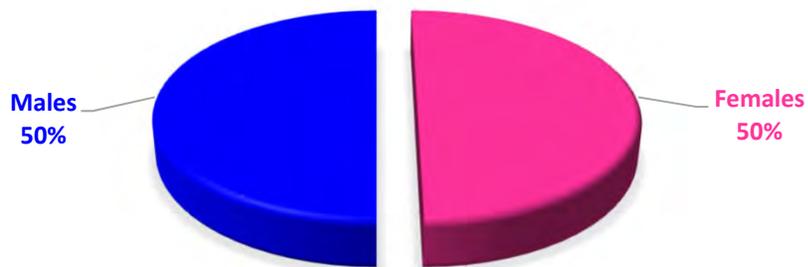
## **New Hires and Veterans**

**January 1, 2019 – March 31, 2020**

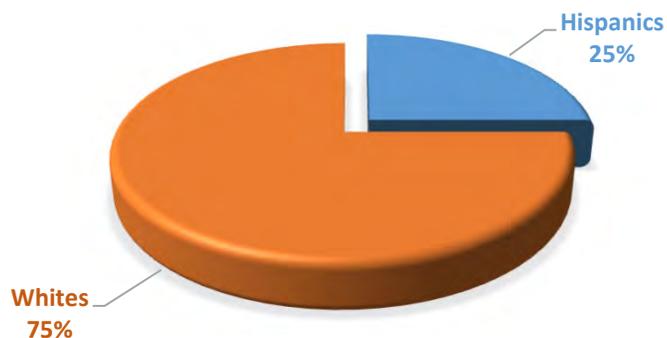


# MTA B&T New Hires and Veterans

## NEW HIRE BY GENDER



## NEW HIRE BY RACE/ETHNICITY



We hired 4 employees. No veterans were hired.

- ❑ 50% of hires were female.
- ❑ Female were hired at a rate that exceeded their representation in the workforce.
- ❑ 25% of hires were minorities.
- ❑ Minorities were hired at a rate below their representation in the workforce.



# MTA B&T

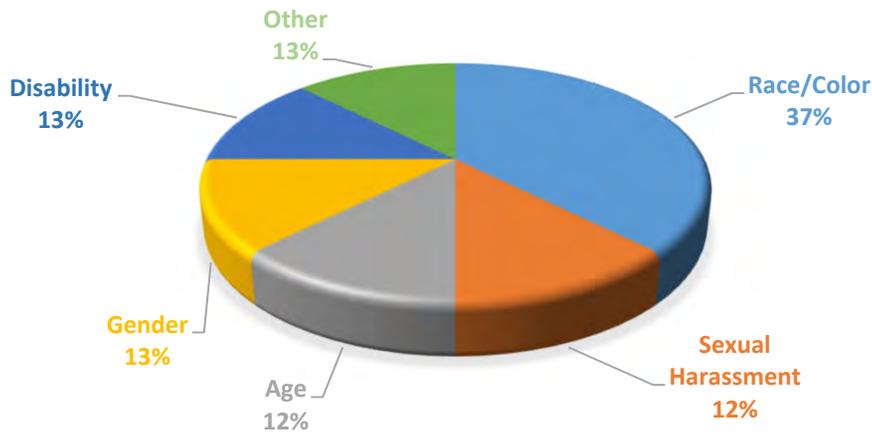
## **Complaints and Lawsuits**

**January 1, 2020 – March 31, 2020**

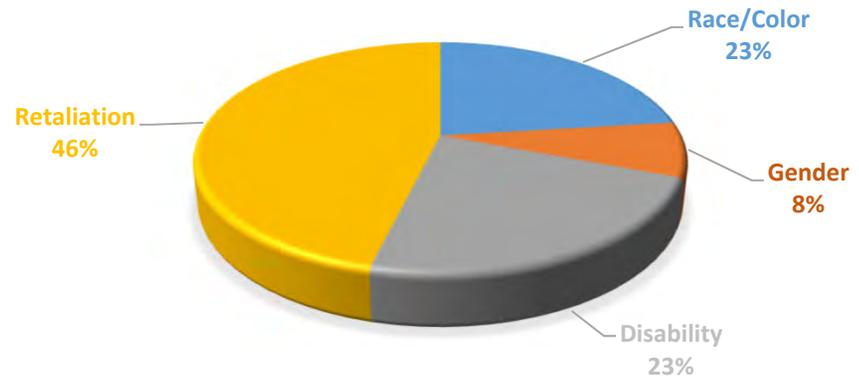


# MTA B&T Internal/External EEO Complaints and Lawsuits

### INTERNAL EEO COMPLAINTS



### EXTERNAL EEO COMPLAINTS



MTA B&T handled 11 EEO complaints, citing 21 separate allegations, and 1 lawsuit.

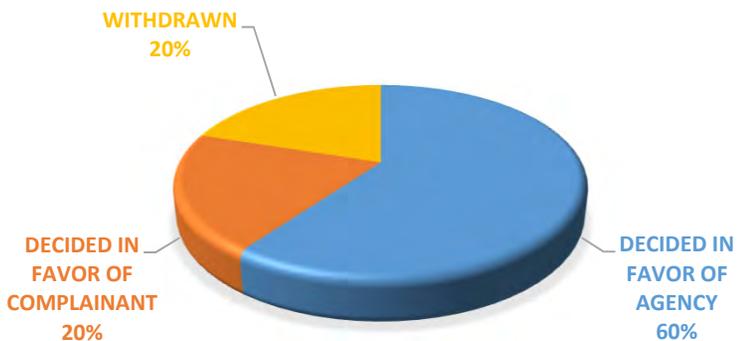
- ❑ 6 handled internal complaints.
- ❑ 5 handled external complaints.
- ❑ The most frequently cited basis internally was race/color and externally was disability.



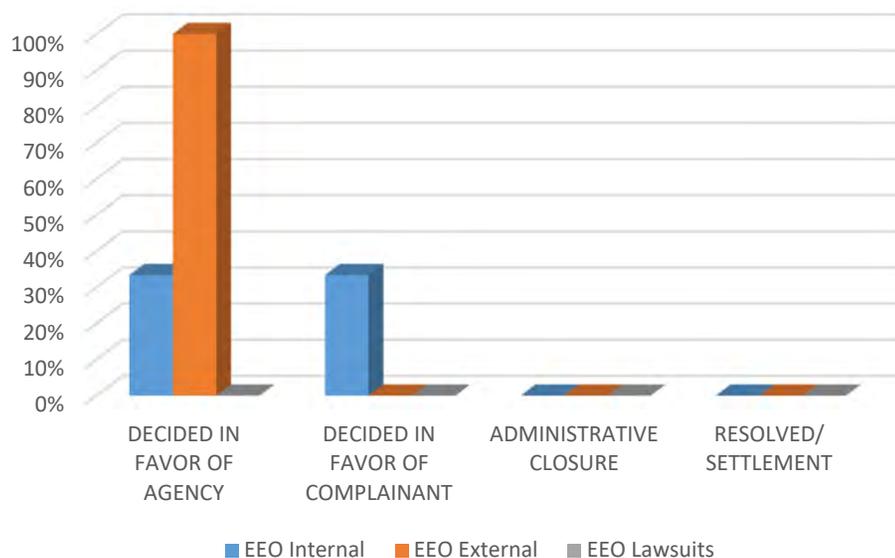
These charts include all pending matters as of the date of the report, including matters filed prior to the reporting period. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e., Sexual Orientation, Military status, or Marital Status etc.).

# MTA B&T EEO Complaints and Lawsuits Dispositions

### OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



### EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



MTA B&T disposed 5 EEO complaints and 0 EEO lawsuits.

- 60% complaints/lawsuits decided in favor of the agency.
- 20% complaints/lawsuits decided in favor of complainant.
- 20% complaints withdrawn.



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

There are no B&T Title VI Discrimination  
Complaints, Lawsuits, or Dispositions for the Reporting Period  
(January 1, 2020 – March 31, 2020)

