



Secretary Stephanie Pollack's Report to the MassDOT Board

April 13, 2020

Thank You
Thank You



You are 
essential.
We are
grateful.

John Hancock



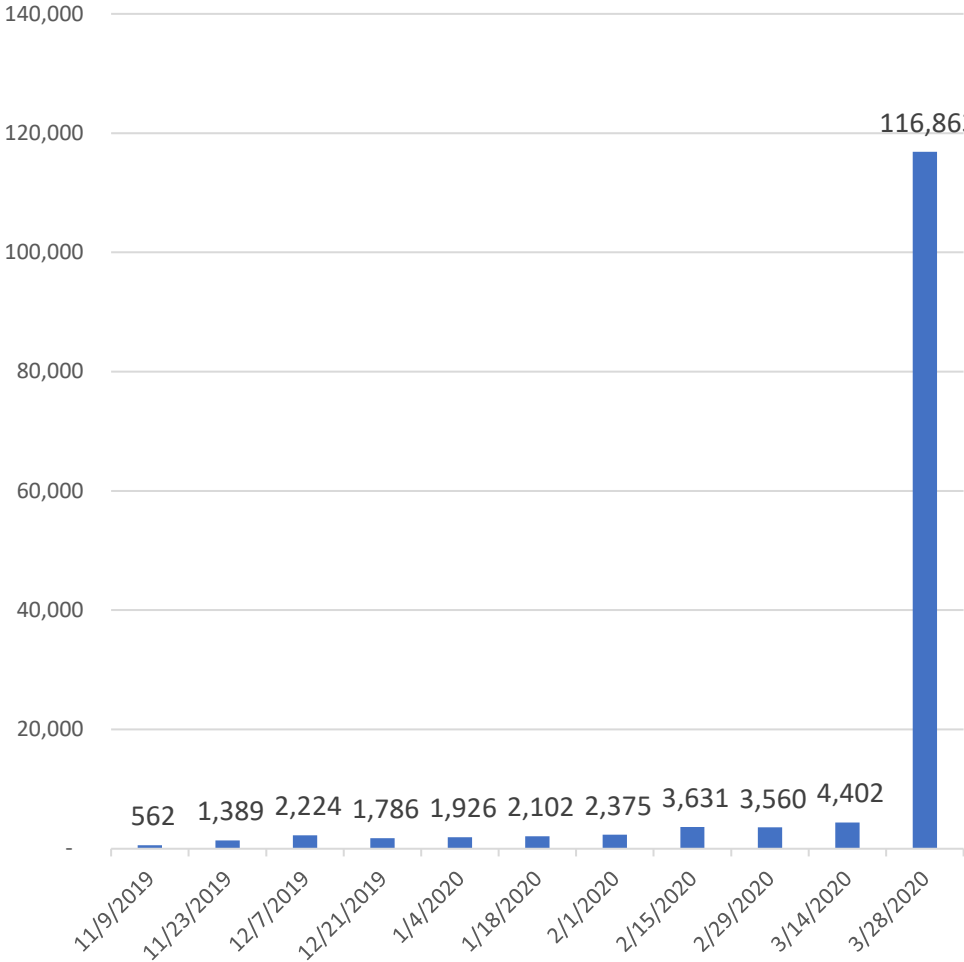
COVID-19: Response and Prevention

Management throughout MassDOT is engaged in the effort to safely continue with our essential work while protecting the public and our employees.

- As of often and possible, staff is teleworking
- MassDOT and MBTA continue to work with unions and to provide none-core employees with alternative assignments
- New protocols at essential job locations, social-distancing in office areas. MassDOT is providing employees with face covering
- Acting Registrar Jamey Tesler will provide more information on the “online or essential” approach being taken at the Registry



MassDOT Teleworking and In-Person Work



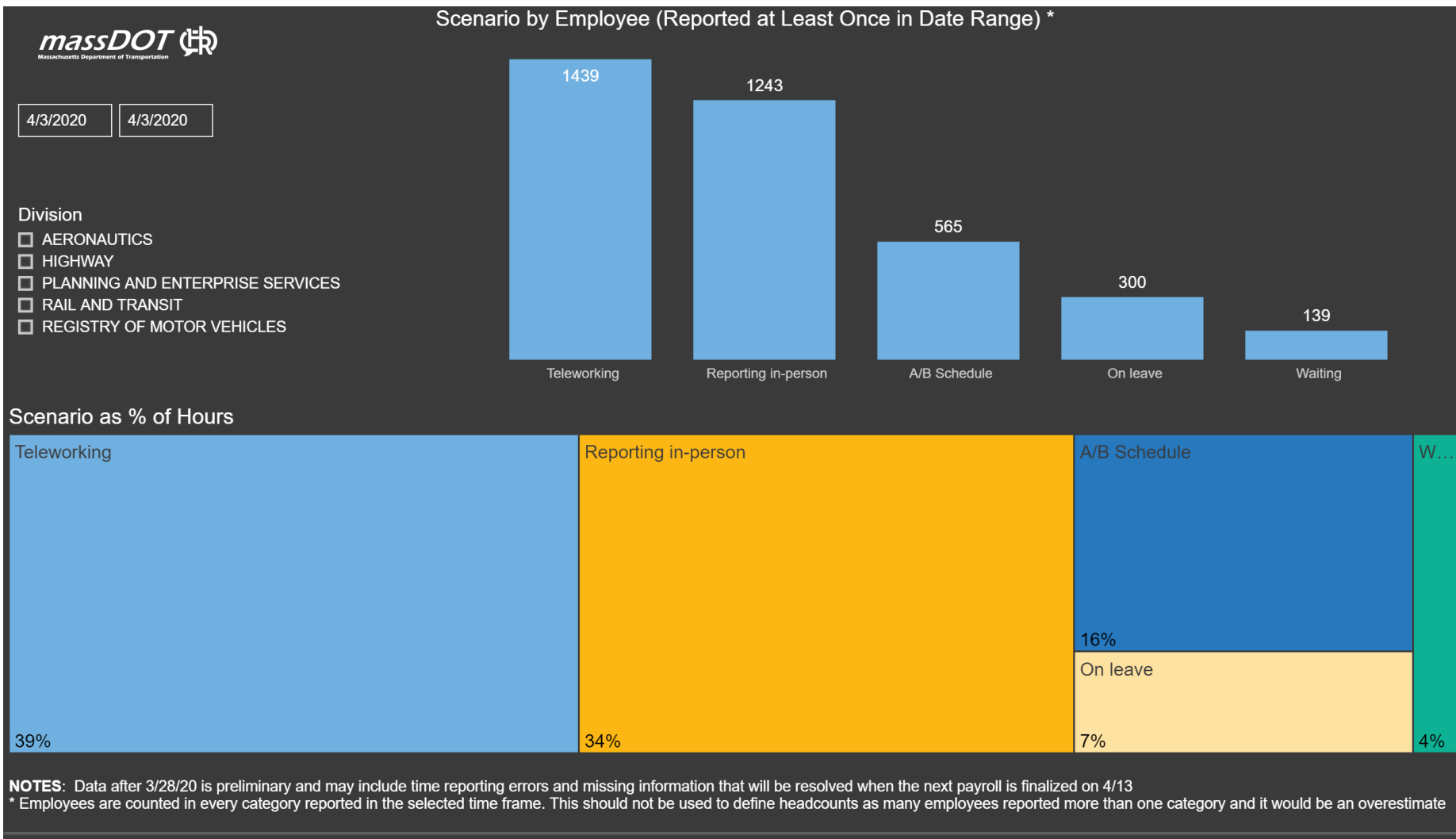
Hours of telework by pay period since 11/9/19

MassDOT's Human Resources Department has worked closely with its business partners and peer support departments to rapidly enable as much of the workforce as possible to work from home as often as possible.

For some types of work required to continue with MassDOT's safety critical mission, working from home is not always feasible. For this work, protocols that follow CDC guidance are in place to keep our on-site employees safe.

- Enhanced cleanings of MassDOT Facilities
- Issuance of Personal Protective Equipment (PPE)
- Protective barriers for front line working with the public
- Physical spacing out of employees
- "Platooning" (A/B work schedules)

Workforce Assignments



COVID-19: Construction

- Governor issued list of essential activities that could continue during the State of Emergency and public works construction activities are permitted.
- Crews sent “best practice” guidance, logistics for hygiene for work sites, and “enforcement” steps for social-distancing and sanitizing.

Work paused March 27 for DOT projects and March 30 for MBTA projects to ensure practices in place

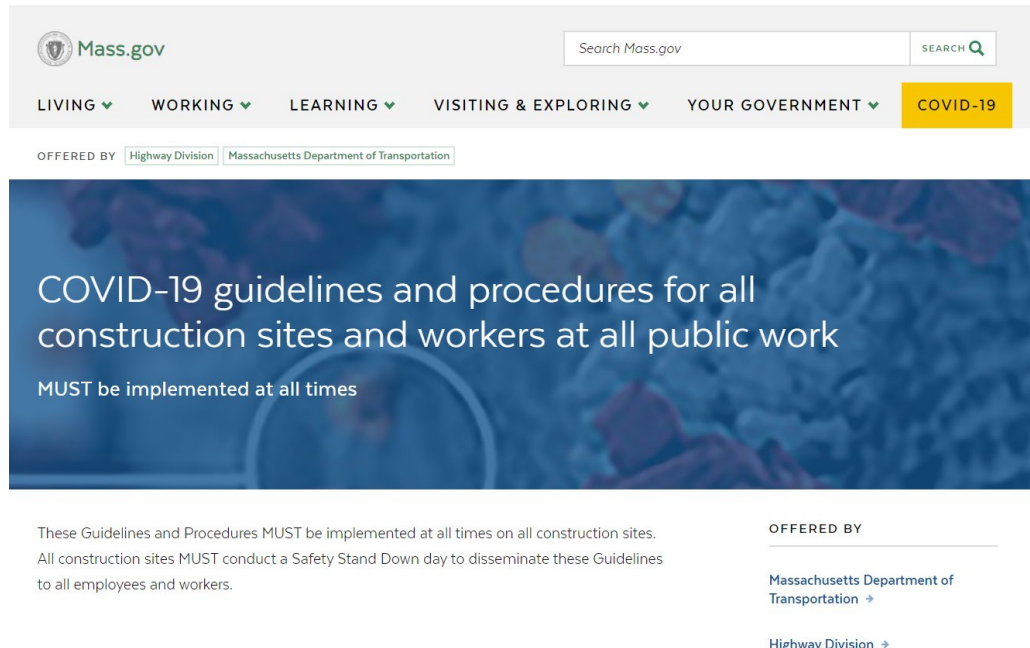
- MassDOT projects which are continuing include new bridge work in Lowell, (the photo below shows new beams for the first half of the bridge to carry Pawtucket Street over the Pawtucket Canal.)



COVID-19: Construction project crew protocols

- Guidelines given MassDOT and MBTA supervisors and contractors focus on limiting exposures, worker infection protocols, identification of exposure, notification and quarantine requirements, sanitization requirements, returning to work guidelines and guidelines for all cases.
- In keeping with the emergency order issued by Governor Charlie Baker on March 23, COVID-19 guidance for all state construction worksites means there is a zero-tolerance policy for employees who are sick, a daily health reporting requirement for project supervisors and steps that must be taken to protect employees from COVID-19 exposure

COVID-19: Construction



The screenshot shows the Mass.gov website header with navigation links: LIVING, WORKING, LEARNING, VISITING & EXPLORING, YOUR GOVERNMENT, and a highlighted COVID-19 button. Below the header, a banner for the Highway Division of the Massachusetts Department of Transportation features the text: "COVID-19 guidelines and procedures for all construction sites and workers at all public work MUST be implemented at all times". At the bottom, a section titled "OFFERED BY" lists the Massachusetts Department of Transportation and the Highway Division.

Mass.gov

Search Mass.gov

LIVING WORKING LEARNING VISITING & EXPLORING YOUR GOVERNMENT COVID-19

OFFERED BY Highway Division Massachusetts Department of Transportation

COVID-19 guidelines and procedures for all construction sites and workers at all public work MUST be implemented at all times

These Guidelines and Procedures MUST be implemented at all times on all construction sites. All construction sites MUST conduct a Safety Stand Down day to disseminate these Guidelines to all employees and workers.

OFFERED BY

Massachusetts Department of Transportation →

Highway Division →

- MassDOT construction and Highway Operations continues, including emergency repairs, crash response, and major construction.
- Working with unions, municipal officials, and other stakeholders, to apply best practice and to address any concerns.
- Employees being provided with personal protective equipment.
- New jobsite safety protocol in place

COVID-19: Service Plazas remain open




14 Day Self-Quarantine for Travelers

14 day quarantine urged for visitors from out-of-state arriving in MA, (this message conveyed via MassDOT highway message boards and on flyers such as the one below provided at transportation hubs, such as Logan Airport and South Station.)



ALL Travelers Entering Massachusetts



You are urged to self-quarantine and monitor your health for 14 days as the state works to stem the spread of COVID-19.

Healthcare, Public Health, Public Safety and Transportation workers are exempt from this requirement.

Symptoms of COVID-19

- Fever (100.4 °F/38 °C or higher)
- Cough
- Shortness of breath

If you have symptoms:

- Call ahead before you go to a doctor's office or emergency room.
- Tell the doctor about your recent travel and your symptoms.
- Avoid contact with others.

YOUR COMPLIANCE IS EXPECTED

Rail Pilots

- Due to the pandemic, it would be unfair to judge ridership on the Valley Flyer or Foxborough line pilots or the upcoming Fairmount Line pilot based on current ridership levels
- The Valley Flyer 2 year pilot began Fall 2019 but the planned marketing effort has been postponed
- The Foxborough Line pilot, which began in October last year, had seen increasing ridership going into this spring
- In May, the MBTA still plans to launch a pilot commuter rail service on the Fairmount Line.
- So, while MassDOT and the MBTA are committed to these pilots, new timelines and benchmarks will need to be set when we have a better idea of realistic timeframes for the restoration of ridership

Impact on Expenses and Revenue

- Remote working related costs, “one-time” approximately \$354k
 - \$280k to buy approximately 1,000 laptops,
 - \$67 k in related software,
 - \$5k for headsets, etc.
- Toll Budget Forecast: Certain expenses are variable rather than fixed. For example, fewer vehicles traveling on toll roads means fewer transactions & less revenue from tolled roads, but some expenses for tolling operations are lower, such as lower mailing costs as the number of Pay by Plate invoices is less than normal.

Fiscal Year 2020 Budget Forecast

- CFO David Pottier updated the Audit & Finance Committee last week
- MassDOT budget: for Non-Toll Operating- through first 8 months of FY20- revenues & expenses tracking slightly below budget, due in part to timing of real estate transaction. FY20 end-of-year projection is to be \$5 million ahead of budget on a net basis.
- MassDOT budget: for Toll Operating –through first 8 months of FY20, revenue tracking ahead of budget, expenses below budget. FY20 Year-End projection greatly impacted by COVID-19. Forecast- Net Revenue over Expenditures of \$201 million vs budgeted \$229 million. Anticipate revenue below projections by 8%
- MBTA budget: on March 24, the Baker-Polito Administration filed legislation that includes extending the dates by which the MBTA must approve a preliminary budget and submit a final budget to better align with the Commonwealth's budget process.

Non-Toll Operating

\$ in millions	Prior Year YTD 8 Months	Current Year YTD 8 Months	Full Year Forecast	Full Year Budget	Current Year YTD 8 Months vs Prior Year	Full Year Forecast vs Budget	Full Year Forecast vs Budget Comments
REVENUE:							
Operating Revenue	18.3	16.4	33.8	28.8	(1.9)	5.0	Real estate transactions
Commonwealth Transfers	352.7	343.0	446.5	446.5	(9.7)	0.0	
Motor Vehicle Inspection Trust Fund	36.5	37.5	57.3	57.3	1.0	0.0	
Investment Income	0.6	1.5	2.2	1.2	0.9	1.0	
Total Revenue	408.1	398.4	539.8	533.7	(9.7)	6.1	
EXPENDITURES:							
Employee Compensation and Benefits	149.4	183.6	282.1	292.6	34.2	(10.5)	Timing of staff hiring & increased federal reimbursement
Office and Administrative Expenses	15.7	15.8	27.0	29.3	0.1	(2.3)	Energy saving
Materials, Supplies, and Equipment	2.1	2.9	7.2	7.1	0.8	0.1	
Professional Services	17.5	23.1	36.2	35.9	5.7	0.3	
Construction and Maintenance	50.7	61.2	68.8	54.3	10.6	14.5	Mainly snow&ice and anticipated supp filing
IT Services and Equipment	14.0	15.1	32.4	32.4	1.0	0.0	
Grants, Subsidies, and ISA	89.5	90.7	99.1	99.9	1.2	(0.8)	
Total Expenditures	338.8	392.5	552.7	551.5	53.6	1.2	
Excess (deficit) Revenue over Expenditures	69.3	5.9	(12.9)	(17.8)	(63.3)	4.8	
Other Financing Sources/Uses:							
Anticipated Snow & Ice Supplement filing			13.0			13.0	
Reserves			34.9	52.8		(17.8)	Reduced reserve drawn
Transfer out for Capital	(22.4)	(23.5)	(35.0)	(35.0)		0.0	
Total Other Financing Sources	(22.4)	(23.5)	12.9	17.8	0.0	(4.8)	
Net Revenue (Expense)	46.8	(17.5)	(0.0)	(0.0)	(63.3)	0.0	

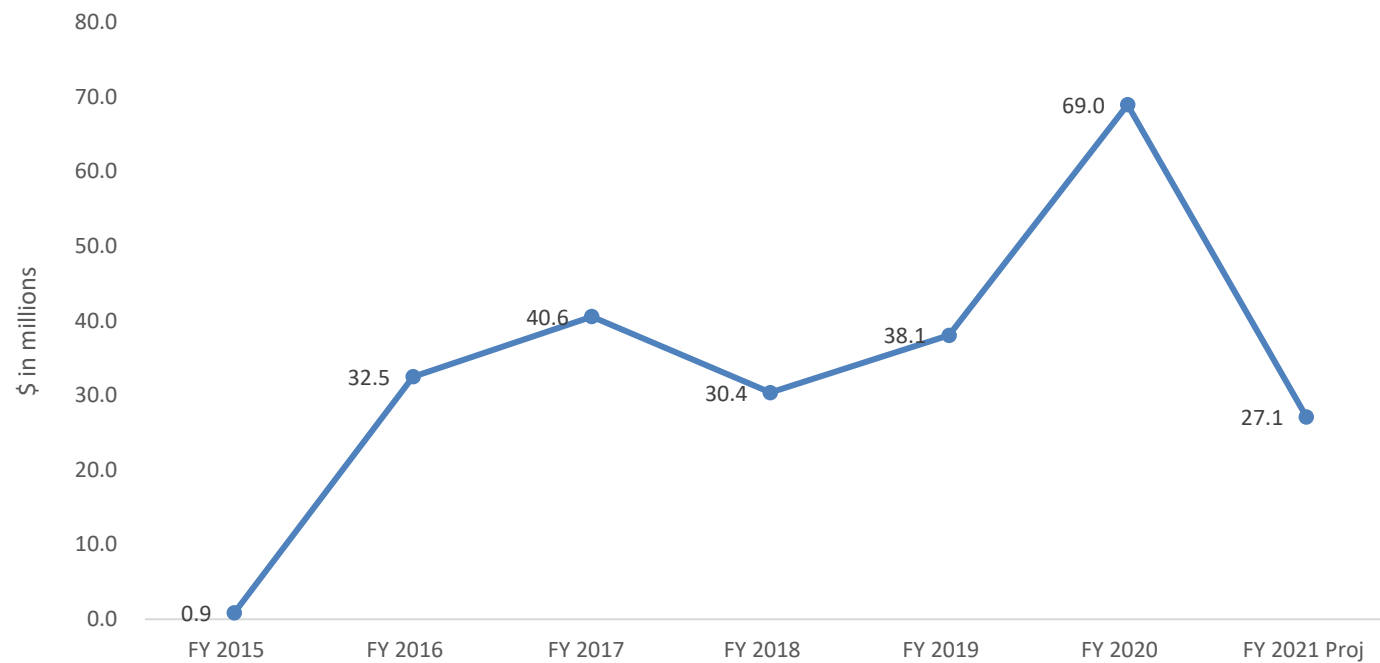
Toll Operating

\$ in millions	Prior Year YTD 8 Months	Current Year YTD 8 Months	Full Year Forecast	Full Year Budget	Current Year YTD 8 Months vs Prior Year	Full Year Forecast vs Budget	Full Year Forecast vs Budget Comments
REVENUE:							
Toll Revenue*	314.8	332.6	409.6	459.8	17.8	(50.1)	Anticipated Mar-Jun revenue/trips # decreased due to Covid-19
Commonwealth Transfers	91.7	91.7	125.0	125.0	0.0	(0.0)	
Investment Income	14.5	13.3	20.0	20.2	(1.3)	(0.2)	
Total Revenue	421.0	437.6	554.6	605.0	16.5	(50.3)	
EXPENDITURES:							
Employee Compensation and Benefits	47.6	54.2	85.3	91.1	6.6	(5.8)	Timing of staff hiring
Office and Administrative Expenses	20.3	17.5	32.4	38.3	(2.8)	(5.9)	Energy Savings, Credit card purchases/transaction fees reduced and postage saving
Materials, Supplies, and Equipment	3.6	5.1	10.8	12.3	1.5	(1.5)	Transponder saving
Professional Services	19.7	27.1	63.2	69.2	7.4	(6.0)	Law enforcement saving
Construction and Maintenance	6.2	6.6	13.0	16.2	0.4	(3.2)	Snow & ice saving
IT Services and Equipment	3.9	4.5	10.7	10.7	0.6	0.0	
Grants, Subsidies, and ISA	1.2	0.6	1.7	1.7	(0.7)	(0.0)	
Debt Service	40.4	39.1	136.4	136.6	(1.2)	(0.2)	
Total Expenditures	142.9	154.7	353.6	376.1	11.8	(22.5)	
Excess (deficit) Revenue over Expenditures/Available for Capital	278.1	282.9	201.1	228.9	4.7	(27.8)	

*Toll Collections anticipated trips # decreased by 40% in March, 75% in April, 60% in May, and 50% in June



Non-Toll Operating General Reserve

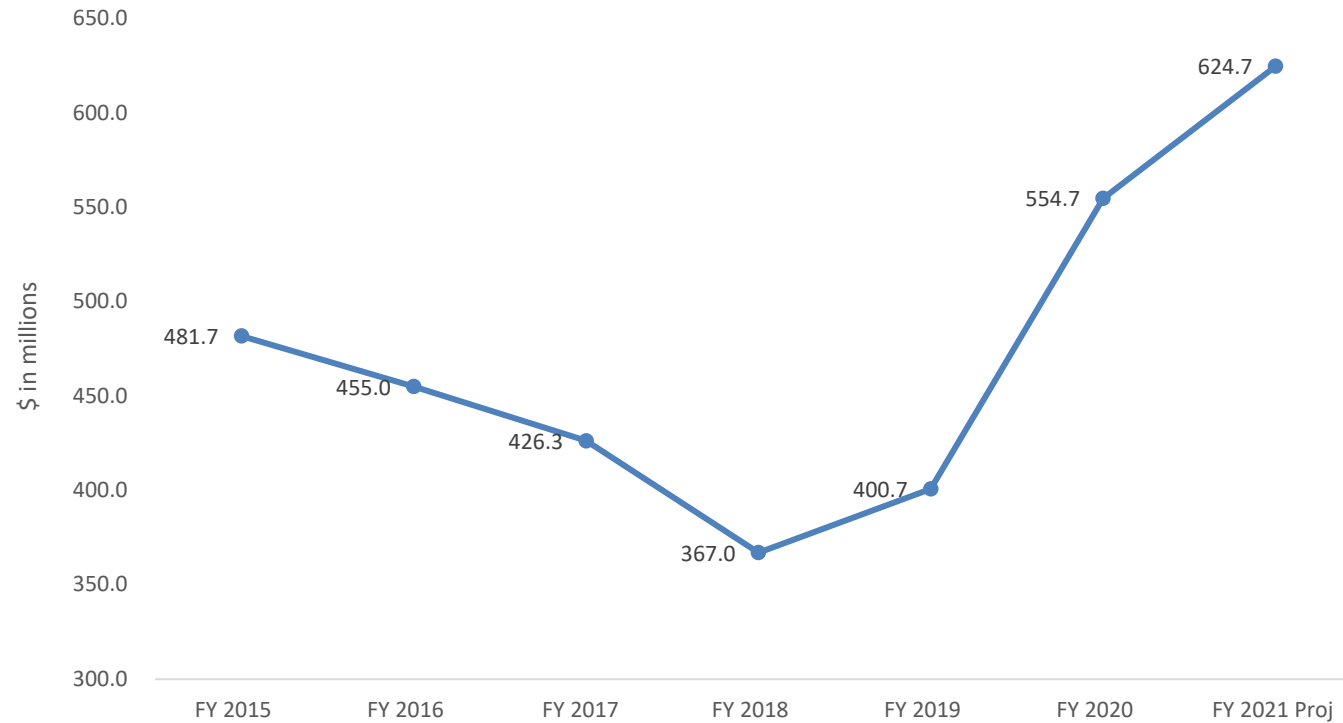


- Non-toll Operating general reserve balance anticipates \$27M available beginning of FY 2021

Note: FY15 – FY21 balance reflects beginning balance



Toll Reserve



- Toll Operating reserve balance anticipates \$625M available for Capital projects beginning of FY 2021

Note: FY15 – FY21 balance reflects beginning balance



MassDOT's Work Continues

- In addition to ongoing maintenance and construction work, project development and procurement is moving ahead for the 2020 construction season
- Development of Capital Investment Plan and STIP
 - MPO meetings are being held as needed
- Critical planning studies are moving ahead
 - East West Rail study
 - Lynn Transit Action Plan
- Allston Multimodal Project
- Cape Cod bridges

Advisory Committee Meeting #3 Feedback

electrification connection
transformative
equity feasible investment nobus
jobs commuting benefits
affordability environment
sustainable ridership realistic



MRER Report Finished for Bourne & Sagamore Bridges

- MassDOT received a letter on April 3rd stating the Department of the U.S. Army Civil Works Division had finished the final report, “Major Rehabilitation Evaluation Report (MRER), Cape Cod Canal Highway Bridges”
- What this means: Federal officials in Washington, D.C. agree with the officials at the U.S. Army Corps of Engineers New England District office that the Bourne and Sagamore Bridges must be replaced and the preferred design would be two wider bridges that would be built next to the existing spans.
- What happens next: A revised Memorandum of Understanding will be finalized with USACOE, MassDOT, and Federal Highway to enable the three agencies to work together on the next task, which is a “type, size and location” study to address the specifics of the replacement bridges

