



Metropolitan Transportation Authority

Bridges and Tunnels Committee Meeting

October 2021

Committee Members

D. Mack, Acting Chair

A. Albert

J. Barbas

N. Brown

R. Glucksman

K. Law

H. Mihaltses

J. Samuelsen

L. Schwartz

V. Tessitore

N. Zuckerman

Bridges & Tunnels Committee Meeting

2 Broadway, 20th Floor Board Room

New York, NY 10004

Monday, 10/18/2021

9:00 - 9:30 AM ET

1. Summary of Actions

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2. Public Comments Period

3. Approval of Minutes - September 2021

B&T Committee Minutes - September 2021 - Page 5

4. Approval of Committee Work Plan

B&T Committee Work Plan - Page 10

5. Report on Operations - August 2021

B&T Report on Operations - August 2021 - Page 16

6. Safety Report - August 2021

B&T Safety Report - August 2021 - Page 32

7. Financial Reports

B&T Financial Report - August 2021 - Page 37

B&T Financial Report - September 2021 - Page 52

8. 2022 Preliminary Budget - Materials Previously Submitted

9. Capital Program Project Status Report - September 2021

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10. Procurements

B&T Procurement - October 2021 - Page 73

Competitive

B&T Competitive - October 2021 - Page 76



Bridges and Tunnels

Summary of Actions

**MTA BRIDGES AND TUNNELS
COMMITTEE ACTIONS and PRESENTATIONS
SUMMARY for OCTOBER 2021**

Responsible Department	Vendor Name	Total Amount	Summary of action
Procurement	Electronic Transaction Consultants, LLC	\$21,543,452	<ul style="list-style-type: none"> • Approval to Award a Miscellaneous Procurement Contract • Design, Build, Operate and Maintain an E-ZPASS Interoperability (EZIOP) Hub



Bridges and Tunnels

Minutes of Committee Meeting September 2021



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

September 13, 2021

9:00 a.m.

In attendance were the Honorable:

David S. Mack, Acting Chair
Andrew Albert
Randolph Glucksman
Kevin S. Law
Haeda B. Mihaltses
Lawrence S. Schwartz
Neal Zuckerman

Also in Attendance:
Robert W. Linn

In Person:

Daniel F. DeCrescenzo, Jr., President
Cassandra Edghill, Assistant Vice President, Operations
Joseph Keane, P.E., Senior Vice President and Chief Engineer - TBTA, MTA Construction & Development
Eric Osnes, Vice President, Safety and Health

Virtual:

Nichola Angel, Assistant Vice President, Central Business District Tolling Unit
Anne Marie Bressler, Vice President, Intelligent Transportation Systems and Tolling Operations
Julia R. Christ, General Counsel and Corporate Secretary - TBTA, MTA
Lloyd Jairam, Controller
Marissa Krinis, Financial Liaison TBTA, MTA Finance
Donald Look, Vice President and Chief Security Officer
Charles Passarella, Vice President, Maintenance and Operations Support
Brian Walsh, Acting Vice President and Chief Procurement Officer – TBTA, MTA Construction & Development

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

September 13, 2021

Minutes of TBTA Committee held September 13, 2021 at 9:00 a.m. A list of those in attendance is attached.

Public Speakers

The following speakers commented during the public speakers' session:

- Murray Bodin about vaccinations; and
- Aleta Dupree about the future of Open Road Tolling, E-ZPass and interoperability.

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

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on July 19, 2021 were approved.

Committee Work Plan

Mr. DeCrescenzo stated that the only change to the Committee Work Plan is that the August 2021 Financial Report will be published in October 2021.

President DeCrescenzo's Remarks

After welcoming David Mack as Acting TBTA Committee Chair, Mr. DeCrescenzo remembered the 20th anniversary of the 9/11 terrorist attacks and those who were lost. He acknowledged the intensive efforts of TBTA employees on that day and the days thereafter and described the Brooklyn-Battery Tunnel (now the Hugh L. Carey Tunnel) as filled with ash and debris. TBTA employees heroically put together a search and rescue team, entered the dark and dust-filled tunnel to evacuate customers and removed more than 280 abandoned vehicles. He thanked all TBTA employees for assisting people that fateful day.

Both Tropical Storm Henri and the remnants of Hurricane Ida proved challenging but TBTA's storm planning and response kept customers informed and as safe as possible. Mr. DeCrescenzo thanked TBTA personnel who contended with high winds and flooding, cleared drains clogged by debris, initiated vehicle restrictions, and responded to those stranded in vehicles off-property, all while keeping TBTA facilities open.

While weather initially postponed the 2021 New York City Five Boro Bike Tour, Mr. DeCrescenzo stated that TBTA hosted the tour's final leg on August 29, as thousands of cyclists crossed the Verrazzano-Narrows Bridge into Staten Island. The event, which was cancelled last year, is another step in our region's recovery from the COVID-19 pandemic.

Mr. DeCrescenzo proudly announced that the International Bridge, Tunnel and Turnpike Association (IBTTA) awarded TBTA its 2021 Toll Excellence Award for Customer Service and Marketing/Outreach for its Tolls NY smartphone app. Tolls NY was developed in coordination with the New York State Thruway Authority and the Port Authority of New York and New Jersey to provide New York motorists with a convenient way to manage their E-ZPass accounts and toll payments. The IBTTA cited the popularity, functionality and timeliness of Tolls NY in its award. Featuring a design based on extensive customer outreach, the app has been downloaded more than one million times and has collected more than \$70 million in toll revenue since its release in June 2020, providing customers with an important self-service option that has been especially beneficial during pandemic

restrictions. Mr. DeCrescenzo joined the IBTTA in recognizing the outstanding efforts of TBTA staff responsible for this success.

Mr. DeCrescenzo congratulated Anne Marie Bressler on her promotion to TBTA's Vice President, Intelligent Transportation Systems and Tolling Operations, after having managed the development of back office capabilities for TBTA's many tolling initiatives over the past ten years. Her extensive experience and expertise in all aspects of toll collection, customer service, and related technology make her uniquely qualified for her new responsibilities.

Finally, Mr. DeCrescenzo announced that Tim Baker, Assistant Vice President, Strategic Initiatives, is retiring after 28 years, and recognized Tim's instrumental role in countless TBTA improvement efforts, notably in the transition of the Operations Department after the 9/11 attacks, and in the Cashless Tolling customer outreach efforts that resulted in TBTA's industry-leading E-ZPass market share and the design for the above-mentioned Tolls NY app. He wished Tim a happy and healthy retirement.

Report on Operations

Ms. Edghill referred the Committee to the Report on Operations for June 2021 contained in the Committee materials. With regard to the Report on Operations for July 2021, Ms. Edghill stated that paid vehicle traffic was 28 million vehicles or 2.9% lower as compared to the same month in 2019 and that it was 20.2% higher than in July 2020. Preliminary figures indicate that traffic declined by 4.6% in August 2021 as compared to the same month in 2019 and was 10.2% lower year to date as compared to 2019. There was a 0.7% decrease in traffic for the Labor Day holiday weekend as compared to 2019. Since the pandemic, TBTA had a one million vehicle traffic day on September 3, 2021 with the last million vehicle traffic day having occurred on October 25, 2019. Ms. Edghill also stated that since Labor Day, TBTA is looking at traffic totals, patterns and rush hour trends and is comparing these metrics to pre-pandemic return-to-school traffic numbers. Ms. Edghill agreed with Commissioner Linn's comment that, based on the 0.7% decrease in Labor Day traffic as compared to 2019, traffic levels have returned and September traffic could conceivably be higher than 2019.

Safety Report

Mr. Osnes referred the Committee to the Safety Report for June 2021 contained in the Committee materials. With regard to the Safety Report for July 2021, Mr. Osnes stated that the 2021 total collision rate was 4.0 per million vehicles or 39% better than in 2019 and 30% better than in 2020. The 2021 collision with injuries rate was 0.63 per million vehicles or 30% better than 2019 and 22% better than 2020. The employee lost time injury rate was 6.1 incidents per 200,000 work hours or a 7.0% increase as compared to the same period in 2020 and a 3.2% decrease compared to 2019. Commissioner Zuckerman inquired about employee vaccination rates, employee attitudes towards vaccination, why employees are reluctant to be vaccinated, and whether TBTA can address lower vaccination rates based on trends by property. Mr. Osnes responded that there are those employees who feel that the risk of the vaccine outweighs the risk of the virus and it is difficult to change such perspectives with respect to virus severity and probability. TBTA has a communication campaign based on demographics to encourage employees to be vaccinated but more information may not drive employees who have not yet been vaccinated. Mr. DeCrescenzo stated that TBTA does look at vaccination rates based on its properties (South, Central, North and East) and employee groups (Operations, Maintenance and Administrative). Commissioner Glucksman asked whether TBTA has tried to appeal personally to employees who know others who have become sick or died as a reason to consider being vaccinated. Mr. Osnes responded that TBTA has appealed to those employees and he believes that it will just take time and communication to galvanize employees around vaccinations.

Financial Report, Capital Program Status Report and Diversity Report

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

Procurements

Mr. DeCrescenzo stated that there are no procurements.

Adjournment

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

Respectfully submitted,



Julia R. Christ
General Counsel and Corporate Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

TOPIC

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

Procurements
Action Items (if any)

Responsibility

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

II. SPECIFIC AGENDA ITEMS

October 2021

2022 Preliminary Budget

Planning & Budget

November 2021

No items scheduled

December 2021

2022 Proposed Committee Work Plan
2022 Proposed Final Budget
Diversity Report – 3rd Quarter 2021

Committee Chair & Members
Planning & Budget
EEO

January 2022

Approval of 2022 Work Plan

Committee Chair & Members

February 2022

Preliminary Review of 2021 Operating Budget Results
2022 Adopted Budget/Financial Plan 2022-2025
2021 B&T Operating Surplus
2021 Customer Environment Report
Diversity Report – 4th Quarter 2021

Planning & Budget
Planning & Budget
Controller
Operations
EEO

March 2022

Annual Procurement Contracts Report

Procurement & Materials/
Finance

April 2022

Final Review of 2021 Year-End Operating Results

Planning & Budget

May 2022

Diversity Report – 1st Quarter 2022

EEO

June 2022

No items scheduled

July 2022

No items scheduled

August 2022

No meeting scheduled

September 2022

2023 Preliminary Budget

Diversity Report – 2nd Quarter 2022

Planning & Budget
EEO

BRIDGES & TUNNELS COMMITTEE WORK PLAN

Detailed Summary

I. RECURRING

Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

Report on Operations

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

Safety Report

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

Financial Report

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

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

OCTOBER 2021

2022 Preliminary Budget

Public comment will be accepted on the 2022 Preliminary Budget.

NOVEMBER 2021

No items scheduled.

DECEMBER 2021

2022 Proposed Committee Work Plan

The Committee Chair will present a draft Bridges and Tunnels Committee Work Plan for 2022 that will address initiatives to be reported throughout the year.

2022 Proposed Final Budget

The Committee will recommend action to the Board.

Diversity Report – 3rd Quarter 2021

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

JANUARY 2022

Approval of Work Plan for 2022

The committee will have already received a draft work plan for 2022 at the December 2021 meeting. The committee will be requested to approve the amended work plan for the year.

FEBRUARY 2022

Preliminary Review of 2021 Operating Budget Results

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

2022 Adopted Budget and February Financial Plan 2022-2025

The Agency will present its revised 2020 Adopted Budget and Financial Plan which will incorporate any changes made by the Board at the December 2021 meeting and any Agency technical adjustments.

2021 B&T Operating Surplus

The Committee will recommend action to the Board.

2021 Customer Environment Report

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

FEBRUARY 2022 (cont'd)

Diversity Report – 4th Quarter 2021

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

MARCH 2022

Annual Procurement Contracts Report

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

APRIL 2022

Final Review of 2021 Year-End Operating Results

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

MAY 2022

Diversity Report – 1st Quarter 2022

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

JUNE 2022

No items scheduled

JULY 2022

No items scheduled

AUGUST 2022

No meeting scheduled

SEPTEMBER 2022

2023 Preliminary Budget

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

Diversity Report – 2nd Quarter 2022

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



Bridges and Tunnels

Report on Operations August 2021

**Richard Hildebrand
Vice President
Operations**

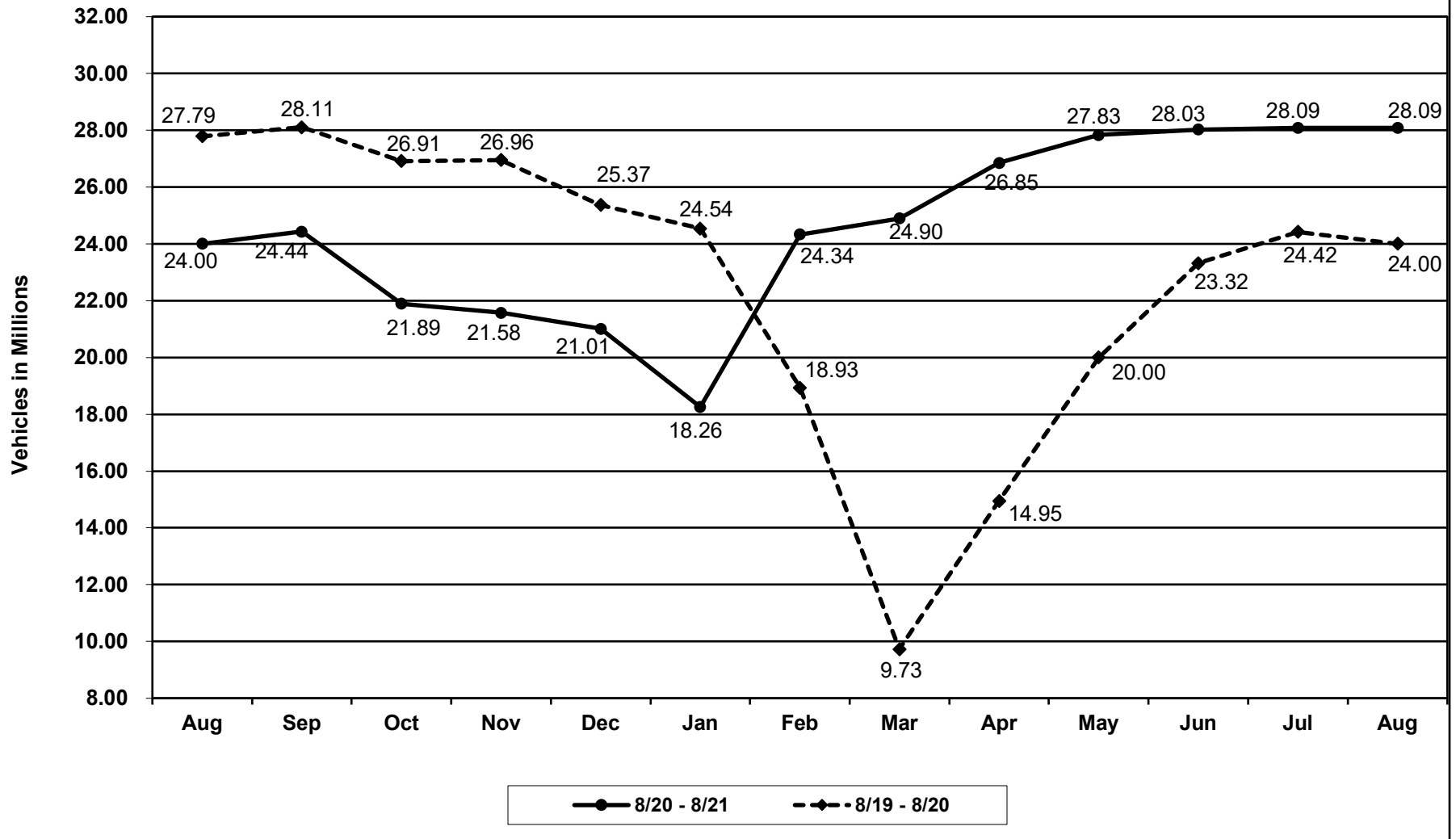
MTA Bridges and Tunnels August 2021 Traffic Trends

Summary

Traffic increased for the sixth straight month in August 2021 as the region continues its recovery from the COVID-19 pandemic. In the month, 28.1 million paid vehicles crossed B&T facilities compared to 24.4 million in August 2020, an increase of 15.0%. Compared to August 2019, B&T paid traffic was 4.6% lower with 1.35 million fewer crossings.

Gasoline prices continue to rise this month, while weather also had a negative impact on B&T traffic in August. Rainfall was 6.9 inches this year compared to 4.9 inches last year and 3.1 inches two years ago. Gas prices have increased nine months in a row and averaged \$3.31 per gallon in August, which is \$0.47 higher than two years ago and \$1.06 higher than last year. E-ZPass market share was 94.2% in August, consistent with last year and slightly lower than two years ago.

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



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

All B&T Facilities by Method of Payment				
	August 2021	August 2020	August 2019	2021 YTD
E-ZPass ¹	26,449,854	22,996,113	27,920,267	188,689,902
Tolls by Mail ¹	1,635,279	1,427,865	1,522,466	10,605,135
Total	28,085,133	24,423,978	29,442,733	199,295,037
E-ZPass Market Share:				
Total	94.2%	94.2%	94.8%	94.7%
Cars	94.1%	94.0%	94.7%	94.5%
Trucks	95.6%	96.1%	96.4%	96.7%

Facility	Average Weekday ²					Average Weekend ²										
	Aug 2021			E-ZPass Market Share					Aug 2021			E-ZPass Market Share				
	Total	E-ZPass	TBM	Aug 2021	Aug 2020	Aug 2019	2021 vs 2020	2021 vs 2019	Total	E-ZPass	TBM	Aug 2021	Aug 2020	Aug 2019	2021 vs 2020	2021 vs 2019
Bronx-Whitestone Bridge	148,441	138,573	9,868	93.4%	93.5%	94.0%	-0.1%	-0.6%	142,953	131,222	11,731	91.8%	91.9%	92.0%	-0.1%	-0.2%
Cross Bay Bridge	24,990	23,663	1,327	94.7%	95.9%	96.8%	-1.2%	-2.1%	20,983	19,656	1,327	93.7%	94.0%	94.7%	-0.3%	-1.0%
Henry Hudson Bridge	73,641	69,531	4,110	94.4%	94.9%	95.5%	-0.5%	-1.1%	63,521	59,125	4,396	93.1%	93.4%	93.6%	-0.3%	-0.5%
Hugh L. Carey Tunnel	58,819	56,349	2,471	95.8%	94.8%	95.5%	1.0%	0.3%	44,801	42,189	2,612	94.2%	93.6%	93.5%	0.6%	0.6%
Marine Parkway Bridge	25,796	24,793	1,003	96.1%	95.9%	96.9%	0.2%	-0.7%	21,331	20,320	1,011	95.3%	94.2%	95.1%	1.0%	0.1%
Queens Midtown Tunnel	79,263	75,547	3,715	95.3%	94.9%	96.6%	0.4%	-1.3%	70,082	65,661	4,421	93.7%	92.8%	94.9%	0.9%	-1.2%
Robert F. Kennedy Bridge	185,624	174,995	10,629	94.3%	94.1%	95.1%	0.2%	-0.9%	166,705	154,674	12,032	92.8%	92.3%	93.3%	0.5%	-0.5%
Throgs Neck Bridge	107,609	101,189	6,419	94.0%	94.2%	94.5%	-0.2%	-0.5%	113,919	105,165	8,754	92.3%	92.5%	92.4%	-0.2%	-0.1%
Verrazzano-Narrows Bridge ¹	<u>224,591</u>	<u>214,089</u>	<u>10,502</u>	<u>95.3%</u>	<u>95.6%</u>	<u>96.0%</u>	<u>-0.2%</u>	<u>-0.7%</u>	<u>205,940</u>	<u>192,858</u>	<u>13,082</u>	<u>93.6%</u>	<u>93.7%</u>	<u>93.9%</u>	<u>-0.1%</u>	<u>-0.3%</u>
All Facilities¹	928,774	878,729	50,045	94.6%	94.7%	95.4%	-0.1%	-0.8%	850,234	790,869	59,365	93.0%	92.9%	93.4%	0.1%	-0.4%

Notes:

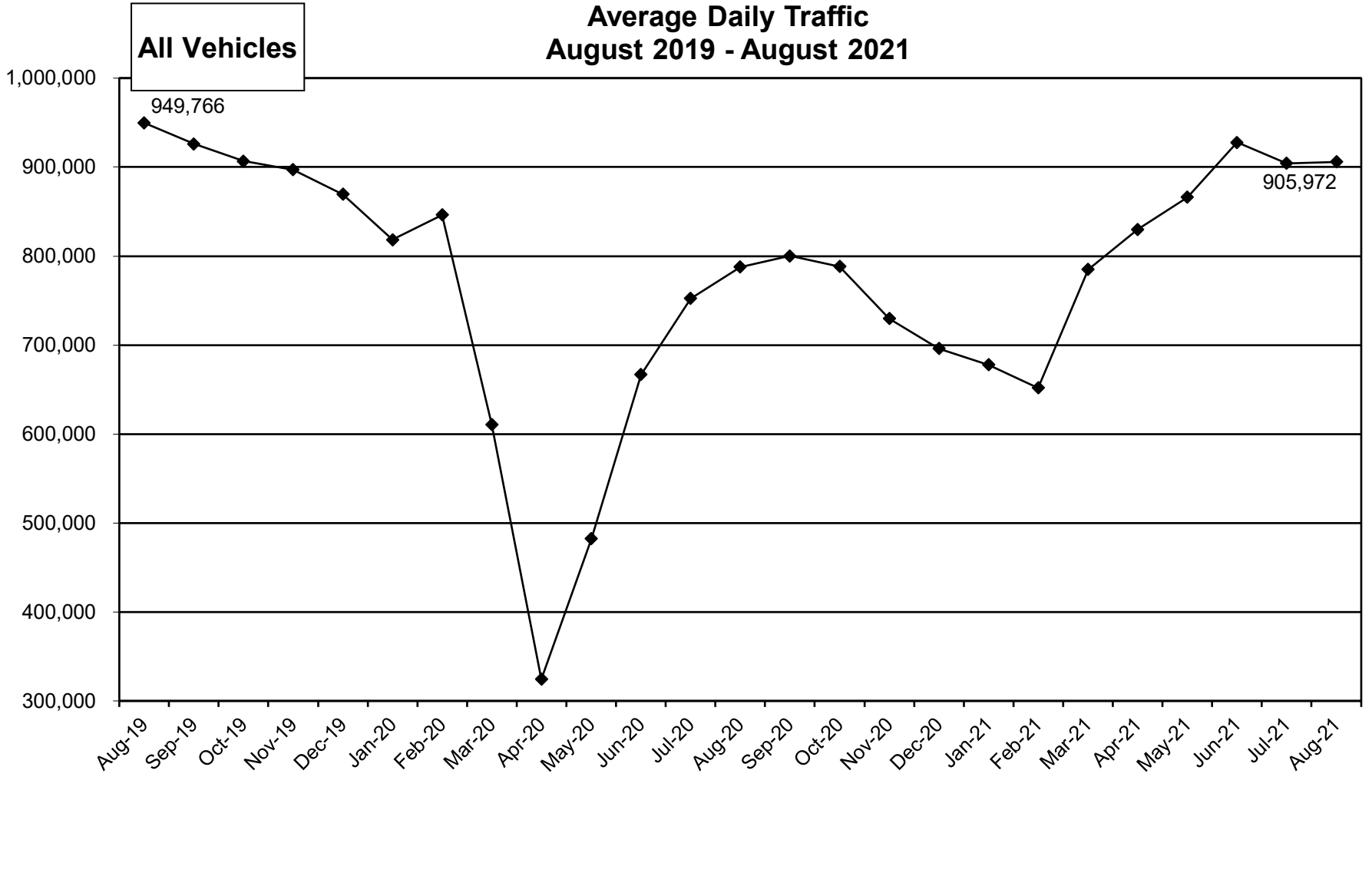
- At the Verrazzano-Narrows Bridge (VNB), tolls were only collected in the westbound direction prior to December 1, 2020.
- Average traffic and market share figures exclude holidays.

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

Distribution by Facility & Time Period			
Facility	August 2021		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	22.0%	22.1%	55.9%
Cross Bay Bridge	18.9%	26.5%	54.6%
Henry Hudson Bridge	21.0%	27.6%	51.4%
Hugh L. Carey Tunnel	23.1%	26.0%	50.9%
Marine Parkway Bridge	19.0%	28.2%	52.8%
Queens Midtown Tunnel	21.9%	23.2%	55.0%
Robert F. Kennedy Bridge	23.4%	21.4%	55.1%
Throgs Neck Bridge	21.5%	24.9%	53.6%
Verrazzano-Narrows Bridge	21.7%	23.8%	54.4%
All Facilities	22.0%	23.8%	54.2%

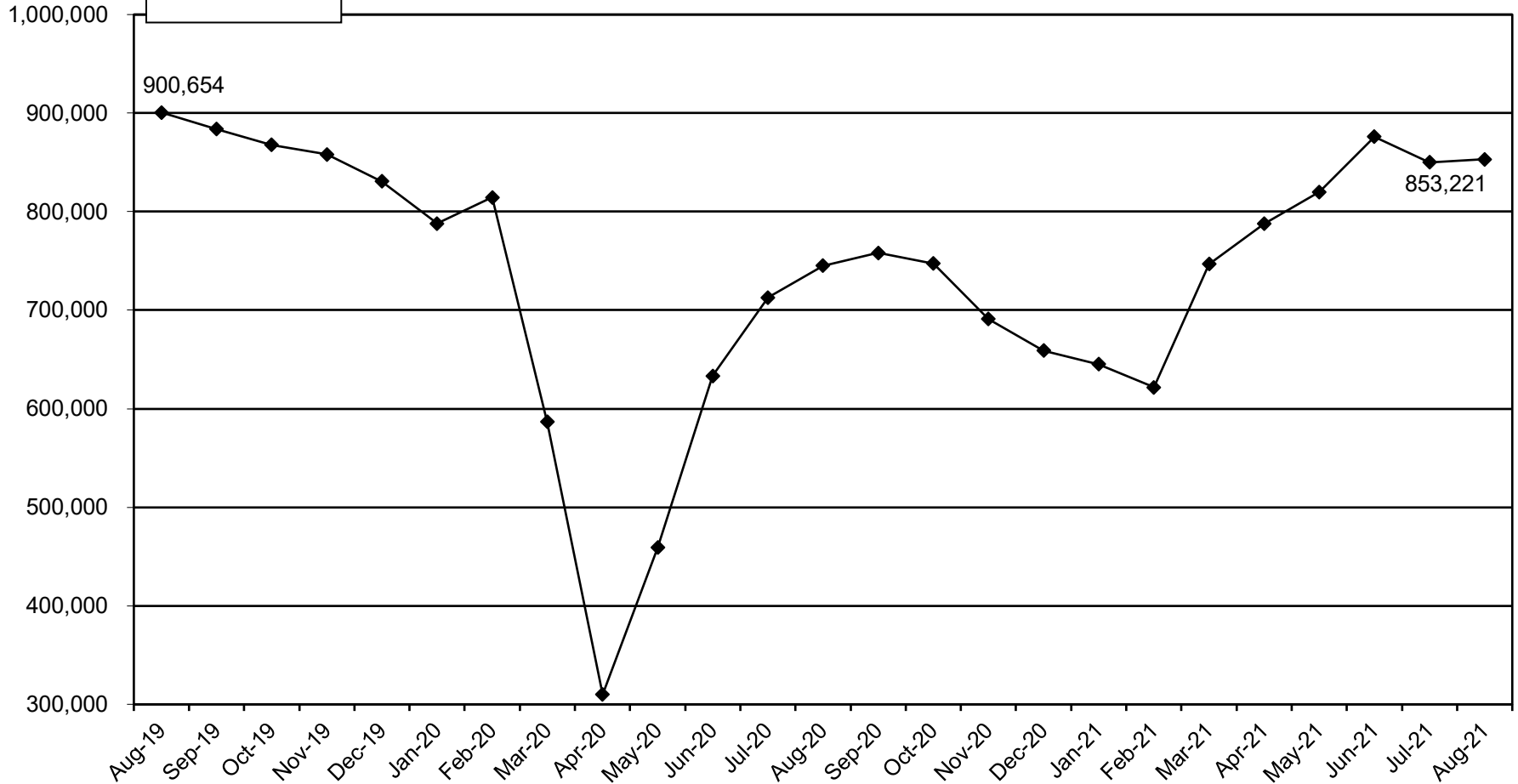
Payment Method by Facility (Transactions)			
Facility	August 2021		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	87.5%	5.5%	7.1%
Cross Bay Bridge	92.4%	2.0%	5.6%
Henry Hudson Bridge	79.8%	14.3%	5.9%
Hugh L. Carey Tunnel	88.6%	6.8%	4.6%
Marine Parkway Bridge	92.0%	3.9%	4.1%
Queens Midtown Tunnel	87.4%	7.5%	5.1%
Robert F. Kennedy Bridge	87.1%	6.8%	6.1%
Throgs Neck Bridge	85.4%	8.1%	6.5%
Verrazzano-Narrows Bridge	84.1%	10.8%	5.1%
All Facilities	86.0%	8.1%	5.8%

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



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

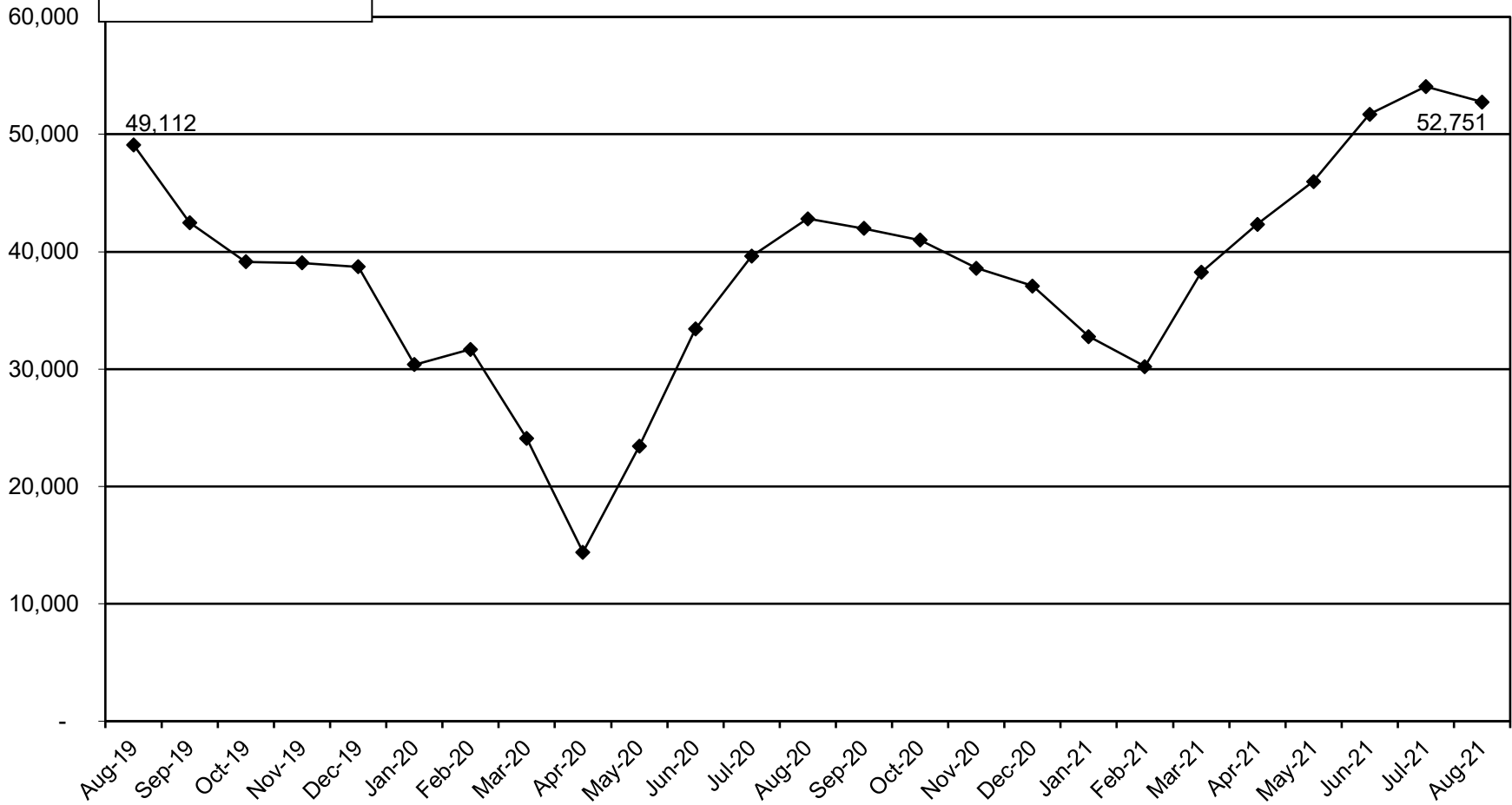
**E-ZPass
Vehicles**



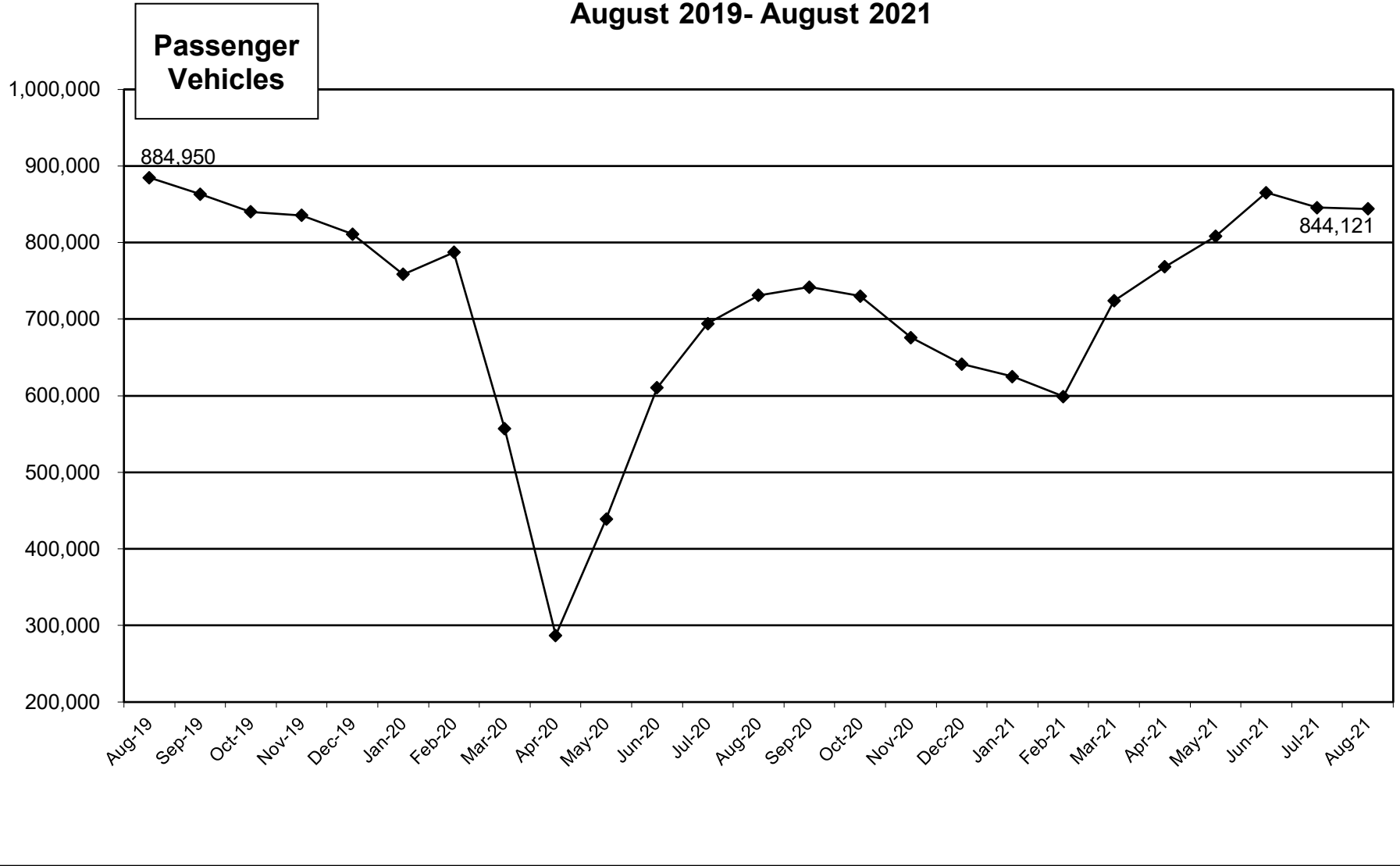
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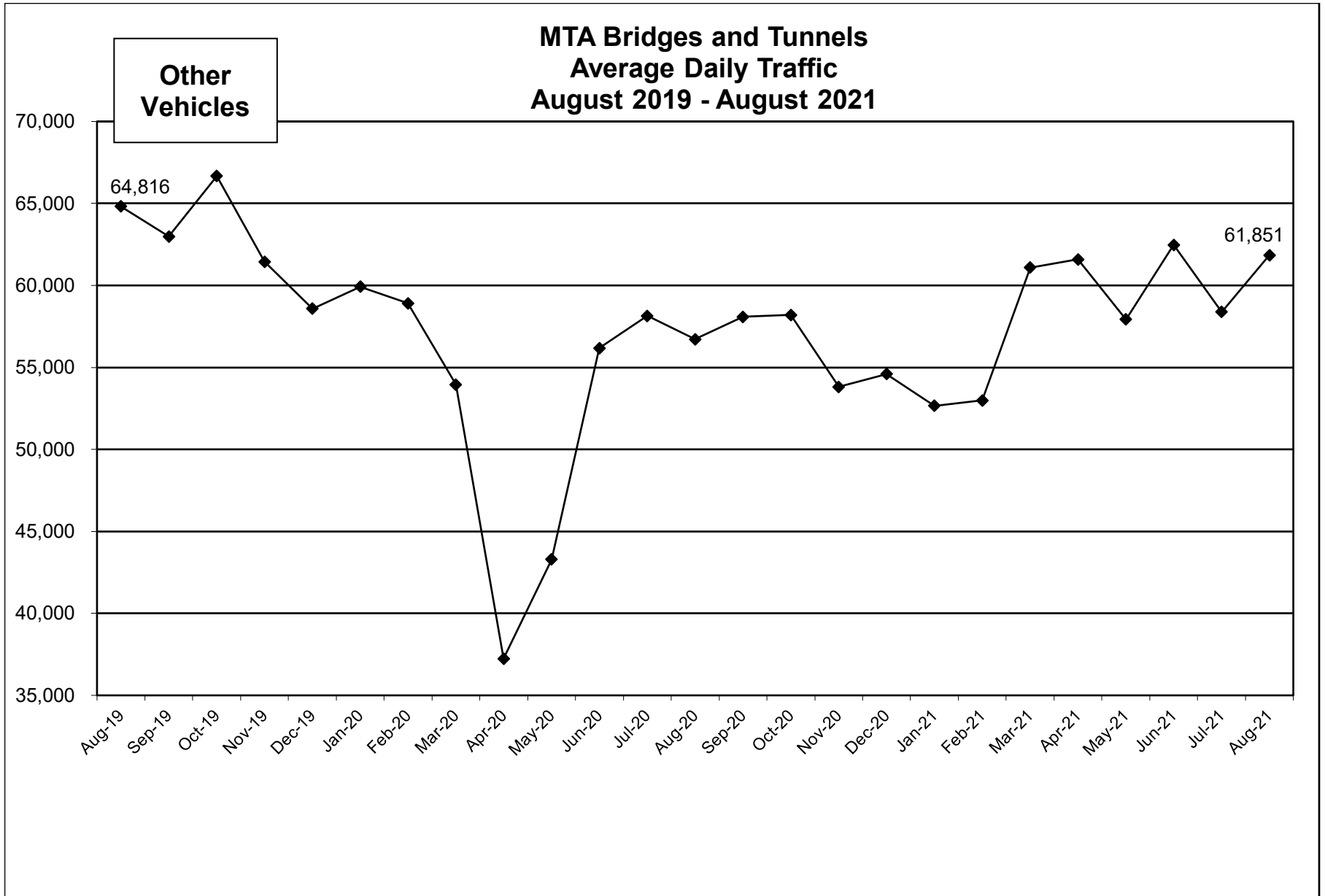
MTA Bridges and Tunnels Average Daily Traffic August 2019- August 2021

**Tolls by Mail
Vehicles**



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





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

Corridor	Toll Media	Aug(1)	3 Months(2) (Jun-Aug)	6 Months(3) (Mar-Aug)	9 Months(4) (Dec-Aug)	12 Months(5) (Aug-Aug)
All Facilities	Total Vehicles	15.0%	23.9%	43.7%	17.8%	7.7%
	E-ZPass	14.5%	23.2%	42.8%	16.8%	6.8%
	Tolls by Mail	23.2%	36.7%	60.1%	38.4%	27.1%
RFK Bridge	Total Vehicles	17.3%	24.6%	45.3%	18.4%	7.7%
	E-ZPass	17.2%	24.2%	44.7%	17.4%	6.6%
	Tolls by Mail	20.1%	31.3%	56.5%	37.6%	27.9%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	24.3%	38.2%	64.6%	23.0%	8.5%
	E-ZPass	24.1%	37.7%	63.7%	21.8%	7.2%
	Tolls by Mail	28.3%	49.4%	85.2%	57.3%	44.7%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	11.1%	19.3%	36.7%	17.8%	5.5%
	E-ZPass	10.4%	18.4%	35.8%	16.8%	4.7%
	Tolls by Mail	21.0%	32.3%	51.1%	38.8%	19.0%
Verrazzano-Narrows Bridge	Total Vehicles	14.1%	21.5%	38.4%	18.5%	10.3%
	E-ZPass	13.5%	20.6%	37.4%	17.5%	9.4%
	Tolls by Mail	26.9%	43.0%	63.5%	43.8%	31.2%
Henry Hudson Bridge	Total Vehicles	26.0%	43.3%	76.7%	28.2%	11.5%
	E-ZPass	25.0%	42.1%	75.2%	26.8%	10.4%
	Tolls By Mail	44.1%	66.0%	110.4%	61.8%	38.7%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-3.0%	3.7%	18.4%	6.0%	1.9%
	E-ZPass	-3.1%	3.6%	18.3%	5.8%	1.5%
	Tolls by Mail	-1.1%	5.2%	19.2%	11.7%	10.5%

(1) August 2021 vs. August 2020

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

(3) March 2020 to August 2021 vs. March 2019 to August 2020

(4) December 2020 to August 2021 vs. December 2019 to August 2020

(5) August 2020 to August 2021 vs. August 2019 to August 2020

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

Corridor	Toll Media	Aug(1)	3 Months(2) (Jun-Aug)	6 Months(3) (Mar-Aug)	9 Months(4) (Dec-Aug)	12 Months(5) (Aug-Aug)
All Facilities	Total Vehicles	15.0%	23.9%	43.7%	17.8%	7.7%
	Passenger	15.4%	25.3%	46.0%	18.6%	8.1%
	Other	9.1%	6.8%	18.8%	8.4%	3.0%
RFK Bridge	Total Vehicles	17.3%	24.6%	45.3%	18.4%	7.7%
	Passenger	18.2%	26.7%	48.5%	19.8%	8.5%
	Other	7.0%	3.0%	14.7%	3.4%	-1.9%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	24.3%	38.2%	64.6%	23.0%	8.5%
	Passenger	25.5%	41.0%	68.1%	24.3%	9.2%
	Other	9.9%	6.5%	27.0%	7.8%	-0.3%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	11.1%	19.3%	36.7%	17.8%	5.5%
	Passenger	11.7%	21.1%	39.7%	18.4%	5.8%
	Other	5.0%	2.5%	11.7%	9.7%	1.9%
Verrazzano-Narrows Bridge	Total Vehicles	14.1%	21.5%	38.4%	18.5%	10.3%
	Passenger	14.0%	22.0%	39.3%	18.5%	10.1%
	Other	16.1%	16.3%	27.9%	18.9%	11.9%
Henry Hudson Bridge	Total Vehicles	26.0%	43.3%	76.7%	28.2%	11.5%
	Passenger	25.9%	43.3%	76.7%	28.3%	11.6%
	Other	40.9%	45.0%	82.2%	19.9%	2.3%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-3.0%	3.7%	18.4%	6.0%	1.9%
	Passenger	-3.5%	3.5%	18.3%	6.0%	2.0%
	Other	7.9%	7.1%	20.3%	6.8%	-0.2%

(1) August 2021 vs. August 2020

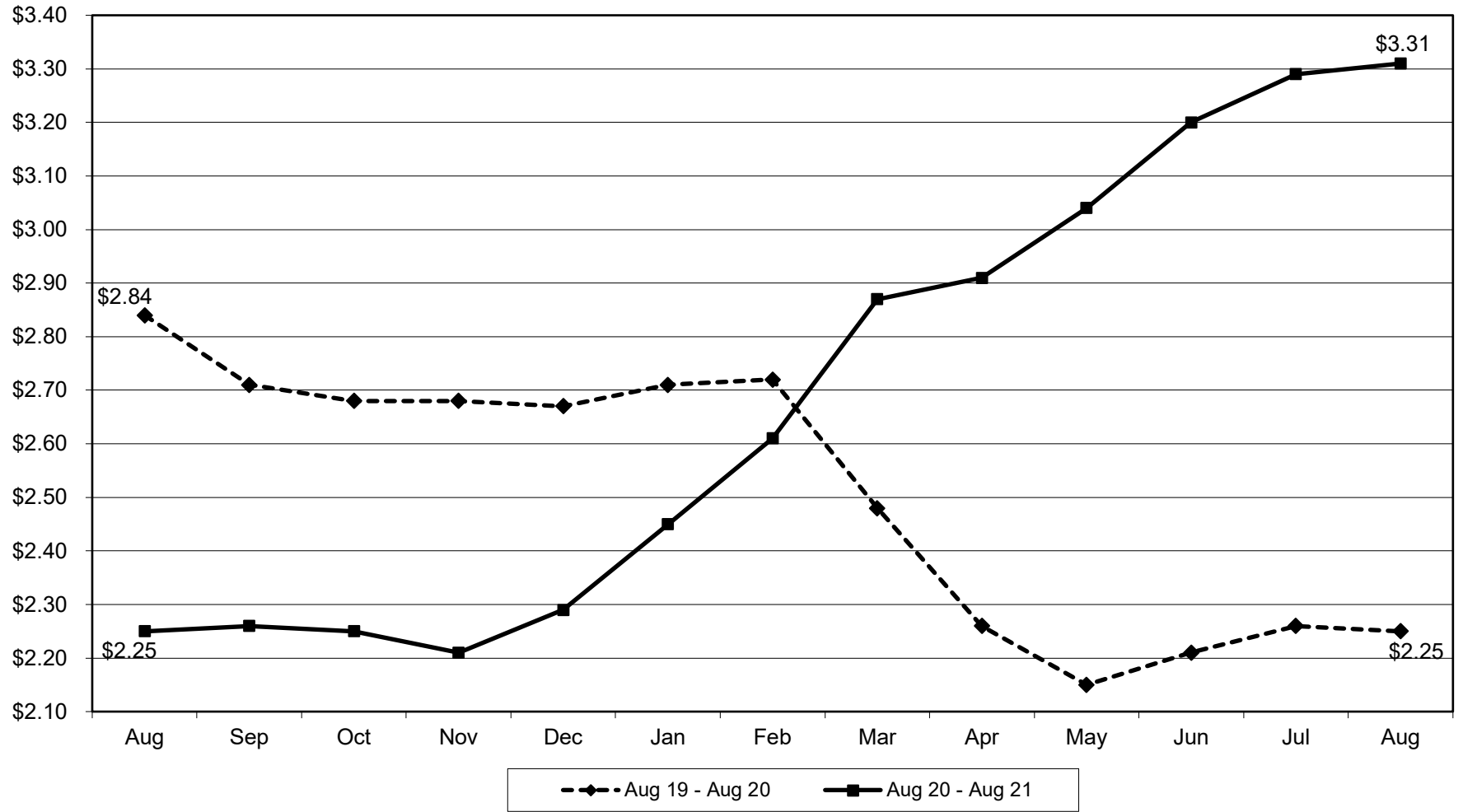
(2) June 2021 to August 2021 vs. June 2020 to August 2020

(3) March 2020 to August 2021 vs. March 2019 to August 2020

(4) December 2020 to August 2021 vs. December 2019 to August 2020

(5) August 2020 to August 2021 vs. August 2019 to August 2020

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



Supplemental Data Page for the Report on Operations

<u>Month</u>	<u>Traffic & Average Gas Price⁽¹⁾</u>		<u>Weather⁽²⁾</u>			
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
Aug-19	29,442,733	\$2.84	78	3.1	-	9
Sep-19	27,785,633	\$2.71	72	0.6	-	3
Oct-19	28,109,963	\$2.68	61	5.6	-	14
Nov-19	26,913,543	\$2.68	45	1.6	-	9
Dec-19	26,955,736	\$2.67	39	7.2	2.0	14
Jan-20	25,368,494	\$2.71	39	1.6	2.6	9
Feb-20	24,540,667	\$2.72	40	2.7	-	12
Mar-20	18,934,838	\$2.48	48	2.7	-	12
Apr-20	9,730,391	\$2.26	51	4.5	-	14
May-20	14,953,991	\$2.15	61	1.2	-	11
Jun-20	20,001,850	\$2.21	76	1.1	-	8
Jul-20	23,322,086	\$2.26	83	4.7	-	12
Aug-20	24,423,978	\$2.25	80	4.9	-	13
Sep-20	24,002,326	\$2.26	70	4.1	-	9
Oct-20	24,436,257	\$2.25	60	5.2	-	13
Nov-20	21,889,990	\$2.21	54	4.4	-	8
Dec-20	21,579,179	\$2.29	41	3.5	10.2	10
Jan-21	21,014,689	\$2.45	37	2.2	1.6	9
Feb-21	18,255,540	\$2.61	35	4.1	23.2	14
Mar-21	24,335,609	\$2.87	46	3.1		7
Apr-21	24,896,430	\$2.91	55	2.8		10
May-21	26,848,094	\$3.04	64	3.9		12
Jun-21	27,831,158	\$3.20	76	2.4		7
Jul-21	28,028,384	\$3.29	78	8.5		17
Aug-21	28,085,133	\$3.31	79	6.9		11

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences

<u>Month</u>	<u>Traffic & Gas Monthly Inc/(Dec)</u>		<u>Weather Monthly Inc/(Dec)</u>			
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
2020 vs. 2019						
August	(5,018,755)	(\$0.59)	2	1.8	-	4
September	(3,783,307)	(\$0.45)	(2)	3.5	-	6
October	(3,673,706)	(\$0.43)	(1)	(0.4)	-	(1)
November	(5,023,553)	(\$0.47)	9	2.8	-	(1)
December	(5,376,557)	(\$0.38)	2	(3.7)	8	(4)
2021 vs. 2020						
January	(4,353,805)	(\$0.26)	(2)	0.6	(1)	0
February	(6,285,127)	(\$0.11)	(5)	1.4	23	2
March	5,400,771	\$0.39	(2)	0.4	-	(5)
April	15,166,039	\$0.65	4	(1.7)	-	(4)
May	11,894,103	\$0.89	3	2.7	-	1
June	7,829,308	\$0.99	0	1.3	-	(1)
July	7,829,308	\$0.99	0	1.3	-	(1)
August	4,706,298	\$1.03	(5)	3.8	-	5

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

Supplemental Data Page for Exhibits 2 through 6

Average Daily Traffic

<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Non-E-ZPass²</u>	<u>Passenger</u>	<u>Other</u>
Jul-19	930,883	881,721	49,163	865,913	64,970
Aug-19	949,766	900,654	49,112	884,950	64,816
Sep-19	926,188	883,704	42,484	863,211	62,977
Oct-19	906,773	867,646	39,127	840,107	66,666
Nov-19	897,118	858,069	39,049	835,676	61,442
Dec-19	869,540	830,819	38,721	810,950	58,590
Jan-20	818,339	787,951	30,388	758,412	59,927
Feb-20	846,230	814,553	31,677	787,312	58,918
Mar-20	610,801	586,729	24,072	556,839	53,962
Apr-20	324,346	309,939	14,407	287,106	37,240
May-20	482,387	458,957	23,430	439,104	43,283
Jun-20	666,728	633,329	33,399	610,558	56,170
Jul-20	752,325	712,705	39,620	694,181	58,144
Aug-20	787,870	745,061	42,810	731,158	56,712
Sep-20	800,078	758,094	41,984	741,997	58,080
Oct-20	788,266	747,288	40,979	730,070	58,196
Nov-20	729,666	691,081	38,585	675,851	53,815
Dec-20	696,103	659,036	37,066	641,506	54,597
Jan-21	677,893	645,113	32,781	625,230	52,663
Feb-21	651,984	621,763	30,221	598,994	52,990
Mar-21	785,020	746,785	38,234	723,929	61,090
Apr-21	829,881	787,557	42,324	768,300	61,581
May-21	866,068	820,080	45,988	808,143	57,925
Jun-21	927,705	876,009	51,696	865,231	62,474
Jul-21	904,141	850,078	54,064	845,756	58,385
Aug-21	905,972	853,221	52,751	844,121	61,851

Note: Bold numbers are preliminary.

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

Supplemental Data Page for Exhibit 8

Total Other Traffic

Month	All Other Vehicles¹	Small Trucks²	Large Trucks³	Franchise Buses
Jul-19	64,970	43,963	16,256	4,751
Aug-19	64,816	43,687	16,184	4,945
Sep-19	62,977	42,552	15,678	4,747
Oct-19	66,666	44,734	16,852	5,080
Nov-19	61,442	40,967	15,781	4,695
Dec-19	58,590	39,005	14,862	4,723
Jan-20	59,927	40,479	14,625	4,823
Feb-20	58,918	40,025	14,131	4,762
Mar-20	53,962	34,756	14,539	4,668
Apr-20	37,240	22,892	11,310	3,038
May-20	43,283	27,709	12,946	2,628
Jun-20	56,170	36,140	15,452	4,579
Jul-20	58,144	38,155	15,140	4,849
Aug-20	56,712	37,355	14,829	4,528
Sep-20	58,080	38,231	15,164	4,685
Oct-20	58,196	38,372	15,179	4,645
Nov-20	53,815	35,073	14,399	4,343
Dec-20	54,597	35,141	15,014	4,442
Jan-21	52,663	33,843	14,412	4,408
Feb-21	52,990	34,513	14,023	4,453
Mar-21	61,090	40,385	15,940	4,766
Apr-21	61,581	40,742	16,298	4,541
May-21	57,925	37,942	15,724	4,258
Jun-21	62,474	40,932	17,002	4,541
Jul-21	58,385	38,452	15,607	4,326
Aug-21	61,851	41,593	15,896	4,363

Note: Bold numbers are preliminary.

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



Bridges and Tunnels

Safety Report August 2021

Eric Osnes
Vice President and Chief Safety Officer
Safety and Health



Safety Report

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

Performance Indicator				
Performance Indicator	12-Month Average			Last Two Years % Change
	September 2018 - August 2019	September 2019 - August 2020	**September 2020 - August 2021	
Customer Collisions Rate per Million Vehicles	6.43	4.98	3.99	-19.9%
Customer Injury Collisions Rate per Million Vehicles	0.89	0.81	0.64	-21.1%
Employee Accident Reports	221	157	157	0.0%
Employee Lost Time Injuries Rate per 200,000 Hours Worked	5.8	5.5	6.3	14.5%
Construction Injuries per 200,000 Hours Worked	1.83	2.78	1.48	-46.8%
Leading Indicators				
Roadway Safety	2020		2021	
	August	Year End	August	Year to Date
Workforce Development (# of Participants)	110	270	0	0
Fleet Preventative Maintenance Insp.	123	1463	115	1000
Safety Taskforce Inspections	0	0	0	10
Construction Safety	August	Year End	August	Year to Date
Construction Safety Inspections	137	1621	79	714
Fire Safety	August	Year End	August	Year to Date
Fire Code Audits Completed	2	14	1	8
FDNY Liaison Visits	0	12	0	17

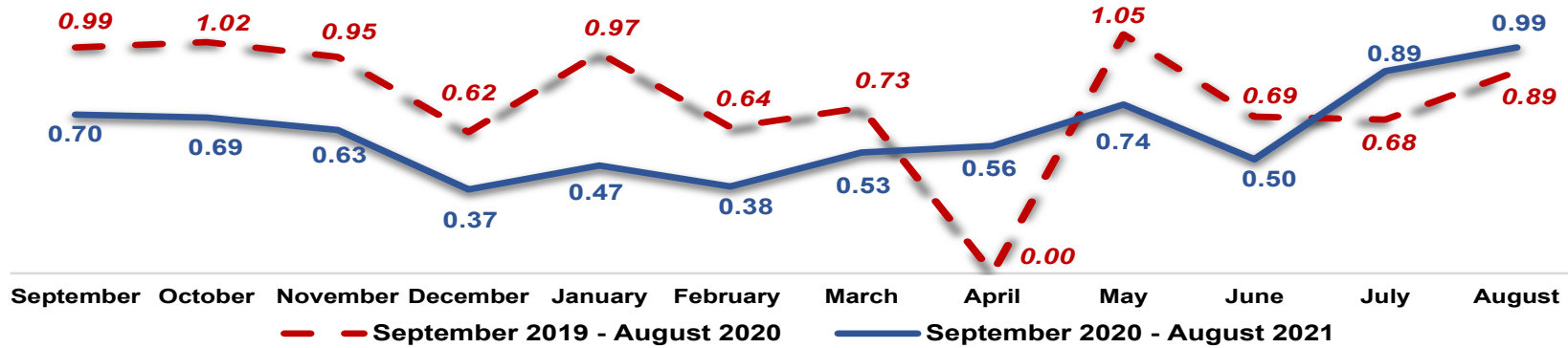
* Conditions beginning Mid-March 2020 reflect an intra-pandemic period and therefore, is not indicative of prior history.

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

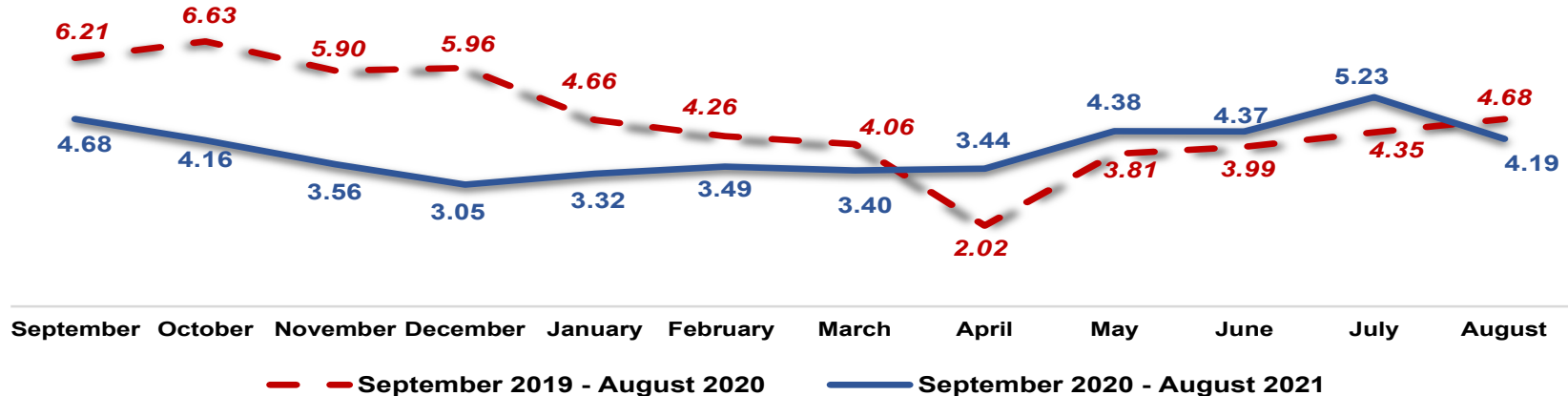


Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



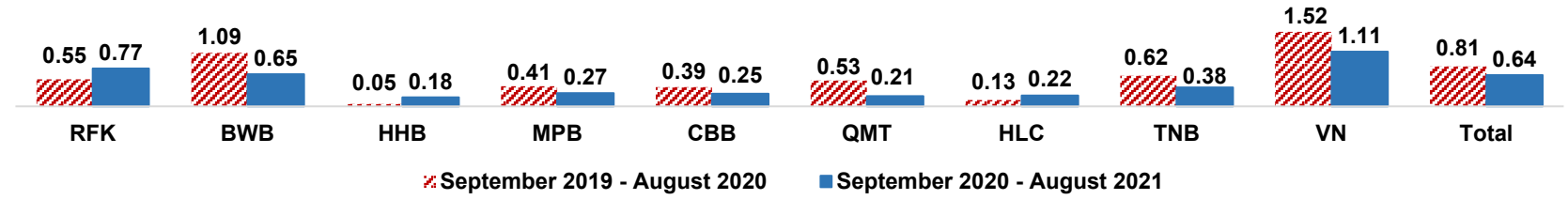
Total Collisions per Million Vehicles



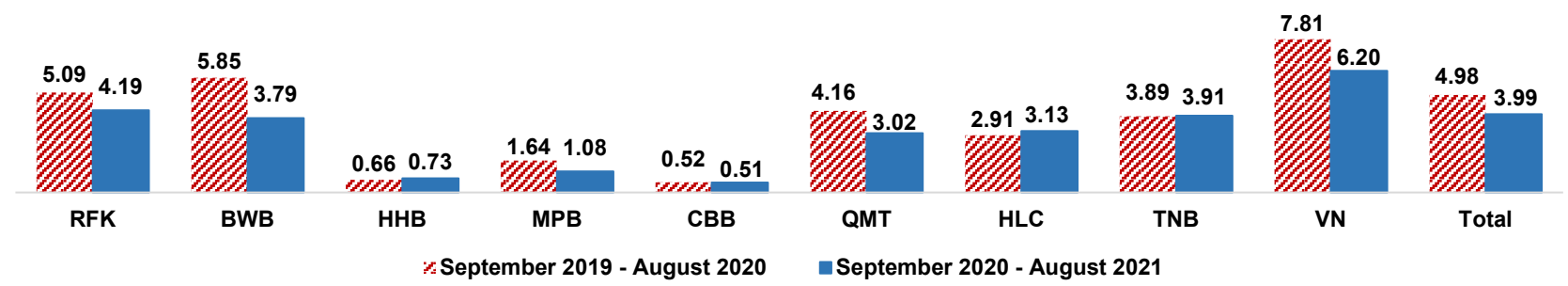


Collision Rates by Facility Year over Year Comparison of 12-Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





Collision Rates by Facility

Total Collisions per Million Vehicles: August 2020 – August 2021

	20-Aug	20-Sep	20-Oct	20-Nov	20-Dec	21-Jan	21-Feb	21-Mar	21-Apr	21-May	21-Jun	21-Jul	21-Aug
RFK	3.98	3.15	3.66	4.96	3.47	4.47	3.24	2.23	2.98	4.83	6.46	5.18	4.82
BWB	3.63	2.14	3.15	1.47	2.09	2.46	3.18	2.65	3.09	5.35	3.83	7.28	6.58
TNB	3.63	4.71	5.30	2.76	2.92	1.83	5.70	3.62	4.20	3.07	4.57	4.36	3.82
VNB	9.79	10.48	6.29	5.85	4.63	5.49	4.04	6.95	5.35	6.51	5.92	7.47	4.70
QMT	2.17	2.11	3.50	3.45	2.34	1.82	2.68	1.45	3.02	3.63	3.40	5.48	2.52
HLC	2.07	3.36	4.50	2.95	2.23	3.20	2.69	3.94	2.54	4.31	2.34	0.60	4.69
HHB	0.57	1.11	1.07	0.62	1.99	0.69	1.54	0.00	0.00	0.47	0.45	0.96	0.46
MPB	2.53	1.47	0.00	0.00	0.00	0.00	2.44	0.00	3.44	0.00	1.26	2.50	1.31
CBB	0.00	0.00	1.56	0.00	0.00	0.00	2.09	0.00	1.52	0.00	0.00	1.26	0.00
Total	4.68	4.68	4.16	3.56	3.05	3.32	3.49	3.40	3.44	4.38	4.37	5.23	4.19



Bridges and Tunnels

Financial Report August 2021

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

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of August 31, 2021
(in thousands)

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

CURRENT ASSETS:

Cash-Unrestricted	169,571
Investments:	
Unrestricted	607,219
Restricted	1,250,960
Accrued interest receivable	323
Accounts receivable	401,765
Less allowance for uncollectible accounts	-322,456
Tolls due from other agencies	57,868
Prepaid expenses	7,191
	7,191
Total current assets	2,172,440

NONCURRENT ASSETS:

Investments:	
Unrestricted	
Restricted	0
Facilities, less acc.dep of \$2,089,330	7,407,881
Capital lease 2 Broadway net acc. dep.	34,798
Derivative Hedge Assets	3,487
	3,487
Total noncurrent assets	7,446,166

TOTAL ASSETS: 9,618,607

DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to pension	56,153
Deferred outflow of resources related to other post-employment benefits	75,494
Accumulated decreases in fair value of derivative instruments	186,641
Defeasance costs	187,679
	187,679

TOTAL DEFERRED OUTFLOWS OF RESOURCES: 505,966

TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES 10,124,573

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION

As of August 31, 2021
(in thousands)

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

Current portion-long term debt	314,050
Interest Payable	109,878
Accounts Payable	120,982
Accrued Pension Payable	5,976
Payable to MTA-CAP	382,332
Due to MTA-Operating Expenses	4,213
Due to NYCTA-Operating Expenses	58
Accrued salaries	27,205
Accrued Vac & Sick Benefits	20,090
Current portion of estimated liability arising from injury	2,469
Due to New York City Transit Authority	72,447
Due to Metropolitan Transportation Authority	88,200
Unearned Toll Revenue	225,346
Tolls due to other agencies	107,186
E-ZPass Airport Toll Liability	3,028
	1,483,460
Total current liabilities	1,483,460

NONCURRENT LIABILITIES:

Long term debt	9,898,792
Post Employment Benefits Other than Pensions	813,359
Estimated liability arising from injury	53,822
Capital lease obligations	58,725
Other long-term liabilities	0
Derivative Hedge Liabilities	168,234
Due (to)/from MTA - change in fair value of derivative	21,894
Net Pension Liability	255,543
	11,270,369
Total noncurrent liabilities	11,270,369

DEFERRED INFLOW OF RESOURCES

Deferred Inflow of resources related to Pension	24,953
Deferred Inflow of resources related to other post-employment benefits	95,127

TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES 12,873,909

NET POSITION -2,749,336 *

TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET 10,124,573

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

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
AUGUST 2021

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	205.675	197.913	(7.762)	(3.8)	0.000	0.000	0.000	-	205.675	197.913	(7.762)	(3.8)
Other Operating Revenue	0.961	3.021	2.060	*	0.000	0.000	0.000	-	0.961	3.021	2.060	*
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.940	1.990	0.050	2.6	1.940	1.990	0.050	2.6
Investment Income	0.105	0.010	(0.095)	(90.5)	0.000	0.000	0.000	-	0.105	0.010	(0.095)	(90.5)
Total Revenue	\$206.742	\$200.944	(\$5.798)	(2.8)	\$1.940	\$1.990	\$0.050	2.6	\$208.682	\$202.934	(\$5.748)	(2.8)
Expenses												
<i>Labor:</i>												
Payroll	\$10.683	\$8.879	\$1.805	16.9	\$0.815	\$0.723	\$0.091	11.2	11.498	\$9.602	\$1.896	16.5
Overtime	2.219	1.243	0.977	44.0	0.059	(0.096)	0.155	*	2.278	1.147	1.132	49.7
Health and Welfare	2.884	1.954	0.930	32.2	0.048	0.421	(0.373)	*	2.933	2.375	0.557	19.0
OPEB Current Payment	2.144	2.057	0.087	4.1	0.000	0.000	0.000	-	2.144	2.057	0.087	4.1
Pensions	3.640	2.470	1.170	32.1	0.046	0.525	(0.479)	*	3.687	2.996	0.691	18.7
Other Fringe Benefits	2.150	1.061	1.089	50.7	0.034	0.220	(0.186)	*	2.184	1.281	0.903	41.3
Reimbursable Overhead	(0.938)	(0.195)	(0.742)	(79.2)	0.938	0.195	0.742	79.2	0.000	0.000	0.000	-
Total Labor Expenses	\$22.784	\$17.468	\$5.316	23.3	\$1.940	\$1.990	(\$0.050)	(2.6)	\$24.724	\$19.457	\$5.266	21.3
<i>Non-Labor:</i>												
Electric Power	\$0.460	\$0.447	\$0.012	2.7	\$0.000	\$0.000	\$0.000	-	\$0.460	\$0.447	\$0.012	2.7
Fuel	0.262	0.041	0.221	84.2	0.000	0.000	0.000	-	0.262	0.041	0.221	84.2
Insurance	0.990	1.025	(0.035)	(3.5)	0.000	0.000	0.000	-	0.990	1.025	(0.035)	(3.5)
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	11.131	9.700	1.431	12.9	0.000	0.000	0.000	-	11.131	9.700	1.431	12.9
Professional Service Contracts	3.556	1.765	1.792	50.4	0.000	0.000	0.000	-	3.556	1.765	1.792	50.4
Materials & Supplies	0.113	0.168	(0.055)	(48.4)	0.000	0.000	0.000	-	0.113	0.168	(0.055)	(48.4)
Other Business Expenses	5.008	3.912	1.096	21.9	0.000	0.000	0.000	-	5.008	3.912	1.096	21.9
Total Non-Labor Expenses	\$21.521	\$17.059	\$4.462	20.7	\$0.000	\$0.000	\$0.000	-	\$21.521	\$17.059	\$4.462	20.7
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$44.305	\$34.526	\$9.779	22.1	\$1.940	\$1.990	(\$0.050)	(2.6)	\$46.245	\$36.516	\$9.729	21.0
Depreciation	\$15.782	\$15.903	(\$0.121)	(0.8)	\$0.000	\$0.000	\$0.000	-	15.782	\$15.903	(\$0.121)	(0.8)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$60.087	\$50.429	\$9.658	16.1	\$1.940	\$1.990	(\$0.050)	(2.6)	\$62.027	\$52.419	\$9.608	15.5
Less: Depreciation	\$15.782	\$15.903	(\$0.121)	(0.8)	\$0.000	\$0.000	\$0.000	-	\$15.782	\$15.903	(\$0.121)	(0.8)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$44.305	\$34.526	\$9.779	22.1	\$1.940	\$1.990	(\$0.050)	(2.6)	\$46.245	\$36.516	\$9.729	21.0
Net Surplus/(Deficit)	\$162.437	\$166.418	\$3.981	2.5	\$0.000	\$0.000	\$0.000	-	\$162.437	\$166.418	\$3.981	2.5

Results are preliminary and subject to audit review.

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
AUGUST 2021
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)									\$162.437	\$166.418	\$3.981	2.5
Less: Capitalized Assets									0.468	0.654	(0.186)	(39.8)
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$161.970	\$165.764	\$3.795	2.3
Less: Debt Service									60.142	57.639	2.503	4.2
Less: Contribution to the Capital Program									1.179	1.179	0.000	0.0
Income Available for Distribution									\$100.649	\$106.947	\$6.298	6.3
Distributable To:												
MTA - Investment Income									0.105	0.010	(0.095)	(90.5)
MTA - Distributable Income									55.154	58.085	2.931	5.3
NYCTR - Distributable Income									45.390	48.852	3.463	7.6
Total Distributable Income									\$100.649	\$106.947	\$6.298	6.3
Support to Mass Transit:												
Total Revenues									208.682	202.934	(5.748)	(2.8)
Less: Total Operating Expenses									<u>46.245</u>	<u>36.516</u>	<u>9.729</u>	21.0
Net Operating Income/(Deficit)									\$162.437	\$166.418	\$3.981	2.5
Deductions from Net Operating Income:												
Capitalized Assets									0.468	0.654	(0.186)	(39.8)
Reserves									0.000	0.000	0.000	-
B&T Debt Service									29.212	28.038	1.173	4.0
Contribution to the Capital Program									1.179	1.179	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$30.858	\$29.871	\$0.987	3.2
Total Support to Mass Transit									\$131.579	\$136.548	\$4.968	3.8

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

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
AUGUST Year-To-Date

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	1,380.514	1,371.727	(8.787)	(0.6)	0.000	0.000	0.000	-	1,380.514	1,371.727	(8.787)	(0.6)
Other Operating Revenue	12.837	15.941	3.104	24.2	0.000	0.000	0.000	-	12.837	15.941	3.104	24.2
Capital & Other Reimbursements	0.000	0.000	0.000	-	15.549	14.998	(0.551)	(3.5)	15.549	14.998	(0.551)	(3.5)
Investment Income	0.242	0.048	(0.194)	(80.2)	0.000	0.000	0.000	-	0.242	0.048	(0.194)	(80.2)
Total Revenue	\$1,393.592	\$1,387.715	(\$5.877)	(0.4)	\$15.549	\$14.998	(\$0.551)	(3.5)	\$1,409.141	\$1,402.714	(\$6.428)	(0.5)
Expenses												
<i>Labor:</i>												
Payroll	\$75.464	\$72.201	\$3.263	4.3	5.695	\$5.298	\$0.397	7.0	81.159	\$77.499	\$3.660	4.5
Overtime	9.953	7.974	1.979	19.9	0.703	0.627	0.076	10.9	10.656	8.600	2.056	19.3
Health and Welfare	17.314	15.460	1.854	10.7	2.340	2.912	(0.572)	(24.4)	19.655	18.372	1.283	6.5
OPEB Current Payment	16.565	16.367	0.199	1.2	0.000	0.000	0.000	-	16.565	16.367	0.199	1.2
Pensions	22.707	20.584	2.123	9.4	2.889	3.631	(0.741)	(25.7)	25.597	24.215	1.382	5.4
Other Fringe Benefits	11.721	9.721	2.000	17.1	1.243	1.524	(0.281)	(22.6)	12.964	11.245	1.719	13.3
Reimbursable Overhead	(2.678)	(1.007)	(1.671)	(62.4)	2.678	1.007	1.671	62.4	0.000	0.000	0.000	-
Total Labor Expenses	\$151.047	\$141.300	\$9.747	6.5	\$15.549	\$14.998	\$0.551	3.5	\$166.596	\$156.299	\$10.297	6.2
<i>Non-Labor:</i>												
Electric Power	\$2.459	\$2.407	\$0.052	2.1	0.000	\$0.000	\$0.000	-	\$2.459	\$2.407	\$0.052	2.1
Fuel	1.233	1.009	0.224	18.2	0.000	0.000	0.000	-	1.233	1.009	0.224	18.2
Insurance	8.345	8.460	(0.115)	(1.4)	0.000	0.000	0.000	-	8.345	8.460	(0.115)	(1.4)
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	71.843	68.112	3.731	5.2	0.000	0.000	0.000	-	71.843	68.112	3.731	5.2
Professional Service Contracts	21.017	16.971	4.046	19.3	0.000	0.000	0.000	-	21.017	16.971	4.046	19.3
Materials & Supplies	1.882	1.892	(0.010)	(0.6)	0.000	0.000	0.000	-	1.882	1.892	(0.010)	(0.6)
Other Business Expenses	33.301	32.034	1.268	3.8	0.000	0.000	0.000	-	33.301	32.034	1.268	3.8
Total Non-Labor Expenses	\$140.080	\$130.884	\$9.195	6.6	\$0.000	\$0.000	\$0.000	-	\$140.080	\$130.884	\$9.195	6.6
Other Expense Adjustments												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$291.127	\$272.185	\$18.942	6.5	\$15.549	\$14.998	\$0.551	3.5	\$306.676	\$287.183	\$19.493	6.4
Depreciation	\$126.531	\$126.853	(\$0.322)	(0.3)	0.000	\$0.000	\$0.000	-	126.531	\$126.853	(\$0.322)	(0.3)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$417.658	\$399.037	\$18.620	4.5	\$15.549	\$14.998	\$0.551	3.5	\$433.207	\$414.036	\$19.171	4.4
Less: Depreciation	\$126.531	\$126.853	(\$0.322)	(0.3)	\$0.000	\$0.000	\$0.000	-	\$126.531	\$126.853	(\$0.322)	(0.3)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$291.127	\$272.185	\$18.942	6.5	\$15.549	\$14.998	\$0.551	3.5	\$306.676	\$287.183	\$19.493	6.4
Net Surplus/(Deficit)	\$1,102.465	\$1,115.531	\$13.065	1.2	\$0.000	\$0.000	\$0.000	-	\$1,102.465	\$1,115.531	\$13.065	1.2

Results are preliminary and subject to audit review.

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
AUGUST Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)									\$1,102.465	\$1,115.531	\$13.065	1.2
Less: Capitalized Assets									6.502	5.653	\$0.849	13.1
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$1,095.963	\$1,109.878	\$13.914	1.3
Less: Debt Service									461.894	457.024	4.870	1.1
Less: Contribution to the Capital Program									9.239	9.239	0.000	0.0
Income Available for Distribution									\$624.830	\$643.614	\$18.784	3.0
Distributable To:												
MTA - Investment Income									0.242	0.048	(0.194)	(80.2)
MTA - Distributable Income									349.790	358.764	8.974	2.6
NYCTR - Distributable Income									274.801	284.802	10.002	3.6
Total Distributable Income									\$624.832	\$643.614	\$18.782	3.0
Support to Mass Transit:												
Total Revenues									1,409.141	1,402.714	(6.428)	(0.5)
Less: Total Operating Expenses									<u>306.676</u>	<u>287.183</u>	<u>19.493</u>	6.4
Net Operating Income/(Deficit)									\$1,102.465	\$1,115.531	\$13.065	1.2
Deductions from Net Operating Income:												
Capitalized Assets									6.502	5.653	0.849	13.1
Reserves									0.000	0.000	0.000	-
B&T Debt Service									222.257	219.952	2.305	1.0
Contribution to the Capital Program									9.239	9.239	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$237.999	\$234.845	\$3.154	1.3
Total Support to Mass Transit									\$864.467	\$880.686	\$16.219	1.9

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

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Aug-21	Favorable/ (Unfavorable) Variance		Year-to-Date
	\$	%	Reason for Variance	\$	%	Reason for Variance
Nonreimbursable						
Vehicle Toll Revenue	(7.762)	-3.8%	Traffic volumes were below the revised forecast levels	(8.787)	-0.6%	Traffic volumes were below the revised YTD forecast levels
Other Operating Revenue	2.060	*	Higher revenue primarily due to the timing of income from E-ZPass administrative fees	3.104	24.2%	Higher revenue due to timing against the YTD budget allocation.
Investment Income	(0.095)	-90.5%	Lower than anticipated short-term investment returns on fund balances.	(0.194)	-80.2%	Lower than anticipated short-term investment returns on fund balances
Payroll	1.805	16.9%	Lower payroll expenses primarily due to vacancies	3.263	4.3%	Lower payroll expenses primarily due to vacancies
Overtime	0.977	44.0%	See overtime chart	1.979	19.9%	See overtime chart
Health and Welfare	0.930	32.2%	Lower expenses primarily due to vacancies	1.854	10.7%	Lower expenses primarily due to vacancies
OPEB Current Payment	0.087	4.1%	Lower expenses primarily due to timing against the budget allocation	0.199	1.2%	Lower expenses primarily due to timing against the YTD budget allocation
Pensions	1.170	32.1%	Lower non-reimbursable expenses primarily due to lower than allocated capital reimbursement offsets	2.123	9.4%	Lower non-reimbursable expenses primarily due to lower than allocated YTD capital reimbursement offsets
Other Fringe Benefits	1.089	50.7%	Lower expenses primarily due to vacancies	2.000	17.1%	Lower expenses primarily due to vacancies
Electric Power	0.012	2.7%	Lower electricity expenses primarily due to timing against the monthly budget	0.052	2.1%	Lower electricity expenses primarily due to timing against the YTD budget allocation.
Fuel	0.221	84.2%	Lower fuel expenses primarily due to timing against the monthly budget allocation	0.224	18.2%	Lower fuel expenses primarily due to timing against the YTD budget allocation.
Insurance	(0.035)	-3.5%	Higher insurance expenses primarily due to timing against the monthly budget allocation	(0.115)	-1.4%	Higher insurance expenses primarily due to timing against the YTD budget allocation.
Maintenance and Other Operating Contracts	1.431	12.9%	Lower expenses mainly due to timing against the monthly budget allocation for major maintenance and painting, (\$0.570 Mill), E-ZPass customer service center, (\$0.450 Mill) and E-Zpass tags. (\$0.165 Mill).	3.731	5.2%	Lower expenses mainly due to timing against the YTD budget allocation for major maintenance and painting, (\$1.574 Mill), E-ZPass customer service center, (\$1.326 Mill), general maintenance costs, (\$0.340 Mill) and E-Zpass tags. (\$0.238 Mill).
Professional Service Contracts	1.792	50.4%	Lower expenses primarily due to timing against the monthly budget allocation for net bond issuance costs, (\$0.902 Mill), advertising and marketing costs, (\$0.502 Mill), planning studies, (\$0.346 Mill) and engineering and outside services (\$0.316 Mill), slightly offset by higher legal fees. (0.523 Mill).	4.046	19.3%	Lower expenses primarily due to timing against the YTD budget allocation for net bond issuance costs, (\$1.897 Mill), advertising and marketing costs, (\$1.026 Mill), planning studies, (\$0.648 Mill) and engineering and outside services (\$0.454 Mill).
Materials & Supplies	(0.055)	-48.4%	Higher expenses across a variety of small equipment and supply categories, due to timing, against the monthly budget allocation	(0.010)	-0.6%	Higher expenses across a variety of small equipment and supply categories, due to timing, against the YTD budget allocation
Other Business Expense	1.096	21.9%	Lower expenses primarily due to timing against the monthly budget allocation for credit card fees.	1.268	3.8%	Lower expenses primarily due to timing against the YTD budget allocation for credit card fees.
Depreciation	(0.121)	-0.8%	Higher depreciation expense primarily due to timing against the monthly budget allocation.	(0.322)	-0.3%	Higher depreciation expense primarily due to timing against the YTD budget allocation
Other Post Employment Benefits	0.000	-	No variance	0.000	-	No variance
Reimbursable						
Capital and Other Reimbursements	0.050	2.6%	Higher capital reimbursements due to timing against the monthly budget allocation	(0.551)	-3.5%	Lower capital reimbursements due to timing against the YTD budget allocation
Payroll	0.091	11.2%	Lower capital reimbursements due to timing against the monthly budget allocation	0.397	7.0%	Lower capital reimbursements due to timing against the YTD budget allocation
Overtime	0.155	*	See overtime tables	0.076	10.9%	See overtime tables
Health and Welfare	(0.373)	*	Higher capital reimbursements due to timing against the monthly budget allocation	(0.572)	-24.4%	Higher capital reimbursements due to timing against the YTD budget allocation
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	(0.479)	*	Higher capital reimbursements due to timing against the monthly budget allocation	(0.741)	-25.7%	Higher capital reimbursements due to timing against the YTD budget allocation
Other Fringe Benefits	(0.186)	*	Higher capital reimbursements due to timing against the monthly budget allocation	(0.281)	-22.6%	Higher capital reimbursements due to timing against the YTD budget allocation
Reimbursable Overhead	0.742	79.2%	Lower capital reimbursements due to timing against the monthly budget allocation	1.671	62.4%	Lower capital reimbursements due to timing against the YTD budget allocation

*Variance exceeds 100%

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

Month of August

Year to date ending August 2021

Comparison Current Year vs. Prior Year:

Prior Year		*Current Year		Percentage Change			Prior Year		*Current Year		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
3.9	\$27.5	4.6	\$35.1	18.2%	27.3%	Bronx-Whitestone	24.7	\$178.4	31.5	\$240.3	27.6%	34.7%
0.8	1.8	0.7	2.0	-2.4%	9.7%	Cross Bay	4.9	11.1	5.4	13.9	8.9%	24.7%
1.7	6.0	2.2	8.5	26.0%	43.2%	Henry Hudson	11.0	35.7	15.2	56.8	38.6%	59.0%
1.4	9.2	1.7	11.7	17.7%	27.1%	Hugh L. Carey	9.1	56.8	12.1	81.6	33.0%	43.6%
0.8	1.9	0.8	2.0	-3.6%	8.2%	Marine Parkway	4.7	10.3	5.1	13.1	8.5%	27.3%
1.8	12.4	2.4	17.5	29.6%	40.7%	Queens Midtown	12.6	84.0	16.4	118.7	30.7%	41.2%
4.8	33.3	5.6	42.4	17.3%	27.4%	RFK	32.0	224.8	40.0	297.0	24.7%	32.1%
3.3	27.8	3.4	31.0	2.8%	11.6%	Throgs Neck	22.3	190.1	24.5	221.3	9.7%	16.4%
6.0	37.0	6.8	47.6	14.1%	28.8%	Verrazzano-Narrows	40.0	244.3	49.3	329.1	23.0%	34.7%
24.4	\$156.9	28.1	\$197.9	15.0%	26.1%	Total	161.3	\$1,035.5	199.3	\$1,371.7	23.6%	32.5%
	<u>\$6.425</u>		<u>\$7.047</u>		<u>9.7%</u>	Revenue Per Vehicle		<u>\$6.420</u>		<u>\$6.883</u>		<u>7.2%</u>

- 1) Toll increase implemented April 11, 2021
- 2) At the Verrazzano-Narrows Bridge (VNB), tolls were only collected in the westbound direction prior to December 1, 2020.
- 3) Numbers may not add due to rounding.

Comparison Actual vs. Mid-Year Forecast:

August Forecast		August Actual		Percentage Change			YTD Forecast		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
29.7	\$205.7	28.1	\$197.9	-5.4%	-3.8%	Total All	202.3	\$1,380.5	199.3	\$1,371.7	-1.5%	-0.6%
	<u>\$6.927</u>		<u>\$7.047</u>		<u>1.7%</u>	Revenue Per Vehicle		<u>\$6.826</u>		<u>\$6.883</u>		<u>0.8%</u>

- 4) Compared with August 2019 results, August 2021 traffic volume is 1.3M (4.4%) lower, and August 2021 toll revenue is \$3.8M (2.0%) lower.
- 5) Compared with August 2019 YTD results, August 2021 YTD traffic volume is 20.3M (9.2%) lower, and August 2021 YTD toll revenue is \$0.4M (0.0%) lower.
- 6) Toll increases were implemented on March 31, 2019 and April 11, 2021

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

Facility	Revenue Collection Rate August 2021 ¹
Henry Hudson Bridge	98.3%
Hugh L. Carey Tunnel	98.7%
Queens Midtown Tunnel	99.3%
Marine Parkway Bridge	98.0%
Cross Bay Bridge	94.6%
Robert F. Kennedy Bridge	96.8%
Verrazzano-Narrows Bridge	94.7%
Bronx-Whitestone Bridge	96.1%
Throgs Neck Bridge	96.3%
All Facilities	96.5%

1. Represents total revenue collections from transactions in September 2019 through August 2020

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
August 2021

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	9	7	2	2 Professional vacancies
Law ⁽¹⁾	12	8	4	2 Managerial and 2 Professional vacancies
Budget & Finance ⁽²⁾	17	12	5	4 Managerial vacancies and 1 Professional vacancy
Administration ⁽³⁾	34	28	6	3 Managerial and 3 Professional vacancies
EEO	1	-	1	1 Professional vacancy
Total Administration	73	55	18	
Operations				
ITS & Tolling	66	49	17	6 Managerial and 11 Professional vacancies
Central Business District Tolling Program	41	5	36	2 Managerial and 34 Professional vacancies
Operations (Non-Security)	58	42	16	14 Managerial and 2 Professional vacancies
Total Operations	165	96	69	
Maintenance				
Maintenance	205	188	17	6 Managerial, 2 Professional, and 9 Maintainer vacancies
Operations - Maintainers	168	159	9	9 Maintainer vacancies
Total Maintenance	373	347	26	
Engineering/Capital				
Engineering & Construction	123	120	3	1 Managerial and 2 Professional vacancies
Health & Safety	9	7	2	2 Professional vacancies
Law ⁽¹⁾	18	16	2	2 Managerial vacancies
Planning & Budget Capital	8	7	1	1 Managerial vacancy
Total Engineering/Capital	158	150	8	
Public Safety				
Operations (Security)	555	473	82	49 Managerial and 33 Operational vacancies
Internal Security - Operations	45	30	15	3 Managerial and 12 Professional vacancies
Total Public Safety	600	503	97	
Total Positions	1,369	1,151	218	
Non-Reimbursable	1,244	1,026	218	
Reimbursable	125	125	-	
Total Full-Time	1,369	1,151	218	

(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
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
August 2021

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	24	15	9	4 vacancies in Budget & Finance, 3 in Administration, and 2 in Law
Professional, Technical, Clerical	49	40	9	3 vacancies in Administration, 2 in Law, 2 in Executive, 1 in Budget & Finance, and 1 in EEO
Operational Hourlies	-	-	-	
Total Administration	73	55	18	
Operations				
Managers/Supervisors	75	53	22	14 vacancies in Operations, 6 in ITS & Tolling, and 2 in CBDTP
Professional, Technical, Clerical	90	43	47	11 vacancies in ITS & Tolling, 34 in CBDTP, and 2 in Operations
Operational Hourlies	-	-	-	
Total Operations	165	96	69	
Maintenance				
Managers/Supervisors	27	21	6	6 vacancies in Maintenance
Professional, Technical, Clerical	11	9	2	2 vacancies in Maintenance
Operational Hourlies ⁽¹⁾	335	317	18	9 vacancies in Maintenance and 9 in Operations
Total Maintenance	373	347	26	
Engineering/Capital				
Managers/Supervisors	34	30	4	2 vacancies in Law, 1 vacancy in Engineering and 1 in Planning & Budget Capital
Professional, Technical, Clerical	124	120	4	2 vacancies in Engineering and 2 in Health & Safety
Operational Hourlies	-	-	-	
Total Engineering/Capital	158	150	8	
Public Safety				
Managers/Supervisors	179	127	52	49 vacancies in Operations and 3 in Internal Security
Professional, Technical, Clerical	36	24	12	12 vacancies in Internal Security
Operational Hourlies ⁽²⁾	385	352	33	33 BTO vacancies in Operations
Total Public Safety	600	503	97	
Total Positions				
Managers/Supervisors	339	246	93	
Professional, Technical, Clerical	310	236	74	
Operational Hourlies	720	669	51	
Total Positions	1,369	1,151	218	

(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.

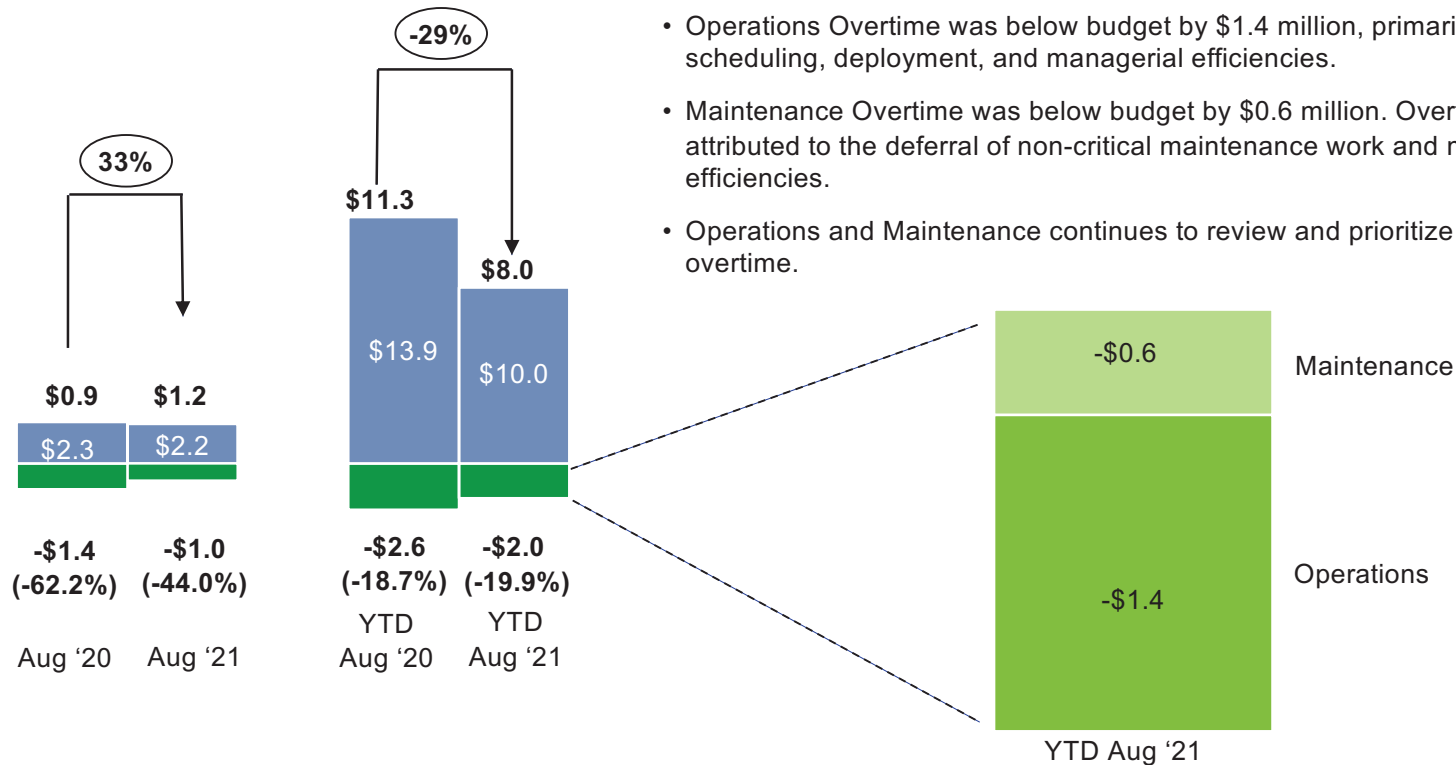
B&T – Non-Reimbursable Overtime Variance

August 2021 and YTD budget vs. variance

\$M

- Favorable
- Unfavorable
- Budget

Annual Mid-Year Forecast: \$22.4M



Overview

- YTD 2021 Non-reimbursable Overtime was \$2.0 million, or 20%, below budget through August.
- August 2021 Non-reimbursable Overtime was \$0.3 million, or 33%, above August 2020 spend.
- August 2021 Non-reimbursable Overtime was \$0.8 million, or 38%, below August 2019 pre-pandemic spend.
- Operations Overtime was below budget by \$1.4 million, primarily due to scheduling, deployment, and managerial efficiencies.
- Maintenance Overtime was below budget by \$0.6 million. Overtime savings are attributed to the deferral of non-critical maintenance work and managerial efficiencies.
- Operations and Maintenance continues to review and prioritize need for overtime.

Note: The Non-reimbursable Overtime budget was reduced by \$4.1 million from 2020 to 2021.
 Source: July Financial Plan. GL actuals for actual overtime spending. Numbers may not add due to rounding.

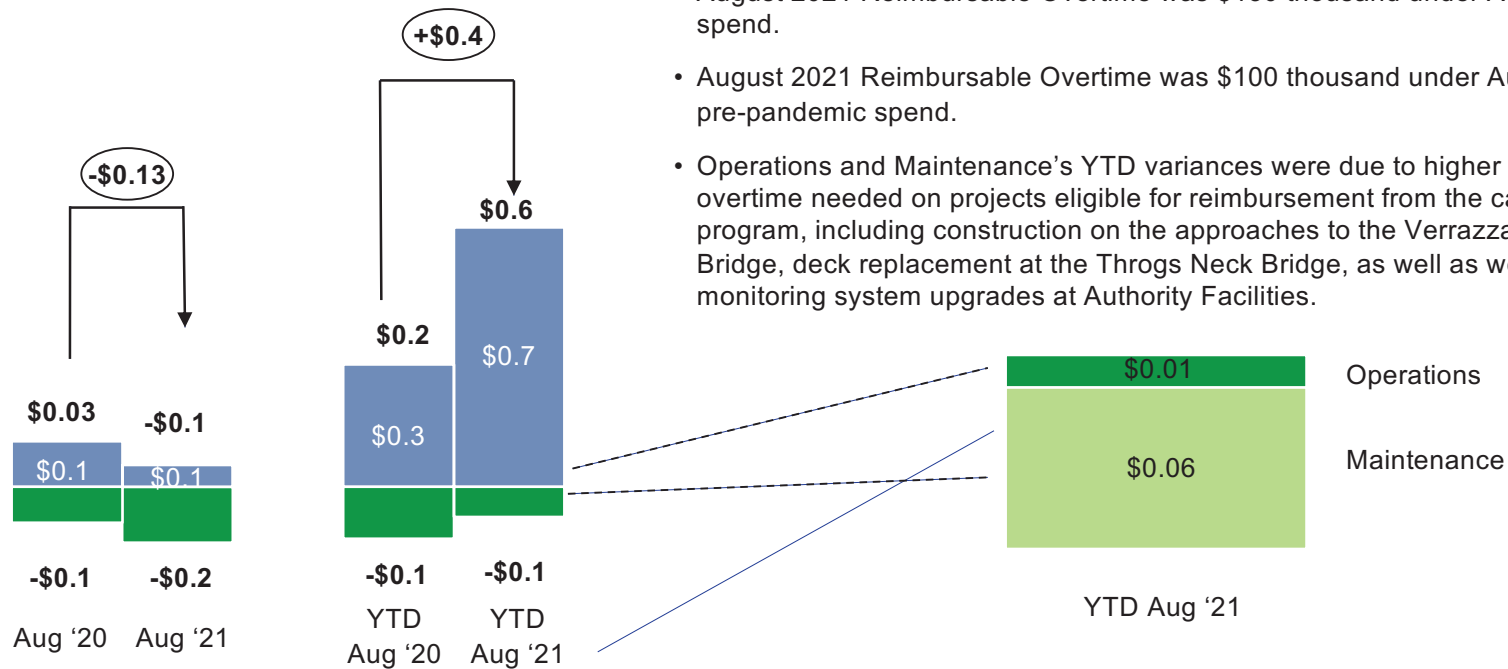
B&T – Reimbursable Overtime Variance

August 2021 and YTD budget vs. variance

\$M

- Favorable
- Unfavorable
- Budget

Annual Mid-Year Forecast: \$0.9M



Overview

- YTD 2021 Reimbursable Overtime was \$76 thousand under budget through August.
- August reimbursable overtime was negative due to a billing delay from the Kronos cloud upgrade and a prior month adjustment. September will reflect both August and September billings.
- August 2021 Reimbursable Overtime was \$130 thousand under August 2020 spend.
- August 2021 Reimbursable Overtime was \$100 thousand under August 2019 pre-pandemic spend.
- Operations and Maintenance’s YTD variances were due to higher than planned overtime needed on projects eligible for reimbursement from the capital program, including construction on the approaches to the Verrazzano-Narrows Bridge, deck replacement at the Throgs Neck Bridge, as well as weather monitoring system upgrades at Authority Facilities.

Note: The Reimbursable Overtime budget increased by \$41 thousand from 2020 to 2021.
 Source: July Financial Plan. GL actuals for actual overtime spending. Numbers may not add due to rounding.

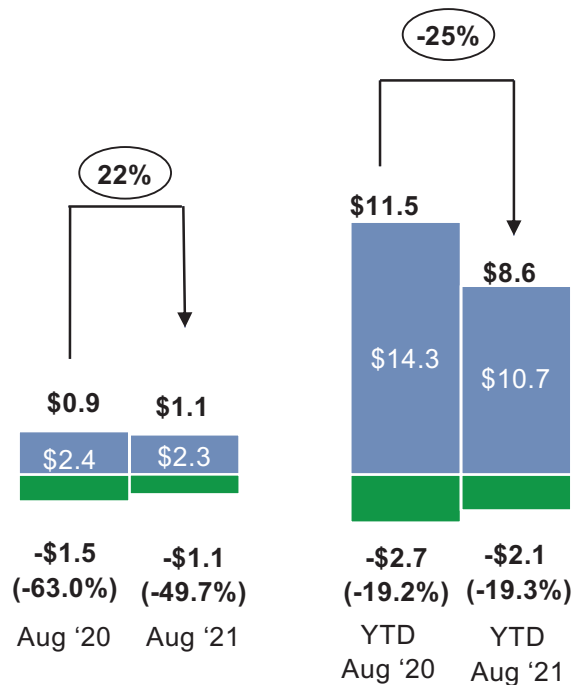
B&T – Total Overtime Variance

August 2021 and YTD budget vs. variance

\$M

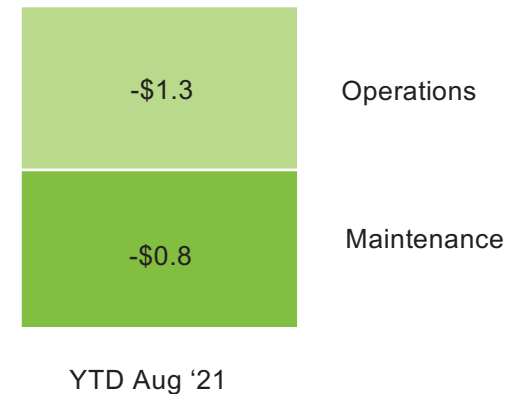
- Favorable
- Unfavorable
- Budget

Annual Mid-Year Forecast: \$23.3M



Overview

- YTD 2021 total Overtime was \$2.1 million, or 19%, below budget through August.
- August 2021 total Overtime was \$0.2 million, or 27%, above August 2020 spend.
- August 2021 total Overtime was \$0.8 million, or 43% below August 2019 pre-pandemic spend.
- Operations Overtime was below budget by \$1.3 million, primarily due to scheduling, deployment, and managerial efficiencies.
- Maintenance Overtime was below budget by \$0.8 million. Overtime savings are attributed to the deferral of non-critical maintenance work and managerial efficiencies.
- Operations and Maintenance continues to review and prioritize need for overtime.



Note: The total Overtime budget was reduced by \$4 million from 2020 to 2021.
 Source: July Financial Plan. GL actuals for actual overtime spending. Numbers may not add due to rounding.



Bridges and Tunnels

Financial Report September 2021

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

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of September 30, 2021
(in thousands)

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

CURRENT ASSETS:

Cash-Unrestricted	8,061
Investments:	
Unrestricted	602,668
Restricted	1,152,482
Accrued interest receivable	328
Accounts receivable	415,059
Less allowance for uncollectible accounts	-332,188
Tolls due from other agencies	52,974
Prepaid expenses	6,153
	1,905,538
Total current assets	1,905,538

NONCURRENT ASSETS:

Investments:	
Unrestricted	
Restricted	0
Facilities, less acc.dep of \$2,105,148	7,338,383
Capital lease 2 Broadway net acc. dep.	34,707
Derivative Hedge Assets	3,487
	7,376,576
Total noncurrent assets	7,376,576

TOTAL ASSETS:	9,282,114
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DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to pension	56,153
Deferred outflow of resources related to other post-employment benefits	75,494
Accumulated decreases in fair value of derivative instruments	186,641
Defeasance costs	181,612
	499,900

TOTAL DEFERRED OUTFLOWS OF RESOURCES:	499,900
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TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	9,782,015
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MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of September 30, 2021
(in thousands)

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

Current portion-long term debt	314,050
Interest Payable	138,042
Accounts Payable	150,162
Accrued Pension Payable	8,963
Payable to MTA-CAP	376,816
Due to MTA-Operating Expenses	4,265
Due to NYCTA-Operating Expenses	32
Accrued salaries	28,941
Accrued Vac & Sick Benefits	20,090
Current portion of estimated liability arising from injury	1,852
Due to New York City Transit Authority	71,349
Due to Metropolitan Transportation Authority	88,054
Unearned Toll Revenue	201,498
Tolls due to other agencies	114,596
E-ZPass Airport Toll Liability	5,708
	<hr/>
Total current liabilities	1,524,418

NONCURRENT LIABILITIES:

Long term debt	9,664,464
Post Employment Benefits Other than Pensions	813,359
Estimated liability arising from injury	54,629
Capital lease obligations	58,725
Other long-term liabilities	0
Derivative Hedge Liabilities	168,234
Due (to)/from MTA - change in fair value of derivative	21,894
Net Pension Liability	255,543
	<hr/>
Total noncurrent liabilities	11,036,849

DEFERRED INFLOW OF RESOURCES

Deferred Inflow of resources related to Pension	24,953
Deferred Inflow of resources related to other post-employment benefits	95,127

TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES 12,681,347

NET POSITION

-2,899,332 *

TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET

9,782,015

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

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
SEPTEMBER 2021

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	191.649	192.872	1.222	0.6	0.000	0.000	0.000	-	191.649	192.872	1.222	0.6
Other Operating Revenue	0.930	2.198	1.268	*	0.000	0.000	0.000	-	0.930	2.198	1.268	*
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.879	1.633	(0.246)	(13.1)	1.879	1.633	(0.246)	(13.1)
Investment Income	0.102	0.010	(0.092)	(90.3)	0.000	0.000	0.000	-	0.102	0.010	(0.092)	(90.3)
Total Revenue	\$192.682	\$195.080	\$2.398	1.2	\$1.879	\$1.633	(\$0.246)	(13.1)	\$194.561	\$196.713	\$2.151	1.1
Expenses												
<i>Labor:</i>												
Payroll	\$10.384	\$8.660	\$1.724	16.6	\$0.788	\$0.453	\$0.335	42.5	11.172	\$9.113	\$2.059	18.4
Overtime	2.292	1.373	0.919	40.1	0.059	0.236	(0.177)	*	2.350	1.609	0.741	31.5
Health and Welfare	2.791	1.988	0.803	28.8	0.047	0.303	(0.256)	*	2.838	2.291	0.547	19.3
OPEB Current Payment	2.075	2.071	0.004	0.2	0.000	0.000	0.000	-	2.075	2.071	0.004	0.2
Pensions	3.641	2.608	1.034	28.4	0.045	0.378	(0.333)	*	3.686	2.986	0.700	19.0
Other Fringe Benefits	2.081	1.096	0.985	47.3	0.033	0.159	(0.125)	*	2.114	1.255	0.859	40.7
Reimbursable Overhead	(0.907)	(0.104)	(0.804)	(88.6)	0.907	0.104	0.804	88.6	0.000	0.000	0.000	-
Total Labor Expenses	\$22.356	\$17.692	\$4.664	20.9	\$1.879	\$1.633	\$0.246	13.1	\$24.236	\$19.325	\$4.911	20.3
<i>Non-Labor:</i>												
Electric Power	\$0.320	\$0.417	(\$0.097)	(30.3)	\$0.000	\$0.000	\$0.000	-	\$0.320	\$0.417	(\$0.097)	(30.3)
Fuel	0.165	0.275	(0.110)	(67.0)	0.000	0.000	0.000	-	0.165	0.275	(0.110)	(67.0)
Insurance	0.987	1.025	(0.038)	(3.9)	0.000	0.000	0.000	-	0.987	1.025	(0.038)	(3.9)
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	19.202	12.595	6.608	34.4	0.000	0.000	0.000	-	19.202	12.595	6.608	34.4
Professional Service Contracts	3.726	3.652	0.074	2.0	0.000	0.000	0.000	-	3.726	3.652	0.074	2.0
Materials & Supplies	0.198	0.305	(0.107)	(53.7)	0.000	0.000	0.000	-	0.198	0.305	(0.107)	(53.7)
Other Business Expenses	5.009	4.929	0.080	1.6	0.000	0.000	0.000	-	5.009	4.929	0.080	1.6
Total Non-Labor Expenses	\$29.607	\$23.198	\$6.409	21.6	\$0.000	\$0.000	\$0.000	-	\$29.607	\$23.198	\$6.409	21.6
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$51.964	\$40.890	\$11.074	21.3	\$1.879	\$1.633	\$0.246	13.1	\$53.843	\$42.523	\$11.320	21.0
Depreciation	\$15.782	\$15.928	(\$0.146)	(0.9)	\$0.000	\$0.000	\$0.000	-	15.782	\$15.928	(\$0.146)	(0.9)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$67.746	\$56.818	\$10.928	16.1	\$1.879	\$1.633	\$0.246	13.1	\$69.625	\$58.450	\$11.175	16.0
Less: Depreciation	\$15.782	\$15.928	(\$0.146)	(0.9)	\$0.000	\$0.000	\$0.000	-	\$15.782	\$15.928	(\$0.146)	(0.9)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$51.964	\$40.890	\$11.074	21.3	\$1.879	\$1.633	\$0.246	13.1	\$53.843	\$42.523	\$11.320	21.0
Net Surplus/(Deficit)	\$140.718	\$154.190	\$13.472	9.6	\$0.000	\$0.000	\$0.000	-	\$140.718	\$154.190	\$13.472	9.6

Results are preliminary and subject to audit review.
Differences are due to rounding.
*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
SEPTEMBER 2021
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)								\$140.718	\$154.190	\$13.472	9.6	
Less: Capitalized Assets								1.051	0.343	0.708	67.3	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Adjusted Net Income/(Deficit)								\$139.667	\$153.847	\$14.179	10.2	
Less: Debt Service								60.142	57.707	2.435	4.0	
Less: Contribution to the Capital Program								1.141	1.141	0.000	0.0	
Income Available for Distribution								\$78.385	\$94.999	\$16.614	21.2	
Distributable To:												
MTA - Investment Income								0.102	0.010	(0.092)	(90.3)	
MTA - Distributable Income								44.023	52.120	8.096	18.4	
NYCTR - Distributable Income								34.259	42.869	8.610	25.1	
Total Distributable Income								\$78.385	\$94.999	\$16.614	21.2	
Support to Mass Transit:												
Total Revenues								194.561	196.713	2.151	1.1	
Less: Total Operating Expenses								<u>53.843</u>	<u>42.523</u>	<u>11.320</u>	21.0	
Net Operating Income/(Deficit)								\$140.718	\$154.190	\$13.472	9.6	
Deductions from Net Operating Income:												
Capitalized Assets								1.051	0.343	0.708	67.3	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								29.212	28.058	1.154	3.9	
Contribution to the Capital Program								1.141	1.141	0.000	0.0	
GASB Reserves								0.000	0.000	0.000	-	
Total Deductions From Operating Income								\$31.403	\$29.542	\$1.861	5.9	
Total Support to Mass Transit								\$109.315	\$124.648	\$15.333	14.0	

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

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
SEPTEMBER Year-To-Date

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	1,572.163	1,564.598	(7.565)	(0.5)	0.000	0.000	0.000	-	1,572.163	1,564.598	(7.565)	(0.5)
Other Operating Revenue	13.767	18.139	4.372	31.8	0.000	0.000	0.000	-	13.767	18.139	4.372	31.8
Capital & Other Reimbursements	0.000	0.000	0.000	-	17.428	14.790	(2.639)	(15.1)	17.428	14.790	(2.639)	(15.1)
Investment Income	0.343	0.058	(0.286)	(83.2)	0.000	0.000	0.000	-	0.343	0.058	(0.286)	(83.2)
Total Revenue	\$1,586.274	\$1,582.795	(\$3.479)	(0.2)	\$17.428	\$14.790	(\$2.639)	(15.1)	\$1,603.702	\$1,597.585	(\$6.118)	(0.4)
Expenses												
<i>Labor:</i>												
Payroll	\$85.848	\$80.898	\$4.950	5.8	6.484	\$4.958	\$1.525	23.5	92.331	\$85.856	\$6.475	7.0
Overtime	12.245	9.346	2.898	23.7	0.762	0.863	(0.101)	(13.3)	13.007	10.209	2.797	21.5
Health and Welfare	20.106	17.448	2.657	13.2	2.387	2.835	(0.448)	(18.7)	22.493	20.283	2.210	9.8
OPEB Current Payment	18.640	18.437	0.203	1.1	0.000	0.000	0.000	-	18.640	18.437	0.203	1.1
Pensions	26.349	23.192	3.157	12.0	2.934	3.548	(0.613)	(20.9)	29.283	26.740	2.543	8.7
Other Fringe Benefits	13.802	10.781	3.021	21.9	1.276	1.476	(0.200)	(15.7)	15.078	12.256	2.821	18.7
Reimbursable Overhead	(3.586)	(1.111)	(2.475)	(69.0)	3.586	1.111	2.475	69.0	0.000	0.000	0.000	-
Total Labor Expenses	\$173.403	\$158.992	\$14.411	8.3	\$17.428	\$14.790	\$2.639	15.1	\$190.832	\$173.782	\$17.050	8.9
<i>Non-Labor:</i>												
Electric Power	\$2.780	\$2.824	(\$0.045)	(1.6)	0.000	\$0.000	\$0.000	-	\$2.780	\$2.824	(\$0.045)	(1.6)
Fuel	1.398	1.284	0.114	8.1	0.000	0.000	0.000	-	1.398	1.284	0.114	8.1
Insurance	9.332	9.485	(0.153)	(1.6)	0.000	0.000	0.000	-	9.332	9.485	(0.153)	(1.6)
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	91.045	80.706	10.339	11.4	0.000	0.000	0.000	-	91.045	80.706	10.339	11.4
Professional Service Contracts	24.743	20.623	4.120	16.7	0.000	0.000	0.000	-	24.743	20.623	4.120	16.7
Materials & Supplies	2.080	2.197	(0.117)	(5.6)	0.000	0.000	0.000	-	2.080	2.197	(0.117)	(5.6)
Other Business Expenses	38.310	36.963	1.347	3.5	0.000	0.000	0.000	-	38.310	36.963	1.347	3.5
Total Non-Labor Expenses	\$169.687	\$154.082	\$15.605	9.2	\$0.000	\$0.000	\$0.000	-	\$169.687	\$154.082	\$15.605	9.2
Other Expense Adjustments												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$343.090	\$313.074	\$30.016	8.7	\$17.428	\$14.790	\$2.639	15.1	\$360.519	\$327.864	\$32.655	9.1
Depreciation	\$142.313	\$142.781	(\$0.468)	(0.3)	0.000	\$0.000	\$0.000	-	142.313	\$142.781	(\$0.468)	(0.3)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$485.403	\$455.855	\$29.548	6.1	\$17.428	\$14.790	\$2.639	15.1	\$502.832	\$470.645	\$32.187	6.4
Less: Depreciation	\$142.313	\$142.781	(\$0.468)	(0.3)	\$0.000	\$0.000	\$0.000	-	\$142.313	\$142.781	(\$0.468)	(0.3)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$343.090	\$313.074	\$30.016	8.7	\$17.428	\$14.790	\$2.639	15.1	\$360.519	\$327.864	\$32.655	9.1
Net Surplus/(Deficit)	\$1,243.183	\$1,269.720	\$26.537	2.1	\$0.000	\$0.000	\$0.000	-	\$1,243.183	\$1,269.720	\$26.537	2.1

Results are preliminary and subject to audit review.

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
SEPTEMBER Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Net Income/(Deficit)									\$1,243.183	\$1,269.720	\$26.537	2.1
Less: Capitalized Assets									7.553	5.996	\$1.557	20.6
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$1,235.631	\$1,263.724	\$28.094	2.3
Less: Debt Service									522.036	514.732	7.305	1.4
Less: Contribution to the Capital Program									10.380	10.380	0.000	0.0
Income Available for Distribution									\$703.214	\$738.613	\$35.398	5.0
Distributable To:												
MTA - Investment Income									0.343	0.058	(0.286)	(83.2)
MTA - Distributable Income									393.813	410.884	17.071	4.3
NYCTR - Distributable Income									309.060	327.671	18.611	6.0
Total Distributable Income									\$703.216	\$738.613	\$35.396	5.0
Support to Mass Transit:												
Total Revenues									1,603.702	1,597.585	(6.118)	(0.4)
Less: Total Operating Expenses									<u>360.519</u>	<u>327.864</u>	<u>32.655</u>	9.1
Net Operating Income/(Deficit)									\$1,243.183	\$1,269.720	\$26.537	2.1
Deductions from Net Operating Income:												
Capitalized Assets									7.553	5.996	1.557	20.6
Reserves									0.000	0.000	0.000	-
B&T Debt Service									251.469	248.010	3.459	1.4
Contribution to the Capital Program									10.380	10.380	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$269.402	\$264.386	\$5.016	1.9
Total Support to Mass Transit									\$973.782	\$1,005.334	\$31.553	3.2

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

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Sep-21	Favorable/ (Unfavorable) Variance		Year-to-Date
	\$	%	Reason for Variance	\$	%	Reason for Variance
Nonreimbursable						
Vehicle Toll Revenue	1.222	0.6%	Traffic volumes were above the revised forecast levels	(7.565)	-0.5%	Traffic volumes were below the revised YTD forecast levels
Other Operating Revenue	1.268	*	Higher revenue primarily due to the timing of income from E-ZPass administrative fees	4.372	31.8%	Higher revenue due to timing against the YTD budget allocation.
Investment Income	(0.092)	-90.3%	Lower than anticipated short-term investment returns on fund balances.	(0.286)	-83.2%	Lower than anticipated short-term investment returns on fund balances
Payroll	1.724	16.6%	Lower payroll expenses primarily due to vacancies	4.950	5.8%	Lower payroll expenses primarily due to vacancies
Overtime	0.919	40.1%	See overtime chart	2.898	23.7%	See overtime chart
Health and Welfare	0.803	28.8%	Lower expenses primarily due to vacancies	2.657	13.2%	Lower expenses primarily due to vacancies
OPEB Current Payment	0.004	0.2%	Lower expenses primarily due to timing against the budget allocation	0.203	1.1%	Lower expenses primarily due to timing against the YTD budget allocation
Pensions	1.034	28.4%	Lower non-reimbursable expenses primarily due to lower than allocated capital reimbursement offsets	3.157	12.0%	Lower non-reimbursable expenses primarily due to lower than allocated YTD capital reimbursement offsets
Other Fringe Benefits	0.985	47.3%	Lower expenses primarily due to vacancies	3.021	21.9%	Lower expenses primarily due to vacancies
Electric Power	(0.097)	-30.3%	Higher electricity expenses primarily due to timing against the monthly budget	(0.045)	-1.6%	Higher electricity expenses primarily due to timing against the YTD budget allocation.
Fuel	(0.110)	-67.0%	Higher fuel expenses primarily due to timing against the monthly budget allocation	0.114	8.1%	Lower fuel expenses primarily due to timing against the YTD budget allocation.
Insurance	(0.038)	-3.9%	Higher insurance expenses primarily due to timing against the monthly budget allocation	(0.153)	-1.6%	Higher insurance expenses primarily due to timing against the YTD budget allocation.
Maintenance and Other Operating Contracts	6.608	34.4%	Lower expenses mainly due to timing against the monthly budget allocation for major maintenance and painting, (\$5.240 Mill), E-ZPass customer service center, (\$0.961 Mill) and E-Zpass tags, (\$0.110 Mill).	10.339	11.4%	Lower expenses mainly due to timing against the YTD budget allocation for major maintenance and painting, (\$6.814 Mill), E-ZPass customer service center, (\$2.287 Mill), general maintenance costs, (\$0.425 Mill), E-Zpass tags, (\$0.347 Mill) and security and surveillance costs, (\$0.126 Mill).
Professional Service Contracts	0.074	2.0%	Lower expenses primarily due to timing against the monthly budget allocation for advertising and marketing costs, (\$0.502 Mill) and planning studies, (\$0.387 Mill), offset by higher engineering services (\$0.602 Mill) and legal fees, (0.379 Mill).	4.120	16.7%	Lower expenses primarily due to timing against the YTD budget allocation for net bond issuance costs, (\$1.887 Mill), advertising and marketing costs, (\$1.528 Mill), planning studies, (\$1.035 Mill) and professional service contracts and outside services, (\$0.204 Mill), offset by higher legal fees, (\$1.332).
Materials & Supplies	(0.107)	-53.7%	Higher expenses across a variety of small equipment and supply categories, due to timing, against the monthly budget allocation	(0.117)	-5.6%	Higher expenses across a variety of small equipment and supply categories, due to timing, against the YTD budget allocation
Other Business Expense	0.080	1.6%	Lower expenses across a variety of miscellaneous expenses due to timing against the monthly budget allocation	1.347	3.5%	Lower expenses primarily due to timing against the YTD budget allocation for credit card fees.
Depreciation	(0.146)	-0.9%	Higher depreciation expense primarily due to timing against the monthly budget allocation.	(0.468)	-0.3%	Higher depreciation expense primarily due to timing against the YTD budget allocation
Other Post Employment Benefits	0.000	-	No variance	0.000	-	No variance
Reimbursable						
Capital and Other Reimbursements	(0.246)	-13.1%	Lower capital reimbursements due to timing against the monthly budget allocation	(2.639)	-15.1%	Lower capital reimbursements due to timing against the YTD budget allocation
Payroll	0.335	42.5%	Lower capital reimbursements due to timing against the monthly budget allocation	1.525	23.5%	Lower capital reimbursements due to timing against the YTD budget allocation
Overtime	(0.177)	*	See overtime tables	(0.101)	-13.3%	See overtime tables
Health and Welfare	(0.256)	*	Higher capital reimbursements due to timing against the monthly budget allocation	(0.448)	-18.7%	Higher capital reimbursements due to timing against the YTD budget allocation
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	(0.333)	*	Higher capital reimbursements due to timing against the monthly budget allocation	(0.613)	-20.9%	Higher capital reimbursements due to timing against the YTD budget allocation
Other Fringe Benefits	(0.125)	*	Higher capital reimbursements due to timing against the monthly budget allocation	(0.200)	-15.7%	Higher capital reimbursements due to timing against the YTD budget allocation
Reimbursable Overhead	0.804	88.6%	Lower capital reimbursements due to timing against the monthly budget allocation	2.475	69.0%	Lower capital reimbursements due to timing against the YTD budget allocation

*Variance exceeds 100%

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

Month of Sep

Year to date ending Sep 2021

Comparison Current Year vs. Prior Year:

Prior Year		*Current Year		Percentage Change			Prior Year		*Current Year		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
3.7	\$27.0	4.3	\$34.0	15.4%	26.3%	Bronx-Whitestone	28.4	\$205.3	35.8	\$274.3	26.0%	33.6%
0.7	1.6	0.7	1.9	4.4%	18.2%	Cross Bay	5.6	12.7	6.1	15.8	8.4%	23.9%
1.8	6.3	2.2	8.6	21.7%	35.7%	Henry Hudson	12.8	42.1	17.4	65.4	36.2%	55.5%
1.5	9.4	1.7	12.1	18.4%	28.3%	Hugh L. Carey	10.6	66.2	13.8	93.6	31.0%	41.4%
0.7	1.6	0.7	1.9	2.3%	15.4%	Marine Parkway	5.3	11.9	5.8	15.0	7.7%	25.7%
1.9	12.9	2.4	17.8	27.7%	38.3%	Queens Midtown	14.4	96.9	18.8	136.5	30.3%	40.8%
4.7	33.4	5.4	41.8	14.1%	25.2%	RFK	36.8	258.1	45.4	338.7	23.3%	31.2%
3.2	27.0	3.2	30.5	2.3%	12.9%	Throgs Neck	25.5	217.1	27.7	251.8	8.8%	16.0%
5.8	36.0	6.4	44.4	10.0%	23.5%	Verrazzano-Narrows	45.9	280.2	55.7	373.5	21.3%	33.3%
24.0	\$155.1	27.1	\$192.9	13.0%	24.4%	Total	185.3	\$1,190.5	226.4	\$1,564.6	22.2%	31.4%
	<u>\$6.461</u>		<u>\$7.109</u>		<u>10.0%</u>	Revenue Per Vehicle		<u>\$6.426</u>		<u>\$6.910</u>		<u>7.5%</u>

1) Toll increase implemented April 11, 2021

2) At the Verrazzano-Narrows Bridge (VNB), tolls were only collected in the westbound direction prior to December 1, 2020.

3) Numbers may not add due to rounding.

Comparison Actual vs. Mid-Year Forecast:

September Forecast		September Actual		Percentage Change			YTD Forecast		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
27.8	\$191.6	27.1	\$192.9	-2.4%	0.6%	Total All	230.0	\$1,572.2	226.4	\$1,564.6	-1.6%	-0.5%
	<u>\$6.896</u>		<u>\$7.109</u>		<u>3.1%</u>	Revenue Per Vehicle		<u>\$6.834</u>		<u>\$6.910</u>		<u>1.1%</u>

4) Compared with September 2019 results, September 2021 traffic volume is 0.7M (2.4%) lower, and September 2021 toll revenue is \$16.7M (9.5%) higher.

5) Compared with September 2019 YTD results, September 2021 YTD traffic volume is 21.0M (8.5%) lower, and September 2021 YTD toll revenue is \$16.3M (1.1%) higher.

6) Toll increases were implemented on March 31, 2019 and April 11, 2021

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

Facility	Revenue Collection Rate September 2021 ¹
Henry Hudson Bridge	98.2%
Hugh L. Carey Tunnel	98.6%
Queens Midtown Tunnel	99.3%
Marine Parkway Bridge	98.1%
Cross Bay Bridge	94.5%
Robert F. Kennedy Bridge	96.6%
Verrazzano-Narrows Bridge	94.5%
Bronx-Whitestone Bridge	96.0%
Throgs Neck Bridge	96.1%
All Facilities	96.3%

1. Represents total revenue collections from transactions in October 2019 through September 2020

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
September 2021

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	9	7	2	2 Professional vacancies
Law ⁽¹⁾	12	7	5	2 Managerial and 3 Professional vacancies
Budget & Finance ⁽²⁾	17	11	6	4 Managerial vacancies and 2 Professional
Administration ⁽³⁾	34	28	6	3 Managerial and 3 Professional vacancies
EEO	1	-	1	1 Professional vacancy
Total Administration	73	53	20	
Operations				
ITS & Tolling	66	50	16	6 Managerial and 10 Professional vacancies
Central Business District Tolling Program	41	5	36	2 Managerial and 34 Professional vacancies
Operations (Non-Security)	58	42	16	15 Managerial vacancies and 1 Professional vacancy
Total Operations	165	97	68	
Maintenance				
Maintenance	205	188	17	6 Managerial and 11 Maintainer vacancies
Operations - Maintainers	168	159	9	9 Maintainer vacancies
Total Maintenance	373	347	26	
Engineering/Capital				
Engineering & Construction	123	120	3	1 Managerial and 2 Professional vacancies
Health & Safety	9	7	2	2 Professional vacancies
Law ⁽¹⁾	18	16	2	2 Managerial vacancies
Planning & Budget Capital	8	6	2	2 Managerial vacancies
Total Engineering/Capital	158	149	9	
Public Safety				
Operations (Security)	555	469	86	50 Managerial and 36 Operational vacancies
Internal Security - Operations	45	29	16	3 Managerial and 13 Professional vacancies
Total Public Safety	600	498	102	
Total Positions	1,369	1,144	225	
Non-Reimbursable	1,244	1,019	225	
Reimbursable	125	125	-	
Total Full-Time	1,369	1,144	225	

(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
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
September 2021

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	24	15	9	4 vacancies in Budget & Finance, 3 in Administration, and 2 in Law
Professional, Technical, Clerical	49	38	11	3 vacancies in Administration, 3 in Law, 2 in Executive, 2 in Budget & Finance, and 1 in EEO
Operational Hourlies	-	-	-	
Total Administration	73	53	20	
Operations				
Managers/Supervisors	75	52	23	15 vacancies in Operations, 6 in ITS & Tolling, and 2 in CBDTP
Professional, Technical, Clerical	90	45	45	10 vacancies in ITS & Tolling, 34 in CBDTP, and 1 vacancy in Operations
Operational Hourlies	-	-	-	
Total Operations	165	97	68	
Maintenance				
Managers/Supervisors	27	21	6	6 vacancies in Maintenance
Professional, Technical, Clerical	11	11	-	
Operational Hourlies ⁽¹⁾	335	315	20	11 vacancies in Maintenance and 9 in Operations
Total Maintenance	373	347	26	
Engineering/Capital				
Managers/Supervisors	34	29	5	2 vacancies in Law, 2 in Planning & Budget Capital, and 1 vacancy in Engineering
Professional, Technical, Clerical	124	120	4	2 vacancies in Engineering and 2 in Health & Safety
Operational Hourlies	-	-	-	
Total Engineering/Capital	158	149	9	
Public Safety				
Managers/Supervisors	179	126	53	50 vacancies in Operations and 3 in Internal Security
Professional, Technical, Clerical	36	23	13	13 vacancies in Internal Security
Operational Hourlies ⁽²⁾	385	349	36	36 BTO vacancies in Operations
Total Public Safety	600	498	102	
Total Positions				
Managers/Supervisors	339	243	96	
Professional, Technical, Clerical	310	237	73	
Operational Hourlies	720	664	56	
Total Positions	1,369	1,144	225	

(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.

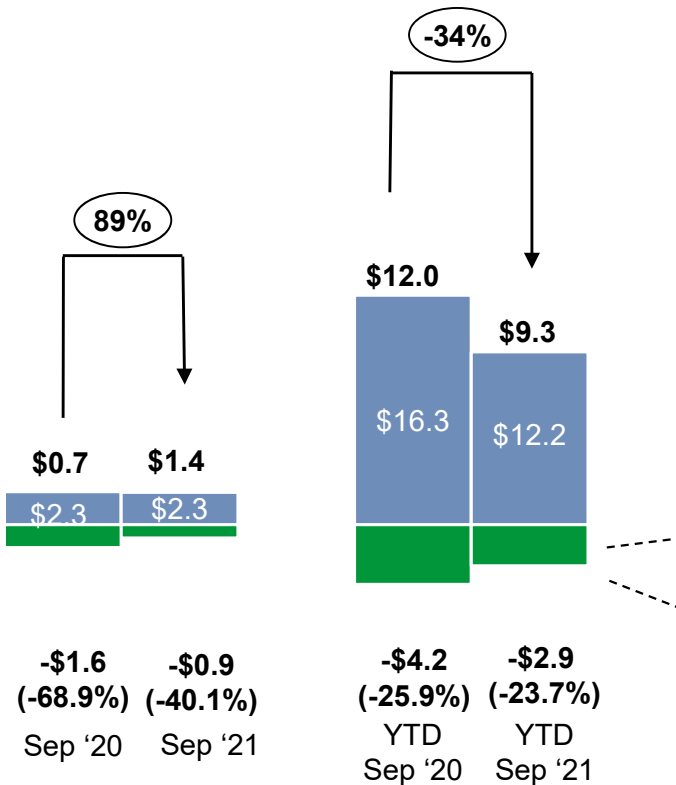
B&T – Non-Reimbursable Overtime Variance

September 2021 and YTD budget vs. variance

\$M

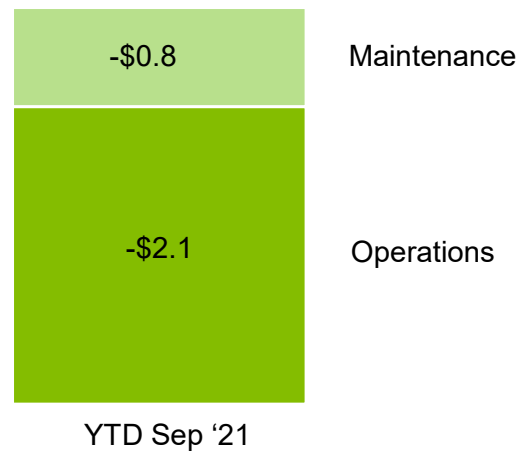
- Favorable
- Unfavorable
- Budget

Annual Mid-Year Forecast: \$22.4M



Overview

- YTD 2021 Non-reimbursable Overtime was \$2.9 million, or 24%, below budget through September.
- September overtime was driven in part by responses related to remnants of Hurricane Ida, special events, and increase in employee personal time usage.
- September 2021 Non-reimbursable Overtime was \$0.6 million, or 89%, above September 2020 spend.
- September 2021 Non-reimbursable Overtime was \$0.6 million, or 30%, below September 2019 pre-pandemic spend.
- Operations Overtime was below budget by \$2.1 million, primarily due to scheduling, deployment, and managerial efficiencies.
- Maintenance Overtime was below budget by \$0.8 million. Overtime savings are attributed to the deferral of non-critical maintenance work and managerial efficiencies.
- Operations and Maintenance continues to review and prioritize need for overtime.



Note: The Non-reimbursable Overtime budget was reduced by \$4.1 million from 2020 to 2021. Source: July Financial Plan. GL actuals for actual overtime spending. Numbers may not add due to rounding.

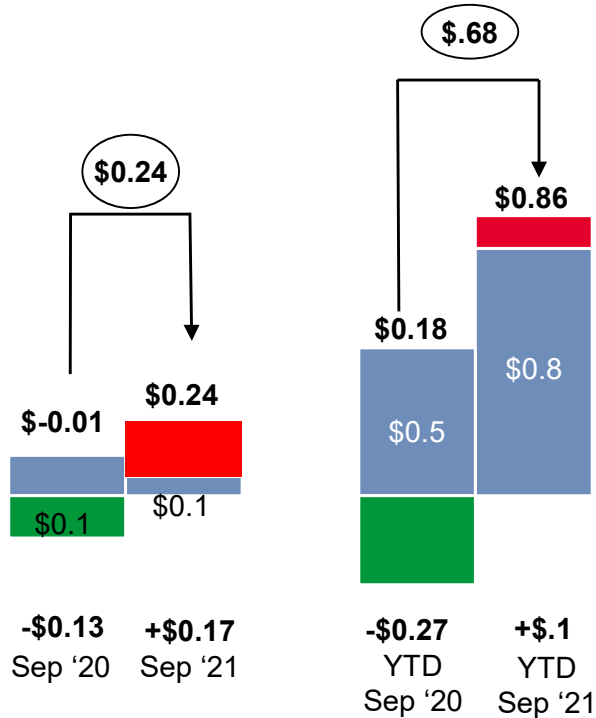
B&T – Reimbursable Overtime Variance

September 2021 and YTD budget vs. variance

\$M

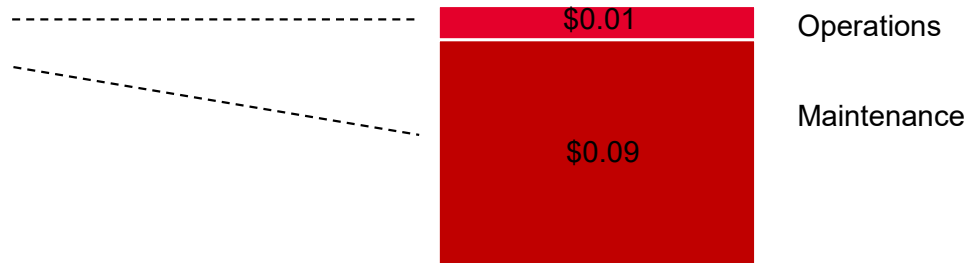
- Favorable
- Unfavorable
- Budget

Annual Mid-Year Forecast: \$0.9M



Overview

- YTD 2021 Reimbursable Overtime was \$0.1 million over budget through September.
- September reimbursable overtime is reflective of both August and September reimbursements due to a billing delay from the Kronos cloud upgrade.
- September 2021 Reimbursable Overtime was \$242 thousand over September 2020 spend.
- September 2021 Reimbursable Overtime was \$125 thousand over September 2019 pre-pandemic spend.
- Operations and Maintenance's YTD variances were due to higher than planned overtime needed on projects eligible for reimbursement from the capital program. Current projects include construction on the approaches to the Verrazzano-Narrows Bridge, deck replacement at the Throgs Neck Bridge, and weather monitoring system upgrades at Authority Facilities.



Note: The Reimbursable Overtime budget increased by \$41 thousand from 2020 to 2021.

Source: July Financial Plan. GL actuals for actual overtime spending. Numbers may not add due to rounding.

YTD Sep '21

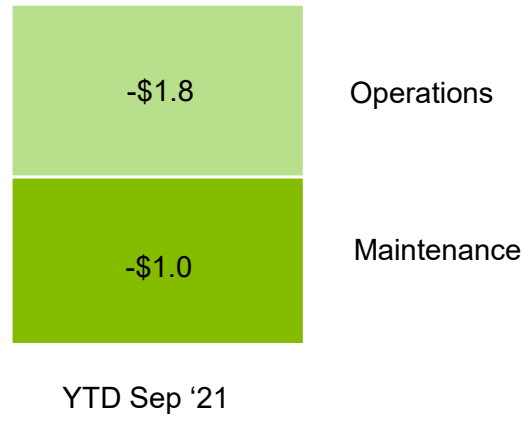
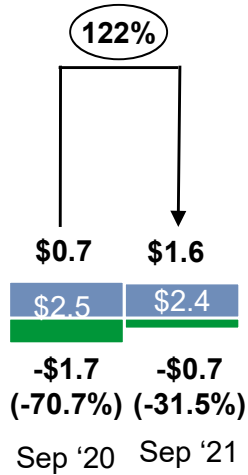
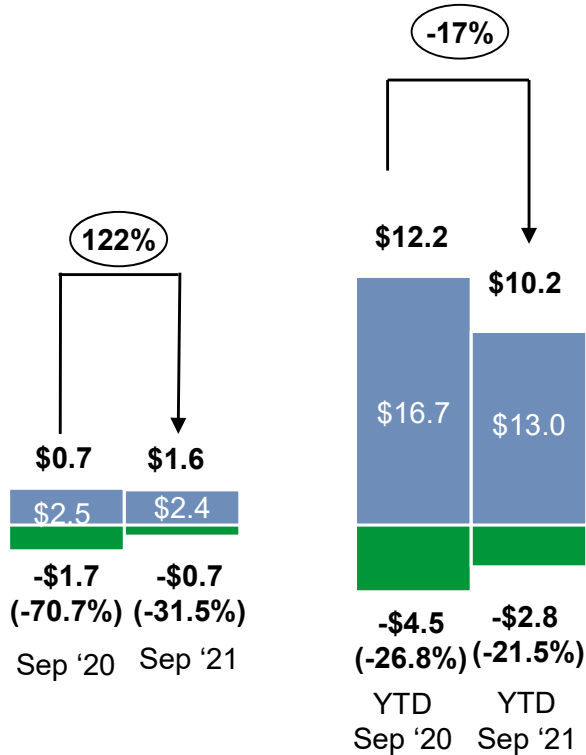
B&T – Total Overtime Variance

September 2021 and YTD budget vs. variance

\$M

- Favorable
- Unfavorable
- Budget

Annual Mid-Year Forecast: \$23.3M



Overview

- YTD 2021 total Overtime was \$2.8 million, or 22%, below budget through September.
- September 2021 total Overtime was \$0.9 million above September 2020 spend.
- September 2021 total Overtime was \$0.5 million, or 22% below September 2019 pre-pandemic spend.
- Operations Overtime was below budget by \$1.8 million, primarily due to scheduling, deployment, and managerial efficiencies.
- Maintenance Overtime was below budget by \$1.0 million. Overtime savings are attributed to the deferral of non-critical maintenance work and managerial efficiencies.
- Operations and Maintenance continues to review and prioritize need for overtime.

Note: The total Overtime budget was reduced by \$4 million from 2020 to 2021.
 Source: July Financial Plan. GL actuals for actual overtime spending. Numbers may not add due to rounding.



Bridges and Tunnels

Capital Program Project Status Report September 2021

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
STATUS REPORT
SEPTEMBER 2021

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 September, four commitments were made with a total value \$7.0 million, versus a plan of three commitments with a total value of \$3.6 million.

Year-to-date, 63 commitments totaling \$113.2 million have been awarded, against a plan of 55 commitments with a value of \$122.8 million. The variance of \$10.4 million reflects positive bid savings on Projects VN-X4, Design-Build Services for the Safety Fence at the VNB and Project RK-PT, Painting at the RFK. (See Attachment 1 – 2021 Commitments Chart and Attachment 2 – 2021 Major Commitments).

Completions

In September, there were two completions achieved with a total value of \$70.5 million, including the major completion of Design-Build Project CB-18 - Replacement of Fender Systems and Scour Protection at the CBB and Replacement of Fenders at the MPB, against a plan of one completion in the amount of \$4.6 million.

Year-to-date, nine completions have been achieved with a total value of \$181.1 million, against a goal of eight completions totaling \$176.5 million. (See Attachment 3 – 2021 Completion Chart and Attachment 4 – 2021 Major Completions).

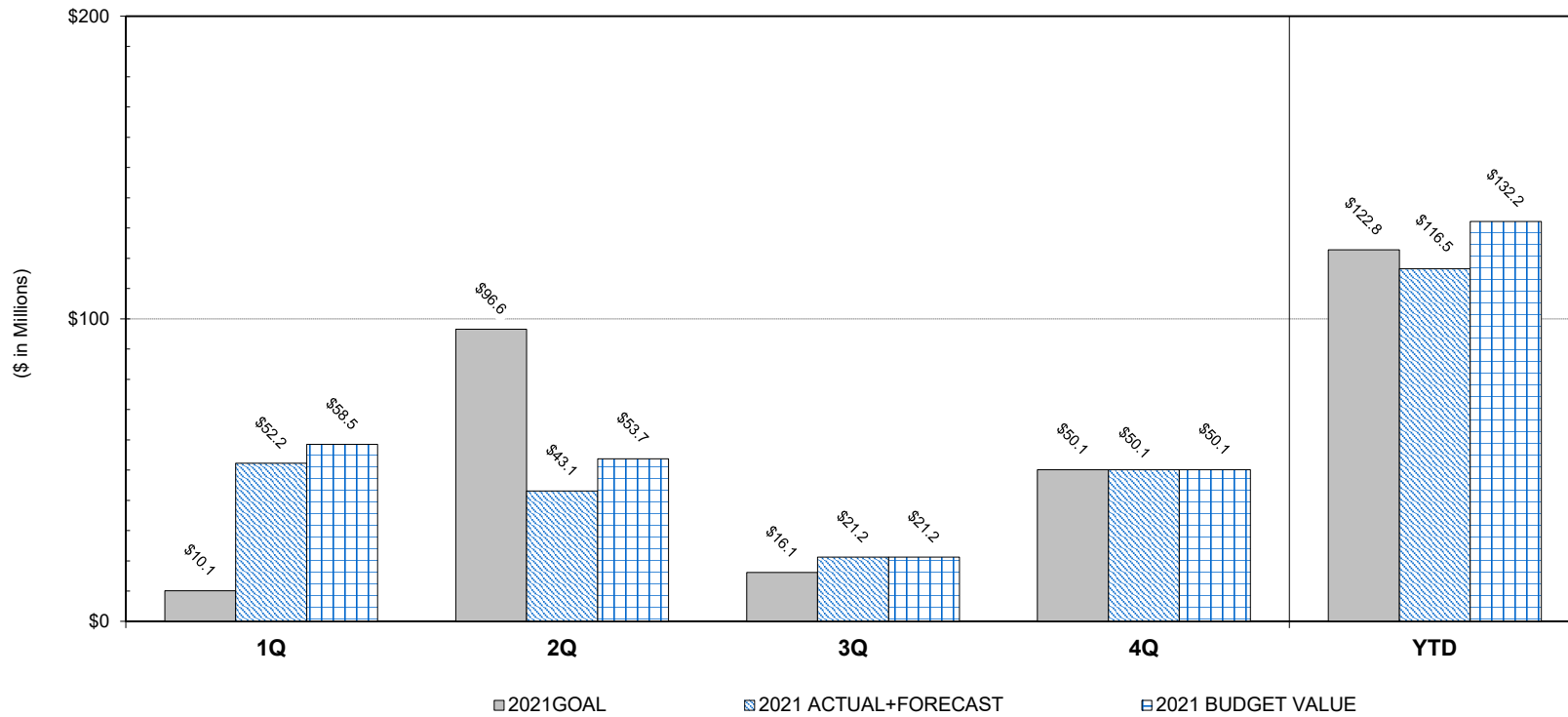
Close-outs

In September, there were 20 task level close-outs achieved with a total value of \$13.1 million, against a plan of six task level close-outs totaling \$11.6 million.

Year-to-date, 173 task level close-outs have been achieved, totaling \$514.6 million, against a goal of 149 tasks totaling \$1.1 billion. The variance reflects the shifting of several planned major closeouts to the final quarter of 2021.

MTA Bridges and Tunnels
Commitments as of September 30, 2021

2021 Budget Goal:	\$172.9	
2021 Annual Forecast	\$166.7	
YTD Goal:	\$122.8	
YTD Actual:	\$113.2	(92.2% of YTD Goal)
YTD Budgeted Value:	\$132.2	(107.6% of YTD Goal)
Left to Commit:	\$53.5	



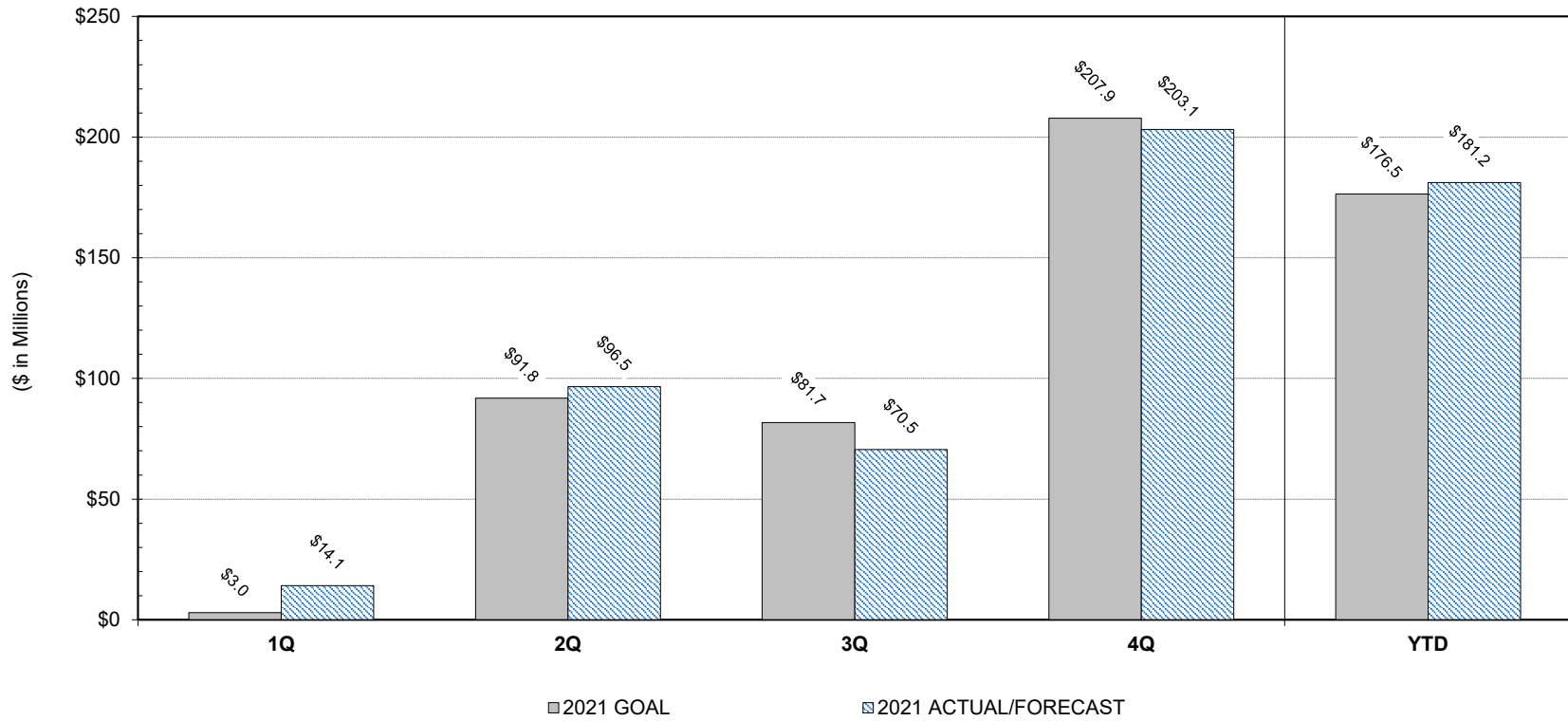
MTA Bridges and Tunnels: Status of Major Commitments as of September 30, 2021

Project ID	ACEP	Project Description	Budget (\$ in Millions)			Award Date			Notes	
			2021 Goal	Actual / Forecast*	Budgeted Value	2021 Goal	Advertisement Date	Actual / Forecast		
VN-X4	D806VNX1	VN - Operational Improvements (Safety Fence)	\$40.0	\$34.5M	\$40.0	Apr-21	May-20	Mar-21	A	1

Note 1: Good bid savings was achieved based on the proposals received.

MTA Bridges and Tunnels
Completions as of September 30, 2021

2021 Budget Goal:	\$384.3
2021 Annual Forecast:	\$384.3
YTD Goal:	\$176.5
YTD Actual:	\$181.2 (102.7% of YTD Goal)
Left to Complete:	\$203.1



MTA Bridges and Tunnels: Status of Major Completions as of September 30, 2021

Project ID	ACEP	Project Description	Budget (\$ in Millions)		Completions Status		Completion Date			Notes
			2021 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2021 Goal	Actual / Forecast		
VN-10	D701VN10	Anchorage & Piers Rehabilitation and Sealing	\$49.0	\$49.0	99	0	May-21	Apr-21	A	1
CB-18	D701CB18	CB Scour Protect/Repair/Replace CB/MP Pier Fender	\$65.9	\$65.9	93	0	Jul-21	Sep-21	A	2
HC-07	D704HC07	Rehabilitation of HCT Ventilation Systems	\$88.0	\$88.0	92	0	Oct-21	Oct-21	F	
VN-49	D707VN49	Paint Suspended Span Upper & Lower Level Steel	\$73.6	\$73.6	81	17	Dec-21	Dec-21	F	

Note 1: Project Completed one month earlier than anticipated.

Note 2: Primarily due to weather delays.



Bridges and Tunnels

Procurement October 2021



Staff Summary

• Bridges and Tunnels

Subject:	Request for Authorization to Award Procurement
Department:	Procurement
Department Head Name	Brian Walsh
Department Head Signature	
Project Manager Name	Various

Date	10/8//2021
Vendor Name	
Contract Number	
Contract Manager Name	
Table of Contents Ref#	

Board Action					
Order	To	Date	Aooroval	Info	Other
1	President	10/8/2021			
2	MTAB&T Committee	10/18/2021			
3	MTA Board	10/20/2021			

Internal Approvals			
Order	Aooroval	Order	Aooroval
	President <i>[Signature]</i>		
	General Counsel & Corporate Secretary <i>[Signature]</i>		
	VP & Chief Procurement Officer <i>[Signature]</i>		

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

PURPOSE:

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

DISCUSSION:

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

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

Schedules <u>Requiring Majority Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule E: Miscellaneous Procurement Contracts	I	\$21.5M
SUBTOTAL	1	\$21.5M
 MTA B&T presents the following procurement actions for Ratification: None		
TOTAL	1	\$21.5M

BUDGET IMPACT:

The purchase/contract will result in obligating operating funds in the amount listed. Funds are available in the current MTA B&T operating budget for this purpose.

RECOMMENDATION:

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

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

**MTA BRIDGES & TUNNELS
TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY**

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

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

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

NOW, the Board resolves as follows:

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

OCTOBER 2021

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

MTA BRIDGES & TUNNELS

Procurements Requiring Majority Vote:

Schedule E: Miscellaneous Procurement Contracts
(Staff Summaries requiring Board approval)

			<u>Staff Summary Attached</u>
1.	Electronic Transaction Consultants, LLC Contract No. 19-IAG-2975 Ten years with one, 3-year option	\$21,543,452	1

B&T is seeking Board approval to award one competitively solicited miscellaneous procurement contract to Electronic Transaction Consultants, LLC to Design, Build, Operate, and Maintain an E-ZPass Interoperability (EZIOP) Hub.

Schedule E: Miscellaneous Procurement Contracts



Item Number: 1

Vendor Name (& Location) Electronic Transaction Consultants, LLC (Richardson, Texas)	Contract Number 19-IAG-2975	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description Design, Build, Operate, and Maintain an E-ZPass Interoperability (EZIOP) Hub	Total Amount:	\$21,543,452.00 (Without option)
Contract Term (including Options, if any) 10 years with a 3-year option	Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Requesting Dept/Div & Dept/Div Head Name: Anne Marie Bressler Vice President, ITS & Tolling	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Contract Manager , Lynn Gore	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		

Purpose:

Bridges and Tunnels (“B&T”) is seeking Board approval under the All-Agency General Contract Procurement Guidelines to award this competitively solicited miscellaneous procurement contract to Electronic Transaction Consultants, LLC. (“ETC”) to design, build, operate, and maintain an E-ZPass Interoperability (“EZIOP”) Hub for 10 years with one, 3-year option in the negotiated contract amount of \$21,543,452. B&T will be reimbursed for the cost of these services as described below.

Discussion:

The Interagency Group (“IAG”) is an association of 34-member toll agencies in 19 states that manage the E-ZPass interoperable electronic toll collection system. The members operate independent Customer Service Centers (“CSCs”) that enroll customers, issue transponders, manage customer accounts, process transactions, and post them to the appropriate customer accounts. Each member agency (“Home agency”), under a Reciprocity agreement, consents to recognize E-ZPass tags issued by other member agencies (“Away agencies”) for toll payment for that Home agency’s toll facilities. The IAG currently provides for tolling reciprocity amongst its members via peer-to-peer file exchange methodologies that facilitate peer-to-peer settlement reporting and associated financial settlements. Currently, each IAG member is associated with a CSC that is interconnected with all other CSCs via a private Multiprotocol Label Switching network. Each member agency and their CSC are responsible for the creation and exchange of files via File Transfer Protocol servers provided by each CSC. This Contract involves the development of an IAG EZIOP Hub that will be inserted, logically, between the CSCs (now called Hub Members) to serve as a central point of communication to and from all other Hub Members and other future entities, including Regional Hubs for toll agencies outside of the E-ZPass system. This Hub will now require a CSC to interface only with the Hub, instead of every other CSC for file exchange and reporting.

The EZIOP Hub will take advantage of advances in the industry to: (1) improve the present IAG Toll Reciprocity architecture and processes, (2) provide a robust, flexible, and easily scalable platform upon which evolving IAG business needs can be addressed, and (3) facilitate National Toll Interoperability. The EZIOP Hub is not required to perform funding settlements, but it will generate all reports necessary to support settlements with other Regional Hubs in addition to generating settlement reports for IAG member agencies. The EZIOP Hub contractor must ensure the accuracy of data and reports used to support settlements. This EZIOP Hub contract includes developing, deploying, operating, and maintaining an EZIOP Hub.

In May 2020, B&T issued a Request for Proposal (“RFP”) on behalf of the IAG members seeking proposals from vendors to design, build, operate and maintain an EZIOP Hub. Requirements for these services were publicly advertised. Eight firms submitted proposals: (1) Conduent State & Local Solutions, Inc; (2) DXC Technology Services LLC; (3) ETC; (4) Egis Projects, Inc.; (5) First Data Government Solutions, LP (FiServ); (6) Harp Data, LLC; (7) TollPlus, LLC; and (8) Web House.

Continued:

The Evaluation Committee included members from the IAG as well as subject-matter experts from tolling and information technology. The proposals were evaluated against established criteria set forth in the RFP, including: (1) Company History; (2) Demonstrated Project Experience and Qualifications; (3) Key Project Team Experience; (4) Approach to Project Plan and Implementation; (5) Approach to Operations and Maintenance; and (6) Price. Oral presentations were conducted with five firms: (1) ETC; (2) Conduent; (3) Egis; (4) FiServ; and (5) TollPlus. Following the oral presentations and reference checks, the proposals were reevaluated, and the Evaluation Committee recommended the IAG negotiate and request Best and Final Offers (“BAFO”) from the two highest-ranked proposal: ETC and TollPlus. After receipt of BAFOs, the Evaluation Committee unanimously recommended ETC for award as ETC was the highest-ranked proposer offering B&T the best value:

- High availability, cost-effective, redundant cloud-based system
- Flexibility and scalability for future IAG needs
- Minimal impact to IAG member back-office operations
- Lowest risk (approach)
- Lowest cost

The Evaluation Committee determined that ETC was technically superior and provided a lower cost than TollPlus. While TollPlus provided a responsive proposal, which was viewed as technically sufficient, its price was \$4.8 million higher than ETC’s.

The duration of the Contract is for 10 years: 48 months for design and implementation phases and eight years for operation and maintenance, which begins 24 months after the completion of the initial implementation phase. This Contract also contains one, 3-year option to be exercised at the IAG’s discretion, subsequent to Board approval. The BAFO of \$21,543,452 is the lowest price submitted by any Proposer and is 22 percent lower than that of TollPlus. The Contract price is deemed the best value and is considered fair and reasonable. The IAG will reimburse B&T 100 percent for the cost of this contract.

The Contract resulting from this solicitation is currently being evaluated to determine the necessity and appropriate scope, if any, for cybersecurity requirements, including any requirements under federal, state, and local law or regulation. The Authority will be working with the vendor to include applicable cybersecurity requirements prior to issuance of the notice of award. ETC is a responsible Contractor.

DBE/MBE/WBE/SDVOB Information:

The MTA Department of Diversity and Civil Rights has established goals of 10 percent MBE, 10 percent WBE, and 2 percent SDVOB for this contract. ETC has submitted an MWBE utilization plan that meets the overall MWBE goal requirements. ETC has not completed any MTA contracts; therefore, no assessment of the firms MWDBE/SDVOB performance is available at this time.

Impact on Funding:

Funding in the amount of \$21,543,452 is available in the Operating Budget. The IAG will reimburse B&T 100 percent for the cost of these services.

Alternatives:

There are no recommended alternatives. The IAG does not have the resources required to perform these services internally.