



Metropolitan Transportation Authority

# Bridges and Tunnels Committee Meeting

## February 2021

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### **Committee Members**

L. Lacewell, Chair

A. Albert

J. Barbas

N. Brown

R. Glucksman

K. Law

D. Mack

H. Mihaltzes

J. Samuelsen

L. Schwartz

V. Tessitore

N. Zuckerman

# **Bridges & Tunnels Committee Meeting**

2 Broadway, 20th Floor Board Room

New York, NY 10004

Thursday, 2/18/2021

10:00 AM - 1:00 PM ET

## **1. Summary of Actions - None**

## **2. Public Comments Period**

## **3. January 2021 Minutes**

*B&T Committee Minutes - January 2021 - Page 3*

## **4. Committee Work Plan**

*B&T Committee Work Plan - Page 4*

## **5. Report on Operations - December 2020**

*B&T Report on Operations - December 2020 - Page 10*

## **6. Safety Report - December 2020**

*B&T Safety Report - December 2020 - Page 24*

## **7. 2020 Customer Environment Report**

*B&T 2020 Customer Environment Report - Page 29*

## **8. Financial Report - January 2021**

*B&T Financial Report - January 2021 - Page 39*

## **9. 2020 B&T Operating Surplus (Action Item)**

*2020 B&T Operating Surplus (Action Item) - Page 54*

## **10. Capital Program Project Status Report - January 2021**

*B&T Capital Program Project Status Report - January 2021 - Page 65*

## **11. Procurements - None**

## **12. Diversity Report - Fourth Quarter 2020**

*B&T Diversity Report - Fourth Quarter 2020 - Page 72*



# Bridges and Tunnels

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## Minutes of Committee Meeting January 2021

Because of the ongoing COVID-19 public health crisis, the MTA Chairman convened a one-day, virtual Board and Committee meeting session on January 21, 2021 which included the following MTA committees:

- Long Island Rail Road and Metro-North Railroad;
- New York City Transit;
- MTA Bridges and Tunnels;
- Finance;
- Capital Program Oversight Committee;
- Audit Committee; and
- Safety Committee

To see a summary of the meeting and the actions taken by the Bridges and Tunnels Committee, please refer to the January 21, 2021 Board minutes in the February 2021 Board Book available here on the Board materials website: <https://new.mta.info/transparency/board-and-committee-meetings/february-2021>.



# Bridges and Tunnels

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## Committee Work Plan

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# BRIDGES & TUNNELS COMMITTEE WORK PLAN

## I. RECURRING AGENDA ITEMS

<u>TOPIC</u>	<u>Responsibility</u>
Approval of Minutes	Committee Chair & Members
Committee Work Plan	Committee Chair & Members
Report on Operations	Revenue Management
Safety Report	Safety & Health
Financial Report	Controller/Planning & Budget
Capital Program Project Status Report	Construction & Development/ Planning & Budget
Procurements	Procurement & Materials
Action Items (if any)	

## II. SPECIFIC AGENDA ITEMS

	<u>Responsibility</u>
<u>February 2021</u>	
Preliminary Review of 2020 Operating Budget Results	Planning & Budget
2021 Adopted Budget/Financial Plan 2021-2024	Planning & Budget
2020 B&T Operating Surplus	Controller
2020 Customer Environment Report	Operations
Diversity Report – 4 <sup>th</sup> Quarter 2020	EEO
<u>March 2021</u>	
Annual Procurement Contracts Report	Procurement & Materials/ Finance
<u>April 2021</u>	
Final Review of 2020 Year-End Operating Results	Planning & Budget
<u>May 2021</u>	
Diversity Report – 1 <sup>st</sup> Quarter 2021	EEO
<u>June 2021</u>	
No items scheduled	
<u>July 2021</u>	
No items scheduled	
<u>August 2021</u>	
No meeting scheduled	
<u>September 2021</u>	
2022 Preliminary Budget	Planning & Budget
Diversity Report – 2 <sup>nd</sup> Quarter 2021	EEO

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 – 3<sup>rd</sup> Quarter 2021

Committee Chair & Members

Planning & Budget

EEO

January 2022

Approval of 2022 Work Plan

Committee Chair & Members

## **BRIDGES & TUNNELS COMMITTEE WORK PLAN**

### **Detailed Summary**

#### **I. RECURRING**

##### Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

##### Report on Operations

Summary of major B&T service indicators, including graphs and tables depicting total traffic for all facilities, 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**

### **FEBRUARY 2021**

#### Preliminary Review of 2020 Operating Budget Results

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

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

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

#### 2020 B&T Operating Surplus

The Committee will recommend action to the Board.

#### 2020 Customer Environment Report

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

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

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

### **MARCH 2021**

#### Annual Procurement Contracts Report

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

### **APRIL 2021**

#### Final Review of 2020 Year-End Operating Results

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

### **MAY 2021**

#### Diversity Report – 1<sup>st</sup> Quarter 2021

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

## **JUNE 2021**

No items scheduled

## **JULY 2021**

No items scheduled

## **AUGUST 2021**

No meeting scheduled

## **SEPTEMBER 2021**

### 2022 Preliminary Budget

Agency will present highlights of the Preliminary Budget to the Committee. Public comment will be accepted on the 2022 Preliminary Budget.

## **SEPTEMBER 2021 (cont'd)**

### Diversity Report – 2<sup>nd</sup> Quarter 2021

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

## **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 – 3<sup>rd</sup> 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.



# Bridges and Tunnels

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## Report on Operations December 2020

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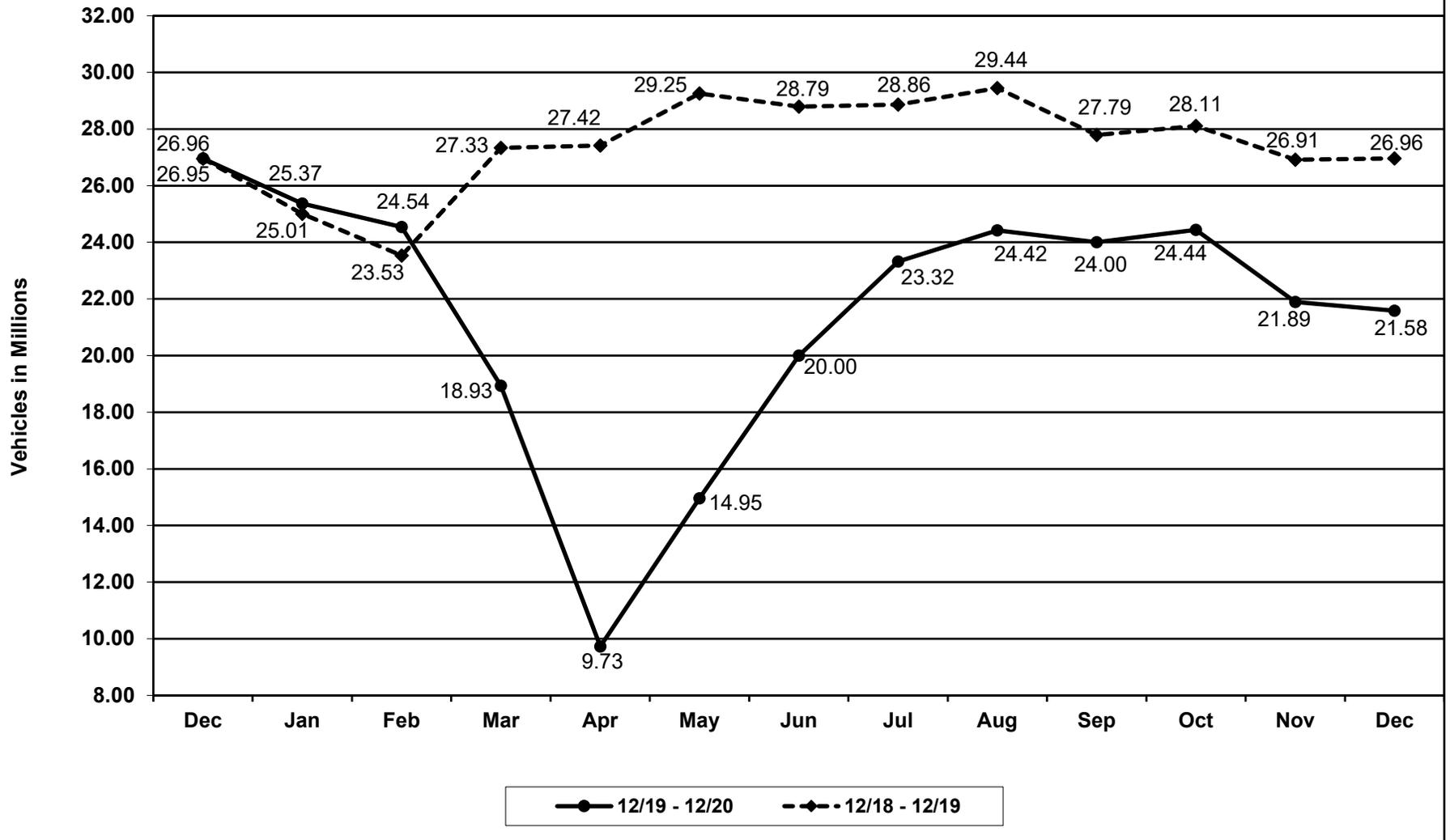
## **MTA Bridges and Tunnels December 2020 Traffic Trends**

### **Summary**

In December, B&T paid vehicle traffic was 21.6 million vehicles, which was 19.9% lower than in the same period in 2019. COVID-19 impacts continued to reduce regional traffic, and in 2020, B&T paid vehicles totaled 253.2 million, a decrease of 23.2% from 2019 levels. Other major operational events in December included implementing Split Tolling at the Verrazzano-Narrows Bridge on December 1, 2020 and a Nor'easter that hit the region on December 16<sup>th</sup> and 17<sup>th</sup>, which was primarily responsible for 10.2 inches of snow in the month, compared to just 2 inches in December 2019.

Average daily traffic decreased by 20.9% for passenger cars and by 7.3% for other vehicles compared to December 2019. Average daily E-ZPass transactions decreased by 21.2% on a year-to-year basis for the month, and Tolls by Mail transactions increased by 5.9%. December E-ZPass market share was 94.1%, slightly higher than in November but 1.1 percentage points below the same period in 2019.

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



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

<b>All B&amp;T Facilities by Method of Payment</b>			
	December 2020	December 2019	2020 YTD
E-ZPass <sup>1</sup>	20,307,793	25,658,704	240,147,599
Tolls by Mail <sup>1</sup>	1,271,446	1,297,030	13,036,534
<b>Total</b>	<b>21,579,239</b>	<b>26,955,734</b>	<b>253,184,133</b>
<b>E-ZPass Market Share:</b>			
Total	94.1%	95.2%	94.9%
Cars	93.9%	95.1%	94.7%
Trucks	97.0%	96.3%	96.7%

Facility	<b>Average Weekday<sup>2</sup></b>						<b>Average Weekend<sup>2</sup></b>					
	December 2020			E-ZPass Market Share			December 2020			E-ZPass Market Share		
	Total	E-ZPass	TBM	Dec 2020	Dec 2019	Change	Total	E-ZPass	TBM	Dec 2020	Dec 2019	Change
Bronx-Whitestone Bridge	110,710	103,135	7,575	93.2%	94.4%	-1.2%	100,036	91,378	8,658	91.3%	92.4%	-1.1%
Cross Bay Bridge	19,369	18,485	884	95.4%	97.3%	-1.8%	15,283	14,447	836	94.5%	95.9%	-1.4%
Henry Hudson Bridge	52,359	49,810	2,549	95.1%	96.0%	-0.8%	40,702	38,141	2,560	93.7%	95.0%	-1.3%
Hugh L. Carey Tunnel	48,890	46,908	1,982	95.9%	96.2%	-0.3%	31,522	29,741	1,780	94.4%	94.5%	-0.2%
Marine Parkway Bridge	17,644	17,043	601	96.6%	97.3%	-0.7%	13,491	12,901	589	95.6%	96.4%	-0.8%
Queens Midtown Tunnel	61,131	58,082	3,049	95.0%	96.8%	-1.8%	42,737	39,725	3,012	93.0%	95.4%	-2.4%
Robert F. Kennedy Bridge	147,150	138,325	8,825	94.0%	95.6%	-1.6%	119,584	110,405	9,179	92.3%	93.9%	-1.5%
Throgs Neck Bridge	89,556	84,349	5,207	94.2%	95.1%	-0.9%	82,908	76,432	6,476	92.2%	93.0%	-0.8%
Verrazzano-Narrows Bridge <sup>1</sup>	<u>187,375</u>	<u>178,661</u>	<u>8,715</u>	<u>95.3%</u>	<u>96.4%</u>	<u>-1.0%</u>	<u>163,216</u>	<u>152,979</u>	<u>10,237</u>	<u>93.7%</u>	<u>94.6%</u>	<u>-0.9%</u>
<b>All Facilities<sup>1</sup></b>	<b>734,184</b>	<b>694,798</b>	<b>39,386</b>	<b>94.6%</b>	<b>95.9%</b>	<b>-1.2%</b>	<b>609,477</b>	<b>566,149</b>	<b>43,328</b>	<b>92.9%</b>	<b>94.1%</b>	<b>-1.2%</b>

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

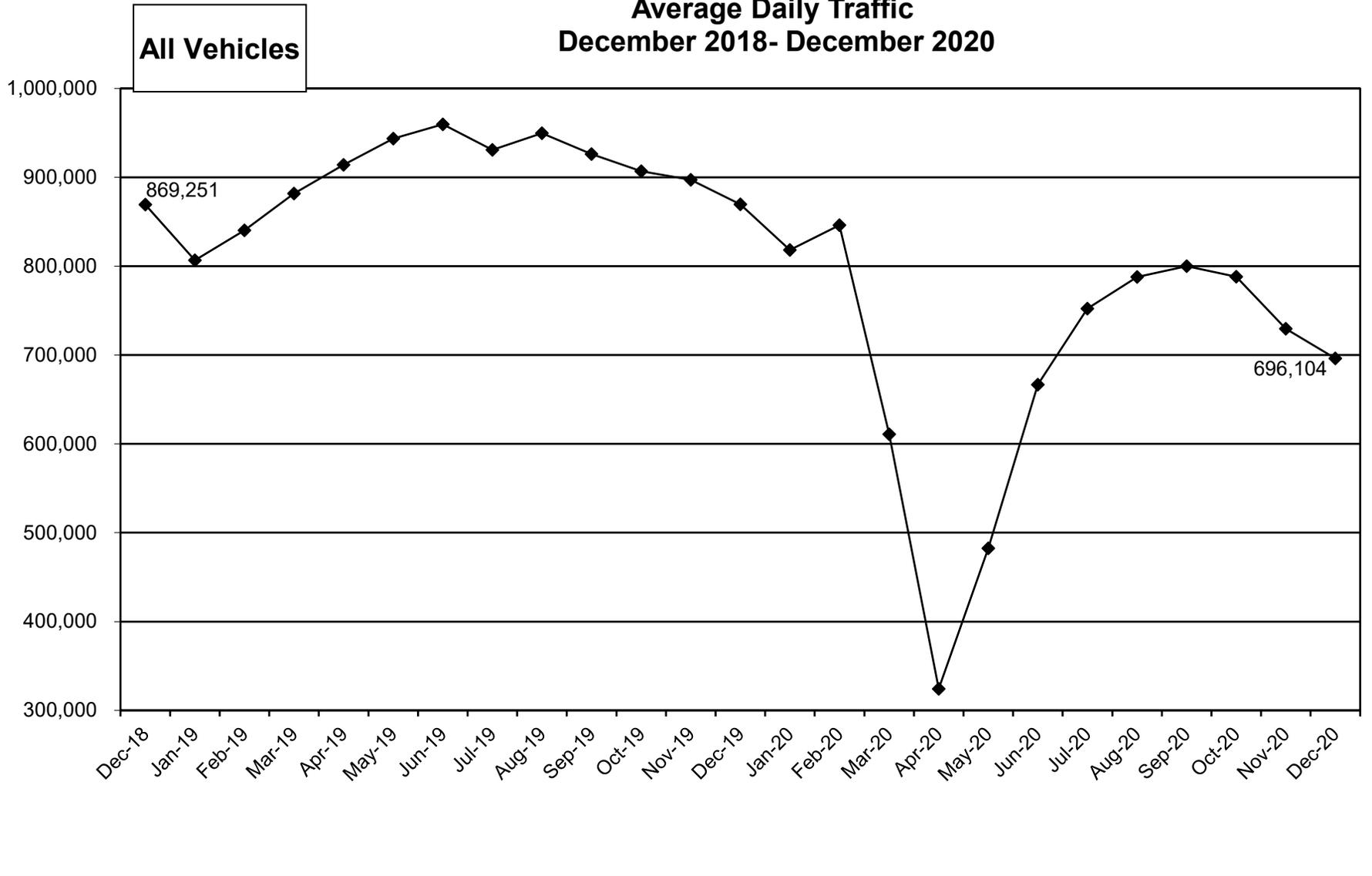
<b>Distribution by Facility &amp; Time Period</b>			
Facility	December 2020		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	22.1%	23.2%	54.7%
Cross Bay Bridge	21.2%	24.6%	54.3%
Henry Hudson Bridge	20.9%	30.3%	48.8%
Hugh L. Carey Tunnel	23.6%	27.7%	48.6%
Marine Parkway Bridge	22.0%	26.6%	51.4%
Queens Midtown Tunnel	24.3%	24.4%	51.3%
Robert F. Kennedy Bridge	23.8%	22.7%	53.5%
Throgs Neck Bridge	23.0%	23.5%	53.6%
Verrazzano-Narrows Bridge <sup>1</sup>	<u>22.1%</u>	<u>24.4%</u>	<u>53.5%</u>
<b>All Facilities</b>	<b>22.7%</b>	<b>24.5%</b>	<b>52.8%</b>

<b>Payment Method by Facility (Transactions)</b>			
Facility	December 2020		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls by Mail
Bronx-Whitestone Bridge	87.6%	5.0%	7.4%
Cross Bay Bridge	93.8%	1.4%	4.9%
Henry Hudson Bridge	84.8%	9.9%	5.3%
Hugh L. Carey Tunnel	89.0%	6.5%	4.5%
Marine Parkway Bridge	93.6%	2.7%	3.7%
Queens Midtown Tunnel	87.8%	6.7%	5.5%
Robert F. Kennedy Bridge	87.4%	6.1%	6.5%
Throgs Neck Bridge	85.8%	7.8%	6.5%
Verrazzano-Narrows Bridge	<u>85.5%</u>	<u>9.3%</u>	<u>5.2%</u>
<b>All Facilities</b>	<b>87.0%</b>	<b>7.1%</b>	<b>5.9%</b>

Note:

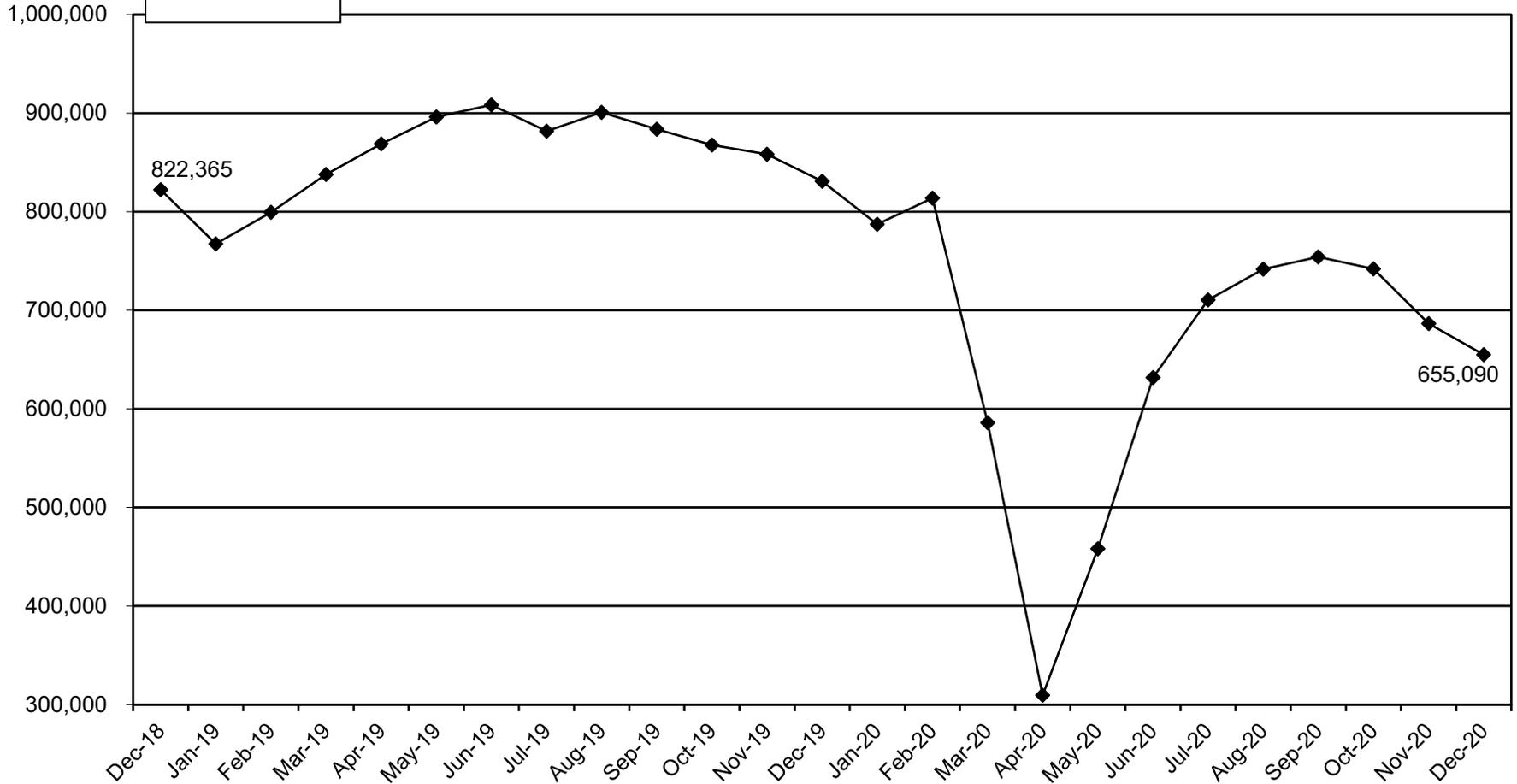
1. At the Verrazzano-Narrows Bridge (VNB), tolls were only collected in the westbound direction prior to December 1, 2020.

### MTA Bridges and Tunnels Average Daily Traffic December 2018- December 2020



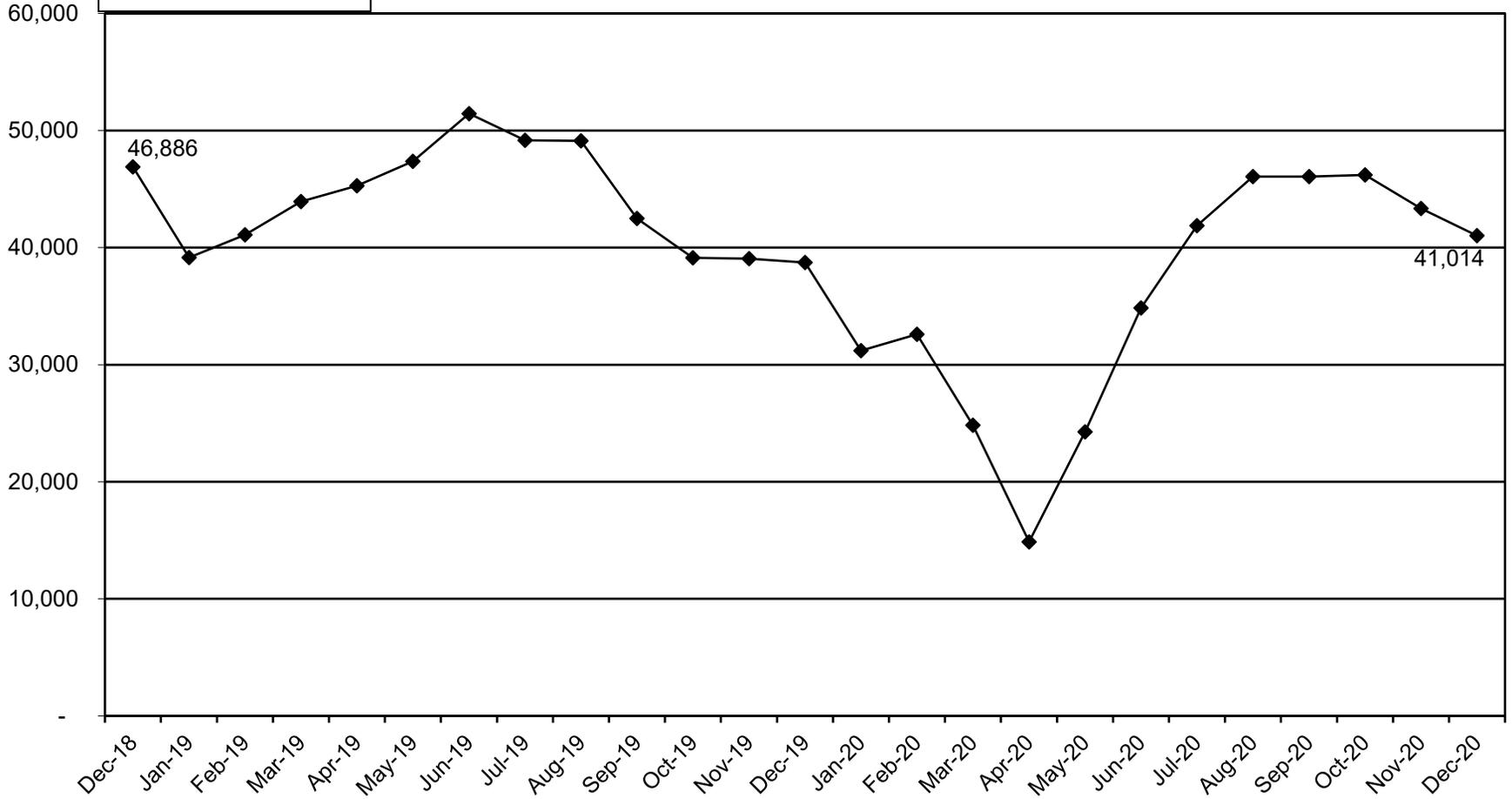
### MTA Bridges and Tunnels Average Daily Traffic December 2018- December 2020

**E-ZPass  
Vehicles**

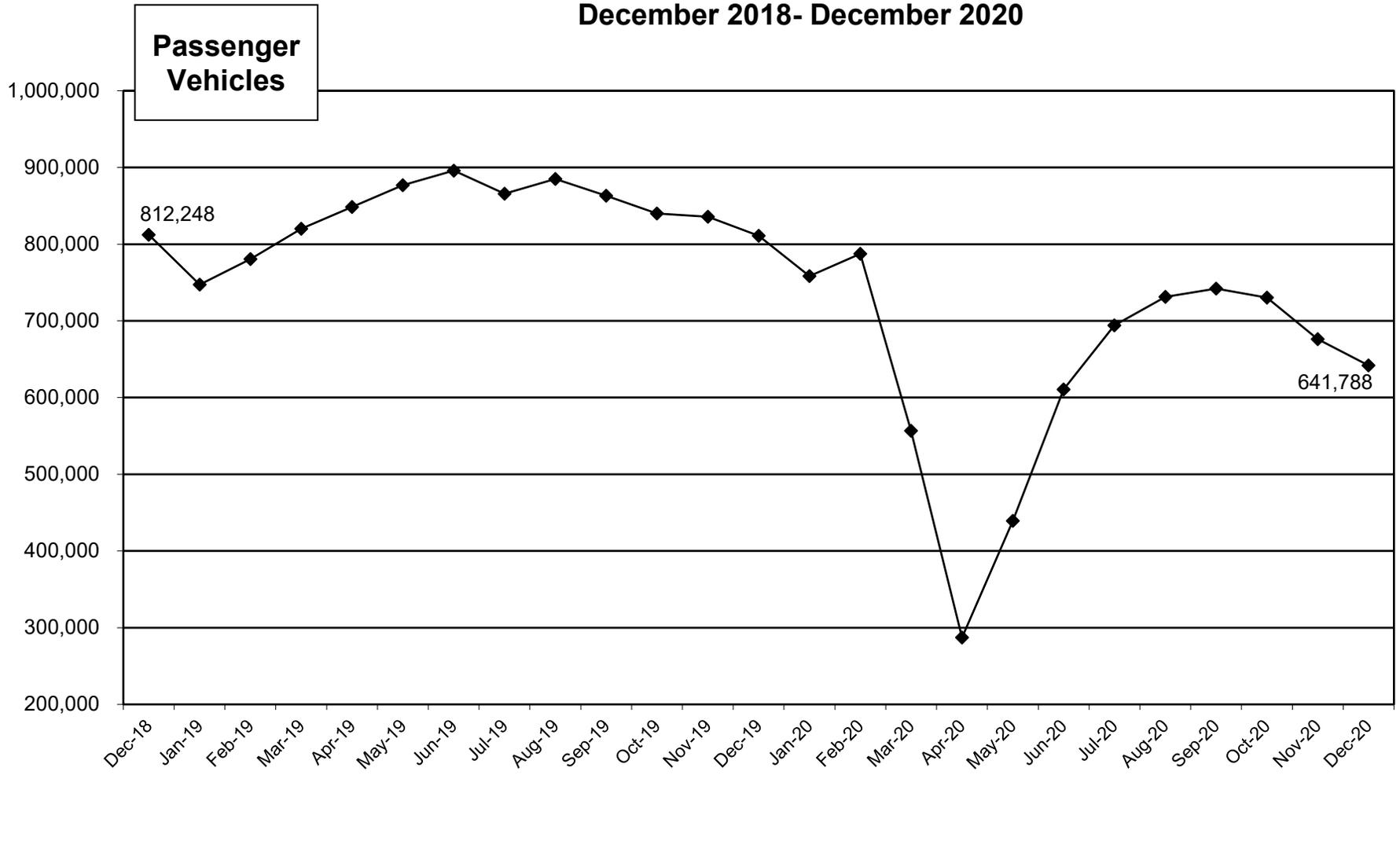


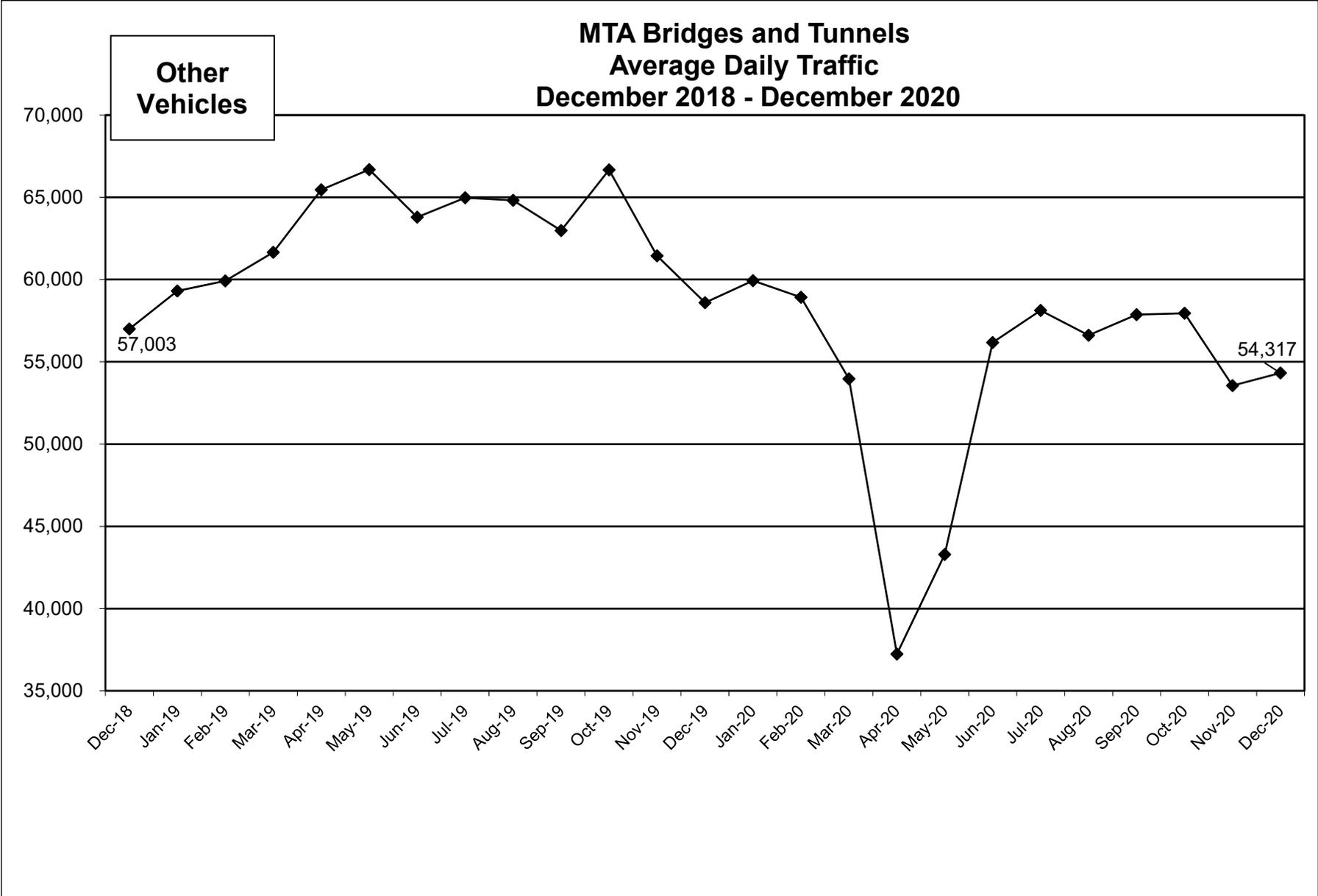
### MTA Bridges and Tunnels Average Daily Traffic December 2018- December 2020

**Tolls by Mail  
Vehicles**



### MTA Bridges and Tunnels Average Daily Traffic December 2018- December 2020





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

Corridor	Toll Media	Dec(1)	3 Months(2) (Oct-Dec)	6 Months(3) (Jul-Dec)	9 Months(4) (Apr-Dec)	12 Months(5) (Jan-Dec)
All Facilities	Total Vehicles	-19.9%	-17.2%	-16.9%	-27.3%	-23.3%
	E-ZPass	-21.2%	-18.5%	-17.9%	-27.9%	-23.4%
	Tolls by Mail	5.9%	11.7%	2.6%	-15.6%	-18.8%
RFK Bridge	Total Vehicles	-21.3%	-18.0%	-18.4%	-28.8%	-24.8%
	E-ZPass	-22.8%	-19.6%	-19.7%	-29.7%	-25.0%
	Tolls by Mail	8.9%	16.6%	6.6%	-13.3%	-17.9%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-25.6%	-23.1%	-23.4%	-35.9%	-30.5%
	E-ZPass	-27.0%	-24.7%	-24.7%	-36.9%	-30.9%
	Tolls by Mail	17.0%	28.4%	15.4%	-10.9%	-16.8%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-20.1%	-16.8%	-16.3%	-27.3%	-22.1%
	E-ZPass	-21.3%	-18.0%	-17.1%	-27.8%	-21.9%
	Tolls by Mail	-0.8%	4.6%	-3.7%	-16.2%	-21.5%
Verrazzano-Narrows Bridge*	Total Vehicles	-12.6%	-11.2%	-11.4%	-20.8%	-17.7%
	E-ZPass	-13.7%	-12.3%	-12.2%	-21.2%	-17.6%
	Tolls by Mail	13.8%	14.0%	4.8%	-11.2%	-14.1%
Henry Hudson Bridge	Total Vehicles	-29.0%	-24.8%	-23.8%	-37.7%	-32.1%
	E-ZPass	-29.8%	-25.8%	-24.6%	-38.1%	-32.1%
	Tolls By Mail	-9.1%	-0.6%	-7.6%	-28.5%	-30.0%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-16.9%	-13.1%	-9.6%	-17.2%	-15.1%
	E-ZPass	-17.7%	-14.1%	-10.4%	-17.7%	-15.2%
	Tolls by Mail	4.4%	15.7%	10.2%	-3.8%	-6.6%

(1) December 2020 vs. December 2019

(2) October 2020 to December 2020 vs. October 2019 to December 2019

(3) July 2020 to December 2020 vs. July 2019 to December 2019

(4) April 2020 to December 2020 vs. April 2019 to December 2019

(5) January 2020 to December 2020 vs. January 2019 to December 2019

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

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

Corridor	Toll Media	Dec(1)	3 Months(2) (Oct-Dec)	6 Months(3) (Jul-Dec)	9 Months(4) (Apr-Dec)	12 Months(5) (Jan-Dec)
All Facilities	Total Vehicles	-19.9%	-17.2%	-16.9%	-27.3%	-23.3%
	Passenger	-20.9%	-17.6%	-17.4%	-28.0%	-24.0%
	Other	-7.3%	-11.2%	-10.8%	-17.4%	-14.3%
RFK Bridge	Total Vehicles	-21.3%	-18.0%	-18.4%	-28.8%	-24.8%
	Passenger	-22.0%	-18.2%	-18.6%	-29.4%	-25.4%
	Other	-12.9%	-15.4%	-15.1%	-21.4%	-17.9%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-25.6%	-23.1%	-23.4%	-35.9%	-30.5%
	Passenger	-26.1%	-23.2%	-23.7%	-36.4%	-31.0%
	Other	-19.6%	-20.8%	-19.2%	-29.3%	-24.0%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-20.1%	-16.8%	-16.3%	-27.3%	-22.1%
	Passenger	-21.6%	-17.7%	-17.3%	-28.0%	-23.3%
	Other	-3.8%	-7.0%	-6.1%	-16.6%	-8.9%
Verrazzano-Narrows Bridge*	Total Vehicles	-12.6%	-11.2%	-11.4%	-20.8%	-17.7%
	Passenger	-13.7%	-11.7%	-11.8%	-21.3%	-18.3%
	Other	4.3%	-4.4%	-5.9%	-12.6%	-10.1%
Henry Hudson Bridge	Total Vehicles	-29.0%	-24.8%	-23.8%	-37.7%	-32.1%
	Passenger	-28.8%	-24.7%	-23.7%	-37.6%	-32.1%
	Other	-40.2%	-34.6%	-33.7%	-45.7%	-36.3%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-16.9%	-13.1%	-9.6%	-17.2%	-15.1%
	Passenger	-17.0%	-12.8%	-9.2%	-16.7%	-14.7%
	Other	-16.1%	-17.9%	-17.2%	-25.0%	-21.4%

(1) December 2020 vs. December 2019

(2) October 2020 to December 2020 vs. October 2019 to December 2019

(3) July 2020 to December 2020 vs. July 2019 to December 2019

(4) April 2020 to December 2020 vs. April 2019 to December 2019

(5) January 2020 to December 2020 vs. January 2019 to December 2019

## Supplemental Data Page for the Report on Operations

<u>Month</u>	<u>Traffic &amp; Average Gas Price<sup>(1)</sup></u>		<u>Weather<sup>(2)</sup></u>			<u>Precipitation Days</u>
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	
Dec-18	26,946,779	\$2.66	41	6.9	-	11
Jan-19	25,005,762	\$2.51	33	3.9	0.6	9
Feb-19	23,532,562	\$2.48	36	3.6	3.3	11
Mar-19 <sup>(3)</sup>	27,332,093	\$2.63	42	3.9	10.4	9
Apr-19	27,419,476	\$2.84	55	4.4	-	17
May-19	29,249,471	\$3.00	64	6.4	-	18
Jun-19	28,792,254	\$2.91	73	4.9	-	13
Jul-19	28,857,383	\$2.90	82	6.1	-	10
Aug-19	29,442,733	\$2.84	78	3.1	-	9
Sep-19	27,785,633	\$2.71	72	0.6	-	3
Oct-19	28,109,963	\$2.68	61	5.6	-	14
Nov-19	26,913,543	\$2.68	45	1.6	-	9
Dec-19	26,955,736	\$2.67	39	7.2	2.0	14
<b>Jan-20</b>	<b>25,368,494</b>	<b>\$2.71</b>	<b>39</b>	<b>1.6</b>	<b>2.6</b>	<b>9</b>
<b>Feb-20</b>	<b>24,540,667</b>	<b>\$2.72</b>	<b>40</b>	<b>2.7</b>	<b>-</b>	<b>12</b>
<b>Mar-20</b>	<b>18,934,838</b>	<b>\$2.48</b>	<b>48</b>	<b>2.7</b>	<b>-</b>	<b>12</b>
<b>Apr-20</b>	<b>9,730,391</b>	<b>\$2.26</b>	<b>51</b>	<b>4.5</b>	<b>-</b>	<b>14</b>
<b>May-20</b>	<b>14,953,991</b>	<b>\$2.15</b>	<b>61</b>	<b>1.2</b>	<b>-</b>	<b>11</b>
<b>Jun-20</b>	<b>20,001,850</b>	<b>\$2.21</b>	<b>76</b>	<b>1.1</b>	<b>-</b>	<b>8</b>
<b>Jul-20</b>	<b>23,322,086</b>	<b>\$2.26</b>	<b>83</b>	<b>4.7</b>	<b>-</b>	<b>12</b>
<b>Aug-20</b>	<b>24,423,978</b>	<b>\$2.25</b>	<b>80</b>	<b>4.9</b>	<b>-</b>	<b>13</b>
<b>Sep-20</b>	<b>24,002,331</b>	<b>\$2.26</b>	<b>70</b>	<b>4.1</b>	<b>-</b>	<b>9</b>
<b>Oct-20</b>	<b>24,436,269</b>	<b>\$2.25</b>	<b>60</b>	<b>5.2</b>	<b>-</b>	<b>13</b>
<b>Nov-20</b>	<b>21,889,999</b>	<b>\$2.21</b>	<b>54</b>	<b>4.4</b>	<b>-</b>	<b>8</b>
<b>Dec-20</b>	<b>21,579,239</b>	<b>\$2.29</b>	<b>41</b>	<b>3.5</b>	<b>10.2</b>	<b>10</b>

Note: Bold numbers are preliminary.

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

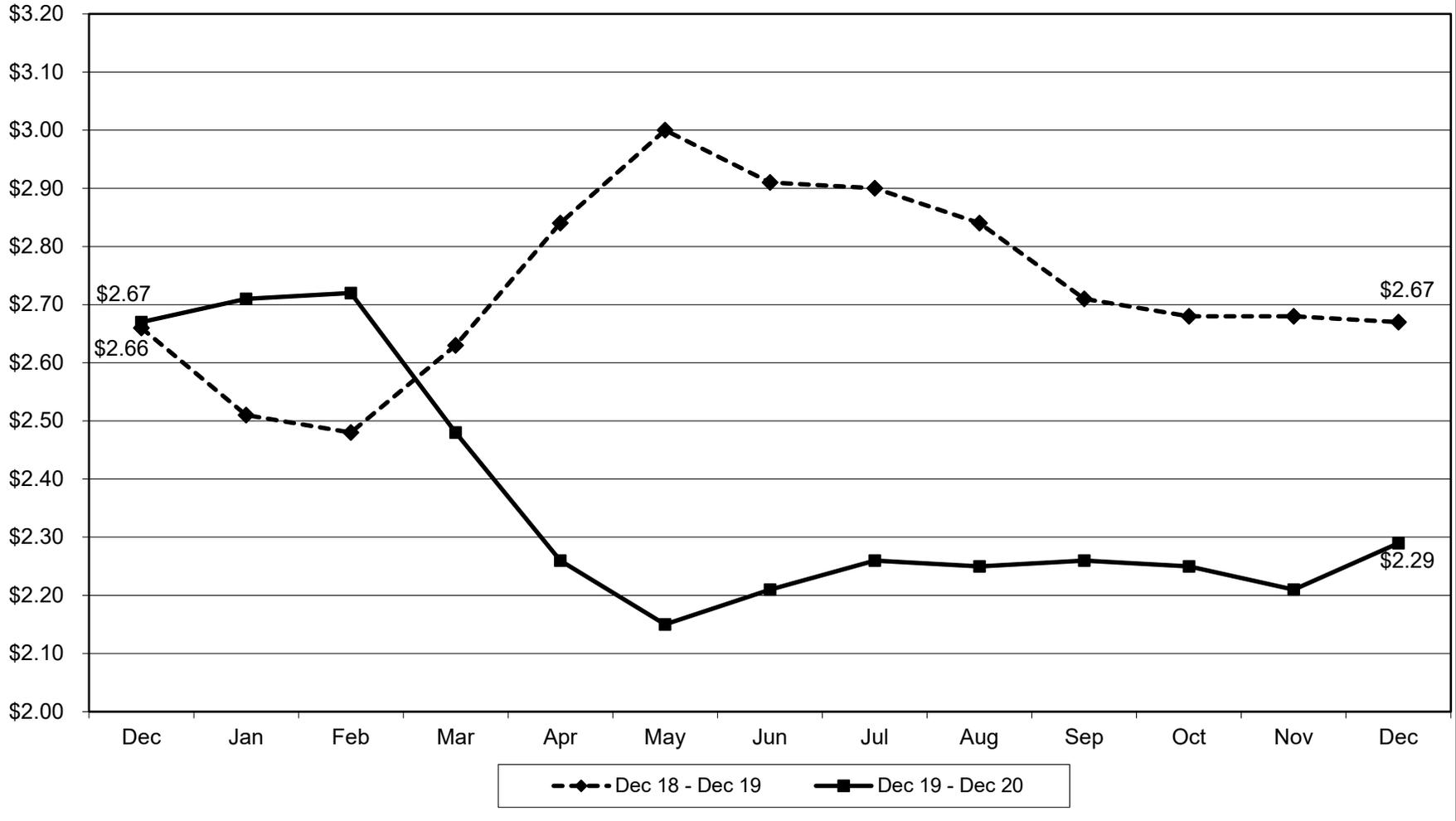
<u>Month</u>	<u>Traffic &amp; Gas Monthly Inc/(Dec)</u>		<u>Weather Monthly Inc/(Dec)</u>			<u>Precipitation Days</u>
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	
<b>2019 vs. 2018</b>						
December	8,957	\$0.01	(2)	0.3	2	3
<b>2020 vs. 2019</b>						
January	362,732	\$0.20	6	(2.3)	2	0
February	1,008,105	\$0.24	4	(0.9)	(3)	1
March	(8,397,255)	(\$0.15)	6	(1.2)	(10)	3
April	(17,689,085)	(\$0.58)	(4)	0.1	-	(3)
May	(14,295,480)	(\$0.85)	(3)	(5.2)	-	(7)
June	(8,790,404)	(\$0.70)	3	(3.8)	-	(5)
July	(5,535,297)	(\$0.64)	1	(1.4)	-	2
August	(5,018,755)	(\$0.59)	2	1.8	-	4
September	(3,783,302)	(\$0.45)	(2)	3.5	-	6
October	(3,673,694)	(\$0.43)	(1)	(0.4)	-	(1)
November	(5,023,544)	(\$0.47)	9	2.8	-	(1)
December	(5,376,497)	(\$0.38)	2	(3.7)	8	(4)

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 Graph Gas Prices in the NY-NJ-CT-PA Area December 2019 - December 2020





# Bridges and Tunnels

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## Safety Report December 2020



## Safety Report

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

Performance Indicator				
Performance Indicator	12-Month Average			
	January 2018 - December 2018	January 2019 - December 2019	January 2020 - December 2020	
Customer Collisions Rate per Million Vehicles	6.57	6.26	4.06	
Customer Injury Collisions Rate per Million Vehicles	1.01	0.87	0.70	
Employee Accident Reports	266	200	146	
Employee Lost Time Injuries Rate per 200,000 Hours Worked	8.2	6.0	5.7	
Construction Injuries per 200,000 Hours Worked	1.38	2.36	2.21	
Leading Indicators				
Roadway Safety	2019		2020	
	December	Year End	December	Year to Date
Workforce Development (# of Participants)	0	429	8	270
Fleet Preventative Maintenance Insp.	141	1608	131	1463
Safety Taskforce Inspections	3	13	0 *	0 *
Construction Safety	December	Year End	December	Year to Date
Construction Safety Inspections	146	2381	77	1621
Fire Safety	December	Year End	December	Year to Date
Fire Code Audits Completed	1	15	0	14
FDNY Liaison Visits	1	32	0	12

\* Safety Manager evaluations at each B&T facility supersedes task force inspections due to COVID 19.

### Definitions:

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

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

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

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

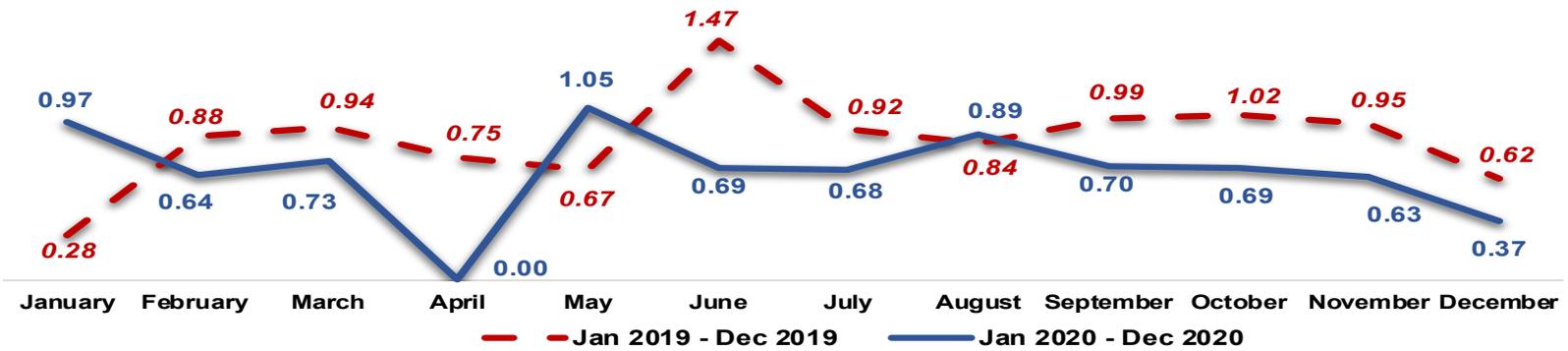
**Fire Code Audits** are required by the NYS Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

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

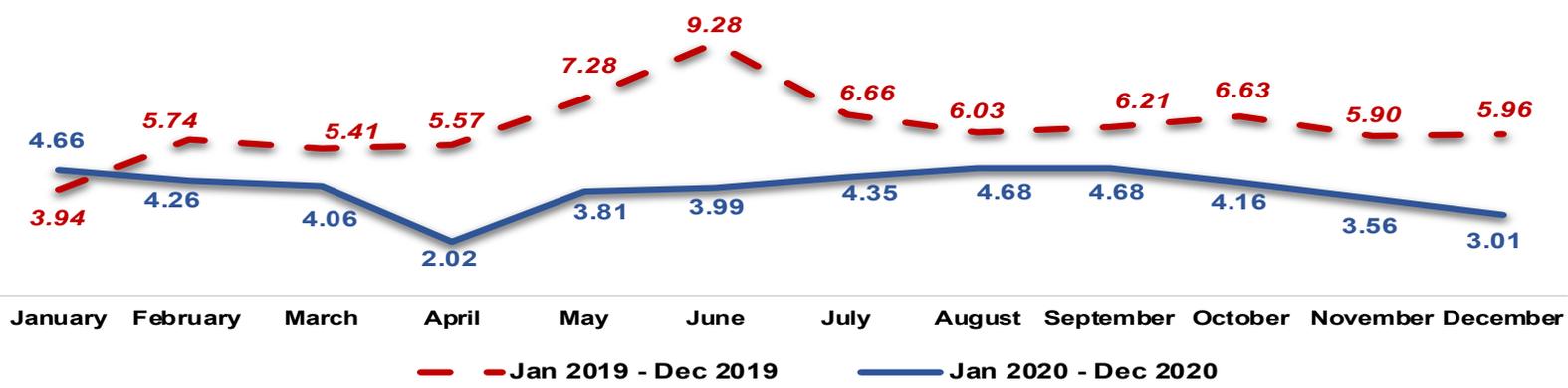


## Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



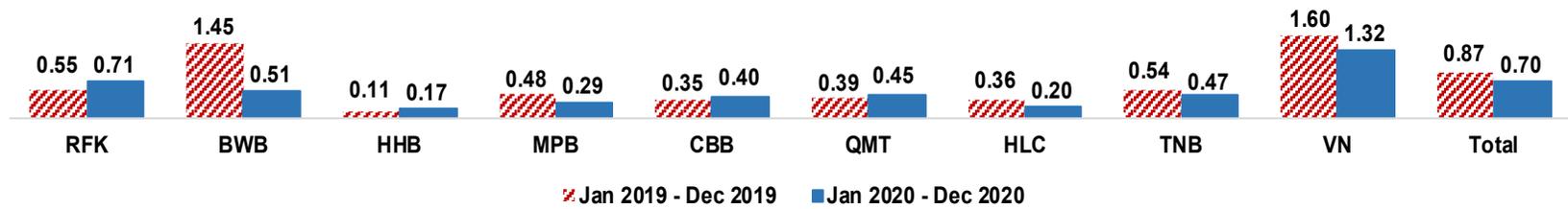
Total Collisions per Million Vehicles



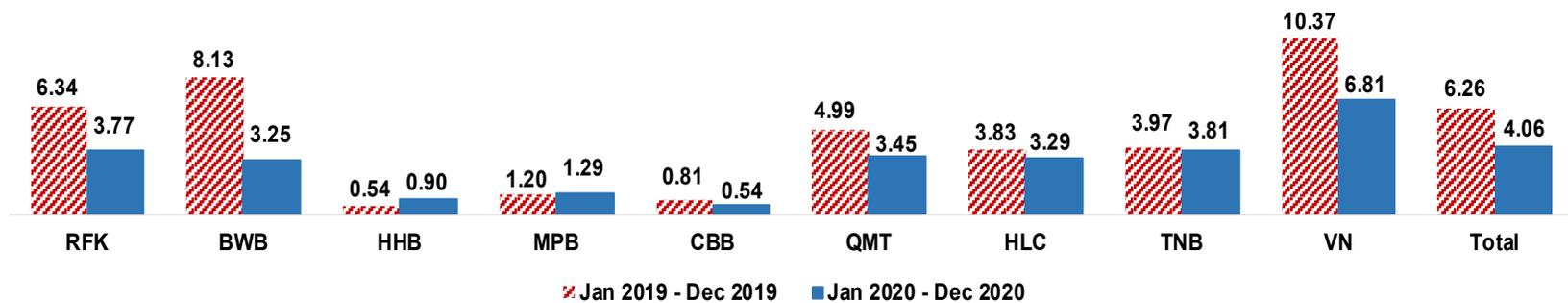


## Collision Rates by Facility Year over Year Comparison of 12-Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





## Collision Rates by Facility

Total Collisions per Million Vehicles: Dec 2019 – Dec 2020

	19-Dec	20-Jan	20-Feb	20-Mar	20-Apr	20-May	20-Jun	20-Jul	20-Aug	20-Sep	20-Oct	20-Nov	20-Dec
<b>RFK</b>	8.38	3.92	3.83	4.20	1.59	4.36	3.19	3.89	3.98	3.15	3.66	4.96	6.19
<b>BWB</b>	5.89	5.35	5.89	3.41	0.66	2.63	2.36	3.94	3.63	2.14	3.15	1.47	8.12
<b>TNB</b>	2.82	5.46	3.73	2.33	1.33	4.35	2.75	4.61	3.63	4.71	5.30	2.76	4.16
<b>VNB</b>	9.09	6.48	5.97	7.67	3.12	4.25	7.89	6.86	9.79	10.48	6.29	5.85	8.75
<b>QMT</b>	5.66	3.84	4.29	2.52	3.42	8.83	1.46	5.39	2.17	2.11	3.50	3.45	4.81
<b>HLC</b>	3.05	5.96	3.30	0.93	2.41	2.82	5.31	2.21	2.07	3.36	4.50	2.95	3.68
<b>HHB</b>	0.47	0.50	1.03	1.56	2.20	0.00	0.82	0.00	0.57	1.11	1.07	0.62	0.91
<b>MPB</b>	3.14	0.00	0.00	2.11	3.27	0.00	3.09	2.41	2.53	1.47	0.00	0.00	3.17
<b>CBB</b>	0.00	1.53	0.00	0.00	0.00	1.88	0.00	1.23	0.00	0.00	1.56	0.00	0.00
<b>Total</b>	5.96	4.66	4.26	4.06	2.02	3.81	3.99	4.35	4.68	4.68	4.16	3.56	3.01



# Bridges and Tunnels

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## 2020 Customer Environment Report

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**KEY CUSTOMER SERVICE AREAS**

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

**SCOPE OF THE OPERATIONS AND MAINTENANCE DEPARTMENTS**

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The Operations and Maintenance Departments operates and maintains MTA Bridges and Tunnels’ seven bridges and two tunnels in a manner that ensures safe, continuous, expeditious, efficient, and courteous service to its customers who drive more than 256 million vehicles over its facilities annually.

The Operations and Maintenance Departments are responsible for the operation and maintenance of:

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

**CRITICAL OBJECTIVES**

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

**EXECUTIVE SUMMARY**

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The following is a summary of 2020 results:

**Customer Environment**

In 2020, B&T striped a total of 88,313 linear feet of roadway at its facilities. Clear roadway striping helps B&T customers safely navigate its crossings. To enhance the customer environment, B&T repaired 954 potholes and swept 13,397 miles of roadway in 2020.

**Customer Safety**

B&T customer safety performance improved in 2020. The total collision rate per million vehicles was 4.06, 35.1% better than the 6.26 rate in 2019. The collision with injury rate per million vehicles also improved by 19.7% in 2020, compared to 2019 (0.70 versus 0.87, respectively).



**PERFORMANCE REPORT**

**Maintenance Work Orders**

A completed maintenance work order indicates the completion of a maintenance task that was either scheduled or requested; an emergency work order relates to high priority conditions that directly impact customers. In 2020, B&T completed 11,698 work orders. The average time to complete emergency work orders was 0.3 days.

**Roadway Lights in Service (%)**

In 2020, 97.6% of B&T roadway lights were in service, 1.3% more than 2019.

**Roadway Sweeping**

B&T swept 13,397 miles of roadway in 2020, 2.6% less than the 13,758 miles swept in 2019.

**Storm Drains**

B&T cleaned 3.7% fewer storm drains in 2020 compared to 2019 (4,208 versus 4,368, respectively).

**Potholes Repaired**

B&T repaired 954 potholes in 2020, 51.5% less than 2019. There were fewer potholes to repair in 2020 with lower vehicle traffic volume, due to the operational impacts of COVID-19.

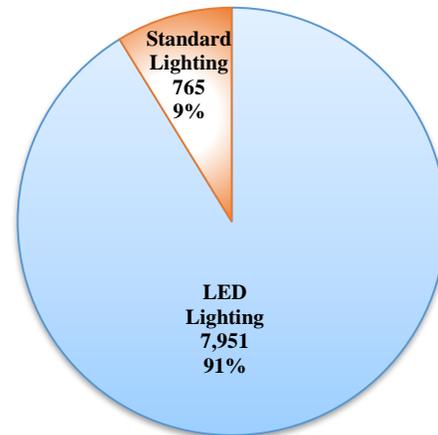
**Roadway Striping**

Roadway striping enhances the ability of customers to safely and efficiently cross B&T facilities. In 2020, B&T striped 88,313 linear feet of roadway, 78.5% less than 2019 (410,383 linear feet).

**LED Lighting**

B&T continues to upgrade its conventional roadway lighting to high efficiency LED lighting. As of year-end 2020, B&T has upgraded 91% of its lighting to LED.

**Standard Lighting vs. LED Lighting: 2020**



<b>Performance Statistics</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2019 vs. 2020 % Change</b>
Completed Maintenance Work Orders (All)	13,877	13,901	14,288	11,698	(18.1%)
Maintenance Work Orders (Emergency)	22	16	10	11	10.0%
Avg. days to completion for emergency work order	0.2	0.4	0.4	0.3	(25.0%)
Potholes repaired	2,899	3,855	1,966	954	(51.5%)
Roadway sweeping (miles)	11,269	13,014	13,758	13,397	(2.6%)
Roadway lights in service (%)	90.9%	95.5%	96.3%	97.6%	1.3%
Storm drains cleaned	3,269	2,000	4,368	4,208	(3.7%)
Tunnel cleaning -walls and ceilings (linear ft.)	519,690	4,335,053	13,233,161	10,681,374	(19.3%)
Roadway striping replaced (linear ft.)	617,436	379,651	410,383	88,313	(78.5%)



### Customer Travel Time

Customer travel times are based on weekday peak periods (6am-9am and 4pm-7pm) at both the bridges and tunnels. Travel times improved in almost all locations due to lower traffic levels in 2020. Any higher travel times were the result of roadway construction.

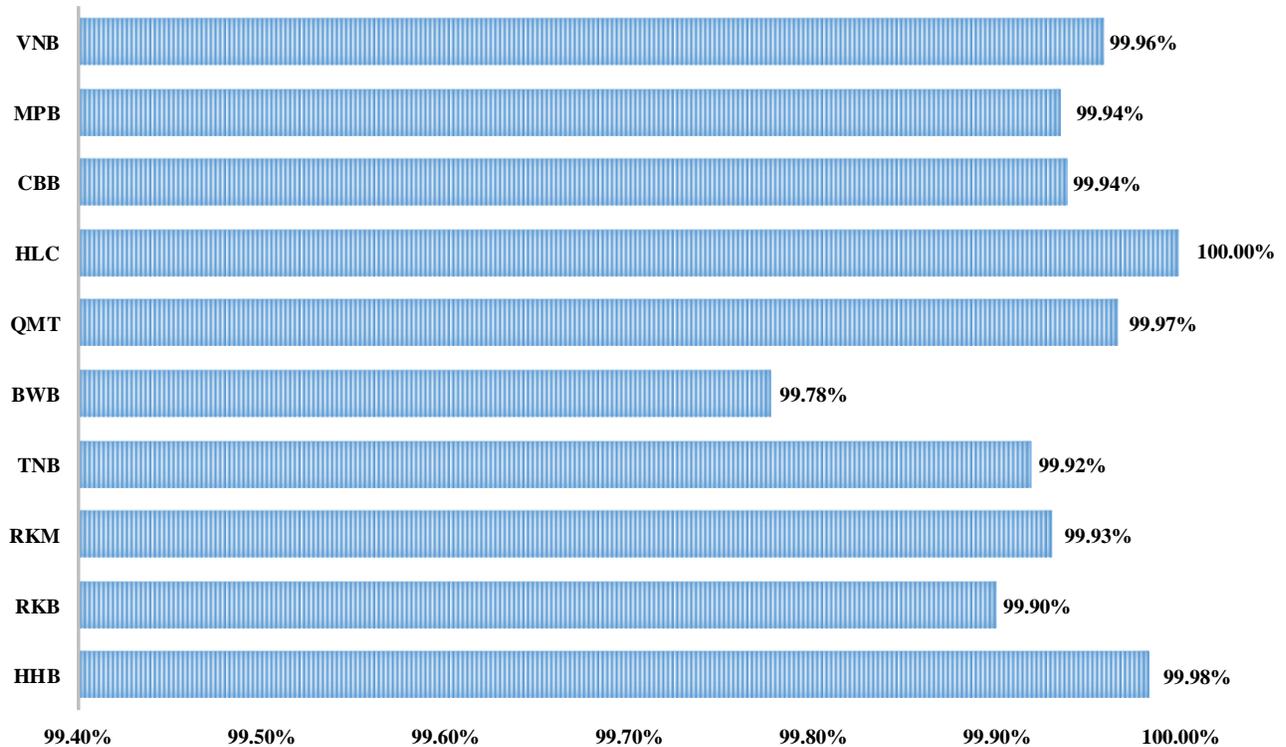
2019 vs. 2020 Travel Report											
Facility / Travel Direction	Free-Flow Travel Time	AM Peak				PM Peak					
		2020 Average	2020 Travel Time Index (TTI)	2019 Average	2019 vs. 2020 % Change	2020 Average	2020 Travel Time Index (TTI)	2019 Average	2019 vs. 2020 % Change		
<b>Verrazano-Narrows Bridge</b>											
Brooklyn Bound (Upper Level)	3:35	4:53	1.36	8:31	-42.70%	↓	3:58	1.11	4:21	-8.80%	↓
Brooklyn Bound (Lower Level)	3:35	5:07	1.43	8:44	-41.40%	↓	3:59	1.11	4:06	-2.80%	↓
Staten Island Bound (Upper Level)	3:35	4:14	1.18	3:59	6.30%	↑	4:47	1.33	6:19	-24.30%	↓
Staten Island Bound (Lower Level)	3:35	4:30	1.26	4:17	5.10%	↑	4:55	1.37	5:54	-16.70%	↓
<b>Throgs Neck Bridge</b>											
Queens to Bronx	2:00	2:53	1.44	2:56	-1.70%	↓	2:50	1.42	2:48	1.20%	↑
Bronx to Queens	2:00	3:06	1.55	2:59	3.90%	↑	2:47	1.39	3:32	-21.20%	↓
<b>Bronx-Whitestone Bridge</b>											
Queens to Bronx	1:20	1:38	1.23	1:48	-9.30%	↓	1:38	1.23	1:51	-11.70%	↓
Bronx to Queens	1:20	2:06	1.58	3:35	-41.40%	↓	1:54	1.43	2:57	-35.60%	↓
<b>Robert F. Kennedy Bridge</b>											
Manhattan to Queens	3:50	4:01	1.05	4:08	-2.80%	↓	4:42	1.23	6:27	-27.10%	↓
Queens to Manhattan	3:50	4:59	1.30	6:12	-19.60%	↓	4:42	1.23	7:12	-34.70%	↓
Manhattan to Bronx	1:45	1:53	1.08	2:02	-7.40%	↓	3:22	1.92	4:09	-18.90%	↓
Bronx to Manhattan	1:45	2:33	1.46	3:09	-19%	↓	1:52	1.07	2:59	-37.40%	↓
Bronx to Queens	3:05	3:56	1.28	4:19	-8.90%	↓	3:53	1.26	5:55	-34.40%	↓
Queens to Bronx	3:05	4:19	1.40	5:22	-19.60%	↓	5:14	1.70	7:37	-31.30%	↓
<b>Henry Hudson Bridge</b>											
Manhattan to Bronx	0:37	0:53	1.43	0:53	0%	-	0:54	1.46	1:01	-11.50%	↓
Bronx to Manhattan	0:37	1:02	1.68	1:18	-20.50%	↓	1:03	1.70	1:20	-21.20%	↓
<b>Marine Parkway Bridge</b>											
Rockaways to Brooklyn	1:10	2:09	1.84	2:10	-0.80%	↓	2:09	1.84	2:06	2.40%	↑
Brooklyn to Rockaways	1:10	2:09	1.84	2:07	1.60%	↑	2:08	1.83	2:08	0%	-
<b>Cross Bay Bridge</b>											
Rockaways to Queens	1:05	1:43	1.58	1:51	-7.20%	↓	1:43	1.58	1:51	-7.20%	↓
Queens to Rockaways	0:54	1:04	1.19	1:14	-13.50%	↓	0:57	1.06	1:08	-16.20%	↓
<b>Hugh L. Carey Tunnel</b>											
Brooklyn to Manhattan	2:28	4:26	1.80	4:32	-2.20%	↓	5:19	2.16	6:18	-15.60%	↓
Manhattan to Brooklyn	2:35	3:48	1.47	4:55	-22.70%	↓	4:35	1.77	4:53	-6.10%	↓
<b>Queens Midtown Tunnel</b>											
Queens to Manhattan	2:20	3:41	1.58	4:19	-14.70%	↓	3:25	1.46	5:35	-38.80%	↓
Manhattan to Queens	2:20	3:27	1.48	4:26	-22.20%	↓	3:14	1.39	4:23	-26.20%	↓
<p><b>Free-Flow Travel Time</b> is calculated based on off-peak, unimpeded travel. The measure is computed using the average travel time for the off peak period Saturday 10pm-Sunday 10am.</p> <p><b>Travel Time Index (TTI)</b> is the ratio of the average peak period travel time to the free-flow travel time. The measure is computed for the AM peak period (6am-9am) and the PM peak period (4pm-7pm) on weekdays. A TTI of 1.30 indicates a 20-minute free-flow trip takes 26 minutes (20 X 1.30) in the rush hours.</p> <p>Uncongested (TTI &lt;1.3)</p> <p>Moderate Congestion (TTI 1.4-2.5)</p> <p>Congested (TTI &gt; 2.5)</p>											



### Toll Roadway Lane Availability

B&T’s toll system reads E-ZPass tags and captures images of vehicles using equipment attached to gantries above the roadways. The overall toll roadway lane availability was 99.93% in 2020, identical to 2019 (99.93%).

**2020 Toll Roadway Lane Availability**





### Customer Safety

Performance Statistics	2017	2018	2019	2020	2019 vs. 2020 % Change
Collision Rate per Million Vehicles	8.00	6.57	6.26	4.06	(35.1%)
Collision with Injury Rate per Million Vehicles	0.99	1.01	0.87	0.70	(19.7%)
Speeding Summonses	5,859	6,284	4,640	1,544	(66.7%)
Truck Summonses	2,372	4,441	4,436	1,619	(63.5%)
Emergency Response Time (min:sec)	7:41	7:20	7:06	7:22	3.8%

In 2020, the collision rate per million vehicles was 4.06, 35.1% better than 2019 (6.26). The collision with injury rate per million vehicles also improved in 2020 (0.70), 19.7% better than 2019 (0.87).

62.9% of collisions at B&T facilities in 2020 were rear-end collisions, 6.2% lower than 2019 (69.1%).

Side-Swipe/lane change collisions accounted for 26.0% of collisions in 2020, 3.4% higher than 2019 (22.6%).

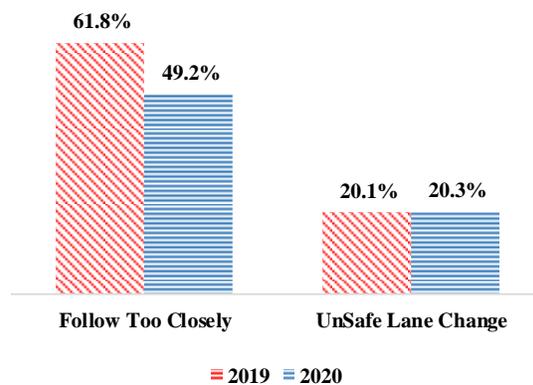
In 2020, Following Too Closely accounted for 49.2% of collisions, marking a decrease of 12.7% from 61.8% compared to 2019. Collisions involving Unsafe Lane Changes increased by 0.2% to 20.3% in 2020 compared to 20.1% in 2019.

B&T responded to 6,763 roadway incidents in 2020. The average response time was 7 minutes and 22 seconds. Incidents included disabled vehicles, collisions and debris in the roadway.

**Leading Collisions Types  
2019 vs. 2020**



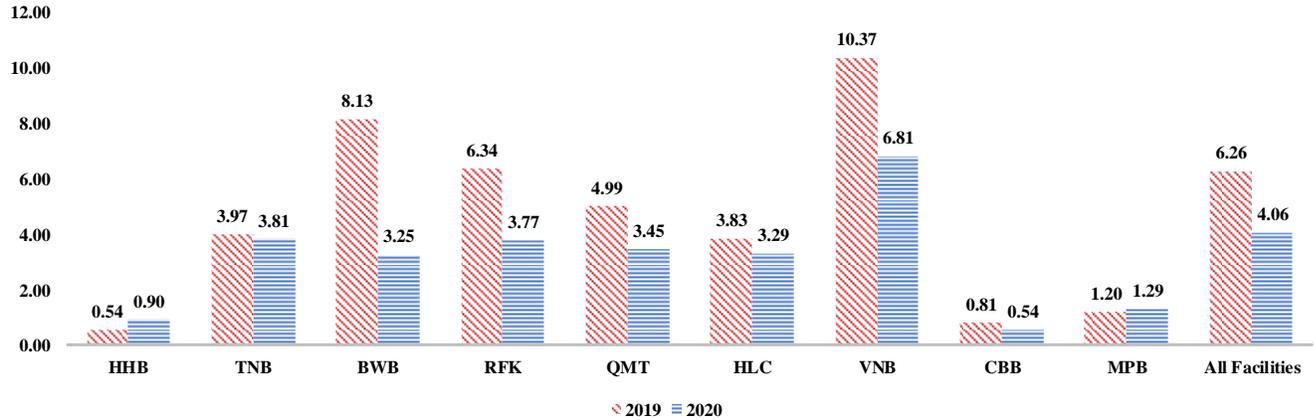
**Leading Collision Factors  
2019 vs. 2020**



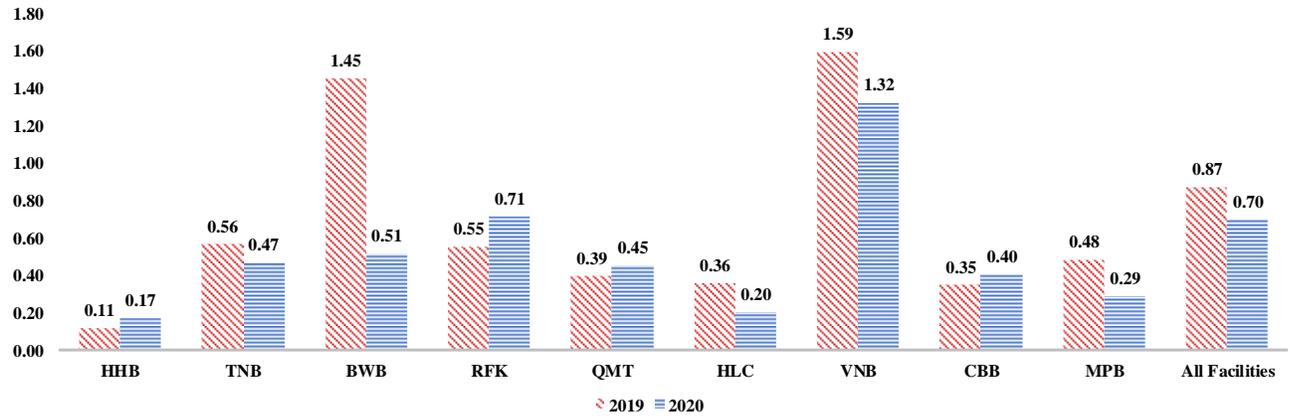


Both collision rate indicators improved in 2020 compared to 2019. B&T has a continuing focus on collision mitigation at the Verrazzano-Narrows and Bronx-Whitestone Bridges. The improvements in overall collision rate performance are partly attributable to the success of this focus.

**2019 vs. 2020 Total Collision Rates per Million Vehicles**



**2019 vs. 2020 Collision with Injuries Rates per Million Vehicles**





B&T customer safety improvements in 2020 are in part due to a change in its safety enforcement tactics. While issuing summonses remain an important part of B&T’s safety enforcement approach, B&T has transitioned to more direct methods of reducing potentially dangerous driving behaviors using methods such as pacing traffic with marked vehicles in periods of higher collision risk.

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

- 9,011 summonses were issued in 2020, 75.3% lower than 2019.
- 30.2% (2,720) of the summonses issued in 2020 were safety related. Types of safety summonses include Speeding, Disobeying Signs / Traffic Control Devices and Unsafe Lane Change.
- B&T’s Special Operations Division utilized collision data (collisions by type, collisions by tour, collisions by day of the week, collision factors, etc.) to direct patrol deployments across all facilities.

<b>Summons Type</b>	<b>2019</b>	<b>2020</b>	<b>% Change</b>
Speed	4,640	1,544	(66.7%)
Disobey Signs/Traffic Control Device	9,383	894	(90.5%)
Cell Phone/Texting	782	116	(85.2%)
Unsafe Lane Change/Failure to Signal	1,204	166	(86.2%)
*All Other	20,447	6,291	(69.2%)
<b>Total</b>	<b>36,456</b>	<b>9,011</b>	<b>(75.3%)</b>

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



**Indicator Definitions**

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



<b>CUSTOMER SERVICE</b>					
<b>Indicator</b>	<b>Description</b>				<b>Source</b>
<b>Travel Time Index (TTI)</b>	Travel Time Index (TTI), which is the ratio of the average peak period travel time to the free-flow travel time.				Travel Time database
<b>Travel Speed/Travel Time</b>	Using anonymous data from customer E-ZPass tags, this indicator measures how long it takes vehicles to travel over B&T facilities.				Transcom
<b>Facility</b>	<b>Direction</b>	<b>Borough</b>	<b>From</b>	<b>To</b>	<b>Distance (Feet)</b>
Bronx-Whitestone Bridge	South Bound	Queens Bound	BWB ORT Gantry	Queens anchorage	6,433
	North Bound	Bronx Bound	Queens anchorage	BWB ORT Gantry	6,433
Throgs Neck Bridge	South Bound	Queens Bound	TNB ORT Gantry	Gantry 7	9,715
	North Bound	Bronx Bound	Gantry 7	TNB ORT Gantry	9,715
Henry Hudson Bridge	South Bound	Manhattan Bound	Kappock Street	HHB ORT Gantry	2,740
	North Bound	Bronx Bound	HHB ORT Gantry	Kappock Street	2,740
Robert F. Kennedy Bridge	South Bound	Queens Bound	Manhattan Lift Span	Queens Anchorage	11,078
	South Bound	Queens Bound	Bronx Span	Queens anchorage	10,296
	North Bound	Bronx Bound	Manhattan Lift Span	Bronx Span	4,960
	North Bound	Bronx Bound	Queens anchorage	Bronx Span	10,296
	West Bound	Manhattan Bound	Queens anchorage	Manhattan Lift Span	12,001
	West Bound	Manhattan Bound	Bronx Span	Manhattan Lift Span	4,160
Queens Midtown Tunnel	East Bound	Queens Bound	QMT ORT Gantry	NYSDOT Gantry 2	8,130
	West Bound	Manhattan Bound	NYSDOT Gantry 2	QMT ORT Gantry	8,130
Verrazano-Narrows Bridge	East Bound	Brooklyn Bound	Fingerboard Road	92nd Street	13,464
	West Bound	Staten Island Bound	92nd Street	Fingerboard Road	13,464
Hugh L. Carey Tunnel	South Bound	Brooklyn Bound	HLC ORT Gantry	BQE Overpass	10,500
	North Bound	Manhattan Bound	BQE Overpass	HLC ORT Gantry	10,500
Marine Parkway Bridge	South Bound	Rockaway Bound	MPB ORT Gantry	Signal Gantry 1	4,850
	North Bound	Brooklyn Bound	Signal Gantry 1	MPB ORT Gantry	4,850
Cross Bay Bridge	South Bound	Rockaway Bound	CBB ORT Gantry	Beach Channel Drive Gantry	3,840
	North Bound	Brooklyn Bound	CBB South Ramp B Overpass	CBB ORT Gantry	3,905
<b>Toll System Availability (%)</b>	Percent of toll lanes available for customer use.				Toll System Maintenance

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



# Bridges and Tunnels

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## Financial Report January 2021



**MTA BRIDGES & TUNNELS****STATEMENT OF NET POSITION**

As of January 31, 2021

(in thousands)

**ASSETS AND DEFERRED OUTFLOWS OF RESOURCES****CURRENT ASSETS:**

Cash-Unrestricted	549,236
Investments:	
Unrestricted	187,684
Restricted	1,061,987
Accrued interest receivable	280
Accounts receivable	373,310
Less allowance for uncollectible accounts	-273,894
Tolls due from other agencies	27,677
Prepaid expenses	24,330
	<hr/>
Total current assets	1,950,609

**NONCURRENT ASSETS:**

Investments:	
Unrestricted	
Restricted	0
Facilities, less acc.dep of \$1,979,842	7,200,175
Capital lease 2 Broadway net acc. dep.	35,440
Derivative Hedge Assets	3,519
Security Deposits	-
	<hr/>
Total noncurrent assets	7,239,134

**TOTAL ASSETS:** 

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 9,189,743

**DEFERRED OUTFLOWS OF RESOURCES:**

Deferred outflows of resources related to pension	38,659
Deferred outflow of resources related to other post-employment benefits	64,950
Accumulated decreases in fair value of derivative instruments	227,652
Defeasance costs	199,811
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**TOTAL DEFERRED OUTFLOWS OF RESOURCES:** 

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 531,072

**TOTAL ASSETS AND DEFERRED OUTFLOWS  
OF RESOURCES**

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 9,720,816

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

**LIABILITIES AND INFLOWS OF RESOURCES**

**CURRENT LIABILITIES:**

Current portion-long term debt	269,460
Interest Payable	73,412
Accounts Payable	151,210
Accrued Pension Payable	0
Payable to MTA-CAP	420,204
Due to MTA-Operating Expenses	3,244
Due to NYCTA-Operating Expenses	61
Accrued salaries	22,369
Accrued Vac & Sick Benefits	20,807
Current portion of estimated liability arising from injury	6,790
Due to New York City Transit Authority	-149,578 (a)
Due to Metropolitan Transportation Authority	-241,635 (a)
Unearned Toll Revenue	199,269
Tolls due to other agencies	49,919
E-ZPass Airport Toll Liability	2,783
	<u>828,315</u>
Total current liabilities	<u>828,315</u>

**NONCURRENT LIABILITIES:**

Long term debt	9,264,770
Post Employment Benefits Other than Pensions	801,555
Estimated liability arising from injury	49,281
Capital lease obligations	57,828
Derivative Hedge Liabilities	216,001
Due (to)/from MTA - change in fair value of derivative	15,170
Net Pension Liability	226,285
	<u>10,630,890</u>
Total noncurrent liabilities	<u>10,630,890</u>

**DEFERRED INFLOW OF RESOURCES**

Deferred Inflow of resources related to Pension	109,409
Deferred Inflow of resources related to other post-employment benefits	0

**TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES** 11,568,614

**NET POSITION**

-1,847,798 \*

**TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET** 9,720,816

\*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.

(a) Negative balance due to pending final surplus calculation and posting for December surplus.

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JANUARY 2021**

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	78.069	141.228	63.159	80.9	0.000	0.000	0.000	-	78.069	141.228	63.159	80.9
Other Operating Revenue	0.961	1.637	0.676	70.3	0.000	0.000	0.000	-	0.961	1.637	0.676	70.3
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.965	2.009	0.044	2.2	1.965	2.009	0.044	2.2
Investment Income	0.105	0.009	(0.097)	(91.9)	0.000	0.000	0.000	-	0.105	0.009	(0.097)	(91.9)
<b>Total Revenue</b>	<b>\$79.136</b>	<b>\$142.874</b>	<b>\$63.738</b>	<b>80.5</b>	<b>\$1.965</b>	<b>\$2.009</b>	<b>\$0.044</b>	<b>2.2</b>	<b>\$81.101</b>	<b>\$144.883</b>	<b>\$63.782</b>	<b>78.6</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$10.005	\$9.446	\$0.558	5.6	\$0.767	\$0.729	\$0.037	4.9	10.772	\$10.176	\$0.596	5.5
Overtime	1.713	1.063	0.649	37.9	0.062	0.042	0.020	31.6	1.774	1.105	0.669	37.7
Health and Welfare	2.781	1.924	0.857	30.8	0.165	0.381	(0.216)	*	2.946	2.305	0.641	21.8
OPEB Current Payment	2.166	2.022	0.144	6.6	0.000	0.000	0.000	-	2.166	2.022	0.144	6.6
Pensions	3.338	2.512	0.826	24.7	0.197	0.525	(0.328)	*	3.535	3.037	0.498	14.1
Other Fringe Benefits	1.534	2.049	(0.515)	(33.6)	0.092	0.207	(0.116)	*	1.626	2.257	(0.631)	(38.8)
Reimbursable Overhead	(0.682)	(0.124)	(0.558)	(81.8)	0.682	0.124	0.558	81.8	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$20.854</b>	<b>\$18.893</b>	<b>\$1.961</b>	<b>9.4</b>	<b>\$1.965</b>	<b>\$2.009</b>	<b>(\$0.044)</b>	<b>(2.2)</b>	<b>\$22.819</b>	<b>\$20.902</b>	<b>\$1.917</b>	<b>8.4</b>
<i>Non-Labor:</i>												
Electric Power	\$0.319	\$0.184	\$0.134	42.2	\$0.000	\$0.000	\$0.000	-	\$0.319	\$0.184	\$0.134	42.2
Fuel	0.041	0.048	(0.007)	(18.0)	0.000	0.000	0.000	-	0.041	0.048	(0.007)	(18.0)
Insurance	1.068	0.861	0.208	19.4	0.000	0.000	0.000	-	1.068	0.861	0.208	19.4
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	7.181	6.568	0.612	8.5	0.000	0.000	0.000	-	7.181	6.568	0.612	8.5
Professional Service Contracts	3.132	1.574	1.558	49.7	0.000	0.000	0.000	-	3.132	1.574	1.558	49.7
Materials & Supplies	0.080	0.010	0.070	88.0	0.000	0.000	0.000	-	0.080	0.010	0.070	88.0
Other Business Expenses	4.940	3.739	1.201	24.3	0.000	0.000	0.000	-	4.940	3.739	1.201	24.3
<b>Total Non-Labor Expenses</b>	<b>\$16.761</b>	<b>\$12.984</b>	<b>\$3.777</b>	<b>22.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$16.761</b>	<b>\$12.984</b>	<b>\$3.777</b>	<b>22.5</b>
<b>Other Expense Adjustments:</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$37.615</b>	<b>\$31.877</b>	<b>\$5.738</b>	<b>15.3</b>	<b>\$1.965</b>	<b>\$2.009</b>	<b>(\$0.044)</b>	<b>(2.2)</b>	<b>\$39.580</b>	<b>\$33.886</b>	<b>\$5.694</b>	<b>14.4</b>
Depreciation	\$14.425	\$17.930	(\$3.505)	(24.3)	\$0.000	\$0.000	\$0.000	-	14.425	\$17.930	(\$3.505)	(24.3)
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	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$52.040</b>	<b>\$49.807</b>	<b>\$2.233</b>	<b>4.3</b>	<b>\$1.965</b>	<b>\$2.009</b>	<b>(\$0.044)</b>	<b>(2.2)</b>	<b>\$54.005</b>	<b>\$51.816</b>	<b>\$2.189</b>	<b>4.1</b>
Less: Depreciation	\$14.425	\$17.930	(\$3.505)	(24.3)	\$0.000	\$0.000	\$0.000	-	\$14.425	\$17.930	(\$3.505)	(24.3)
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	-
<b>Total Expenses</b>	<b>\$37.615</b>	<b>\$31.877</b>	<b>\$5.738</b>	<b>15.3</b>	<b>\$1.965</b>	<b>\$2.009</b>	<b>(\$0.044)</b>	<b>(2.2)</b>	<b>\$39.580</b>	<b>\$33.886</b>	<b>\$5.694</b>	<b>14.4</b>
<b>Net Surplus/(Deficit)</b>	<b>\$41.521</b>	<b>\$110.997</b>	<b>\$69.476</b>	<b>*</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$41.521</b>	<b>\$110.997</b>	<b>\$69.476</b>	<b>*</b>

Results are preliminary and subject to audit review.

Differences are due to rounding.

\*Variance exceeds 100%

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JANUARY 2021**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Net Income/(Deficit)</b>								<b>\$41.521</b>	<b>\$110.997</b>	<b>\$69.476</b>	<b>*</b>	
Less: Capitalized Assets								0.556	0.091	0.465	83.6	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
<b>Adjusted Net Income/(Deficit)</b>								<b>\$40.965</b>	<b>\$110.906</b>	<b>\$69.941</b>	<b>*</b>	
Less: Debt Service								58.664	55.945	2.719	4.6	
Less: Contribution to the Capital Program								1.179	1.179	0.000	0.0	
<b>Income Available for Distribution</b>								<b>(\$18.878)</b>	<b>\$53.782</b>	<b>\$72.660</b>	<b>*</b>	
Distributable To:												
MTA - Investment Income								0.105	0.009	(0.097)	(91.9)	
MTA - Distributable Income								(4.576)	31.488	36.064	*	
NYCTR - Distributable Income								(14.407)	22.286	36.693	*	
<b>Total Distributable Income</b>								<b>(\$18.878)</b>	<b>\$53.782</b>	<b>\$72.660</b>	<b>*</b>	
<b>Support to Mass Transit:</b>												
Total Revenues								81.101	144.883	63.782	78.6	
Less: Total Operating Expenses								<u>39.580</u>	<u>33.886</u>	<u>5.694</u>	14.4	
<b>Net Operating Income/(Deficit)</b>								<b>\$41.521</b>	<b>\$110.997</b>	<b>\$69.476</b>	<b>*</b>	
Deductions from Net Operating Income:												
Capitalized Assets								0.556	0.091	0.465	83.6	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								27.575	26.425	1.150	4.2	
Contribution to the Capital Program								1.179	1.179	0.000	0.0	
GASB Reserves								0.000	0.000	0.000	-	
<b>Total Deductions From Operating Income</b>								<b>\$29.310</b>	<b>\$27.695</b>	<b>\$1.615</b>	<b>5.5</b>	
<b>Total Support to Mass Transit</b>								<b>\$12.211</b>	<b>\$83.302</b>	<b>\$71.091</b>	<b>*</b>	

**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.

\*Variance exceeds 100%

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JANUARY Year-To-Date**

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	78.069	141.228	63.159	80.9	0.000	0.000	0.000	-	78.069	141.228	63.159	80.9
Other Operating Revenue	0.961	1.637	0.676	70.3	0.000	0.000	0.000	-	0.961	1.637	0.676	70.3
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.965	2.009	0.044	2.2	1.965	2.009	0.044	2.2
Investment Income	0.105	0.009	(0.097)	(91.9)	0.000	0.000	0.000	-	0.105	0.009	(0.097)	(91.9)
<b>Total Revenue</b>	<b>\$79.136</b>	<b>\$142.874</b>	<b>\$63.738</b>	<b>80.5</b>	<b>\$1.965</b>	<b>\$2.009</b>	<b>\$0.044</b>	<b>2.2</b>	<b>\$81.101</b>	<b>\$144.883</b>	<b>\$63.782</b>	<b>78.6</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$10.005	\$9.446	\$0.558	5.6	0.767	\$0.729	\$0.037	4.9	10.772	\$10.176	\$0.596	5.5
Overtime	1.713	1.063	0.649	37.9	0.062	0.042	0.020	31.6	1.774	1.105	0.669	37.7
Health and Welfare	2.781	1.924	0.857	30.8	0.165	0.381	(0.216)	*	2.946	2.305	0.641	21.8
OPEB Current Payment	2.166	2.022	0.144	6.6	0.000	0.000	0.000	-	2.166	2.022	0.144	6.6
Pensions	3.338	2.512	0.826	24.7	0.197	0.525	(0.328)	*	3.535	3.037	0.498	14.1
Other Fringe Benefits	1.534	2.049	(0.515)	(33.6)	0.092	0.207	(0.116)	*	1.626	2.257	(0.631)	(38.8)
Reimbursable Overhead	(0.682)	(0.124)	(0.558)	(81.8)	0.682	0.124	0.558	81.8	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$20.854</b>	<b>\$18.893</b>	<b>\$1.961</b>	<b>9.4</b>	<b>\$1.965</b>	<b>\$2.009</b>	<b>(\$0.044)</b>	<b>(2.2)</b>	<b>\$22.819</b>	<b>\$20.902</b>	<b>\$1.917</b>	<b>8.4</b>
<i>Non-Labor:</i>												
Electric Power	\$0.319	\$0.184	\$0.134	42.2	0.000	\$0.000	\$0.000	-	\$0.319	\$0.184	\$0.134	42.2
Fuel	0.041	0.048	(0.007)	(18.0)	0.000	0.000	0.000	-	0.041	0.048	(0.007)	(18.0)
Insurance	1.068	0.861	0.208	19.4	0.000	0.000	0.000	-	1.068	0.861	0.208	19.4
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	7.181	6.568	0.612	8.5	0.000	0.000	0.000	-	7.181	6.568	0.612	8.5
Professional Service Contracts	3.132	1.574	1.558	49.7	0.000	0.000	0.000	-	3.132	1.574	1.558	49.7
Materials & Supplies	0.080	0.010	0.070	88.0	0.000	0.000	0.000	-	0.080	0.010	0.070	88.0
Other Business Expenses	4.940	3.739	1.201	24.3	0.000	0.000	0.000	-	4.940	3.739	1.201	24.3
<b>Total Non-Labor Expenses</b>	<b>\$16.761</b>	<b>\$12.984</b>	<b>\$3.777</b>	<b>22.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$16.761</b>	<b>\$12.984</b>	<b>\$3.777</b>	<b>22.5</b>
<b>Other Expense Adjustments</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$37.615</b>	<b>\$31.877</b>	<b>\$5.738</b>	<b>15.3</b>	<b>\$1.965</b>	<b>\$2.009</b>	<b>(\$0.044)</b>	<b>(2.2)</b>	<b>\$39.580</b>	<b>\$33.886</b>	<b>\$5.694</b>	<b>14.4</b>
Depreciation	\$14.425	\$17.930	(\$3.505)	(24.3)	0.000	\$0.000	\$0.000	-	14.425	\$17.930	(\$3.505)	(24.3)
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	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$52.040</b>	<b>\$49.807</b>	<b>\$2.233</b>	<b>4.3</b>	<b>\$1.965</b>	<b>\$2.009</b>	<b>(\$0.044)</b>	<b>(2.2)</b>	<b>\$54.005</b>	<b>\$51.816</b>	<b>\$2.189</b>	<b>4.1</b>
Less: Depreciation	\$14.425	\$17.930	(\$3.505)	(24.3)	\$0.000	\$0.000	\$0.000	-	\$14.425	\$17.930	(\$3.505)	(24.3)
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	-
<b>Total Expenses</b>	<b>\$37.615</b>	<b>\$31.877</b>	<b>\$5.738</b>	<b>15.3</b>	<b>\$1.965</b>	<b>\$2.009</b>	<b>(\$0.044)</b>	<b>(2.2)</b>	<b>\$39.580</b>	<b>\$33.886</b>	<b>\$5.694</b>	<b>14.4</b>
<b>Net Surplus/(Deficit)</b>	<b>\$41.521</b>	<b>\$110.997</b>	<b>\$69.476</b>	<b>*</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$41.521</b>	<b>\$110.997</b>	<b>\$69.476</b>	<b>*</b>

Results are preliminary and subject to audit review.

Differences are due to rounding.

\*Variance exceeds 100%

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JANUARY Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Net Income/(Deficit)</b>								<b>\$41.521</b>	<b>\$110.997</b>	<b>\$69.476</b>	<b>*</b>	
Less: Capitalized Assets								0.556	0.091	\$0.465	83.6	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
<b>Adjusted Net Income/(Deficit)</b>								<b>\$40.965</b>	<b>\$110.906</b>	<b>\$69.941</b>	<b>*</b>	
Less: Debt Service								58.664	55.945	2.719	4.6	
Less: Contribution to the Capital Program								1.179	1.179	0.000	0.0	
<b>Income Available for Distribution</b>								<b>(\$18.878)</b>	<b>\$53.782</b>	<b>\$72.660</b>	<b>*</b>	
Distributable To:												
MTA - Investment Income								0.105	0.009	(0.097)	(91.9)	
MTA - Distributable Income								(4.576)	31.488	36.064	*	
NYCTR - Distributable Income								(14.407)	22.286	36.693	*	
<b>Total Distributable Income</b>								<b>(\$18.878)</b>	<b>\$53.782</b>	<b>\$72.660</b>	<b>*</b>	
<b>Support to Mass Transit:</b>												
Total Revenues								81.101	144.883	63.782	78.6	
Less: Total Operating Expenses								<u>39.580</u>	<u>33.886</u>	<u>5.694</u>	14.4	
<b>Net Operating Income/(Deficit)</b>								<b>\$41.521</b>	<b>\$110.997</b>	<b>\$69.476</b>	<b>*</b>	
Deductions from Net Operating Income:												
Capitalized Assets								0.556	0.091	0.465	83.6	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								27.575	26.425	1.150	4.2	
Contribution to the Capital Program								1.179	1.179	0.000	0.0	
GASB Reserves								0.000	0.000	0.000	-	
<b>Total Deductions From Operating Income</b>								<b>\$29.310</b>	<b>\$27.695</b>	<b>\$1.615</b>	<b>5.5</b>	
<b>Total Support to Mass Transit</b>								<b>\$12.211</b>	<b>\$83.302</b>	<b>\$71.091</b>	<b>*</b>	

**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.

\*Variance exceeds 100%

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Nonreimbursable</b>						
Vehicle Toll Revenue	63.159	80.9%	Traffic volumes exceeded the budget levels that were based on McKinsey projections of COVID-19 pandemic impacts	63.159	80.9%	Traffic volumes exceeded the budget levels that were based on McKinsey projections of COVID-19 pandemic impacts
Other Operating Revenue	0.676	70.3%	Higher revenue primarily due to the timing of income from E-ZPass administrative fees	0.676	70.3%	Higher revenue due to timing against the YTD budget allocation.
Investment Income	(0.097)	*	Lower than anticipated short-term investment returns on fund balances.	(0.097)	*	Lower than anticipated short-term investment returns on fund balances
Payroll	0.558	5.6%	Lower payroll expenses primarily due to vacancies	0.558	5.6%	Lower payroll expenses primarily due to vacancies
Overtime	0.649	37.9%	See overtime chart	0.649	37.9%	See overtime chart
Health and Welfare	0.857	30.8%	Lower expenses primarily due to vacancies	0.857	30.8%	Lower expenses primarily due to vacancies
OPEB Current Payment	0.144	6.6%	Lower expenses primarily due to timing against the budget allocation	0.144	6.6%	Lower expenses primarily due to timing against the YTD budget allocation
Pensions	0.826	24.7%	Lower non-reimbursable expenses primarily due to lower than allocated capital reimbursement offsets	0.826	24.7%	Lower non-reimbursable expenses primarily due to lower than allocated YTD capital reimbursement offsets
Other Fringe Benefits	(0.515)	-33.6%	Higher expenses primarily due to vacancies	(0.515)	-33.6%	Higher expenses primarily due to vacancies
Electric Power	0.134	42.2%	Lower electricity expenses primarily due to timing against the monthly budget	0.134	42.2%	Lower electricity expenses primarily due to timing against the YTD budget allocation.
Fuel	(0.007)	-18.0%	Higher fuel expenses primarily due to timing against the monthly budget allocation	(0.007)	-18.0%	Lower fuel expenses primarily due to timing against the YTD budget allocation.
Insurance	0.208	19.4%	Lower insurance expenses primarily due to timing against the monthly budget allocation	0.208	19.4%	Lower insurance expenses primarily due to timing against the YTD budget allocation.
Maintenance and Other Operating Contracts	0.612	8.5%	Lower expenses mainly due to timing against the monthly budget allocation for E-ZPass tags, (\$0.505 Mill), security and surveillance costs, (\$0.273 Mill), major maintenance and painting projects, (\$0.145 Mill), and various other general maintenance costs, (0.164 Mill), offset by higher E-ZPass customer service center costs, (\$0.493 Mill)..	0.612	8.5%	Lower expenses mainly due to timing against the monthly budget allocation for E-ZPass tags, (\$0.505 Mill), security and surveillance costs, (\$0.273 Mill), major maintenance and painting projects, (\$0.145 Mill), and various other general maintenance costs, (0.164 Mill), offset by higher E-ZPass customer service center costs, (\$0.493 Mill)..
Professional Service Contracts	1.558	49.7%	Lower expenses primarily due to timing against the monthly budget allocation for bond issuance costs, (\$0.367 Mill), engineering services, (\$0.359 Mill), other outside services (\$0.245 Mill), planning studies (\$0.196 Mill) and advertising and marketing promotions, (\$0.194 Mill).	1.558	49.7%	Lower expenses primarily due to timing against the monthly budget allocation for bond issuance costs, (\$0.367 Mill), engineering services, (\$0.359 Mill), other outside services (\$0.245 Mill), planning studies (\$0.196 Mill) and advertising and marketing promotions, (\$0.194 Mill).
Materials & Supplies	0.070	88.0%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly budget allocation	0.070	88.0%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the YTD budget allocation
Other Business Expense	1.201	24.3%	Lower expenses primarily due to timing against the budget allocation for toll collection processing fees.	1.201	24.3%	Lower expenses primarily due to timing against the budget allocation for toll collection processing fees.
Depreciation	(3.505)	-24.3%	Higher depreciation expense primarily due to timing against the monthly budget allocation.	(3.505)	-24.3%	Higher depreciation expense primarily due to timing against the YTD budget allocation
Other Post Employment Benefits	0.000	-	No variance	0.000	-	No variance
<b>Reimbursable</b>						
Capital and Other Reimbursements	0.044	2.2%	Higher capital reimbursements due to timing against the monthly budget allocation	0.044	2.2%	Higher capital reimbursements due to timing against the YTD budget allocation
Payroll	0.037	4.9%	Lower capital reimbursements due to timing against the monthly budget allocation	0.037	4.9%	Lower capital reimbursements due to timing against the YTD budget allocation
Overtime	0.020	31.6%	See overtime chart	0.020	31.6%	See overtime chart
Health and Welfare	(0.216)	*	Higher capital reimbursements due to timing against the monthly budget allocation	(0.216)	*	Higher capital reimbursements due to timing against the YTD budget allocation
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	(0.328)	*	Higher capital reimbursements due to timing against the monthly budget allocation	(0.328)	*	Higher capital reimbursements due to timing against the YTD budget allocation
Other Fringe Benefits	(0.116)	*	Higher capital reimbursements due to timing against the monthly budget allocation	(0.116)	*	Higher capital reimbursements due to timing against the YTD budget allocation
Reimbursable Overhead	0.558	81.8%	Lower capital reimbursements due to timing against the monthly budget allocation	0.558	81.8%	Lower capital reimbursements due to timing against the YTD budget allocation

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

**Month of Jan**

**Year to date ending Jan 2021**

**Comparison Current Year vs. Prior Year:**

<u>*Prior Year</u>		<u>Current Year</u>		<u>Percentage Change</u>			<u>*Prior Year</u>		<u>Current Year</u>		<u>Percentage Change</u>	
<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>		<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>
3.9	\$27.7	3.2	\$24.2	-17.2%	-12.7%	Bronx-Whitestone	3.9	\$27.7	3.2	\$24.2	-17.2%	-12.7%
0.6	1.4	0.5	1.3	-15.8%	-5.1%	Cross Bay	0.6	1.4	0.5	1.3	-15.8%	-5.1%
2.0	6.6	1.4	4.9	-27.1%	-26.5%	Henry Hudson	2.0	6.6	1.4	4.9	-27.1%	-26.5%
1.5	9.3	1.2	8.2	-18.1%	-11.8%	Hugh L. Carey	1.5	9.3	1.2	8.2	-18.1%	-11.8%
0.6	1.2	0.5	1.1	-19.7%	-5.0%	Marine Parkway	0.6	1.2	0.5	1.1	-19.7%	-5.0%
2.3	15.2	1.6	11.4	-30.3%	-25.2%	Queens Midtown	2.3	15.2	1.6	11.4	-30.3%	-25.2%
5.1	35.1	4.2	30.6	-17.3%	-12.9%	RFK	5.1	35.1	4.2	30.6	-17.3%	-12.9%
3.3	26.7	2.7	23.9	-17.3%	-10.6%	Throgs Neck	3.3	26.7	2.7	23.9	-17.3%	-10.6%
6.0	35.9	5.4	36.1	-10.1%	0.7%	Verrazzano-Narrows	6.0	35.9	5.4	36.1	-10.1%	0.7%
<b>25.4</b>	<b>\$159.1</b>	<b>20.9</b>	<b>\$141.6</b>	<b>-17.6%</b>	<b>-11.0%</b>	<b>Total</b>	<b>25.4</b>	<b>\$159.1</b>	<b>20.9</b>	<b>\$141.6</b>	<b>-17.6%</b>	<b>-11.0%</b>
	<b>\$6.272</b>		<b>\$6.776</b>		<b>8.0%</b>	<b>Revenue Per Vehicle</b>		<b>\$6.272</b>		<b>\$6.776</b>		<b>8.0%</b>

Note: Numbers may not add due to rounding.

\*At the Verrazzano-Narrows Bridge, tolls were only collected in the westbound direction prior to December 1, 2020.

**Comparison Actual vs. Adopted Budget:**

<u>Jan Budget</u>		<u>Jan Actual</u>		<u>Percentage Change</u>			<u>YTD Budget</u>		<u>YTD Actual</u>		<u>Percentage Change</u>	
<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>		<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>
12.3	\$78.1	20.9	\$141.6	70.5%	81.4%	Total All	12.3	\$78.1	20.9	\$141.6	70.5%	81.4%
	<b>\$6.370</b>		<b>\$6.776</b>		<b>6.4%</b>	<b>Revenue Per Vehicle</b>		<b>\$6.370</b>		<b>\$6.776</b>		<b>6.4%</b>

Note: For monthly reporting purposes only, the 12-month allocation reflects the utilization impact of an adjustment to toll revenue projections captured in Volume 1 of the 2020 July Financial Plan.

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

Facility	Revenue Collection Rate January 2021 <sup>1</sup>
Henry Hudson Bridge	98.6%
Hugh L. Carey Tunnel	98.9%
Queens Midtown Tunnel	99.5%
Marine Parkway Bridge	98.0%
Cross Bay Bridge	94.1%
Robert F. Kennedy Bridge	97.1%
Verrazzano-Narrows Bridge	95.5%
Bronx-Whitestone Bridge	96.8%
Throgs Neck Bridge	96.6%
<b>All Facilities</b>	<b>97.0%</b>

1. Represents total revenue collections from transactions in February 2019 through January 2020

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
January 2021

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	9	8	1	1 Professional vacancy
Law <sup>(1)</sup>	12	9	3	1 Managerial and 2 Professional vacancies
Budget & Finance <sup>(2)</sup>	17	15	2	1 Managerial and 1 Professional vacancy
Administration <sup>(3)</sup>	34	28	6	3 Managerial and 3 Professional vacancies
EEO	1	-	1	1 Professional vacancy
<b>Total Administration</b>	<b>73</b>	<b>60</b>	<b>13</b>	
<b>Operations</b>				
ITS & Tolling	66	52	14	5 Managerial and 9 Professional vacancies
Central Business District Tolling Program	3	2	1	1 Professional vacancy
Operations (Non-Security)	58	44	14	13 Managerial vacancies and 1 Professional vacancy
<b>Total Operations</b>	<b>127</b>	<b>98</b>	<b>29</b>	
<b>Maintenance</b>				
Maintenance	205	192	13	6 Managerial, 4 Professional, and 3 Maintainer vacancies
Operations - Maintainers	168	159	9	9 Maintainer vacancies
<b>Total Maintenance</b>	<b>373</b>	<b>351</b>	<b>22</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	123	122	1	1 Managerial vacancy
Health & Safety	9	8	1	1 Professional vacancy
Law <sup>(1)</sup>	18	18	-	
Planning & Budget Capital	8	8	-	
<b>Total Engineering/Capital</b>	<b>158</b>	<b>156</b>	<b>2</b>	
<b>Public Safety</b>				
Operations (Security)	555	512	43	32 Managerial and 11 Operational vacancies
Internal Security - Operations	45	30	15	2 Managerial and 13 Professional vacancies
<b>Total Public Safety</b>	<b>600</b>	<b>542</b>	<b>58</b>	
<b>Total Positions</b>	<b>1,331</b>	<b>1,207</b>	<b>124</b>	
Non-Reimbursable	<b>1,244</b>	<b>1,120</b>	<b>124</b>	
Reimbursable	87	87	-	
<b>Total Full-Time</b>	<b>1,331</b>	<b>1,207</b>	<b>124</b>	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET**  
**TOTAL POSITIONS BY FUNCTION AND OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
January 2021

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	24	19	5	3 vacancies in Administration, 1 vacancy in Law, and 1 in Budget & Finance
Professional, Technical, Clerical	49	41	8	3 vacancies in Administration, 2 in Law, 1 in Executive, 1 in Budget & Finance, and 1 in EEO
Operational Hourlies	-	-	-	
<b>Total Administration</b>	<b>73</b>	<b>60</b>	<b>13</b>	
<b>Operations</b>				
Managers/Supervisors	70	52	18	13 vacancies in Operations and 5 in ITS & Tolling
Professional, Technical, Clerical	57	46	11	9 vacancies in ITS & Tolling, 1 in CBDTP, and 1 in Operations
Operational Hourlies	-	-	-	
<b>Total Operations</b>	<b>127</b>	<b>98</b>	<b>29</b>	
<b>Maintenance</b>				
Managers/Supervisors	27	21	6	6 vacancies in Maintenance
Professional, Technical, Clerical	11	7	4	4 vacancies in Maintenance
Operational Hourlies <sup>(1)</sup>	335	323	12	3 vacancies in Maintenance and 9 in Operations
<b>Total Maintenance</b>	<b>373</b>	<b>351</b>	<b>22</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	34	33	1	1 vacancy in Engineering
Professional, Technical, Clerical	124	123	1	1 vacancy in Health & Safety
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>158</b>	<b>156</b>	<b>2</b>	
<b>Public Safety</b>				
Managers/Supervisors	179	145	34	32 vacancies in Operations and 2 in Internal Security
Professional, Technical, Clerical	36	23	13	13 vacancies in Internal Security
Operational Hourlies <sup>(2)</sup>	385	374	11	11 BTO vacancies in Operations
<b>Total Public Safety</b>	<b>600</b>	<b>542</b>	<b>58</b>	
<b>Total Positions</b>				
Managers/Supervisors	334	270	64	
Professional, Technical, Clerical	277	240	37	
Operational Hourlies	720	697	23	
<b>Total Positions</b>	<b>1,331</b>	<b>1,207</b>	<b>124</b>	

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

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

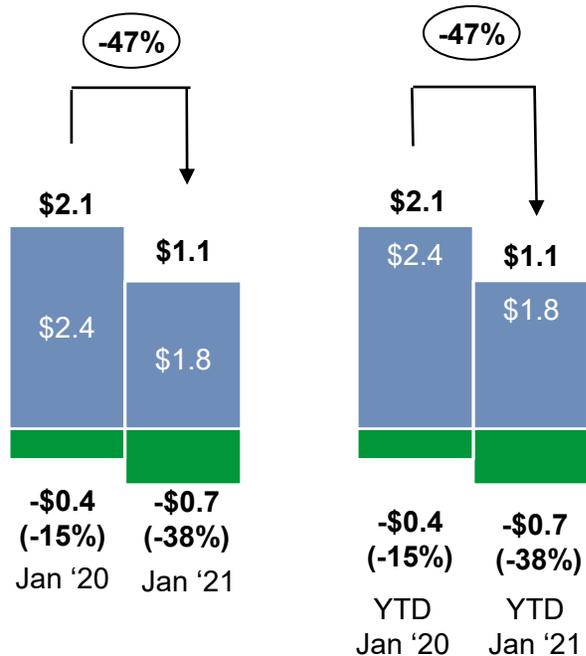
# B&T – Total Overtime Variance

## January 2021 and YTD budget vs. variance

\$M

- Favorable
- Unfavorable
- Budget

Annual Adopted Budget: \$23.3M



## Overview

- YTD 2021 total Overtime was \$0.7 million, or 38%, below budget through January.
- January 2021 total Overtime was \$1.0 million, or 47%, below January 2020 spend.
- Operations Overtime was below budget by \$0.5 million, primarily due to scheduling, deployment, and managerial efficiencies.
- Maintenance Overtime was below budget by \$0.2 million. Overtime savings are attributed to the deferral of non-critical maintenance work. Due to the pandemic, traffic volumes at B&T crossings were down, freeing up resources to allow more maintenance tasks to be completed without the use of overtime and roadway closures. Maintenance continues to review and prioritize need for overtime.



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

# B&T – Non-Reimbursable Overtime Variance

## January 2021 and YTD budget vs. variance

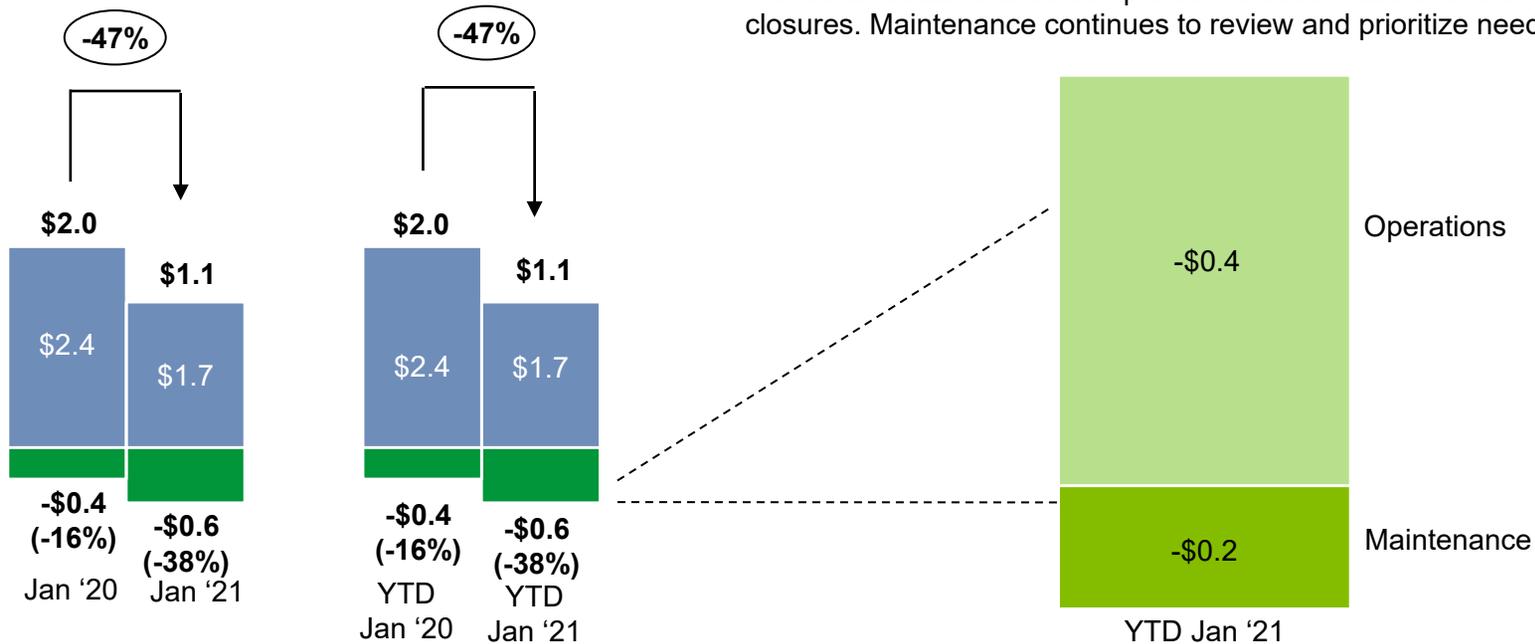
\$M

- Favorable
- Unfavorable
- Budget

Annual Adopted Budget: \$22.4M

## Overview

- YTD 2021 Non-reimbursable Overtime was \$0.6 million, or 38%, below budget through January.
- January 2021 Non-reimbursable Overtime was \$0.9 million, or 47%, below January 2020 spend.
- Operations Overtime was below budget by \$0.4 million, primarily due to scheduling, deployment, and managerial efficiencies.
- Maintenance Overtime was below budget by \$0.2 million. Overtime savings are attributed to the deferral of non-critical maintenance work. Due to the pandemic, traffic volumes at B&T crossings were down, freeing up resources to allow more maintenance tasks to be completed without the use of overtime and roadway closures. Maintenance continues to review and prioritize need for overtime.

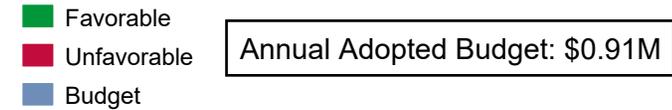


Note: The Non-reimbursable Overtime budget was reduced by \$4.1 million from 2020 to 2021.  
 Source: Adopted Budget. GL actuals for actual overtime spending. Numbers may not add due to rounding.

# B&T – Reimbursable Overtime Variance

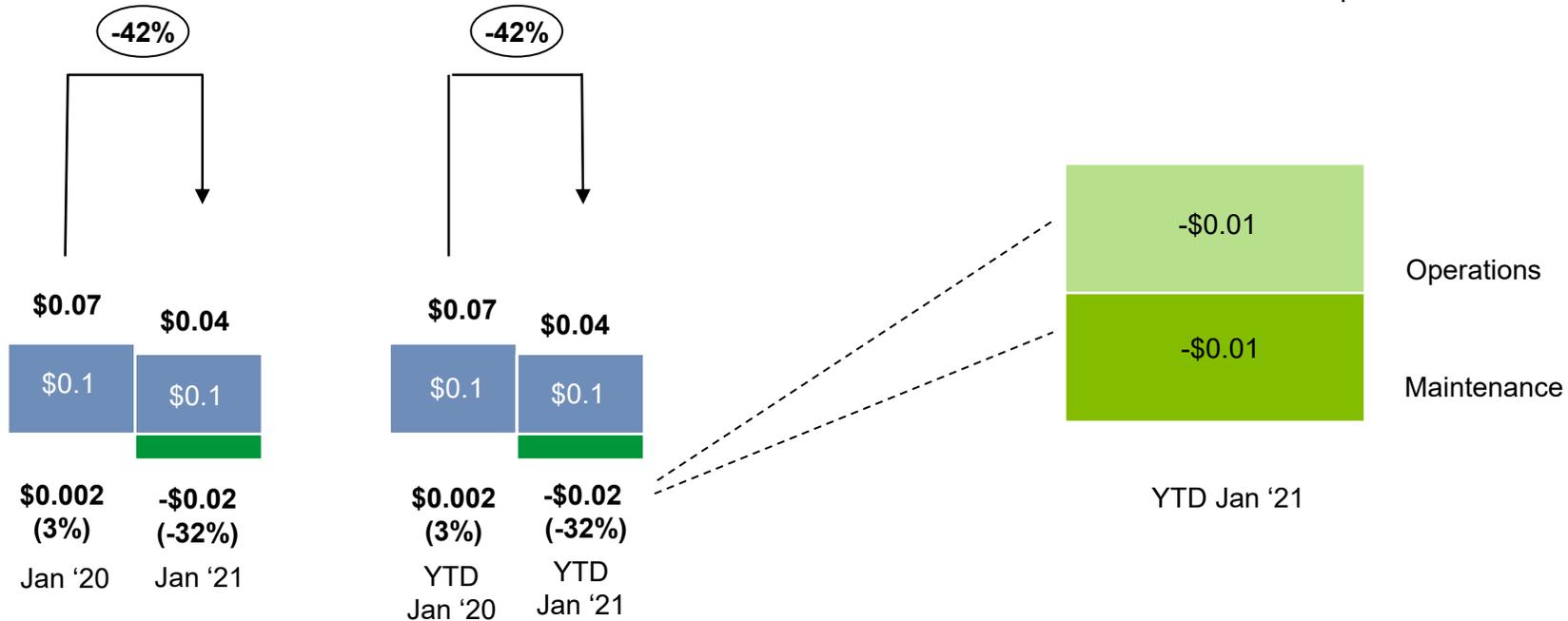
## January 2021 and YTD budget vs. variance

\$M



## Overview

- YTD 2021 Reimbursable Overtime was \$0.02M, or 32%, below budget through January.
- January 2021 Reimbursable Overtime was \$0.03 million, or 42%, below January 2020 spend.
- Operations Overtime was below budget by \$0.01 million, primarily due to scheduling, deployment, and managerial efficiencies.
- Maintenance Overtime was below budget by \$0.01 million. Overtime savings are attributed to the deferral of non-critical maintenance work. Due to the pandemic, traffic volumes at B&T crossings were down, freeing up resources to allow more maintenance tasks to be completed without the use of overtime and roadway closures. Maintenance continues to review and prioritize need for overtime.



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



# Bridges and Tunnels

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## 2020 B&T Operating Surplus (Action Item)



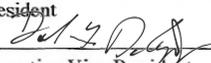
# Staff Summary



<b>Subject:</b> 2020 TBTA Operating Surplus
<b>Department:</b> Finance
<b>Department Head Name</b>  David Keller (Acting Department Head)
<b>Department Head Signature</b>
<b>Project Manager Name</b> Lloyd Jairam

<b>Date</b> February 18, 2021
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	MTA B&T Committee	02/18/21			
2	MTA Finance Committee	02/18/21			
3	MTA Board	02/18/21			

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

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

**PURPOSE:**

To obtain MTA Board approval of resolutions which will:

- Certify and transfer \$472,754,532 operating surplus to the MTA and NYCTA pursuant to Section 1219-a(2)(b) of the Public Authorities Law of the State of New York.
- Transfer \$763,475 representing 2020 investment income to the MTA pursuant to Section 569-c of the Public Authorities Law of the State of New York.
- Advance the 2021 TBTA Surplus as per attached Resolution.

**DISCUSSION:**

The attached calculation and letter from Deloitte & Touche LLP represent the Triborough Bridge and Tunnel Authority's operating surplus for fiscal year ending December 31, 2020. The amount of surplus available for transfer to the MTA and NYCTA is \$472,754,532. The amount of investment income that is surplus funds and available to transfer to MTA for fiscal year 2020 is \$763,475.

**BUDGET IMPACT:** None.

**ALTERNATIVES:** None.

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

# Triborough Bridge and Tunnel Authority

(A Component Unit of the Metropolitan Transportation Authority)

Agreed Upon Procedures Performed in  
Connection with the Schedule of Operating  
Surplus for the Year Ended December 31, 2020

## INDEPENDENT ACCOUNTANTS' REPORT ON APPLYING AGREED-UPON PROCEDURES

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

We have performed the procedures enumerated in Exhibit B, which were agreed to by the Triborough Bridge and Tunnel Authority (the "Authority"), a component unit of the Metropolitan Transportation Authority ("MTA"), the MTA and the New York City Transit Authority, solely to assist the Authority in agreeing financial information presented in the Schedule of Operating Surplus for the year ended December 31, 2020 (Exhibit A) to the accounting records of the Authority. The Authority's management is responsible for the Authority's accounting records and the preparation of the Schedule of Operating Surplus (Exhibit A) and the Supporting Schedule to the Schedule of Operating Surplus (Exhibit C) for the year ended December 31, 2020. The sufficiency of these procedures is solely the responsibility of the parties specified in this report. Consequently, we make no representation regarding the sufficiency of the procedures enumerated in Exhibit B either for the purpose for which this report has been requested or for any other purpose.

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

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

*Deloitte & Touche LLP*

February 5, 2021

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2020

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OPERATING REVENUES (Procedure 1)	\$ 1,669,334,951
OPERATING EXPENSES (Procedure 2)	<u>(442,212,121)</u>
NET OPERATING REVENUE	1,227,122,830
DECREASE IN PREPAID EXPENSES AND OTHER ADJUSTMENTS (Procedure 2)	3,719,738
DEBT SERVICE ON BONDS (Procedure 3)	(675,801,044)
INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS (Procedure 4)	1,134,704
ESTABLISHMENT OF GASB 43 RESERVE ACCOUNT (Procedure 7)	-
PURCHASE OF CAPITAL ASSETS FUNDED FROM OPERATIONS (Procedure 5)	(26,798,696)
CAPITAL CONTRIBUTION - PAYGO (Procedure 8)	(56,623,000)
ESTABLISHMENT OF NECESSARY RECONSTRUCTION RESERVE ACCOUNT (Procedure 6)	<u>-</u>
OPERATING SURPLUS	<u>\$ 472,754,532</u>

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

# TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

## NOTES TO THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2020 (Exhibit A)

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### 1. REPORTING ENTITY

The Triborough Bridge and Tunnel Authority (the “Authority” or “MTA Bridges and Tunnels”) is a public benefit corporation created pursuant to the Public Authorities Law (the “Act”) of the State of New York (the “State”). MTA Bridges and Tunnels is a component unit of the Metropolitan Transportation Authority (“MTA”). The MTA is a component unit of the State and is included in the State of New York Comprehensive Annual Financial Report of the Comptroller as a public benefit corporation. MTA Bridges and Tunnels is operationally and legally independent of the MTA. MTA Bridges and Tunnels enjoy certain rights typically associated with separate legal status including the ability to issue debt. However, MTA Bridges and Tunnels is included in the MTA’s consolidated financial statements as a blended component unit because of the MTA’s financial accountability and MTA Bridges and Tunnels is under the direction of the MTA Board (a reference to “MTA Board” means the board of MTA and/or the boards of the MTA Bridges and Tunnels and other MTA component units that apply in the specific context, all of which are comprised of the same persons). Under accounting principles generally accepted in the United States of America (“GAAP”), the MTA is required to include MTA Bridges and Tunnels in its consolidated financial statements.

### 2. OPERATING SURPLUS CALCULATION REQUIREMENTS

The operating surplus is calculated based upon Section 1219-a (2)(e) of the New York Public Authorities Law (“PAL”) and various bond resolutions. This surplus is transferred to the MTA and the MTA New York City Transit Authority (“Transit”). The initial \$24 million in operating surplus is provided to Transit and the balance is divided equally between Transit and the MTA. The Supporting Schedule to the Schedule of Operating Surplus (Exhibit C) is included as additional information to support the amounts recorded in the Schedule of Operating Surplus (Exhibit A) (the “Schedule”).

### 3. BASIS OF ACCOUNTING

The Schedule excludes Central Business District (“CBD”) Tolling activities. The operating revenues and operating expenses are included in the Schedule in accordance with the applicable bond resolutions on the accrual basis of accounting.

# TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

## AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2020 (Exhibit A)

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### 1. OPERATING REVENUES

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

### 2. OPERATING EXPENSES

- We compared the aggregate “Operating Expenses” of the TBTA appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger of the TBTA which excludes CBD Tolling activities and found them to be in agreement.

We inquired with management their policy for recording operating expenses and we have been informed that operating expenses were recorded using the accrual basis of accounting and that operating expenses excluded depreciation.

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

We recalculated the “(Increase) Decrease in Prepaid Expenses and Other Adjustments” appearing on the Schedule of Operating Surplus (Exhibit A) and compared it to the general ledger of the TBTA which excludes CBD Tolling activities and found them to be in agreement.

We inquired whether the operating expense was adjusted to include amounts charged to prepaid expenses and deferred charges on a cash basis of accounting and we have been informed that the operating expenses were adjusted to include amounts charged to prepaid expenses and deferred charges on a cash basis of accounting.

- We inquired whether any cash adjustments were made for changes in accounts payable, accrued expenses, or accounts receivable and we have been informed that no cash adjustments were made for changes in accounts payable, accrued expenses or accounts receivable.

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2020 (Exhibit A)

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#### 3. DEBT SERVICE ON BONDS

- We compared the “Debt Service” on the following bonds appearing on the Schedule of Operating Surplus (Exhibit A) to the TBTA debt service schedules listed below and found them to be in agreement:
  - General Revenue Bonds, and
  - Subordinate Revenue Bonds.
- We compared the “Debt Service on Bonds” on the TBTA’s portion of debt service on the 2 Broadway Certificates of Participation to the TBTA debt service schedule and found them to be in agreement.

We confirmed that in for all debt types, the debt service represents interest paid and/or accrued applicable to calendar year 2020 and the principal payment due January 1, 2021, on all bond indebtedness and certificates.

#### 4. INTEREST INCOME

- We compared the aggregated amounts of “Interest Income on Unexpended Bond Proceeds and Debt Service Funds” appearing on the Schedule of Operating Surplus (Exhibit A) to the debt service schedules and found them to be in agreement.
- We inquired whether interest income is excluded from operating revenue on the Schedule of Operating Surplus (Exhibit A) and we have been informed that interest income is excluded from “Operating Revenues” on the Schedule of Operating Surplus (Exhibit A).
- We inquired whether interest income on the debt service fund consists of income from (1) the debt service funds established in connection with the 2 Broadway Certificates of Participation to the extent attributable to the TBTA’s portion of debt service thereon, and (2) the debt service funds established in connection with the TBTA Bonds from their respective dates of issuance and we have been informed that interest income on the debt service fund investments consists of income from (1) the debt service funds established in connection with the 2 Broadway Certificates of Participation to the extent attributable to the TBTA’s portion of debt service thereon, and (2) the debt service funds established in connection with the TBTA bonds from their respective dates of issuance. We inquired whether this amount was included in the computation of operating surplus as a reduction of debt service cost (therefore increasing

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2020 (Exhibit A)

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

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

#### 5. CAPITAL ASSETS FUNDED FROM OPERATIONS

- We compared the amount of "Purchase of Capital Assets Funded From Operations," which represents amounts paid and capitalized for vehicles and other fixed assets, appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger of the TBTA which excludes CBD Tolling activities and found them to be in agreement.

We inquired whether these amounts were funded from operations and that such amounts represent a reduction of operating surplus appearing on the Schedule of Operating Surplus (Exhibit A) and we have been informed that these amounts were funded from operations and that such amounts represent a reduction of operating surplus appearing on the Schedule of Operating Surplus (Exhibit A).

#### 6. NECESSARY RECONSTRUCTION RESERVE

- We compared the amount appearing on the Schedule of Operating Surplus (Exhibit A) as "Establishment of Necessary Reconstruction Reserve Account" to the TBTA Financial Plan, which was approved by the Finance Committee at the December 16, 2020, meeting, to set aside and reduce the operating surplus by \$0 and found them to be in agreement. (The Necessary Reconstruction Reserve Account was established by the TBTA by resolution adopted March 29, 1968).
- We inquired whether this amount, together with interest income thereon, is to be used to fund reconstruction of present facilities within the meaning of TBTA's General Revenue Bond Resolution and we have been informed that this amount, together with interest income thereon, is to be used to fund reconstruction of present facilities within the meaning of the TBTA's General Revenue Bond Resolution.

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### **AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2020 (Exhibit A)**

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#### **7. GASB 43 RESERVE**

- We compared the amount appearing on the Schedule of Operating Surplus (Exhibit A) as “Establishment of GASB 43 Reserve Account” to the TBTA Financial Plan, which was approved by the Finance Committee at the December 16, 2020, meeting, to set aside and reduce the operating surplus by \$0 and found them to be in agreement.

#### **8. CAPITAL CONTRIBUTION-PAYGO**

- We compared the amount appearing on the Schedule of Operating Surplus (Exhibit A) as “Capital Contribution- PAYGO” to the TBTA July Financial Plan 2021-2024, which was approved by the Finance Committee at the July 22, 2020, meeting, to set aside and reduce the operating surplus by \$56,623,000 and found them to be in agreement.

\* \* \* \* \*

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### SUPPORTING SCHEDULE TO THE SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2020

TOTAL REVENUES		\$	1,671,153,160
LESS: Interest Income	\$	763,475	
Other Non-Operating Revenue		<u>1,054,734</u>	<u>1,818,209</u>
OPERATING REVENUES (Exhibit A)		\$	<u>1,669,334,951</u>
TOTAL EXPENSES (excluding depreciation)		\$	780,289,993
LESS: Non-Operating Expenses	\$	319,173,667	
Reimbursement of Personnel Costs		<u>18,904,205</u>	<u>338,077,872</u>
OPERATING EXPENSES (Exhibit A)		\$	<u>442,212,121</u>
PREPAID EXPENSES AND OTHER ADJUSTMENTS:			
Balance December 31, 2019	\$	28,954,638	
Balance December 31, 2020		<u>25,234,900</u>	
DECREASE IN PREPAID EXPENSES AND OTHER ADJUSTMENTS (Exhibit A)		\$	<u>(3,719,738)</u>
DEBT SERVICE:			
TBTA	\$	317,962,243	
MTA		110,645,499	
NYCTA		<u>246,058,598</u>	
Subtotal		674,666,340	
INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS (Exhibit A)		<u>1,134,704</u>	
TOTAL DEBT SERVICE ON BONDS (Exhibit A)		\$	<u>675,801,044</u>



# **Bridges and Tunnels**

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## **Capital Program Project Status Report January 2021**

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
STATUS REPORT  
JANUARY 31, 2021

Introduction

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

2021 Overview

In 2021, Bridges and Tunnels plans to commit \$172.9 million (See *Attachment 1 – 2021 Commitment Chart and Attachment 2 – 2021 Major Commitments*). There is one major commitment, totaling \$40.0 million, planned for this year:

- VN-X4: Design-Build for the Safety Fence Installation at the Verrazzano-Narrows Bridge - \$40 million. We expect to have good bid savings based on the proposals received.

Additional significant commitments include:

- BW14C/PT: Miscellaneous Structural Rehabilitation & Facility-Wide Painting at the Bronx-Whitestone Bridge - \$24.5 million
- MP-PT: Marine Parkway Bridge Facility-Wide Painting - \$16.0 million
- RK-PT: Robert F. Kennedy Bridge Facility-Wide Painting - \$23.1 million
- MP-09: Design-Build for the Elevator Electrical Rehabilitation at the Marine Parkway Bridge - \$16.0 million

In 2021, Bridges and Tunnels plans to complete 16 projects totaling \$384.3 million (See *Attachment 3 – 2021 Completion Chart and Attachment 4 – 2021 Major Completions*). There are four major projects, totaling \$276.5 million, planned to be completed this year:

- VN-10: Anchorage & Piers Rehabilitation and Sealing at the Verrazzano-Narrows Bridge- \$49.0 million
- CB-18: Scour Protection/Repair/Replacement at the Cross Bay Bridge and Pier Fender Replacement at the Cross Bay and Marine Parkway Bridges, Design-Build - \$65.9 million
- HC-07: Rehabilitation of the Ventilation Systems at the Hugh L. Carey Tunnel, Design-Build- \$88 million
- VN-49: Painting of the Suspended Span Upper & Lower Level Steel - \$73.6 million

In addition, the following significant completion is planned:

- BW-07/BW-32: Fender Protection around Tower Piers & Installation of Fire Standpipe Connections at the Bronx-Whitestone Bridge, Design Build - \$27.0 million

Under the Moving NY Forward program, the following acceleration initiatives are also planned to be completed this year:

- BB-28W: Hugh L. Carey Tunnel Brooklyn Plaza Standpipe Replacement - \$3 million
- RK-21Ph2: Fire Standpipe Acceleration Ph.2 at the Robert F. Kennedy Bridge - \$4.9 million
- VN-11: Brooklyn Approach Reconstruction at the Verrazzano-Narrows Bridge - \$29.2 million
- RK-81: Facility Interoperability Improvements (Demo of Old Structure) at the Robert F. Kennedy Bridge - \$8.8 million

In 2021, Bridges and Tunnels plans to closeout 227 tasks with a total value of \$1.44 billion.

Year to Date Progress

Commitments

In January, there were four commitments made with a total value of \$1.2 million. No commitments were planned.

Completions

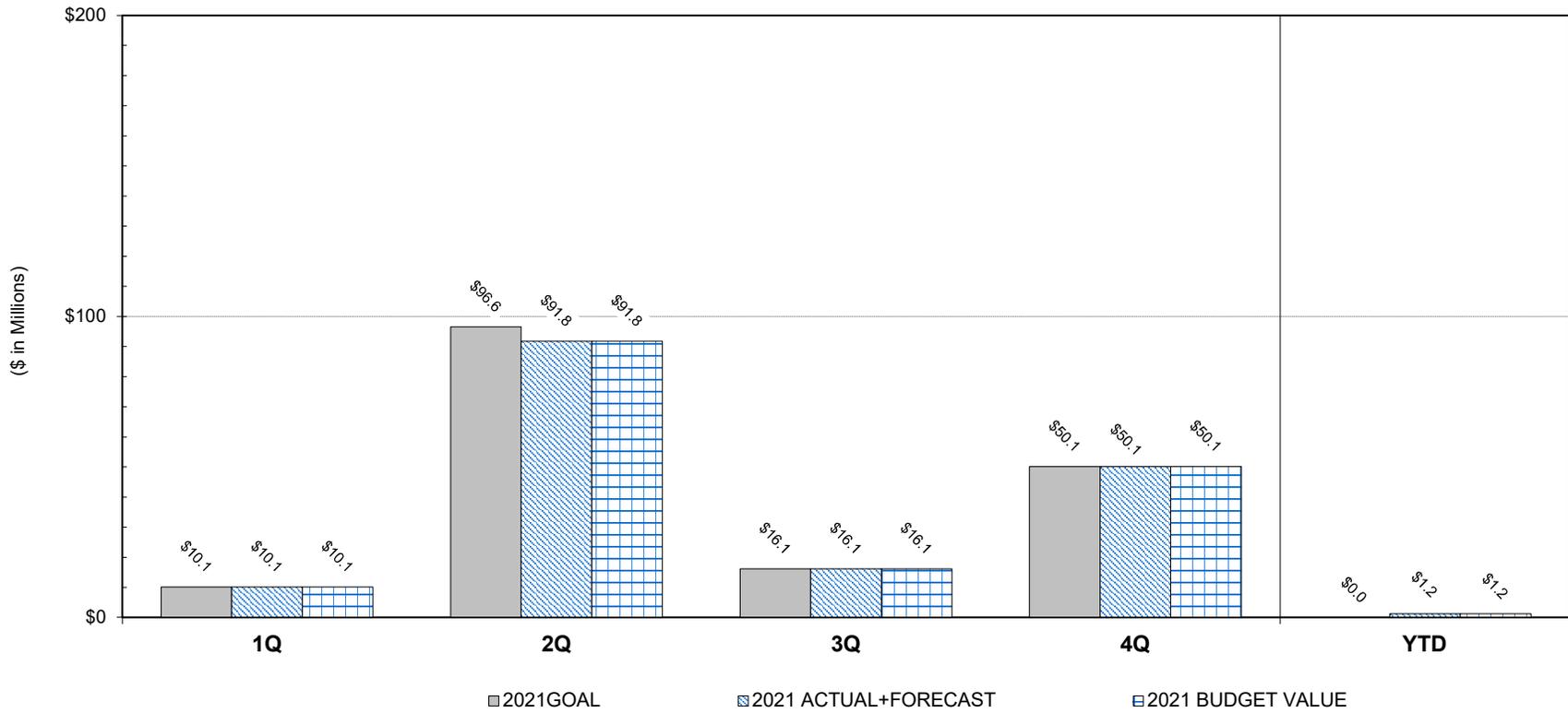
There were no completions made or planned in January.

Close-outs

There were fifty-two task level closeouts, planned and achieved in January for \$18 million.

**MTA Bridges and Tunnels**  
**Commitments as of January 01, 2021**

2021 Budget Goal:	\$172.9
2021 Annual Forecast:	\$168.2
YTD Goal:	\$0.0
YTD Actual:	\$1.2
YTD Budgeted Value:	\$1.2
Left to Commit:	\$166.9



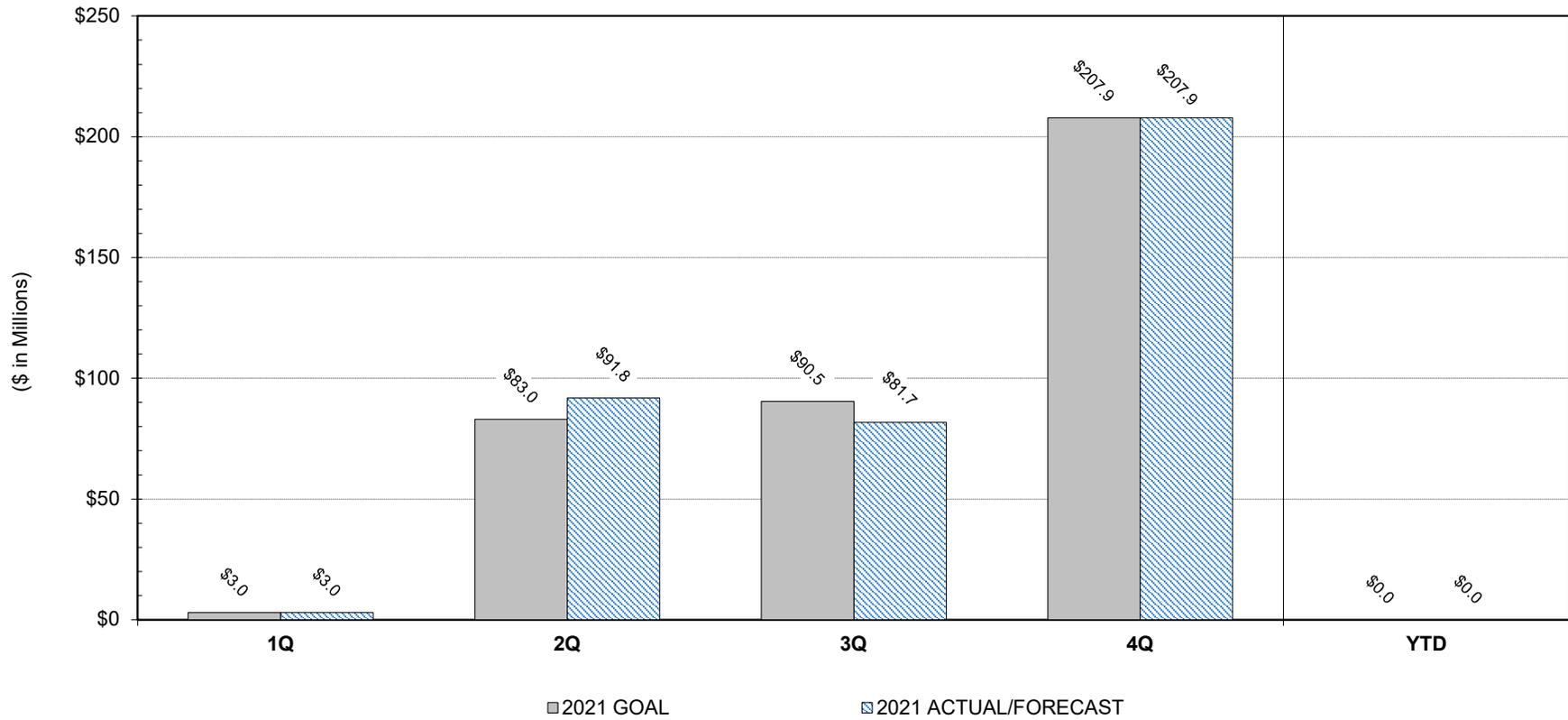
**MTA Bridges and Tunnels: Status of Major Commitments as of January 01, 2021**

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	\$35.0M	\$40.0	Apr-21	May-20	Apr-21	F	1

Note 1: We expect to have good bid savings based on the proposals received.

### MTA Bridges and Tunnels Completions as of January 01, 2021

2021 Budget Goal: \$384.3  
2021 Annual Forecast: \$384.3  
YTD Goal: \$0.0  
YTD Actual: \$0.0  
Left to Complete: \$384.3



**MTA Bridges and Tunnels: Status of Major Completions as of January 01, 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	75	0	May-21	May-21	F
CB-18	D701CB18	CB Scour Protect/Repair/Replace CB/MP Pier Fender	\$65.9	\$65.9	35	0	Jul-21	Jul-21	F
HC-07	D704HC07	Rehabilitation of HCT Ventilation Systems	\$88.0	\$88.0	69	0	Oct-21	Oct-21	F
VN-49	D707VN49	Paint Suspended Span Upper & Lower Level Steel	\$73.6	\$73.6	40	17	Dec-21	Dec-21	F



# Bridges and Tunnels

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## Diversity Report Fourth Quarter 2020



# Executive Summary

## ■ EEO

As of **December 31, 2020**, MTA Bridges and Tunnels workforce included 1,222 total employees. This represents a decrease of 74 employees from the fourth quarter 2020 (4Q19) workforce. There were only 4 employees hired in 2020: two females, one minority and one veteran. All were hired in the first quarter of the year.

- Female representation of 21% (262) is unchanged compared to 4Q19.
- Females were hired at a rate above their current representation.
- Minority representation of 57% (699) increased 1% compared to 4Q19.
- Minorities were hired at a rate below their current representation.



# Executive Summary

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

## Females:

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

## Minorities:

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

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



# Executive Summary

## ■ Diversity Initiatives to increasing representation

Bridges and Tunnels' capacity to implement its diversity strategy continues to be compromised by the COVID-19 pandemic. There have been limited opportunities to participate in outreach programs and other diversity activities.

We did not have any significant changes in our workforce composition in 2020. As of the end of the fourth quarter of 2020, the proportion of women and minorities in our workforce has remained relatively stable compared to the previous year even though their headcounts are lower.



# MTA B&T

# Workforce

as of December 31, 2020



# Definitions of EEO Job Categories

## **Officials & Administrators**

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

## **Professionals**

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

## **Technicians**

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

## **Protective Services**

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

## **Paraprofessionals**

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

## **Administrative Support**

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

## **Skilled Craft**

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

## **Service Maintenance**

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



# MTA B&T Workforce

JOB CATEGORY	TOTAL		Minorities		Est	WHITES		Est	BLACKS		Est	HISPANICS		Est	ASIANS		Est	AI/AN*		Est	NHOP1**		Est	2+ RACES		Est	VETERANS		PWD***	
	#	%	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	#	%
<b>Officials &amp; Administrators</b>	<b>231</b>		121	52%		110	48%		51	22%		22	10%		32	14%		1	0%		0	0%		15	6%		13	6%	0	0%
F	61	26%	46	20%	10%	15	6%	7%	25	11%	3%	5	2%	3%	11	5%	0%	1	0%	0%	0	0%	1%	4	2%		3	23%	0	0%
M	170	74%	75	32%	32%	95	41%	8%	26	11%	7%	17	7%	6%	21	9%	0%	0	0%	0%	0	0%	3%	11	5%		10	77%	0	0%
<b>Professionals</b>	<b>166</b>		109	66%		57	34%		42	25%		34	20%		18	11%		0	0%		1	1%		14	8%		12	7%	1	1%
F	80	48%	59	36%	15%	21	13%	8%	29	17%	4%	18	11%	3%	8	5%	0%	0	0%	0%	0	0%	1%	4	2%		6	50%	0	0%
M	86	52%	50	30%	29%	36	22%	7%	13	8%	8%	16	10%	4%	10	6%	0%	0	0%	0%	1	1%	1%	10	6%		6	50%	1	100%
<b>Technicians</b>	<b>105</b>		52	50%		53	50%		17	16%		26	25%		6	6%		1	1%		0	0%		2	2%		9	9%	0	0%
F	19	18%	15	14%	2%	4	4%	11%	6	6%	3%	7	7%	0%	1	1%	0%	0	0%	0%	0	0%	0%	1	1%		1	0%	0	0%
M	86	82%	37	35%	17%	49	47%	16%	11	10%	17%	19	18%	3%	5	5%	0%	1	1%	0%	0	0%	2%	1	1%		8	0%	0	0%
<b>Protective Services</b>	<b>379</b>		251	66%		128	34%		125	33%		95	25%		16	4%		1	0%		0	0%		14	4%		32	8%	0	0%
F	75	20%	66	17%	3%	9	2%	9%	51	13%	4%	12	3%	0%	0	0%	0%	1	0%	0%	0	0%	0%	2	1%		4	0%	0	0%
M	304	80%	185	49%	31%	119	31%	12%	74	20%	15%	83	22%	3%	16	4%	0%	0	0%	0%	0	0%	1%	12	3%		28	0%	0	0%
<b>Paraprofessionals</b>	<b>0</b>		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%	0	0%
F	0	0%	0	0%		0	0%		0	0%		0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%		0	0%	0	0%
M	0	0%	0	0%		0	0%		0	0%		0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%		0	0%	0	0%
<b>Administrative Support</b>	<b>19</b>		15	79%		4	21%		12	63%		2	11%		1	5%		0	0%		0	0%		0	0%		1	5%	0	0%
F	16	84%	15	79%	21%	1	5%	27%	12	63%	11%	2	11%	6%	1	5%	0%	0	0%	0%	0	0%	0%	0	0%		1	100%	0	0%
M	3	16%	0	0%	9%	3	16%	1%	0	0%	1%	0	0%	4%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%		0	0%	0	0%
<b>Skilled Craft</b>	<b>0</b>		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%	0	0%
F	0	0%	0	0%		0	0%		0	0%		0	0%		0	0%		0	0%	0%	0	0%	0%	0	0%		0	0%	0	0%
M	0	0%	0	0%		0	0%		0	0%		0	0%		0	0%	0%	0	0%	0%	0	0%	0%	0	0%		0	0%	0	0%
<b>Service Maintenance</b>	<b>322</b>		151	47%		171	53%		66	20%		53	16%		14	4%		3	1%		0	0%		15	5%		13	4%	1	0%
F	11	3%	9	3%	1%	2	1%	1%	2	1%	4%	7	2%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%		0	0%	0	0%
M	311	97%	142	44%	32%	169	52%	15%	64	20%	16%	46	14%	3%	14	4%	0%	3	1%	0%	0	0%	2%	15	5%		13	100%	1	0%
<b>Total</b>	<b>1,222</b>		<b>699</b>	<b>57%</b>		<b>523</b>	<b>43%</b>		<b>313</b>	<b>26%</b>		<b>232</b>	<b>19%</b>		<b>87</b>	<b>7%</b>		<b>6</b>	<b>0%</b>		<b>1</b>	<b>0%</b>		<b>60</b>	<b>5%</b>		<b>80</b>	<b>7%</b>	<b>2</b>	<b>0%</b>



\* American Indian/Alaskan Native

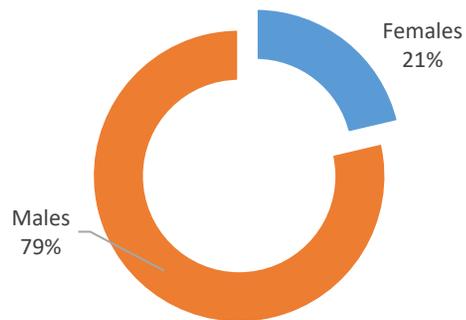
\*\*Native Hawaiian Other Pacific Islander

\*\*\* People with Disabilities

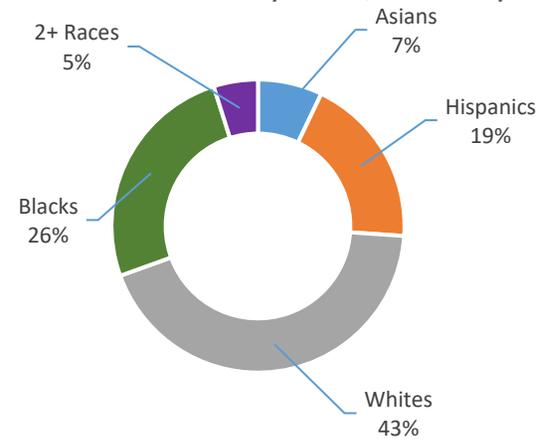
Note: All percentages have been rounded up to the nearest whole number.

# MTA B&T Workforce

Workforce by Gender



Workforce by Race/Ethnicity



The MTA B&T workforce consists of 1,222 employees

- ❑ 21% females, 57% minorities, and 7% veterans.
- ❑ The percentage of females in the workforce is unchanged when compared to 4Q19.
- ❑ The percentage of minorities increased by 1% as it relates to race and ethnicity when compared to 4Q19.



# Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in its workforce. This analysis consists of comparing **December 31, 2020** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market. Underutilization exists if the percentage of females or minorities in a job category is less than 80 percent of their expected estimated availability.

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



# MTA B&T Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		Est Avail	Actual %												
Officials & Administrators	F	7%	11%	3%	2%	3%	5%	0%	0%	0%	0%	1%	2%	10%	7%
	M	8%	11%	7%	7%	6%	9%	0%	0%	0%	0%	3%	5%		
Professionals	F	8%	17%	4%	11%	3%	5%	0%	0%	0%	0%	1%	2%	15%	13%
	M	7%	8%	8%	10%	4%	6%	0%	0%	0%	1%	1%	6%		
Technicians	F	11%	6%	3%	7%	0%	1%	0%	0%	0%	0%	0%	1%	2%	4%
	M	16%	10%	17%	19%	3%	5%	0%	0%	0%	0%	2%	1%		
Protective Services	F	9%	13%	4%	3%	0%	0%	0%	0%	0%	0%	0%	1%	3%	2%
	M	12%	19%	15%	22%	3%	4%	0%	0%	0%	0%	1%	3%		
Paraprofessionals	F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	M	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Administrative Support	F	27%	65%	11%	10%	6%	5%	0%	0%	0%	0%	0%	0%	21%	5%
	M	1%	0%	1%	0%	4%	0%	0%	0%	0%	0%	0%	0%		
Skilled Craft	F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	M	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Service Maintenance	F	1%	1%	4%	2%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%
	M	15%	20%	16%	15%	3%	4%	0%	1%	0%	0%	2%	5%		

\*American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

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



# MTA B&T

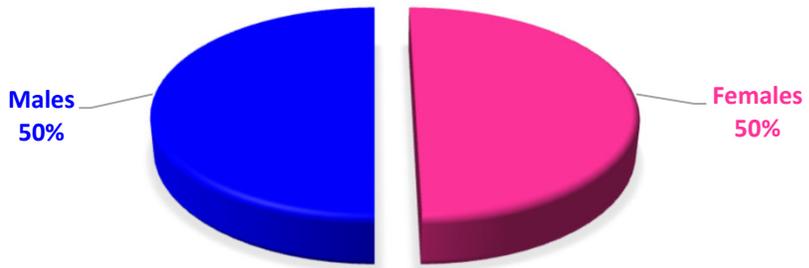
## **New Hires and Veterans**

**January 1, 2020 – December 31, 2020**

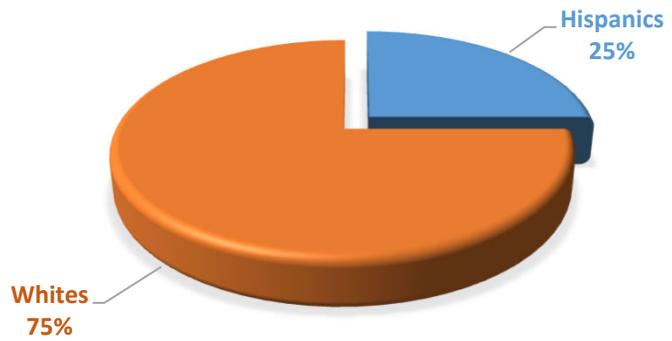


# MTA B&T New Hires and Veterans

### NEW HIRE BY GENDER



### NEW HIRE BY RACE/ETHNICITY



We hired 4 employees in 2020, all in the first quarter of the year. One (1) veteran was hired.

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



# MTA B&T

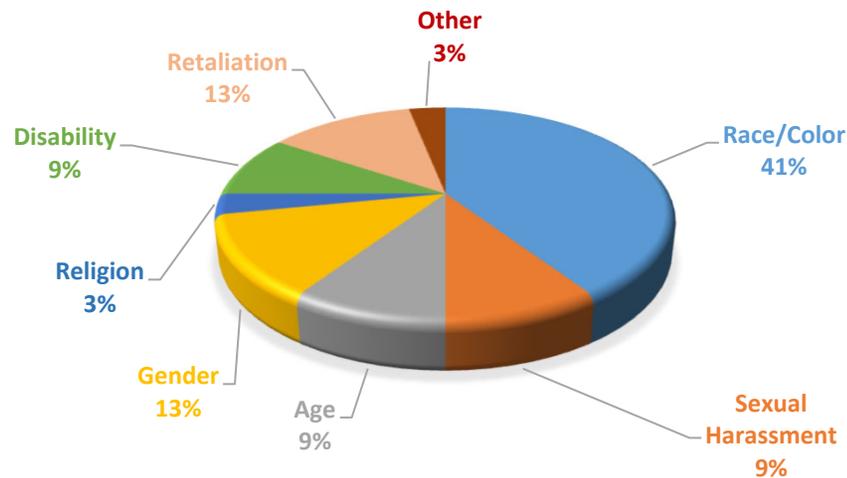
## **Complaints and Lawsuits**

**January 1, 2020 – December 31, 2020**

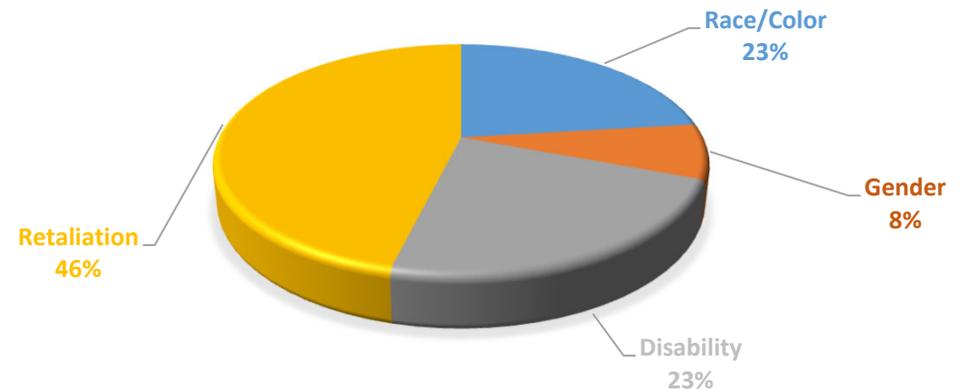


# MTA B&T Internal/External EEO Complaints and Lawsuits

## INTERNAL EEO COMPLAINTS



## EXTERNAL EEO COMPLAINTS



MTA B&T handled 29 EEO complaints, citing 53 separate allegations, and one lawsuit:

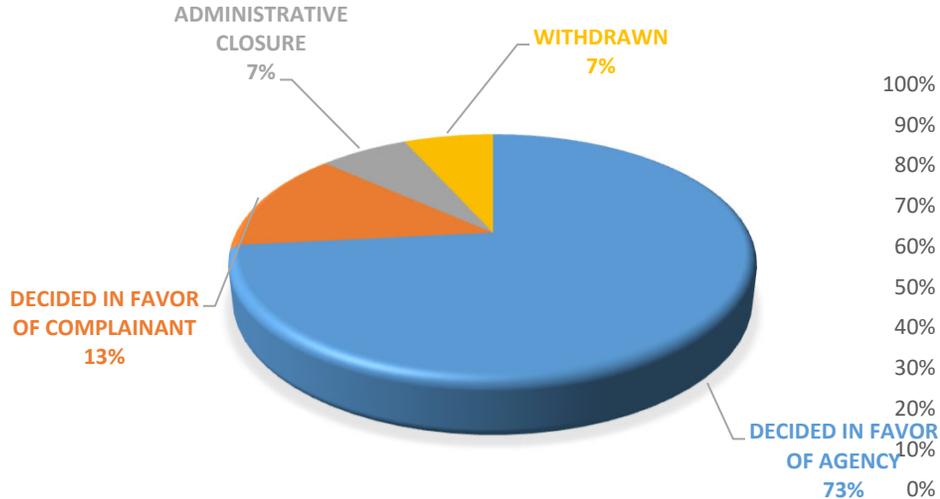
- 22 internal complaints
- 7 external complaints
- The most frequently cited basis internally was race/color and externally was retaliation.



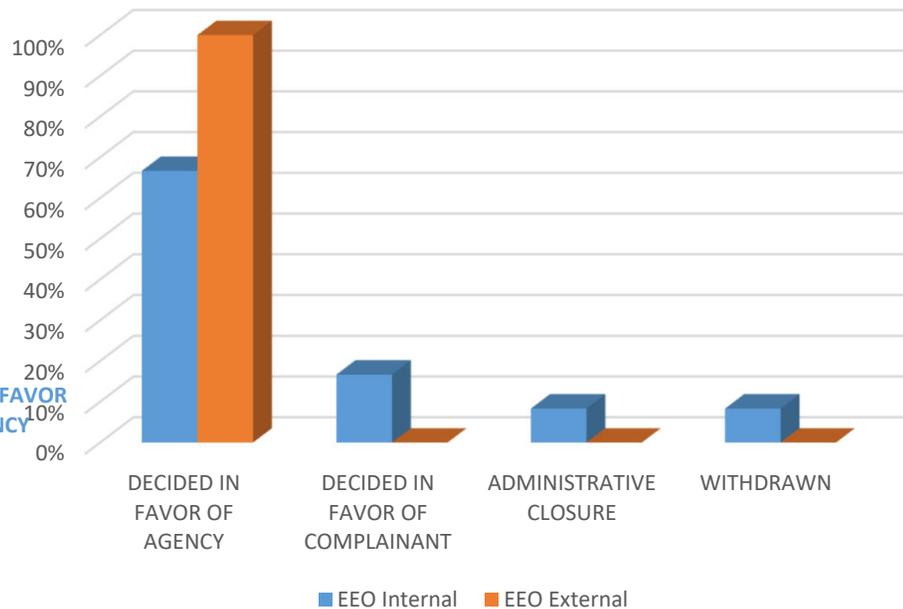
These charts include all pending matters as of the date of the report, including matters filed prior to the reporting period. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e., Sexual Orientation, Military status, or Marital Status etc.).

# MTA B&T EEO Complaints and Lawsuits Dispositions

**OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS**



**EEO COMPLAINTS AND LAWSUITS DISPOSITIONS**



MTA B&T disposed of 15 EEO complaints and 0 EEO lawsuits.

- 73% complaints/lawsuits decided in favor of the agency.
- 13% complaints/lawsuits decided in favor of the complainant.
- 7% complaints withdrawn.
- 7% complaints administratively closed.



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

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

