



Metropolitan Transportation Authority

Bridges and Tunnels Committee Meeting

April 2021

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
Wednesday, 4/21/2021
10:00 AM - 1:00 PM ET**

1. Summary of Actions - None

2. Public Comments

3. Approval of Minutes - March 2021

B&T Committee Minutes - March 2021 - Page 3

4. Committee Work Plan

B&T Committee Work Plan - Page 4

5. Report on Operations - February 2021

B&T Report on Operations - February 2021 - Page 10

6. Safety Report - February 2021

B&T Safety Report - February 2021 - Page 24

7. Financial Report - March 2021

B&T Financial Report - March 2021 - Page 29

8. Final Review of 2020 Year-End Operating Results

B&T Final Review of 2020 Year-End Operating Results - Page 44

9. Capital Program Project Status Report - March 2021

B&T Capital Program Project Status Report - March 2021 - Page 70

10. Procurements - None



Bridges and Tunnels

Minutes of Committee Meeting March 2021

Because of the ongoing COVID-19 public health crisis, the MTA Chairman convened a one-day, virtual Board and Committee meeting session on March 17, 2021 which included the following MTA committees:

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

To see a summary of the meeting and the actions taken by the Bridges and Tunnels Committee, please refer to the March 17, 2021 Board minutes in the April 2021 Board Book available here on the Board materials website:

<https://new.mta.info/transparency/board-and-committee-meetings/april-2021>.



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

TOPIC

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

Procurements
Action Items (if any)

Responsibility

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

II. SPECIFIC AGENDA ITEMS

April 2021

Final Review of 2020 Year-End Operating Results

Planning & Budget

May 2021

Diversity Report – 1st Quarter 2021

EEO

June 2021

No items scheduled

July 2021

No items scheduled

August 2021

No meeting scheduled

September 2021

2022 Preliminary Budget
Diversity Report – 2nd Quarter 2021

Planning & Budget
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 – 3rd Quarter 2021

Committee Chair & Members
Planning & Budget
EEO

January 2022

Approval of 2022 Work Plan

Committee Chair & Members

February 2022

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

Planning & Budget
Planning & Budget
Controller
Operations
EEO

March 2022

Annual Procurement Contracts Report

Procurement & Materials/
Finance

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

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 financial performance. The MTA Budget Division will prepare an overall review also for inclusion in the materials that draws MTA-wide conclusions.

MAY 2021

Diversity Report – 1st 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.

Diversity Report – 2nd 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 – 3rd Quarter 2021

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

JANUARY 2022

Approval of Work Plan for 2022

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

FEBRUARY 2022

Preliminary Review of 2021 Operating Budget Results

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

2022 Adopted Budget and February Financial Plan 2022-2025

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

2021 B&T Operating Surplus

The Committee will recommend action to the Board.

2021 Customer Environment Report

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

Diversity Report – 4th Quarter 2021

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

MARCH 2022

Annual Procurement Contracts Report

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



Bridges and Tunnels

Report on Operations February 2021



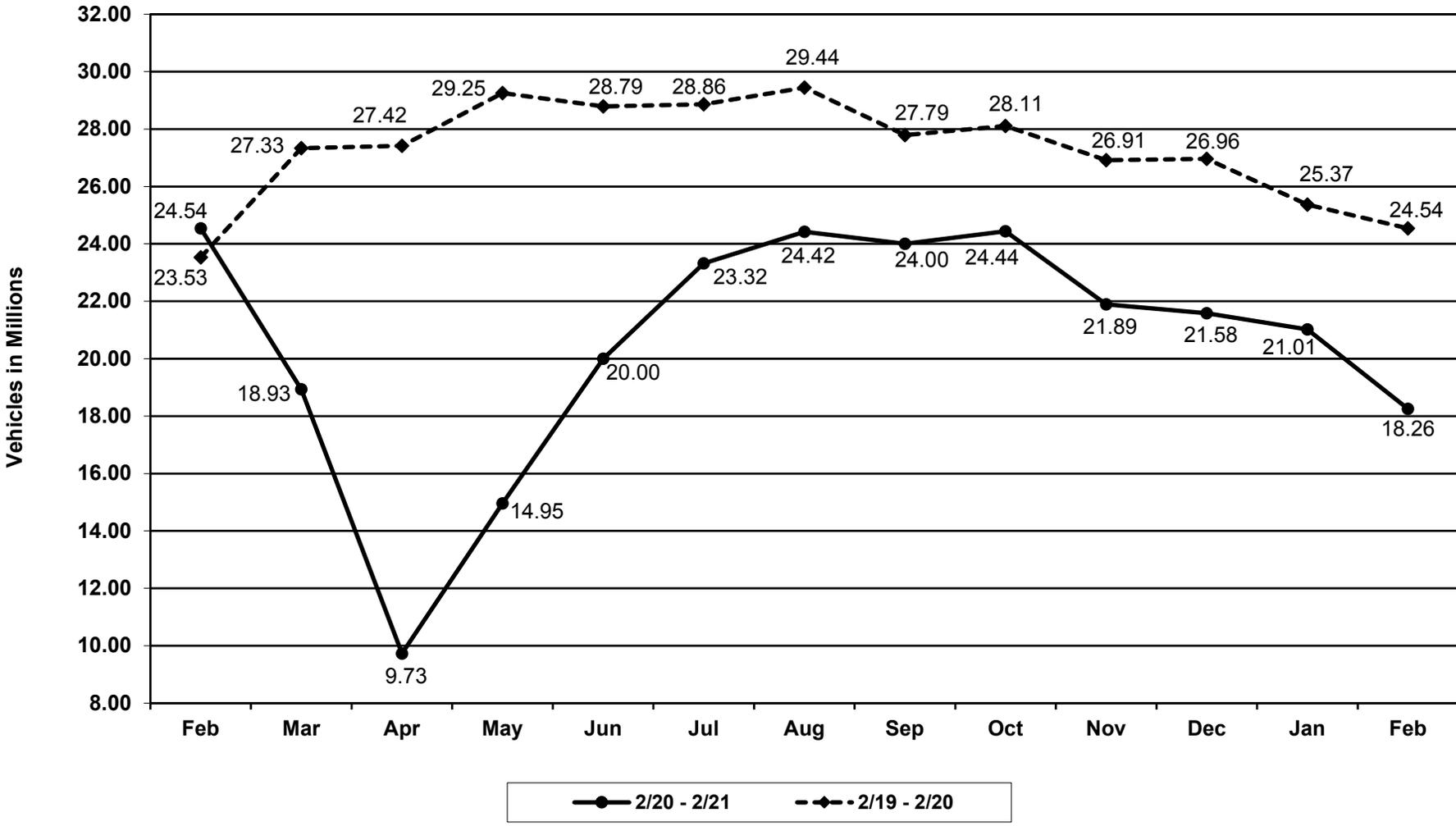
MTA Bridges and Tunnels February 2021 Traffic Trends

Summary

In February, B&T paid traffic was 18.3 million vehicles, which was 25.6% lower than in the same period in 2020. The decrease was primarily due to the continuing impacts of the COVID-19 pandemic, one less calendar day because 2020 was a leap year, and to unusually harsh winter weather: the New York City region had 23.2 inches of snow in February, the eighth highest monthly total in the last 150 years.

Average daily traffic decreased by 23.9% for passenger cars and by 10.6% for other vehicles compared to February 2020. Average daily E-ZPass transactions in February decreased by 23.2% and Tolls by Mail transactions increased by 17.0% compared to the same period in 2020. February E-ZPass market share was 95.9%.

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



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

All B&T Facilities by Method of Payment			
	February 2021	February 2020	2021 YTD
E-ZPass ¹	17,508,653	23,595,567	37,379,175
Tolls by Mail ¹	746,887	945,100	1,891,057
Total	18,255,540	24,540,667	39,270,232
E-ZPass Market Share:			
Total	95.9%	96.1%	95.2%
Cars	95.8%	96.1%	95.0%
Trucks	97.5%	96.9%	97.2%

Facility	Average Weekday ²			E-ZPass Market Share			Average Weekend ²			E-ZPass Market Share		
	February 2021	February 2021	February 2021	Feb 2021	Feb 2020	Change	February 2021	February 2021	February 2021	Feb 2021	Feb 2020	Change
Bronx-Whitestone Bridge	102,015	97,032	4,983	95.1%	95.3%	-0.2%	97,939	91,481	6,458	93.4%	93.6%	-0.2%
Cross Bay Bridge	17,806	17,116	690	96.1%	97.8%	-1.7%	15,516	14,778	738	95.2%	96.8%	-1.5%
Henry Hudson Bridge	49,166	47,188	1,978	96.0%	96.1%	-0.1%	40,360	38,243	2,118	94.8%	95.4%	-0.7%
Hugh L. Carey Tunnel	43,830	42,730	1,100	97.5%	97.1%	0.4%	29,788	28,581	1,207	95.9%	95.8%	0.1%
Marine Parkway Bridge	15,376	14,948	428	97.2%	97.9%	-0.7%	12,682	12,243	439	96.5%	97.1%	-0.6%
Queens Midtown Tunnel	56,609	54,682	1,927	96.6%	97.5%	-0.9%	45,231	42,869	2,362	94.8%	96.3%	-1.5%
Robert F. Kennedy Bridge	137,612	131,885	5,728	95.8%	96.3%	-0.5%	118,787	111,930	6,857	94.2%	94.8%	-0.6%
Throgs Neck Bridge	80,782	77,491	3,291	95.9%	95.9%	0.1%	81,628	76,832	4,796	94.1%	94.0%	0.1%
Verrazzano-Narrows Bridge ¹	<u>171,423</u>	<u>166,219</u>	<u>5,204</u>	<u>97.0%</u>	<u>97.1%</u>	<u>-0.2%</u>	<u>157,791</u>	<u>151,205</u>	<u>6,587</u>	<u>95.8%</u>	<u>95.7%</u>	<u>0.1%</u>
All Facilities¹	674,619	649,291	25,329	96.2%	96.6%	-0.4%	599,721	568,161	31,561	94.7%	95.1%	-0.4%

Notes:

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

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

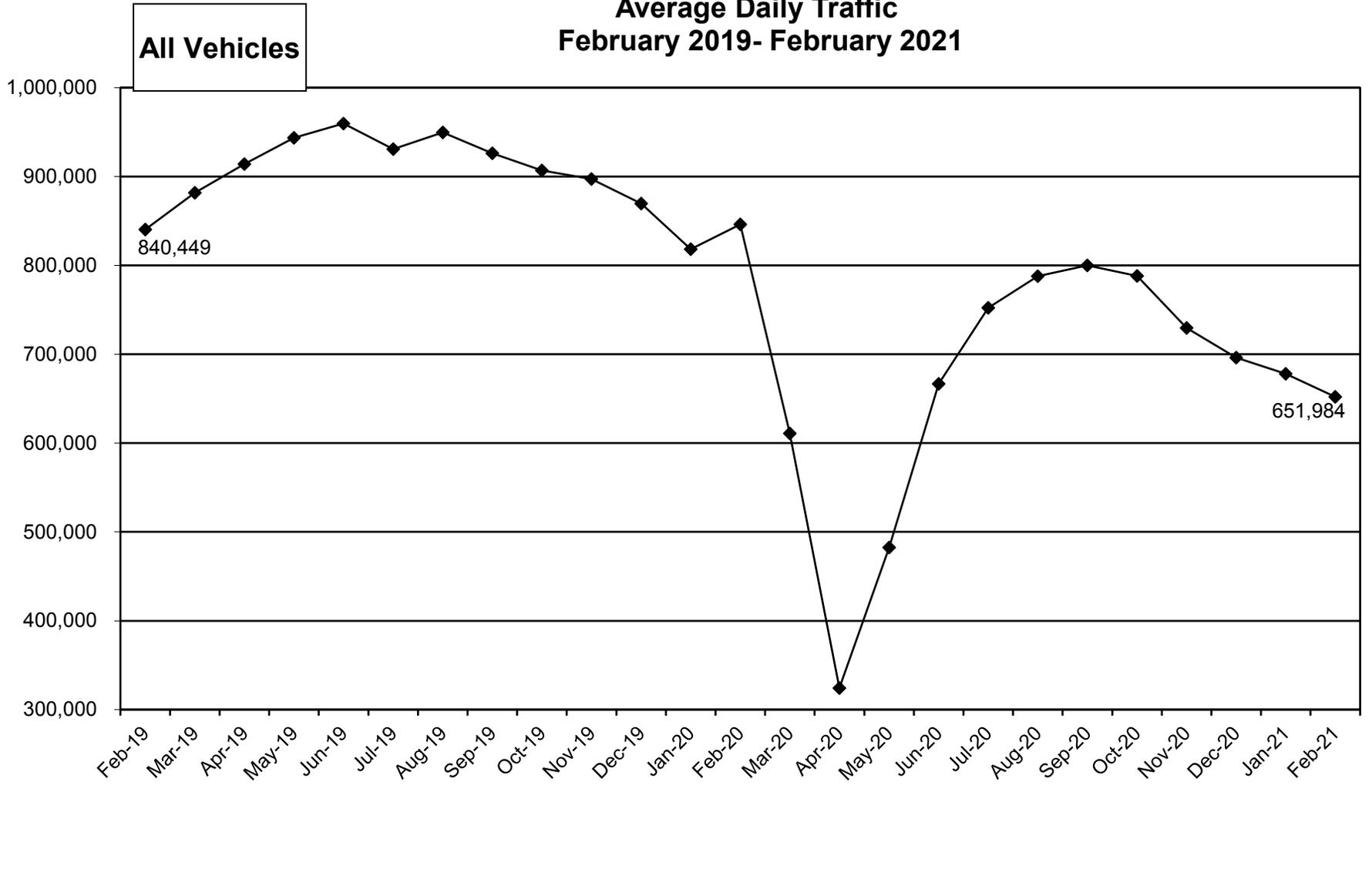
Distribution by Facility & Time Period			
Facility	February 2021		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	22.9%	23.7%	53.3%
Cross Bay Bridge	22.3%	24.5%	53.1%
Henry Hudson Bridge	23.7%	29.5%	46.9%
Hugh L. Carey Tunnel	26.1%	27.4%	46.4%
Marine Parkway Bridge	23.9%	26.6%	49.5%
Queens Midtown Tunnel	25.5%	24.1%	50.4%
Robert F. Kennedy Bridge	24.9%	22.5%	52.6%
Throgs Neck Bridge	24.2%	24.5%	51.3%
Verrazzano-Narrows Bridge ¹	<u>23.1%</u>	<u>24.9%</u>	<u>52.1%</u>
All Facilities	24.0%	24.6%	51.4%

Payment Method by Facility (Transactions)			
Facility	February 2021		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls by Mail
Bronx-Whitestone Bridge	90.1%	4.6%	5.3%
Cross Bay Bridge	94.6%	1.3%	4.1%
Henry Hudson Bridge	86.4%	9.2%	4.3%
Hugh L. Carey Tunnel	91.3%	5.9%	2.8%
Marine Parkway Bridge	94.6%	2.4%	2.9%
Queens Midtown Tunnel	90.0%	6.2%	3.8%
Robert F. Kennedy Bridge	90.0%	5.5%	4.5%
Throgs Neck Bridge	88.3%	7.2%	4.5%
Verrazzano-Narrows Bridge	<u>88.1%</u>	<u>8.6%</u>	<u>3.3%</u>
All Facilities	89.4%	6.5%	4.1%

Note:

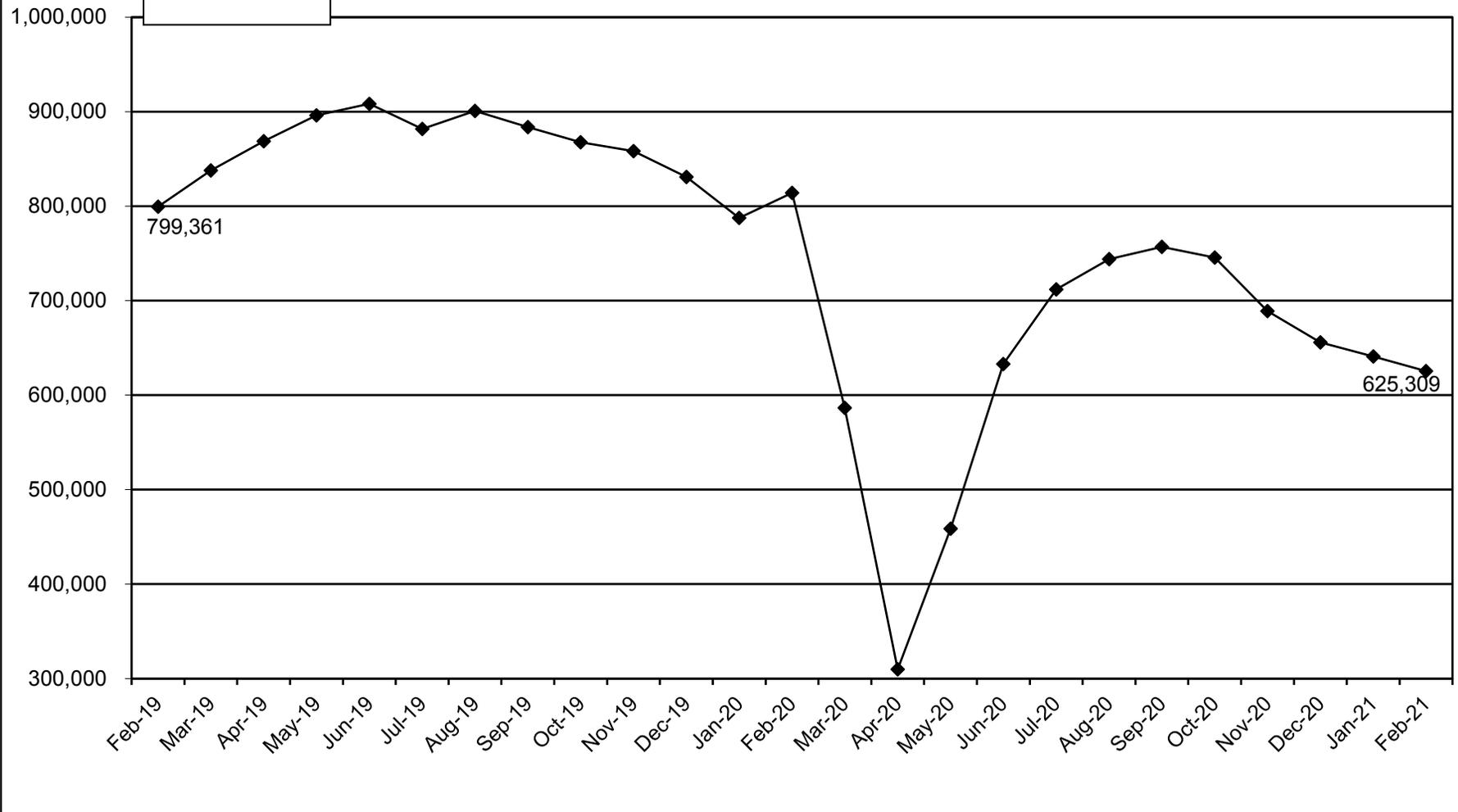
1. At the Verrazzano-Narrows Bridge (VNB), tolls were only collected in the westbound direction prior to December 1, 2020.

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



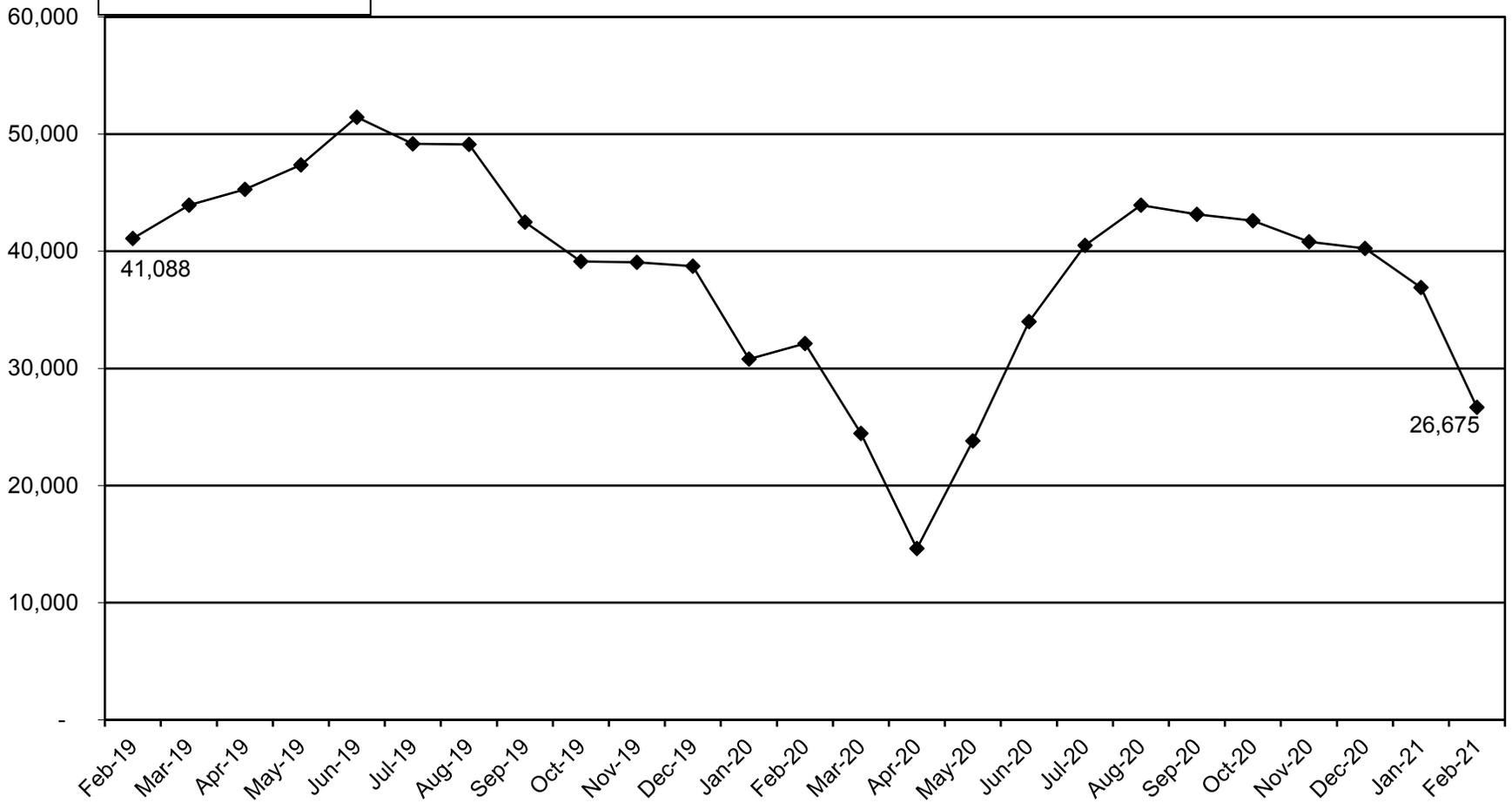
MTA Bridges and Tunnels Average Daily Traffic February 2019- February 2021

**E-ZPass
Vehicles**



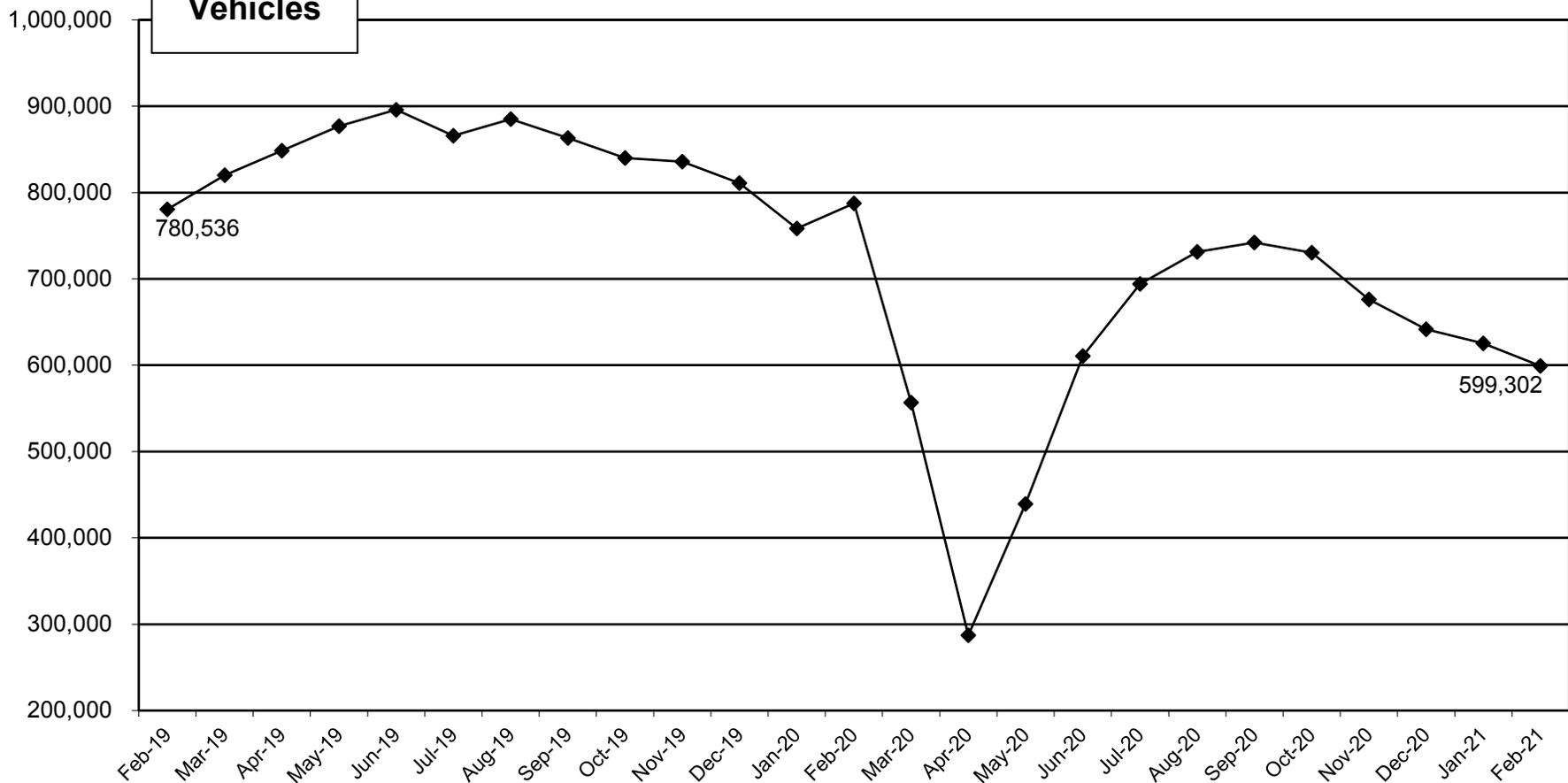
MTA Bridges and Tunnels Average Daily Traffic February 2019- February 2021

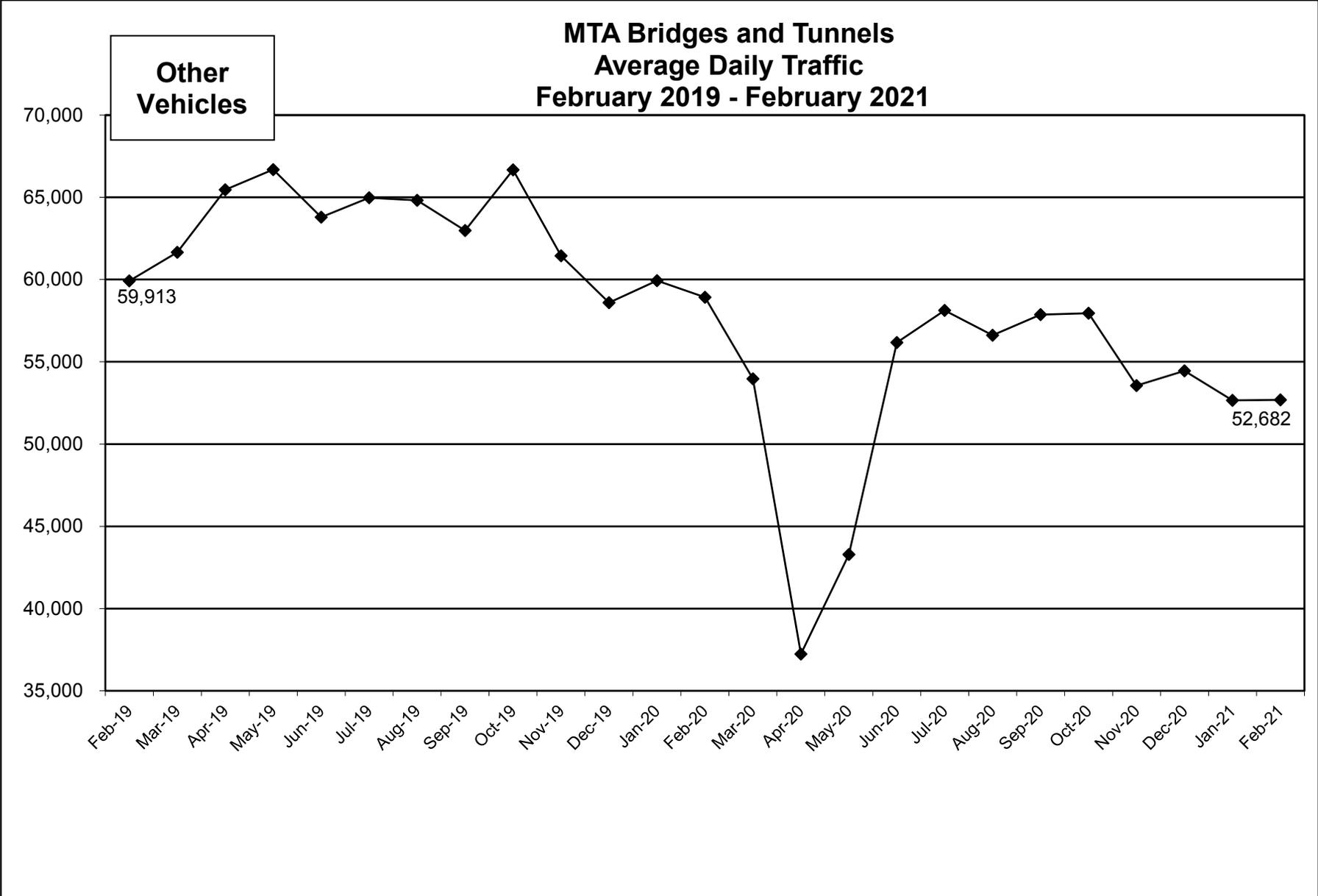
**Tolls by Mail
Vehicles**



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

**Passenger
Vehicles**





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

Corridor	Toll Media	Feb(1)	3 Months(2) (Dec-Feb)	6 Months(3) (Sep-Feb)	9 Months(4) (Jun-Feb)	12 Months(5) (Mar-Feb)
All Facilities	Total Vehicles	-23.0%	-20.0%	-17.4%	-19.1%	-26.5%
	E-ZPass	-23.2%	-20.9%	-18.3%	-19.7%	-26.8%
	Tolls by Mail	-17.0%	2.8%	4.0%	-6.0%	-18.9%
RFK Bridge	Total Vehicles	-22.6%	-20.1%	-18.1%	-20.0%	-27.7%
	E-ZPass	-22.9%	-21.3%	-19.3%	-20.9%	-28.3%
	Tolls by Mail	-14.2%	6.0%	8.0%	-2.2%	-17.3%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-29.8%	-26.7%	-23.8%	-26.3%	-34.7%
	E-ZPass	-30.3%	-27.9%	-25.0%	-27.3%	-35.4%
	Tolls by Mail	-10.7%	12.9%	17.3%	2.6%	-15.5%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-23.8%	-20.3%	-17.2%	-19.1%	-25.3%
	E-ZPass	-23.8%	-21.1%	-18.0%	-19.7%	-25.5%
	Tolls by Mail	-23.5%	-4.0%	-3.0%	-6.7%	-22.6%
Verrazano-Narrows Bridge	Total Vehicles	-15.6%	-12.6%	-11.2%	-13.0%	-19.9%
	E-ZPass	-15.6%	-13.4%	-11.9%	-13.5%	-20.1%
	Tolls by Mail	-15.6%	9.4%	7.4%	-2.6%	-14.0%
Henry Hudson Bridge	Total Vehicles	-30.5%	-28.8%	-24.7%	-27.5%	-36.6%
	E-ZPass	-31.2%	-29.7%	-25.6%	-28.1%	-36.9%
	Tolls By Mail	-7.1%	-3.6%	-3.0%	-15.4%	-30.2%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-20.7%	-18.1%	-13.5%	-12.2%	-17.8%
	E-ZPass	-21.0%	-18.7%	-14.1%	-12.7%	-18.1%
	Tolls by Mail	-11.9%	-1.7%	5.6%	-0.5%	-9.3%

(1) February 2021 vs. February 2020

(2) December 2020 to February 2021 vs. December 2019 to February 2020

(3) September 2020 to February 2021 vs. September 2019 to February 2020

(4) June 2020 to February 2021 vs. June 2019 to February 2020

(5) March 2020 to February 2021 vs. March 2019 to February 2020

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

Corridor	Toll Media	Feb(1)	3 Months(2) (Dec-Feb)	6 Months(3) (Sep-Feb)	9 Months(4) (Jun-Feb)	12 Months(5) (Mar-Feb)
All Facilities	Total Vehicles	-23.0%	-20.0%	-17.4%	-19.1%	-26.5%
	Passenger	-23.9%	-20.7%	-17.9%	-19.7%	-27.3%
	Other	-10.6%	-9.9%	-10.7%	-11.0%	-16.0%
RFK Bridge	Total Vehicles	-22.6%	-20.1%	-18.1%	-20.0%	-27.7%
	Passenger	-23.0%	-20.4%	-18.3%	-20.3%	-28.4%
	Other	-17.6%	-16.1%	-15.6%	-15.7%	-20.4%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-29.8%	-26.7%	-23.8%	-26.3%	-34.7%
	Passenger	-30.5%	-27.2%	-24.1%	-26.7%	-35.3%
	Other	-19.8%	-20.4%	-19.8%	-20.1%	-27.2%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-23.8%	-20.3%	-17.2%	-19.1%	-25.3%
	Passenger	-25.1%	-21.4%	-18.1%	-19.8%	-26.7%
	Other	-10.0%	-7.7%	-7.2%	-10.0%	-10.3%
Verrazano-Narrows Bridge	Total Vehicles	-15.6%	-12.6%	-11.2%	-13.0%	-19.9%
	Passenger	-17.0%	-13.6%	-11.8%	-13.6%	-20.6%
	Other	3.3%	2.5%	-2.3%	-4.7%	-10.1%
Henry Hudson Bridge	Total Vehicles	-30.5%	-28.8%	-24.7%	-27.5%	-36.6%
	Passenger	-30.5%	-28.7%	-24.6%	-27.5%	-36.6%
	Other	-27.5%	-37.1%	-33.5%	-35.6%	-43.1%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-20.7%	-18.1%	-13.5%	-12.2%	-17.8%
	Passenger	-21.2%	-18.2%	-13.2%	-11.9%	-17.5%
	Other	-12.9%	-16.6%	-17.3%	-17.3%	-23.3%

(1) February 2021 vs. February 2020

(2) December 2020 to February 2021 vs. December 2019 to February 2020

(3) September 2020 to February 2021 vs. September 2019 to February 2020

(4) June 2020 to February 2021 vs. June 2019 to February 2020

(5) March 2020 to February 2021 vs. March 2019 to February 2020

Supplemental Data Page for the Report on Operations

<u>Month</u>	Traffic & Average Gas Price⁽¹⁾		Weather⁽²⁾			<u>Precipitation Days</u>
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	
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 ⁽³⁾	27,332,093	\$2.63	42	3.9	10.4	9
Apr-19	27,419,476	\$2.84	55	4.4	-	17
May-19	29,249,471	\$3.00	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
Jan-20	25,368,494	\$2.71	39	1.6	2.6	9
Feb-20	24,540,667	\$2.72	40	2.7	-	12
Mar-20	18,934,838	\$2.48	48	2.7	-	12
Apr-20	9,730,391	\$2.26	51	4.5	-	14
May-20	14,953,991	\$2.15	61	1.2	-	11
Jun-20	20,001,850	\$2.21	76	1.1	-	8
Jul-20	23,322,086	\$2.26	83	4.7	-	12
Aug-20	24,423,978	\$2.25	80	4.9	-	13
Sep-20	24,002,331	\$2.26	70	4.1	-	9
Oct-20	24,436,261	\$2.25	60	5.2	-	13
Nov-20	21,889,990	\$2.21	54	4.4	-	8
Dec-20	21,579,182	\$2.29	41	3.5	10.2	10
Jan-21	21,014,692	\$2.45	37	2.2	1.6	9
Feb-21	18,255,540	\$2.61	35	4.1	23.2	14

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences

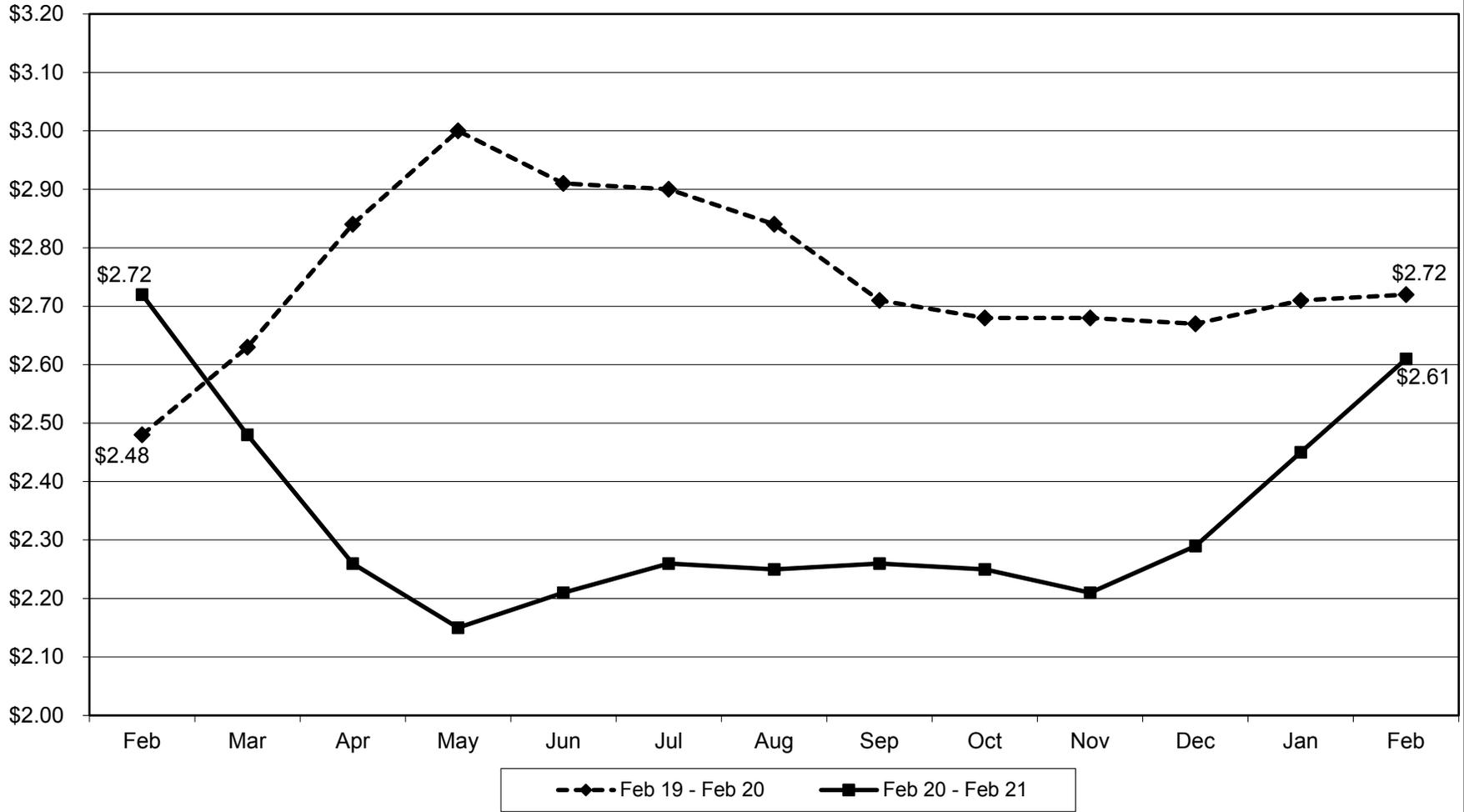
<u>Month</u>	Traffic & Gas Monthly Inc/(Dec)		Weather Monthly Inc/(Dec)			<u>Precipitation Days</u>
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	
2020 vs. 2019						
February	1,008,105	\$0.24	4	(0.9)	(3)	1
March	(8,397,255)	(\$0.15)	6	(1.2)	(10)	3
April	(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	(3,673,702)	(\$0.43)	(1)	(0.4)	-	(1)
November	(5,023,553)	(\$0.47)	9	2.8	-	(1)
December	(5,376,554)	(\$0.38)	2	(3.7)	8	(4)
2021 vs. 2020						
January	(4,353,802)	(\$0.26)	(2)	0.6	(1)	0
February	(6,285,127)	(\$0.11)	(5)	1.4	23	2

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 February 2020 - February 2021





Bridges and Tunnels

Safety Report February 2021



Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	March 2018 - February 2019	March 2019 -February 2020	* March 2020 - February 2021
Customer Collisions Rate per Million Vehicles	6.55	6.20	3.88
Customer Injury Collisions Rate per Million Vehicles	1.01	0.90	0.63
Employee Accident Reports	266	198	148
Employee Lost Time Injuries Rate per 200,000 Hours Worked	7.7	6.1	6.0
Construction Injuries per 200,000 Hours Worked	1.23	2.18	2.66

Leading Indicators				
Roadway Safety	2020		2021	
	February	Year End	February	Year to Date
Workforce Development (# of Participants)	1	270	0	0
Fleet Preventative Maintenance Insp.	88	1463	73	200
Safety Taskforce Inspections	0 *	0 *	0 *	0 *
Construction Safety	February	Year End	February	Year to Date
Construction Safety Inspections	143	1621	66	123
Fire Safety	February	Year End	February	Year to Date
Fire Code Audits Completed	0	14	0	0
FDNY Liaison Visits	2	12	0	0

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

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

Definitions:

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

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

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

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

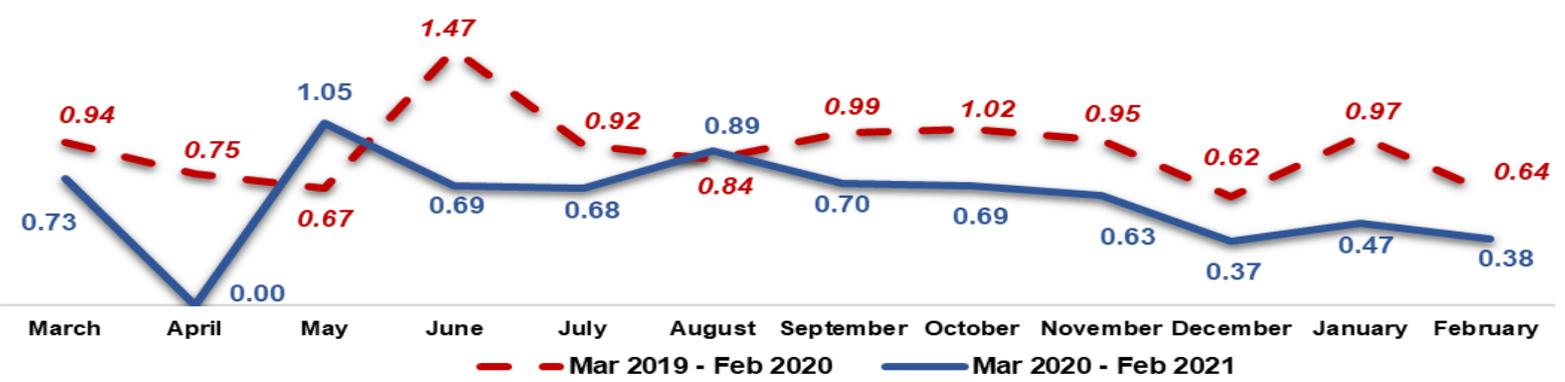
Fire Code Audits are required by the NYS Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

FDNY Liaison Visits are conducted on a regular basis (typically twice a year) whereby local fire companies visit and tour the facilities to become familiar with the structures and buildings and the fire equipment provided. This facilitates the development of strategies for fighting fires and responding to emergencies. Additionally, special drills and training exercises are conducted to drill on communications and special rescue operations should they be required.

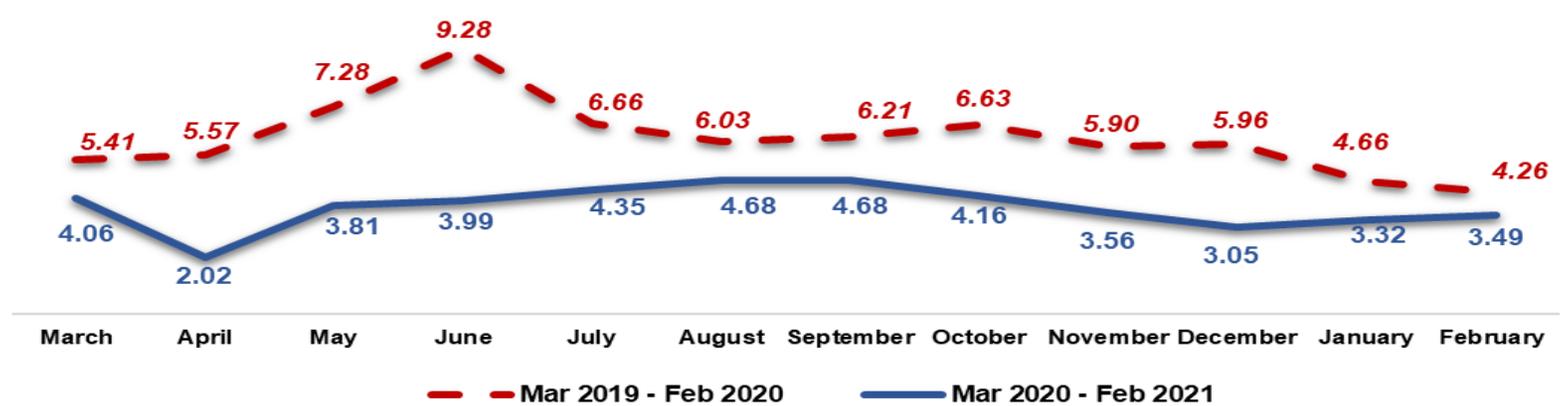


Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



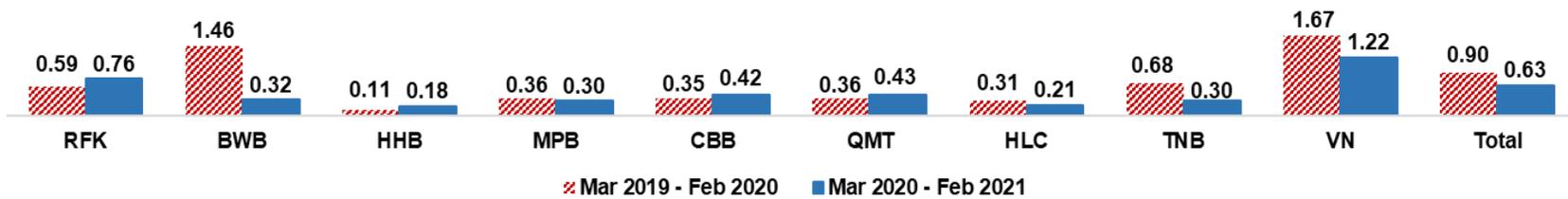
Total Collisions per Million Vehicles



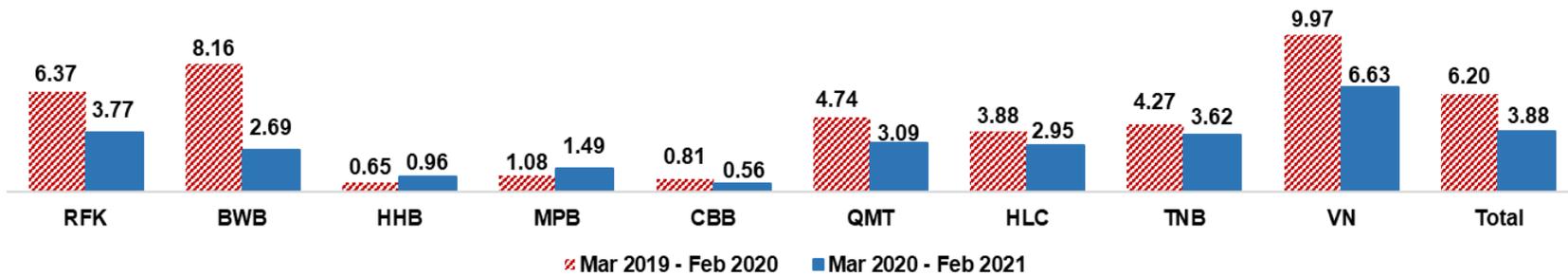


Collision Rates by Facility Year over Year Comparison of 12-Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





Collision Rates by Facility

Total Collisions per Million Vehicles: Feb 2020 – Feb 2021

	20-Feb	20-Mar	20-Apr	20-May	20-Jun	20-Jul	20-Aug	20-Sep	20-Oct	20-Nov	20-Dec	21-Jan	21-Feb
RFK	3.83	4.20	1.59	4.36	3.19	3.89	3.98	3.15	3.66	4.96	3.47	4.47	3.24
BWB	5.89	3.41	0.66	2.63	2.36	3.94	3.63	2.14	3.15	1.47	2.09	2.46	3.18
TNB	3.73	2.33	1.33	4.35	2.75	4.61	3.63	4.71	5.30	2.76	2.92	1.83	5.70
VNB	5.97	7.67	3.12	4.25	7.89	6.86	9.79	10.48	6.29	5.85	4.63	5.49	4.04
QMT	4.29	2.52	3.42	8.83	1.46	5.39	2.17	2.11	3.50	3.45	2.34	1.82	2.68
HLC	3.30	0.93	2.41	2.82	5.31	2.21	2.07	3.36	4.50	2.95	2.23	3.20	2.69
HHB	1.03	1.56	2.20	0.00	0.82	0.00	0.57	1.11	1.07	0.62	1.99	0.69	1.54
MPB	0.00	2.11	3.27	0.00	3.09	2.41	2.53	1.47	0.00	0.00	0.00	0.00	2.44
CBB	0.00	0.00	0.00	1.88	0.00	1.23	0.00	0.00	1.56	0.00	0.00	0.00	2.09
Total	4.26	4.06	2.02	3.81	3.99	4.35	4.68	4.68	4.16	3.56	3.05	3.32	3.49



Bridges and Tunnels

Financial Report March 2021



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

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

CURRENT ASSETS:

Cash-Unrestricted	172,044
Investments:	
Unrestricted	451,829
Restricted	1,241,559
Accrued interest receivable	301
Accounts receivable	356,495
Less allowance for uncollectible accounts	-290,045
Tolls due from other agencies	51,218
Prepaid expenses	6,455
	1,989,857
Total current assets	1,989,857

NONCURRENT ASSETS:

Investments:	
Unrestricted	
Restricted	0
Facilities, less acc.dep of \$2,010,572	7,287,500
Capital lease 2 Broadway net acc. dep.	35,257
Derivative Hedge Assets	3,487
	7,326,244
Total noncurrent assets	7,326,244

TOTAL ASSETS:	9,316,101
----------------------	------------------

DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to pension	65,237
Deferred outflow of resources related to other post-employment benefits	64,950
Accumulated decreases in fair value of derivative instruments	215,376
Defeasance costs	193,745
	539,308

TOTAL DEFERRED OUTFLOWS OF RESOURCES:	539,308
--	----------------

TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	9,855,409
--	------------------

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

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

Current portion-long term debt	269,460
Interest Payable	130,925
Accounts Payable	155,929
Accrued Pension Payable	0
Payable to MTA-CAP	394,850
Due to MTA-Operating Expenses	4,186
Due to NYCTA-Operating Expenses	37
Accrued salaries	24,496
Accrued Vac & Sick Benefits	20,807
Current portion of estimated liability arising from injury	5,555
Due to New York City Transit Authority	34,585
Due to Metropolitan Transportation Authority	45,691
Unearned Toll Revenue	213,375
Tolls due to other agencies	54,896
E-ZPass Airport Toll Liability	2,915
	<hr/>
Total current liabilities	1,357,707

NONCURRENT LIABILITIES:

Long term debt	9,744,089
Post Employment Benefits Other than Pensions	801,555
Estimated liability arising from injury	48,729
Capital lease obligations	58,725
Derivative Hedge Liabilities	201,846
Due (to)/from MTA - change in fair value of derivative	17,017
Net Pension Liability	255,543
	<hr/>
Total noncurrent liabilities	11,127,504

DEFERRED INFLOW OF RESOURCES

Deferred Inflow of resources related to Pension	89,371
Deferred Inflow of resources related to other post-employment benefits	0

TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES 12,574,583

NET POSITION

-2,719,174 *

TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET

9,855,409

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

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
MARCH 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
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	92.387	164.104	71.717	77.6	0.000	0.000	0.000	-	92.387	164.104	71.717	77.6
Other Operating Revenue	0.961	1.824	0.863	89.7	0.000	0.000	0.000	-	0.961	1.824	0.863	89.7
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.922	2.741	0.819	42.6	1.922	2.741	0.819	42.6
Investment Income	0.105	0.003	(0.102)	(96.9)	0.000	0.000	0.000	-	0.105	0.003	(0.102)	(96.9)
Total Revenue	\$93.454	\$165.931	\$72.477	77.6	\$1.922	\$2.741	\$0.819	42.6	\$95.376	\$168.672	\$73.296	76.8
Expenses												
<i>Labor:</i>												
Payroll	\$10.017	\$9.015	\$1.002	10.0	\$0.767	\$0.882	(\$0.116)	(15.1)	10.784	\$9.897	\$0.887	8.2
Overtime	1.207	0.972	0.235	19.5	0.019	0.131	(0.112)	*	1.226	1.103	0.123	10.1
Health and Welfare	2.781	1.809	0.972	35.0	0.165	0.566	(0.401)	*	2.946	2.375	0.571	19.4
OPEB Current Payment	2.166	2.066	0.100	4.6	0.000	0.000	0.000	-	2.166	2.066	0.100	4.6
Pensions	3.338	2.411	0.927	27.8	0.197	0.626	(0.428)	*	3.535	3.037	0.499	14.1
Other Fringe Benefits	1.534	1.028	0.506	33.0	0.092	0.285	(0.193)	*	1.626	1.313	0.313	19.3
Reimbursable Overhead	(0.682)	(0.252)	(0.431)	(63.1)	0.682	0.252	0.431	63.1	0.000	0.000	0.000	-
Total Labor Expenses	\$20.361	\$17.049	\$3.311	16.3	\$1.922	\$2.741	(\$0.819)	(42.6)	\$22.283	\$19.790	\$2.492	11.2
<i>Non-Labor:</i>												
Electric Power	\$0.364	\$0.306	\$0.058	15.9	\$0.000	\$0.000	\$0.000	-	\$0.364	\$0.306	\$0.058	15.9
Fuel	0.274	0.216	0.058	21.2	0.000	0.000	0.000	-	0.274	0.216	0.058	21.2
Insurance	1.068	0.861	0.207	19.4	0.000	0.000	0.000	-	1.068	0.861	0.207	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	10.971	6.428	4.544	41.4	0.000	0.000	0.000	-	10.971	6.428	4.544	41.4
Professional Service Contracts	3.350	4.937	(1.586)	(47.3)	0.000	0.000	0.000	-	3.350	4.937	(1.586)	(47.3)
Materials & Supplies	0.292	1.297	(1.004)	*	0.000	0.000	0.000	-	0.292	1.297	(1.004)	*
Other Business Expenses	4.346	4.515	(0.169)	(3.9)	0.000	0.000	0.000	-	4.346	4.515	(0.169)	(3.9)
Total Non-Labor Expenses	\$20.666	\$18.558	\$2.108	10.2	\$0.000	\$0.000	\$0.000	-	\$20.666	\$18.558	\$2.108	10.2
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$41.027	\$35.607	\$5.419	13.2	\$1.922	\$2.741	(\$0.819)	(42.6)	\$42.949	\$38.349	\$4.600	10.7
Depreciation	\$14.425	\$11.854	\$2.571	17.8	\$0.000	\$0.000	\$0.000	-	14.425	\$11.854	\$2.571	17.8
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$55.452	\$47.461	\$7.991	14.4	\$1.922	\$2.741	(\$0.819)	(42.6)	\$57.374	\$50.203	\$7.172	12.5
Less: Depreciation	\$14.425	\$11.854	\$2.571	17.8	\$0.000	\$0.000	\$0.000	-	\$14.425	\$11.854	\$2.571	17.8
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$41.027	\$35.607	\$5.419	13.2	\$1.922	\$2.741	(\$0.819)	(42.6)	\$42.949	\$38.349	\$4.600	10.7
Net Surplus/(Deficit)	\$52.427	\$130.324	\$77.897	*	\$0.000	\$0.000	\$0.000	-	\$52.427	\$130.324	\$77.897	*

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
MARCH 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
Net Income/(Deficit)								\$52.427	\$130.324	\$77.897	*	
Less: Capitalized Assets								0.879	0.779	0.100	11.4	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Adjusted Net Income/(Deficit)								\$51.548	\$129.545	\$77.997	*	
Less: Debt Service								58.664	56.107	2.558	4.4	
Less: Contribution to the Capital Program								1.179	1.179	0.000	0.0	
Income Available for Distribution								(\$8.295)	\$72.259	\$80.554	*	
Distributable To:												
MTA - Investment Income								0.105	0.003	(0.102)	(96.9)	
MTA - Distributable Income								0.715	40.750	40.035	*	
NYCTR - Distributable Income								(9.116)	31.506	40.622	*	
Total Distributable Income								(\$8.295)	\$72.259	\$80.554	*	
Support to Mass Transit:												
Total Revenues								95.376	168.672	73.296	76.8	
Less: Total Operating Expenses								<u>42.949</u>	<u>38.349</u>	<u>4.600</u>	10.7	
Net Operating Income/(Deficit)								\$52.427	\$130.324	\$77.897	*	
Deductions from Net Operating Income:												
Capitalized Assets								0.879	0.779	0.100	11.4	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								27.575	26.476	1.099	4.0	
Contribution to the Capital Program								1.179	1.179	0.000	0.0	
GASB Reserves								0.000	0.000	0.000	-	
Total Deductions From Operating Income								\$29.633	\$28.434	\$1.199	4.0	
Total Support to Mass Transit								\$22.794	\$101.890	\$79.096	*	

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
MARCH 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
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	247.097	419.629	172.532	69.8	0.000	0.000	0.000	-	247.097	419.629	172.532	69.8
Other Operating Revenue	2.791	4.982	2.190	78.5	0.000	0.000	0.000	-	2.791	4.982	2.190	78.5
Capital & Other Reimbursements	0.000	0.000	0.000	-	5.658	5.958	0.301	5.3	5.658	5.958	0.301	5.3
Investment Income	0.306	0.017	(0.289)	(94.4)	0.000	0.000	0.000	-	0.306	0.017	(0.289)	(94.4)
Total Revenue	\$250.194	\$424.628	\$174.434	69.7	\$5.658	\$5.958	\$0.301	5.3	\$255.852	\$430.586	\$174.734	68.3
Expenses												
<i>Labor:</i>												
Payroll	\$29.086	\$26.801	\$2.285	7.9	2.226	\$2.050	\$0.175	7.9	31.312	\$28.852	\$2.461	7.9
Overtime	4.649	3.336	1.312	28.2	0.133	0.198	(0.066)	(49.5)	4.781	3.535	1.247	26.1
Health and Welfare	8.073	5.795	2.278	28.2	0.479	1.176	(0.697)	*	8.552	6.971	1.581	18.5
OPEB Current Payment	6.288	6.118	0.170	2.7	0.000	0.000	0.000	-	6.288	6.118	0.170	2.7
Pensions	9.691	7.644	2.047	21.1	0.573	1.467	(0.894)	*	10.264	9.110	1.153	11.2
Other Fringe Benefits	4.453	4.154	0.299	6.7	0.267	0.617	(0.350)	*	4.720	4.770	(0.050)	(1.1)
Reimbursable Overhead	(1.980)	(0.450)	(1.530)	(77.3)	1.980	0.450	1.530	77.3	0.000	0.000	0.000	-
Total Labor Expenses	\$60.259	\$53.398	\$6.861	11.4	\$5.658	\$5.958	(\$0.301)	(5.3)	\$65.917	\$59.356	\$6.560	10.0
<i>Non-Labor:</i>												
Electric Power	\$1.030	\$0.743	\$0.287	27.9	0.000	\$0.000	\$0.000	-	\$1.030	\$0.743	\$0.287	27.9
Fuel	0.600	0.371	0.230	38.2	0.000	0.000	0.000	-	0.600	0.371	0.230	38.2
Insurance	3.102	2.584	0.518	16.7	0.000	0.000	0.000	-	3.102	2.584	0.518	16.7
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	26.295	20.686	5.609	21.3	0.000	0.000	0.000	-	26.295	20.686	5.609	21.3
Professional Service Contracts	9.379	8.116	1.263	13.5	0.000	0.000	0.000	-	9.379	8.116	1.263	13.5
Materials & Supplies	0.608	1.364	(0.756)	*	0.000	0.000	0.000	-	0.608	1.364	(0.756)	*
Other Business Expenses	13.145	11.389	1.756	13.4	0.000	0.000	0.000	-	13.145	11.389	1.756	13.4
Total Non-Labor Expenses	\$54.159	\$45.253	\$8.906	16.4	\$0.000	\$0.000	\$0.000	-	\$54.159	\$45.253	\$8.906	16.4
Other Expense Adjustments												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$114.418	\$98.651	\$15.767	13.8	\$5.658	\$5.958	(\$0.301)	(5.3)	\$120.075	\$104.609	\$15.466	12.9
Depreciation	\$41.880	\$47.636	(\$5.755)	(13.7)	0.000	\$0.000	\$0.000	-	41.880	\$47.636	(\$5.755)	(13.7)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$156.298	\$146.286	\$10.012	6.4	\$5.658	\$5.958	(\$0.301)	(5.3)	\$161.956	\$152.245	\$9.711	6.0
Less: Depreciation	\$41.880	\$47.636	(\$5.755)	(13.7)	\$0.000	\$0.000	\$0.000	-	\$41.880	\$47.636	(\$5.755)	(13.7)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$114.418	\$98.651	\$15.767	13.8	\$5.658	\$5.958	(\$0.301)	(5.3)	\$120.075	\$104.609	\$15.466	12.9
Net Surplus/(Deficit)	\$135.776	\$325.977	\$190.201	*	\$0.000	\$0.000	\$0.000	-	\$135.776	\$325.977	\$190.201	*

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)								\$135.776	\$325.977	\$190.201	*	
Less: Capitalized Assets								2.002	2.125	(\$0.124)	(6.2)	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Adjusted Net Income/(Deficit)								\$133.774	\$323.852	\$190.077	*	
Less: Debt Service								175.993	168.141	7.852	4.5	
Less: Contribution to the Capital Program								3.422	3.422	0.000	0.0	
Income Available for Distribution								(\$45.641)	\$152.289	\$197.929	*	
Distributable To:												
MTA - Investment Income								0.306	0.017	(0.289)	(94.4)	
MTA - Distributable Income								(8.227)	89.980	98.206	*	
NYCTR - Distributable Income								(37.720)	62.292	100.012	*	
Total Distributable Income								(\$45.641)	\$152.289	\$197.929	*	
Support to Mass Transit:												
Total Revenues								255.852	430.586	174.734	68.3	
Less: Total Operating Expenses								<u>120.075</u>	<u>104.609</u>	<u>15.466</u>	12.9	
Net Operating Income/(Deficit)								\$135.776	\$325.977	\$190.201	*	
Deductions from Net Operating Income:												
Capitalized Assets								2.002	2.125	(0.124)	(6.2)	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								82.725	79.365	3.360	4.1	
Contribution to the Capital Program								3.422	3.422	0.000	0.0	
GASB Reserves								0.000	0.000	0.000	-	
Total Deductions From Operating Income								\$88.149	\$84.912	\$3.237	3.7	
Total Support to Mass Transit								\$47.627	\$241.065	\$193.438	*	

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
	\$	%		\$	%	
Nonreimbursable						
Vehicle Toll Revenue	71.717	77.6%	Traffic volumes exceeded the budget levels that were based on McKinsey projections of COVID-19 pandemic impacts	172.532	69.8%	Traffic volumes exceeded the budget levels that were based on McKinsey projections of COVID-19 pandemic impacts
Other Operating Revenue	0.863	*	Higher revenue primarily due to the timing of income from E-ZPass administrative fees	2.190	78.5%	Higher revenue due to timing against the YTD budget allocation.
Investment Income	(0.102)	*	Lower than anticipated short-term investment returns on fund balances.	(0.289)	*	Lower than anticipated short-term investment returns on fund balances
Payroll	1.002	10.0%	Lower payroll expenses primarily due to vacancies	2.285	7.9%	Lower payroll expenses primarily due to vacancies
Overtime	0.235	19.5%	See overtime table	1.312	28.2%	See overtime table
Health and Welfare	0.972	35.0%	Lower expenses primarily due to vacancies	2.278	28.2%	Lower expenses primarily due to vacancies
OPEB Current Payment	0.100	4.6%	Lower expenses primarily due to timing against the budget allocation	0.170	2.7%	Lower expenses primarily due to timing against the YTD budget allocation
Pensions	0.927	27.8%	Lower non-reimbursable expenses primarily due to lower than allocated capital reimbursement offsets	2.047	21.1%	Lower non-reimbursable expenses primarily due to lower than allocated YTD capital reimbursement offsets
Other Fringe Benefits	0.506	33.0%	Lower expenses primarily due to vacancies	0.299	6.7%	Lower expenses primarily due to vacancies
Electric Power	0.058	15.9%	Lower electricity expenses primarily due to timing against the monthly budget	0.287	27.9%	Lower electricity expenses primarily due to timing against the YTD budget allocation.
Fuel	0.058	21.2%	Lower fuel expenses primarily due to timing against the monthly budget allocation	0.230	38.2%	Lower fuel expenses primarily due to timing against the YTD budget allocation.
Insurance	0.207	19.4%	Lower insurance expenses primarily due to timing against the monthly budget allocation	0.518	16.7%	Lower insurance expenses primarily due to timing against the YTD budget allocation.
Maintenance and Other Operating Contracts	4.544	41.4%	Lower expenses mainly due to timing against the monthly budget allocation for E-ZPass customer service center, (\$3.210 Mill) and major maintenance and painting, (\$1.511 Mill)	5.609	21.3%	Lower expenses mainly due to timing against the monthly budget allocation for E-ZPass customer service center costs, (\$2.950 Mill), major maintenance and painting, (\$1.150 Mill), E-ZPass tags, (\$1.070 Mill) and security and surveillance costs, (\$0.320 Mill).
Professional Service Contracts	(1.586)	-47.3%	Higher expenses primarily due to timing against the monthly budget allocation for bond issuance costs, (\$1.780 Mill) and engineering services, (\$0.470 Mill), offset by lower other outside services (\$0.210 Mill), planning studies, (\$0.190) and advertising and marketing promotions, (\$0.190 Mill).	1.263	13.5%	Lower expenses primarily due to timing against the monthly budget allocation for other outside services, (\$0.690 Mill), advertising and marketing promotions, (\$0.560 Mill), planning studies (\$0.460 Mill), engineering services, (\$0.200 Mill) and professional service contracts, (\$0.130 Mill), offset by higher bond issuance costs, (\$0.960 Mill).
Materials & Supplies	(1.004)	*	Higher expenses across a variety of small equipment and supply categories, due to timing, against the monthly budget allocation	(0.756)	*	Higher expenses across a variety of small equipment and supply categories, due to timing, against the YTD budget allocation
Other Business Expense	(0.169)	-3.9%	Higher expenses primarily due to timing against the budget allocation for toll collection processing fees.	1.756	13.4%	Lower expenses primarily due to timing against the budget allocation for toll collection processing fees.
Depreciation	2.571	17.8%	Lower depreciation expense primarily due to timing against the monthly budget allocation.	(5.755)	-13.7%	Higher depreciation expense primarily due to timing against the YTD budget allocation
Other Post Employment Benefits	0.000	-	No variance	0.000	-	No variance
Reimbursable						
Capital and Other Reimbursements	0.819	42.6%	Higher capital reimbursements due to timing against the monthly budget allocation	0.301	5.3%	Higher capital reimbursements due to timing against the YTD budget allocation
Payroll	(0.116)	-15.1%	Higher capital reimbursements due to timing against the monthly budget allocation	0.175	7.9%	Lower capital reimbursements due to timing against the YTD budget allocation
Overtime	(0.112)	*	See overtime tables	(0.066)	-49.5%	See overtime tables
Health and Welfare	(0.401)	*	Higher capital reimbursements due to timing against the monthly budget allocation	(0.697)	*	Higher capital reimbursements due to timing against the YTD budget allocation
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	(0.428)	*	Higher capital reimbursements due to timing against the monthly budget allocation	(0.894)	*	Higher capital reimbursements due to timing against the YTD budget allocation
Other Fringe Benefits	(0.193)	*	Higher capital reimbursements due to timing against the monthly budget allocation	(0.350)	*	Higher capital reimbursements due to timing against the YTD budget allocation
Reimbursable Overhead	0.431	*	Lower capital reimbursements due to timing against the monthly budget allocation	1.530	77.3%	Lower capital reimbursements due to timing against the YTD budget allocation

*Variance exceeds 100%

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

Month of Mar

Year to date ending Mar 2021

Comparison Current Year vs. Prior Year:

Prior Year		*Current Year		Percentage Change			Prior Year		*Current Year		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
2.9	\$22.0	3.8	\$28.1	28.9%	27.8%	Bronx-Whitestone	10.6	\$75.1	9.8	\$71.8	-6.8%	-4.4%
0.5	1.3	0.6	1.5	20.8%	18.4%	Cross Bay	1.8	3.9	1.7	3.9	-6.1%	0.9%
1.3	4.5	1.8	6.5	44.0%	44.4%	Henry Hudson	5.2	16.9	4.6	15.5	-11.7%	-7.9%
1.1	6.8	1.5	10.2	43.2%	50.2%	Hugh L. Carey	4.1	25.2	3.9	25.1	-4.7%	-0.5%
0.5	1.1	0.6	1.4	19.0%	27.4%	Marine Parkway	1.6	3.4	1.5	3.4	-10.7%	-1.0%
1.6	10.8	2.1	14.4	30.9%	33.5%	Queens Midtown	6.2	41.0	5.2	35.3	-16.7%	-13.9%
3.8	27.7	4.9	35.5	30.0%	28.2%	RFK	13.8	96.1	12.9	90.8	-6.8%	-5.5%
2.6	22.9	3.0	27.2	18.5%	18.6%	Throgs Neck	9.1	74.6	8.0	69.7	-11.3%	-6.5%
4.7	29.1	6.0	39.4	27.9%	35.2%	Verrazzano-Narrows	16.5	98.1	16.2	104.0	-2.0%	6.1%
18.9	\$126.1	24.4	\$164.1	29.0%	30.1%	Total	68.8	\$434.3	63.7	\$419.6	-7.5%	-3.4%
	<u>\$6.660</u>		<u>\$6.719</u>		<u>0.9%</u>	Revenue Per Vehicle		<u>\$6.308</u>		<u>\$6.588</u>		<u>4.4%</u>

Note: Numbers may not add due to rounding.

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

*February 2020 was a Leap Year

Comparison Actual vs. Adopted Budget:

Mar Budget		Mar Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
14.5	\$92.4	24.4	\$164.1	68.1%	77.6%	Total All	38.8	\$247.1	63.7	\$419.6	64.1%	69.8%
	<u>\$6.359</u>		<u>\$6.719</u>		<u>5.7%</u>	Revenue Per Vehicle		<u>\$6.368</u>		<u>\$6.588</u>		<u>3.5%</u>

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

Facility	Revenue Collection Rate March 2021 ¹
Henry Hudson Bridge	98.7%
Hugh L. Carey Tunnel	98.9%
Queens Midtown Tunnel	99.5%
Marine Parkway Bridge	98.1%
Cross Bay Bridge	93.7%
Robert F. Kennedy Bridge	97.2%
Verrazzano-Narrows Bridge	95.6%
Bronx-Whitestone Bridge	96.8%
Throgs Neck Bridge	96.7%
All Facilities	97.0%

1. Represents total revenue collections from transactions in April 2019 through March 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
March 2021

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	9	8	1	1 Professional vacancy
Law ⁽¹⁾	12	9	3	1 Managerial and 2 Professional vacancies
Budget & Finance ⁽²⁾	17	15	2	1 Managerial and 1 Professional vacancy
Administration ⁽³⁾	34	28	6	3 Managerial and 3 Professional vacancies
EEO	1	-	1	1 Professional vacancy
Total Administration	73	60	13	
Operations				
ITS & Tolling	66	52	14	5 Managerial and 9 Professional vacancies
Central Business District Tolling Program	3	1	2	2 Professional vacancies
Operations (Non-Security)	58	43	15	14 Managerial vacancies and 1 Professional vacancy
Total Operations	127	96	31	
Maintenance				
Maintenance	205	192	13	6 Managerial, 3 Professional, and 4 Maintainer vacancies
Operations - Maintainers	168	160	8	8 Maintainer vacancies
Total Maintenance	373	352	21	
Engineering/Capital				
Engineering & Construction	123	122	1	1 Professional vacancy
Health & Safety	9	8	1	1 Professional vacancy
Law ⁽¹⁾	18	18	-	
Planning & Budget Capital	8	7	1	1 Managerial vacancy
Total Engineering/Capital	158	155	3	
Public Safety				
Operations (Security)	555	499	56	40 Managerial and 16 Operational vacancies
Internal Security - Operations	45	30	15	2 Managerial and 13 Professional vacancies
Total Public Safety	600	529	71	
Total Positions	1,331	1,192	139	
Non-Reimbursable	1,244	1,105	139	
Reimbursable	87	87	-	
Total Full-Time	1,331	1,192	139	

(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
March 2021

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
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	-	-	-	
Total Administration	73	60	13	
Operations				
Managers/Supervisors	70	51	19	14 vacancies in Operations and 5 in ITS & Tolling
Professional, Technical, Clerical	57	45	12	9 vacancies in ITS & Tolling, 2 in CBDTP, and 1 vacancy in Operations
Operational Hourlies	-	-	-	
Total Operations	127	96	31	
Maintenance				
Managers/Supervisors	27	21	6	6 vacancies in Maintenance
Professional, Technical, Clerical	11	8	3	3 vacancies in Maintenance
Operational Hourlies ⁽¹⁾	335	323	12	4 vacancies in Maintenance and 8 in Operations
Total Maintenance	373	352	21	
Engineering/Capital				
Managers/Supervisors	34	33	1	1 vacancy in Planning & Budget Capital
Professional, Technical, Clerical	124	122	2	1 vacancy in Health & Safety and 1 in Engineering
Operational Hourlies	-	-	-	
Total Engineering/Capital	158	155	3	
Public Safety				
Managers/Supervisors	179	137	42	40 vacancies in Operations and 2 in Internal Security
Professional, Technical, Clerical	36	23	13	13 vacancies in Internal Security
Operational Hourlies ⁽²⁾	385	369	16	16 BTO vacancies in Operations
Total Public Safety	600	529	71	
Total Positions				
Managers/Supervisors	334	261	73	
Professional, Technical, Clerical	277	239	38	
Operational Hourlies	720	692	28	
Total Positions	1,331	1,192	139	

(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.

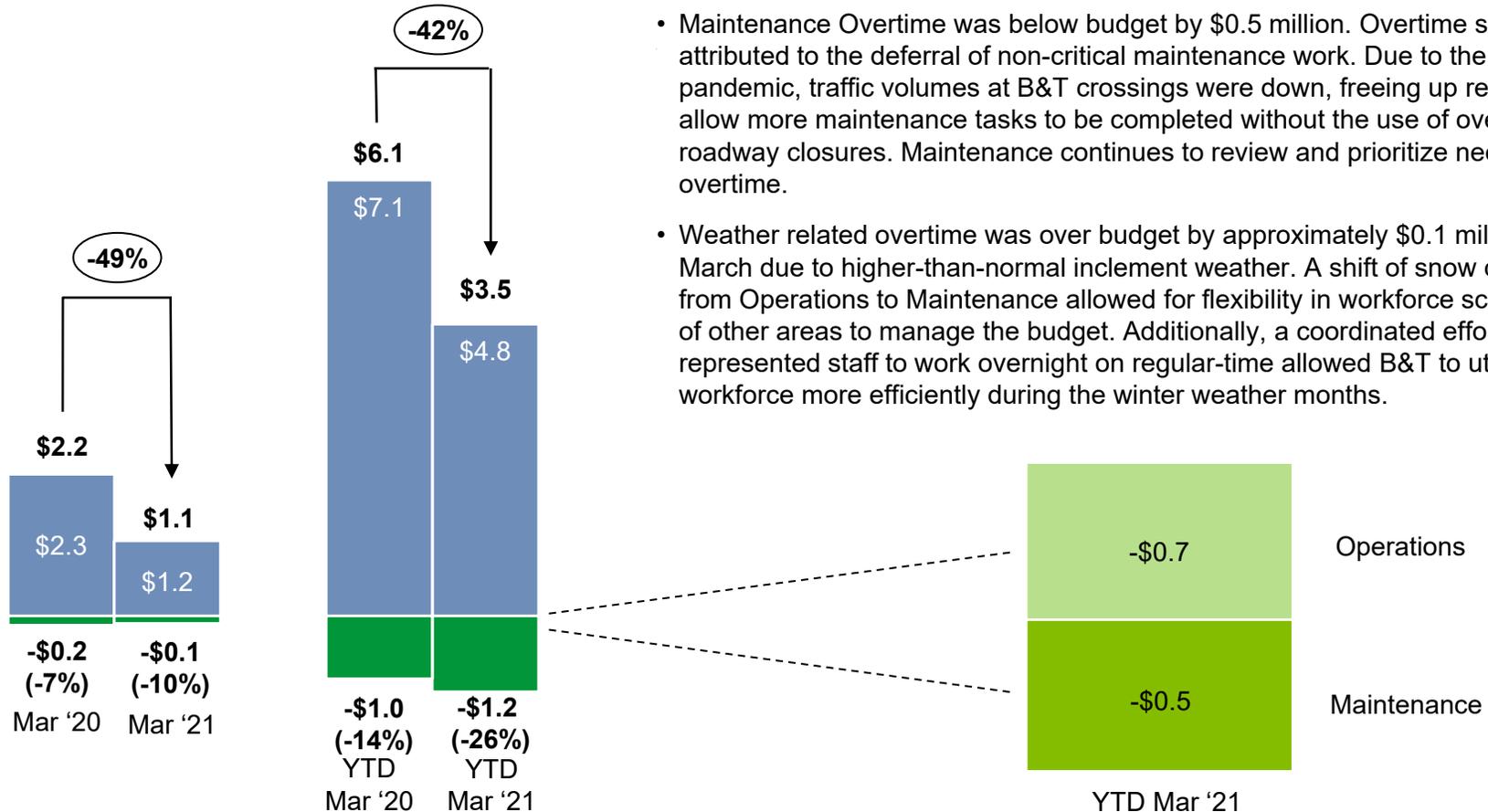
B&T – Total Overtime Variance

March 2021 and YTD budget vs. variance

\$M

- Favorable
- Unfavorable
- Budget

Annual Adopted Budget: \$23.3M



Overview

- YTD 2021 total Overtime was \$1.2 million, or 26%, below budget through March.
- March 2021 total Overtime was \$1.1 million, or 49%, below March 2020 spend.
- Operations Overtime was below budget by \$0.7 million, primarily due to scheduling, deployment, and managerial efficiencies.
- Maintenance Overtime was below budget by \$0.5 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.
- Weather related overtime was over budget by approximately \$0.1 million in March due to higher-than-normal inclement weather. A shift of snow operations from Operations to Maintenance allowed for flexibility in workforce scheduling of other areas to manage the budget. Additionally, a coordinated effort with represented staff to work overnight on regular-time allowed B&T to utilize the workforce more efficiently during the winter weather months.

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.

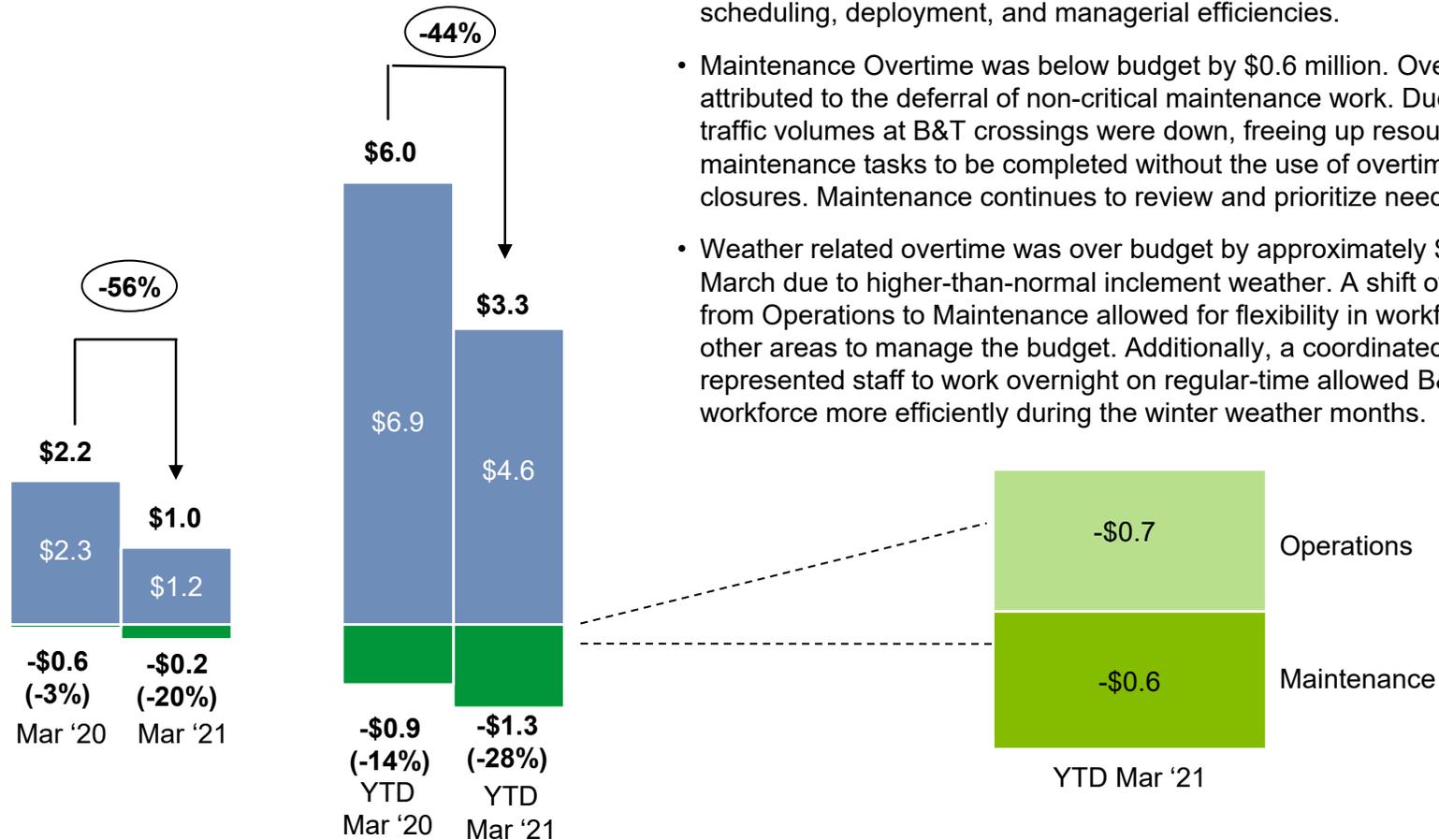
B&T – Non-Reimbursable Overtime Variance

March 2021 and YTD budget vs. variance

\$M

- Favorable
- Unfavorable
- Budget

Annual Adopted Budget: \$22.4M



Overview

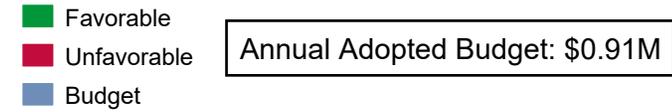
- YTD 2021 Non-reimbursable Overtime was \$1.0 million, or 20%, below budget through March.
- March 2021 Non-reimbursable Overtime was \$1.2 million, or 56%, below March 2020 spend.
- Operations Overtime was below budget by \$0.7 million, primarily due to scheduling, deployment, and managerial efficiencies.
- Maintenance Overtime was below budget by \$0.6 million. Overtime savings are attributed to the deferral of non-critical maintenance work. 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.
- Weather related overtime was over budget by approximately \$0.1 million in March due to higher-than-normal inclement weather. A shift of snow operations from Operations to Maintenance allowed for flexibility in workforce scheduling of other areas to manage the budget. Additionally, a coordinated effort with represented staff to work overnight on regular-time allowed B&T to utilize the workforce more efficiently during the winter weather months.

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

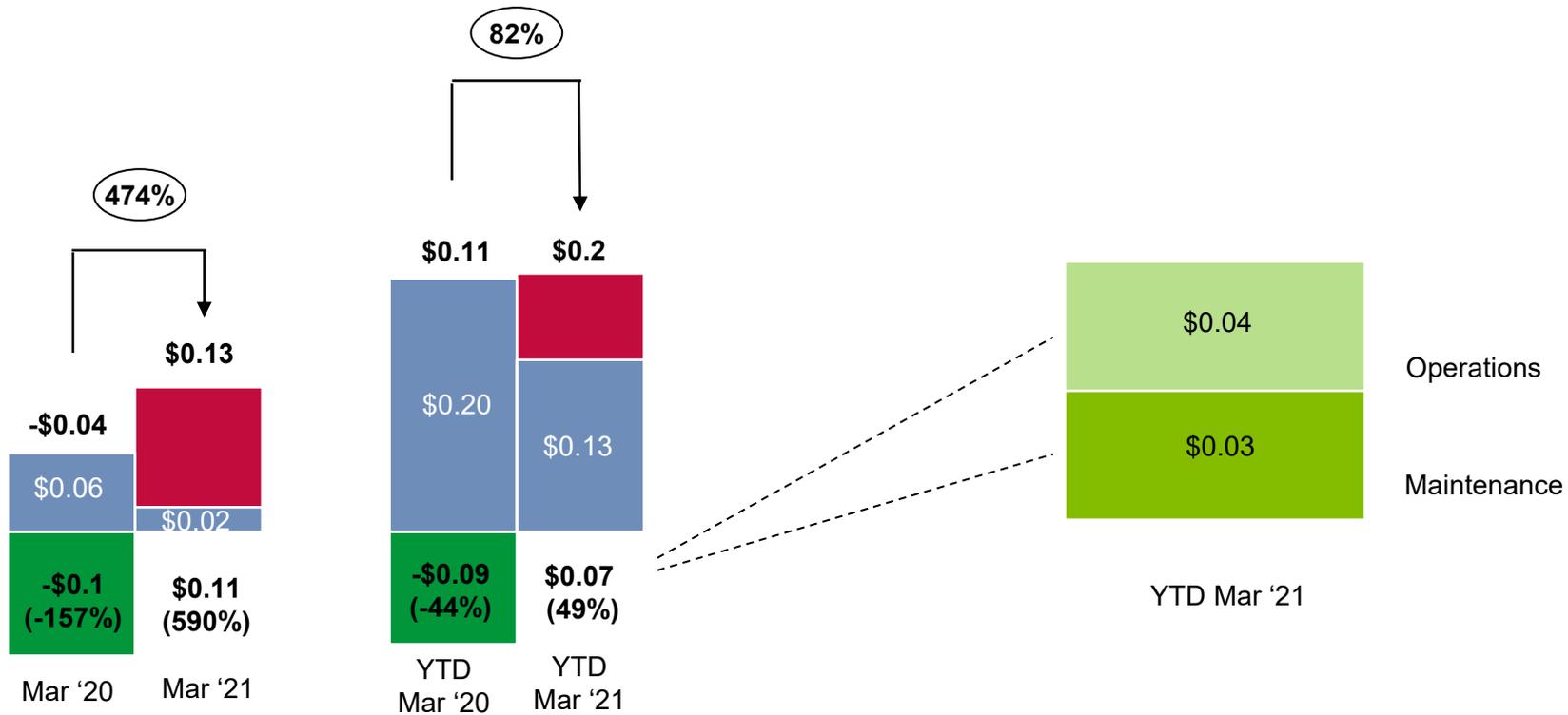
March 2021 and YTD budget vs. variance

\$M



Overview

- YTD 2021 Reimbursable Overtime was \$0.07 million above budget through March.
- March 2021 Reimbursable Overtime was \$0.17 million above March 2020 spend.
- Operations overtime was above budget by \$0.04 million and Maintenance overtime was above budget by \$0.03 million due to higher than planned overtime needed on projects eligible for reimbursement from the capital program.



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

Final Review of 2020 Year-End Operating Results



MTA BRIDGES AND TUNNELS
2020 YEAR-END REPORT
SUMMARY

In 2020, MTA Bridges and Tunnels (B&T) generated \$830.2 million in Support to Mass Transit, which was \$281.3 million above the Final Estimate of \$548.9 million.

Total non-reimbursable revenue in 2020 was \$1,661.5 million, which was \$222.0 million, or 15.4% above the 2020 Final Estimate. Toll revenue reached \$1,639.8 million, which was \$220.5 million, or 15.5% above forecast due to better than forecasted traffic projections based on the McKinsey analysis. Paid traffic for the year totaled 253.2 million crossings, which was above the Final Estimate level of 221.3 million. Total Revenue was boosted by an additional \$2.0 million in Other Operating Revenue from a variety of miscellaneous sources, including parking receipts from the Battery Parking Garage and income from cellular equipment rentals in the Queens Midtown Tunnel and the Hugh L. Carey Tunnel; however, Investment Income was lower by \$0.5 million due to lower than anticipated short-term investment yields on fund balances.

Total non-reimbursable operating expenses were \$442.2 million, which was \$48.3 million below the Final Estimate of \$490.5 million. Under-spending occurred in both non-labor (\$27.2 million) and labor (\$21.2 million) expenses. The favorable labor variance was primarily from vacant positions not filled due to hiring restrictions. The favorable non-labor results were primarily due to lower than anticipated costs for various maintenance and professional service contracts, and in other business expenses.

Total reimbursable revenues and operating expenses before depreciation were each \$20.7 million. In both cases, this was \$2.1 million below the 2020 Final Estimate due to lower than estimated time spent on projects eligible for reimbursement from Capital Programs.

Deductions from Income, which include Debt Service and Capitalized Assets, totaled \$389.1 million. This was \$10.9 million below the Final Estimate primarily due to lower contribution to the Capital Program.

Debt Service totaled \$666.1 million and was \$9.2 million below the Final Estimate; B&T's portion was \$309.4 million, which was \$3.2 million above the estimate.

MTA BRIDGES AND TUNNELS
2020 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS

2020 Final Estimate vs. Actual

The following section summarizes actual 2020 results and discusses major variances to the 2020 Final Estimate by generic category.

Non-Reimbursable

Revenue

Total non-reimbursable revenue was \$1,661.5 million in 2020, which was \$222.0 million, or 15.4% above the 2020 Final Estimate.

Toll revenue comprised 98% of total non-reimbursable revenue and reached \$1,639.8 million, which was \$220.5 million, or 15.5% higher than the Final Estimate due to higher traffic than the McKinsey forecast. Paid traffic for the year totaled 253.2 million crossings, which was 31.9 million higher than the Final Estimate level of 221.3 million.

Other Operating Revenue totaled \$21.0 million, which was \$2.0 million above the Final Estimate due to favorable results across several miscellaneous sources, including parking receipts from the Battery Parking Garage, and income from cellular equipment rentals in the Queens Midtown Tunnel and the Hugh L. Carey Tunnel.

Investment Income was \$0.8 million, which was \$0.5 million below the Final Estimate due to lower than anticipated short-term investment yields on fund balances.

Operating Expenses

Total non-reimbursable operating expenses were \$442.2 million in 2020, which was \$48.3 million or 9.9% below the 2020 Final Estimate.

Labor

Labor expenses were \$227.8 million, which was \$21.2 million below the Final Estimate.

Payroll expenses were \$11.5 million below the Final Estimate due to restricted hiring and attrition. Overtime came in \$6.6 million below the Final Estimate due to scheduling and management efficiencies. Combined expenses for Health and Welfare and Pensions were \$10.6 million lower primarily due to vacancies in both administrative and uniformed personnel. The Reimbursable Overhead credit was \$6.7 million below the Final Estimate due to lower capital project activity.

Non-Labor

Total Non-Labor expenses were \$214.4 million, which was \$27.2 million below the Final Estimate.

Insurance was \$4.8 million below the Final Estimate due to a lower than anticipated actuarial adjustment to the General Liability Insurance reserve.

Maintenance and Other Operating Contracts were below the Final Estimate by \$13.9 million. Approximately \$3.4 million was due to the timing of Major Maintenance projects that support B&T's Capital Programs. In addition, E-ZPass Customer Service Center expenses and E-ZPass tag expenses were favorable by \$7.1 million due to the closure of walk-in centers and reduced customer activity proportional to the decrease in traffic volume related to COVID-19. Relatively smaller underruns occurred across numerous routine maintenance categories (\$2.2 million) and security services and equipment contracts (\$1.2 million).

Professional Service Contracts were \$2.8 million below the Final Estimate. Lower expenses were primarily due to lower than estimated bond issuance costs (\$3.0 million), engineering services (\$0.9 million), planning studies (\$0.6 million), other outside services (\$0.6 million), professional service contracts and other professional services (\$0.8 million), and procurement card purchases (\$0.7 million), partially offset by higher than anticipated legal fees (\$4.1 million).

Materials and Supplies were \$0.9 million below the Final Estimate, primarily due to numerous small underruns across a variety of equipment and supply categories.

Other Business Expenses were \$3.6 million below the Final Estimate, primarily due to reduced credit card fees, which is attributed to fewer processed credit card transactions on accounts due to the overall decrease in traffic volume related to COVID-19.

Non-Cash Categories

Depreciation expenses were \$178.9 million, which was \$5.6 million higher than the Final Estimate.

The Final Estimate included \$33.9 million for the **GASB 75 OPEB Expense Adjustment**; the actual adjustment was \$0.0 million.

The **GASB 68 Pension Adjustment** was \$0.0, while the Final Estimate included a credit of \$13.6 million.

Net Surplus

The net surplus of \$1,219.3 million was \$270.4 million higher than the Final Estimate due to \$48.3 million in lower operating expenses and \$222.0 million in higher revenue.

Reimbursable

Total reimbursable revenues and operating expenses were each \$20.7 million, which was \$2.1 million below the 2020 Final Estimate. The variance resulted from lower than estimated time spent on projects eligible for reimbursement from the Capital Programs.

Non-Reimbursable and Reimbursable

Deductions from Income

Deductions from Income, including B&T Debt Service, Capitalized Assets, and Prepaid Expenses, totaled \$389.1 million. This was \$10.9 million below the Final Estimate primarily due to lower contributions to the capital program.

Debt Service

Total Debt Service was \$666.1 million in 2020, which was \$9.2 million below the Final Estimate. B&T's portion was \$309.4 million, which was higher by \$3.2 million. B&T debt service for NYC Transit projects was above the Final Estimate by \$121.6 million and B&T debt service for MTA projects was above by \$108.9 million.

Contribution to the Capital Program

B&T's PAYGO Contribution to the Capital Program was \$56.6 million, at the same level as the Final Estimate.

Total Support to Mass Transit

Total Support to Mass Transit was \$830.2 million in 2020, which was \$281.3 million above the Final Estimate of \$548.9 million, resulting from better than anticipated toll revenue (220.5 million), and favorable operating expenses (\$50.4 million).

2020 Adopted Budget vs. Actual

The following summarizes actual 2020 results and discusses major variances to the estimates in the 2020 Adopted Budget by generic category.

Non-Reimbursable

Revenue

Total non-reimbursable revenue was \$1,661.5 million in 2020, which was \$476.7 million or 22.3% below the 2020 Adopted Budget.

Traffic and revenue performed better than the worst-case McKinsey analysis, but were below forecasts from the Adopted Budget. Paid traffic totaled 253.2 million, which was 78.0 million crossings, or 23.5% below the Adopted Budget. Toll revenue comprised 98% of total non-reimbursable revenue and reached \$1,639.8 million, which was \$478.3 million below the Adopted Budget. The COVID-19 pandemic resulted in a severe decline of traffic, with MTA Bridges and Tunnels (B&T) seeing an immediate and dramatic decline, with April traffic 65% below 2019 levels.

Other Operating Revenue totaled \$21.0 million, which was \$2.0 million above the Adopted Budget primarily due to favorable results across several miscellaneous sources, including parking receipts from the Battery Parking Garage and income from cellular equipment rentals in the Queens Midtown Tunnel and the Hugh L. Carey Tunnel.

Investment Income was \$0.8 million, which was \$0.5 million below the Adopted Budget due to lower than anticipated short-term investment yields on fund balances.

Operating Expenses

Total non-reimbursable operating expenses were \$442.2 million in 2020, which was \$113.2 million or 20.4% below the 2020 Adopted Budget.

Labor

Total Labor expenses were \$227.8 million, which was \$50.6 million below the Adopted Budget.

Labor savings were realized primarily through lower payroll, overtime, and associated fringe benefits costs associated with vacancies. Overtime was \$12.0 million below Budget primarily due to scheduling and management efficiencies. Pensions was \$7.6 million lower primarily due to revised projections issued by the NYC Office of the Actuary to NYCERS. Other Fringe Benefits were \$6.6 million lower due to updated projections.

Non-Labor

Total Non-Labor expenses were \$214.4 million, which was \$62.6 million below the Adopted Budget.

Insurance expenses were \$4.8 million below the Adopted Budget due to a lower than anticipated actuarial adjustment to the General Liability Insurance reserve.

Electricity costs were \$1.1 million below Budget primarily due to lower than initially forecast rates.

Maintenance and Other Operating Contracts were \$29.0 million below Budget. The major variances include:

- B&T's Major Maintenance and Bridge Painting Program was \$14.7 million below Budget due to several projects being rescheduled, canceled, or reduced

- in scope without compromising B&T's ability to maintain its facilities in a state of good repair.
- E-ZPass Customer Service Center expenses and E-ZPass tag expenses were favorable by \$10.4 million due to the closure of walk-in centers and reduced customer activity proportional to the decrease in traffic volume related to COVID-19.
 - Numerous routine maintenance contracts came in under Budget for total savings of \$3.9 million.

Professional Service Contracts were \$12.5 million below the Budget. The primary drivers of these favorable results were lower than anticipated bond issuance costs (\$6.3 million), outside engineering services (\$2.8 million), customer outreach needs (\$2.4 million), planning studies (\$1.3 million), and several other smaller underruns across numerous miscellaneous consulting contracts, partially offset by higher than expected legal fees (\$4.1 million).

Materials and Supplies were \$1.6 million below Budget primarily due to numerous small underruns across a variety of equipment and supply categories.

Non-Cash Categories

Depreciation expenses for 2020 were \$178.9 million, which was \$20.1 million higher than the Adopted Budget.

Net Surplus

The net surplus for 2020 of \$1,219.3 million, was \$363.5 million lower than the Adopted Budget due to the decline in traffic caused by the COVID-19 pandemic

Reimbursable

Total reimbursable revenues and operating expenses were each \$20.7 million. In both cases, this was \$2.1 million below the 2020 Adopted Budget. The variance resulted from lower than estimated time spent on projects eligible for reimbursement from the capital program.

Non-Reimbursable and Reimbursable

Deductions from Income

Deductions from Income include Capitalized Assets and Prepaid Expenses. Capitalized Assets were \$2.3 million below the Adopted Budget primarily due to vehicle reductions and the deferral of new vehicle purchases. Prepaid Expenses were \$3.7 million below

Budget primarily due to the timing of payments to the New York State Health Insurance Program.

Debt Service

Debt Service totaled \$666.1 million in 2020, which was \$39.4 million below the Adopted Budget. B&T's portion of total debt service was \$309.4 million, which was \$25.0 million below Budget.

Contribution to the Capital Program

B&T's PAYGO Contribution to the Capital Program was \$56.6 million, which was at the Adopted Budget level.

Total Support to Mass Transit

Total Support to Mass Transit was \$830.2 million in 2020. The level was \$332.4 million below the Adopted Budget of \$1,162.7 million, with the negative variance resulting from reduced revenues from COVID-19 traffic declines (\$478.3 million). However, this was partially offset by favorable operating expenses (\$115.3 million) and B&T Debt Service (\$25.0 million).

MTA BRIDGES AND TUNNELS
2020 YEAR-END REPORT
2020 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
(\$ in millions)

NON-REIMBURSABLE

	2020			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2020 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Vehicle Toll Revenue	2,118.012	1,419.286	1,639.753	(478.259)	(22.6)	220.467	15.5
Other Operating Revenue	18.937	18.936	20.983	2.046	10.8	2.047	10.8
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Investment Income	1.240	1.240	0.763	(0.477)	(38.4)	(0.477)	(38.4)
Total Revenue	\$2,138.189	\$1,439.462	\$1,661.499	(\$476.689)	(22.3)	\$222.037	15.4
Expenses							
Labor:							
Payroll	138.900	127.215	115.750	\$23.149	16.7	\$11.464	9.0
Overtime	26.501	21.179	14.535	11.966	45.2	6.644	31.4
Health and Welfare	31.767	31.767	24.381	7.387	23.3	7.387	23.3
OPEB Current Payment	24.387	24.387	23.809	0.578	2.4	0.578	2.4
Pensions	43.037	38.630	35.402	7.635	17.7	3.228	8.4
Other Fringe Benefits	21.687	13.672	15.120	6.567	30.3	(1.447)	(10.6)
Reimbursable Overhead	(7.874)	(7.874)	(1.174)	(6.700)	(85.1)	(6.700)	(85.1)
Total Labor Expenses	\$278.407	\$248.978	\$227.823	\$50.583	18.2	\$21.154	8.5
Non-Labor:							
Electricity	\$4.941	\$4.941	\$3.888	\$1.053	21.3	\$1.053	21.3
Fuel	1.879	1.879	1.725	0.154	8.2	0.154	8.2
Insurance	11.875	11.875	7.097	4.779	40.2	4.779	40.2
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	163.633	148.493	134.585	29.048	17.8	13.909	9.4
Professional Service Contracts	39.908	30.263	27.437	12.471	31.2	2.825	9.3
Materials & Supplies	3.821	3.038	2.183	1.638	42.9	0.855	28.2
Other Business Expenses	50.960	41.065	37.474	13.486	26.5	3.591	8.7
Total Non-Labor Expenses	\$277.018	\$241.555	\$214.389	\$62.629	22.6	\$27.166	11.2
Total Expenses before Depreciation & GASB Adj.	\$555.424	\$490.532	\$442.212	\$113.212	20.4	\$48.320	9.9
Depreciation	\$158.779	\$173.285	\$178.856	(\$20.077)	(12.6)	(\$5.571)	(3.2)
OPEB Obligation	0.000	0.000	-	0.000	-	0.000	-
GASB 75 OPEB Expense Adjustment	33.900	33.900	-	33.900	100.0	33.900	100.0
GASB 68 Pension Adjustment	(13.597)	(13.597)	(5.245)	(8.352)	(61.4)	(8.352)	(61.4)
Environmental Remediation	0.000	0.000	-	0.000	-	0.000	-
Total Expenses after Depreciation & GASB Adj.	\$734.507	\$684.121	\$615.823	\$118.683	16.2	\$68.297	10.0
Less: Depreciation	\$158.779	\$173.285	\$178.856	(\$20.077)	(12.6)	(\$5.571)	(3.2)
Less: OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
Less: GASB 75 OPEB Expense Adjustment	33.900	33.900	0.000	33.900	100.0	33.900	100.0
Less: GASB 68 Pension Adjustment	(13.597)	(13.597)	(5.245)	(8.352)	(61.4)	(8.352)	(61.4)
Total Expenses	\$555.424	\$490.532	\$442.212	\$113.212	20.4	\$48.320	9.9
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	\$1,582.764	\$948.930	\$1,219.287	(\$363.477)	(23.0)	\$270.358	28.5

Totals may not add due to rounding
* Variance exceeds 100%.

MTA BRIDGES AND TUNNELS
2020 YEAR-END REPORT
2020 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
(\$ in millions)

REIMBURSABLE

	2020			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2020 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	22.826	22.826	20.717	(2.109)	(9.2)	(2.109)	(9.2)
Investment Income	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$22.826	\$22.826	\$20.717	(\$2.109)	(9.2)	(\$2.109)	(9.2)
Expenses							
Labor:							
Payroll	\$8.850	\$8.850	\$7.538	\$1.312	14.8	\$1.312	14.8
Overtime	0.868	0.868	0.360	0.508	58.6	0.508	58.6
Health and Welfare	1.905	1.905	3.985	(2.081)	*	(2.081)	*
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	2.272	2.272	5.494	(3.222)	*	(3.222)	*
Other Fringe Benefits	1.058	1.058	2.166	(1.108)	*	(1.108)	*
Reimbursable Overhead	7.874	7.874	1.174	6.700	85.1	6.700	85.1
Total Labor Expenses	\$22.826	\$22.826	\$20.717	\$2.109	9.2	\$2.109	9.2
Non-Labor:							
Electricity	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Professional Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Materials & Supplies	0.000	0.000	0.000	0.000	-	0.000	-
Other Business Expenses	0.000	0.000	0.000	0.000	-	0.000	-
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses before Depreciation & GASB Adj.	\$22.826	\$22.826	\$20.717	\$2.109	9.2	\$2.109	9.2
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses after Depreciation & GASB Adj.	\$22.826	\$22.826	\$20.717	\$2.109	9.2	\$2.109	9.2
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Less: OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$22.826	\$22.826	\$20.717	\$2.109	9.2	\$2.109	9.2
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-

Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2020 YEAR-END REPORT
2020 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE (Page 1 of 2)
--

	2020			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual	2020 Adopted Budget		Final Estimate	
	Budget	Estimate		\$	%	\$	%
Revenue							
Vehicle Toll Revenue	\$2,118.012	\$1,419.286	\$1,639.753	(\$478.259)	(22.6)	\$220.467	15.5
Other Operating Revenue	18.937	18.936	20.983	2.046	10.8	2.047	10.8
Capital and Other Reimbursements	22.826	22.826	20.717	(2.109)	(9.2)	(2.109)	(9.2)
Investment Income	1.240	1.240	0.763	(0.477)	(38.4)	(0.477)	(38.4)
Total Revenue	\$2,161.015	\$1,462.288	\$1,682.217	(\$478.798)	(22.2)	\$219.928	15.0
Expenses							
Labor:							
Payroll	\$147.750	\$136.065	\$123.289	\$24.461	16.6	\$12.776	9.4
Overtime	27.369	22.047	14.895	12.474	45.6	7.152	32.4
Health and Welfare	33.672	33.672	28.366	5.306	15.8	5.306	15.8
OPEB Current Payment	24.387	24.387	23.809	0.578	2.4	0.578	2.4
Pensions	45.309	40.902	40.896	4.413	9.7	0.006	0.0
Other Fringe Benefits	22.745	14.730	17.286	5.459	24.0	(2.555)	(17.3)
Reimbursable Overhead	0.000	0.000	0.000	0.000	100.0	0.000	-
Total Labor Expenses	\$301.233	\$271.804	\$248.540	\$52.692	17.5	\$23.263	8.6
Non-Labor:							
Electricity	\$4.941	\$4.941	\$3.888	\$1.053	21.3	\$1.053	21.3
Fuel	1.879	1.879	1.725	0.154	8.2	0.154	8.2
Insurance	11.875	11.875	7.097	4.779	40.2	4.779	40.2
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	163.633	148.493	134.585	29.048	17.8	13.909	9.4
Professional Service Contracts	39.908	30.263	27.437	12.471	31.2	2.825	9.3
Materials & Supplies	3.821	3.038	2.183	1.638	42.9	0.855	28.2
Other Business Expenses	50.960	41.065	37.474	13.486	26.5	3.591	8.7
Total Non-Labor Expenses	\$277.018	\$241.555	\$214.389	\$62.629	22.6	\$27.166	11.2
Total Expenses before Depreciation & GASB Adj.	\$578.251	\$513.359	\$462.929	\$115.321	19.9	\$50.429	9.8
Depreciation	\$158.779	\$173.285	\$178.856	(\$20.077)	(12.6)	(\$5.571)	(3.2)
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
GASB 75 OPEB Expense Adjustment	33.900	33.900	0.000	33.900	100.0	33.900	100.0
GASB 68 Pension Adjustment	(13.597)	(13.597)	(5.245)	(8.352)	(61.4)	(8.352)	(61.4)
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses after Depreciation & GASB Adj.	\$757.333	\$706.947	\$636.541	\$120.792	15.9	\$70.406	10.0
Less: Depreciation	\$158.779	\$173.285	\$178.856	(\$20.077)	(12.6)	(\$5.571)	(3.2)
Less: OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
Less: GASB 75 OPEB Expense Adjustment	33.900	33.900	0.000	33.900	100.0	33.900	100.0
Less: GASB 68 Pension Adjustment	(13.597)	(13.597)	(5.245)	(8.352)	(61.4)	(8.352)	(61.4)
Total Expenses	\$578.251	\$513.359	\$462.929	\$115.321	19.9	\$50.429	9.8
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$1,582.764	\$948.930	\$1,219.287	(\$363.477)	(23.0)	\$270.358	28.5

Totals may not add due to rounding

* Variance exceeds 100%.

MTA BRIDGES AND TUNNELS
2020 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE (Page 2 of 2)
--

	2020			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2020 Adopted Budget		Final Estimate	
				\$	%	\$	%
Net Surplus/(Deficit)	\$1,582.764	\$948.930	\$1,219.287	(\$363.477)	(23.0)	\$270.358	28.5
<u>Deductions from Income:</u>							
Capitalized Assets	\$29.090	\$37.248	\$26.799	\$2.291	7.9	\$10.449	28.1
Prepaid Expenses	0.000	0.000	(3.720)	3.720	-	3.720	-
Adjusted Baseline Net Surplus/(Deficit)	\$1,553.674	\$911.682	\$1,196.209	(\$357.466)	(23.0)	\$284.527	31.2
Less: Debt Service	705.453	675.235	666.067	39.386	5.6	9.167	1.4
Less: Contribution to the Capital Program	56.623	56.623	56.623	0.000	0.0	0.000	0.0
Income Available for Distribution	\$791.598	\$179.824	\$473.518	(\$318.080)	(40.2)	\$293.694	*
Distributable To:							
MTA - Investment Income	1.240	1.240	0.763	(0.477)	(38.4)	(0.477)	(38.4)
MTA - Distributable Income	453.655	147.464	292.084	(161.571)	(35.6)	144.620	98.1
NYCT - Distributable Income	336.722	31.120	180.671	(156.051)	(46.3)	149.551	*
Total Distributable Income:	\$791.617	\$179.824	\$473.518	(\$318.099)	(40.2)	\$293.694	*
Actual Cash Transfers:							
MTA - Investment Income	2.640	3.689	3.689	1.049	39.7	0.000	0.0
MTA - Transfers	451.215	194.469	303.386	(147.830)	(32.8)	108.916	56.0
NYCT - Transfers	334.459	70.337	191.907	(142.552)	(42.6)	121.570	172.8
Total Cash Transfers:	\$788.314	\$268.495	\$498.981	(\$289.333)	(36.7)	\$230.486	85.8
SUPPORT TO MASS TRANSIT:							
Total Revenues	\$2,161.015	\$1,462.288	\$1,682.217	(478.798)	(22.2)	219.928	15.0
Less: Net Operating Expenses	578.251	513.359	462.929	115.321	19.9	50.429	9.8
Net Surplus/(Deficit)	\$1,582.764	\$948.930	\$1,219.287	(\$363.477)	(23.0)	\$270.358	28.5
Deductions from Operating Income:							
B&T Debt Service	\$334.385	\$306.130	\$309.363	25.022	7.5	(3.233)	(1.1)
Contribution to Capital Program	56.623	56.623	56.623	0.000	0.0	0.000	0.0
Capitalized Assets	29.090	37.248	26.799	2.291	7.9	10.449	28.1
Reserves and Prepaid Expenses	0.000	0.000	(3.720)	3.720	-	3.720	-
GASB Reserve	0.000	0.000	0.000	0.000	-	0.000	-
Total Deductions from Operating Inc.	\$420.098	\$400.001	\$389.065	\$31.033	7.4	\$10.936	2.7
Total Support to Mass Transit:	\$1,162.666	\$548.929	\$830.222	(\$332.444)	(28.6)	\$281.293	51.2

Totals may not add due to rounding

* Variance exceeds 100%.

MTA BRIDGES AND TUNNELS
2020 YEAR-END REPORT
2020 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

NON-REIMBURSABLE	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
Revenue					
Vehicle Toll Revenue	\$1,419.286	\$1,639.753	\$220.467	\$220.467	\$0.000
Other Operating Revenue	18.936	20.983	2.047	2.047	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Investment Income	1.240	0.763	(0.477)	(0.477)	0.000
Total Revenue	\$1,439.462	\$1,661.499	\$222.037	\$222.037	\$0.000
Expenses					
Labor:					
Payroll	\$127.215	\$115.750	\$11.464	\$11.464	\$0.000
Overtime	21.179	14.535	6.644	6.644	0.000
Health and Welfare	31.767	24.381	7.387	7.387	0.000
OPEB Current Payment	24.387	23.809	0.578	0.578	0.000
Pensions	38.630	35.402	3.228	3.228	0.000
Other Fringe Benefits	13.672	15.120	(1.447)	(1.447)	0.000
Reimbursable Overhead	(7.874)	(1.174)	(6.700)	(6.700)	0.000
Total Labor Expenses	\$248.978	\$227.823	\$21.154	\$21.154	\$0.000
Non-Labor:					
Electric Power	\$4.941	\$3.888	\$1.053	\$1.053	\$0.000
Fuel	1.879	1.725	0.154	0.154	0.000
Insurance	11.875	7.097	4.779	4.779	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	148.493	134.585	13.909	13.309	0.600
Professional Service Contracts	30.263	27.437	2.825	2.825	0.000
Materials & Supplies	3.038	2.183	0.855	0.855	0.000
Other Business Expenses	41.065	37.474	3.591	3.591	0.000
Total Non-Labor Expenses	\$241.555	\$214.389	\$27.166	\$26.566	\$0.600
Total Expenses before Depreciation & GASB Adj.	\$490.532	\$442.212	\$48.320	\$47.720	\$0.600
Depreciation	\$173.285	\$178.856	(\$5.571)	(\$5.571)	\$0.000
GASB 75 OPEB Expense Adjustment	33.900	0.000	33.900	33.900	0.000
GASB 68 Pension Adjustment	(13.597)	(5.245)	(8.352)	(8.352)	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses after Depreciation & GASB Adj.	\$684.121	\$615.823	\$68.297	\$67.697	\$0.600
Less: Depreciation	\$173.285	\$178.856	(\$5.571)	(\$5.571)	\$0.000
Less: GASB 75 OPEB Expense Adjustment	33.900	0.000	33.900	33.900	0.000
Less: GASB 68 Pension Adjustment	(13.597)	(5.245)	(8.352)	(8.352)	0.000
Total Expenses	\$490.532	\$442.212	\$48.320	\$47.720	\$0.600
Net Surplus/(Deficit)	\$948.930	\$1,219.287	\$270.358	\$269.758	\$0.600

Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2020 YEAR-END REPORT
2020 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

REIMBURSABLE	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
Revenue					
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	22.826	20.717	(2.109)	(2.109)	0.000
Investment Income	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$22.826	\$20.717	(\$2.109)	(\$2.109)	\$0.000
Expenses					
Labor:					
Payroll	\$8.850	\$7.538	\$1.312	\$1.312	\$0.000
Overtime	0.868	0.360	0.508	0.508	0.000
Health and Welfare	1.905	3.985	(2.081)	(2.081)	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	2.272	5.494	(3.222)	(3.222)	0.000
Other Fringe Benefits	1.058	2.166	(1.108)	(1.108)	0.000
Reimbursable Overhead	7.874	1.174	6.700	6.700	0.000
Total Labor Expenses	\$22.826	\$20.717	\$2.109	\$2.109	\$0.000
Non-Labor:					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GASB Adj.	\$22.826	\$20.717	\$2.109	\$2.109	\$0.000
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses after Depreciation & GASB Adj.	\$22.826	\$20.717	\$2.109	\$2.109	\$0.000
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$22.826	\$20.717	\$2.109	\$2.109	\$0.000
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2020 YEAR-END REPORT
2020 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE (Page 1 of 2)	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
Revenue					
Vehicle Toll Revenue	1,419.286	1,639.753	220.467	220.467	0.000
Other Operating Revenue	18.936	20.983	2.047	2.047	0.000
Capital and Other Reimbursements	22.826	20.717	(2.109)	(2.109)	0.000
Investment Income	1.240	0.763	(0.477)	(0.477)	0.000
Total Revenue	\$1,462.288	\$1,682.217	\$219.928	\$219.928	\$0.000
Expenses					
<i>Labor:</i>					
Payroll	\$136.065	\$123.289	\$12.776	\$12.776	\$0.000
Overtime	22.047	14.895	7.152	7.152	0.000
Health and Welfare	33.672	28.366	5.306	5.306	0.000
OPEB Current Payment	24.387	23.809	0.578	0.578	0.000
Pensions	40.902	40.896	0.006	0.006	0.000
Other Fringe Benefits	14.730	17.286	(2.555)	(2.555)	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$271.804	\$248.540	\$23.263	\$23.263	\$0.000
<i>Non-Labor:</i>					
Electric Power	\$4.941	\$3.888	\$1.053	\$1.053	\$0.000
Fuel	1.879	1.725	0.154	0.154	0.000
Insurance	11.875	7.097	4.779	4.779	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	148.493	134.585	13.909	13.309	0.600
Professional Service Contracts	30.263	27.437	2.825	2.825	0.000
Materials & Supplies	3.038	2.183	0.855	0.855	0.000
Other Business Expenses	41.065	37.474	3.591	3.591	0.000
Total Non-Labor Expenses	\$241.555	\$214.389	\$27.166	\$26.566	\$0.600
Total Expenses before Depreciation & GASB Adj.	\$513.359	\$462.929	\$50.429	\$49.829	\$0.600
Depreciation	\$173.285	\$178.856	(\$5.571)	(\$5.571)	\$0.000
GASB 75 OPEB Expense Adjustment	33.900	0.000	33.900	33.900	0.000
GASB 68 Pension Adjustment	(13.597)	(5.245)	(8.352)	(8.352)	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses after Depreciation & GASB Adj.	\$706.947	\$636.541	\$70.406	\$69.806	\$0.600
Less: Depreciation	\$173.285	\$178.856	(\$5.571)	(\$5.571)	\$0.000
Less: GASB 75 OPEB Expense Adjustment	33.900	0.000	33.900	33.900	0.000
Less: GASB 68 Pension Adjustment	(13.597)	(5.245)	(8.352)	(8.352)	0.000
Total Expenses	\$513.359	\$462.929	\$50.429	\$49.829	\$0.600
Net Surplus/(Deficit)	\$948.930	\$1,219.287	\$270.358	\$269.758	\$0.600

Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2020 YEAR-END REPORT
2020 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE (Page 2 of 2)	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
Net Surplus/(Deficit)	\$948.930	\$1,219.287	\$270.358	\$269.758	\$0.600
<u>Deductions from Income:</u>					
Capitalized Assets	\$37.248	\$26.799	\$10.449	\$10.449	\$0.000
Prepaid Expenses	0.000	(3.720)	3.720	3.720	0.000
Adjusted Net Surplus/(Deficit)	\$911.682	\$1,196.209	\$284.527	\$283.927	\$0.600
Less: Debt Service	\$675.235	\$666.067	\$9.167	\$9.167	\$0.000
Less: Contribution to the Capital Program	56.623	56.623	0.000	0.000	0.000
Income Available for Distribution	\$179.824	\$473.518	\$293.694	\$293.094	\$0.600
Distributable To:					
MTA - Investment Income	\$1.240	\$0.763	(\$0.477)	(\$0.477)	\$0.000
MTA - Distributable Income	147.464	292.084	144.620	144.620	0.000
NYCT - Distributable Income	31.120	180.671	149.551	149.551	0.000
Total Distributable Income:	\$179.824	\$473.518	\$293.694	\$293.694	\$0.000
SUPPORT TO MASS TRANSIT:					
Total Revenues	\$1,462.288	\$1,682.217	\$219.928	\$219.928	\$0.000
Less: Net Operating Expenses	513.359	462.929	50.429	49.829	0.600
Net Operating Income:	\$948.930	\$1,219.287	\$270.358	\$269.758	\$0.600
Deductions from Operating Income:					
B&T Debt Service	\$306.130	\$309.363	(\$3.233)	(\$3.233)	\$0.000
Contribution to the Capital Program	56.623	56.623	0.000	0.000	0.000
Capitalized Assets	37.248	26.799	10.449	10.449	0.000
Prepaid Expenses	0.000	(3.720)	3.720	3.720	0.000
Total Deductions from Operating Inc.	\$400.001	\$389.065	\$10.936	\$10.936	\$0.000
Total Support to Mass Transit:	\$548.929	\$830.222	\$281.293	\$280.693	\$0.600

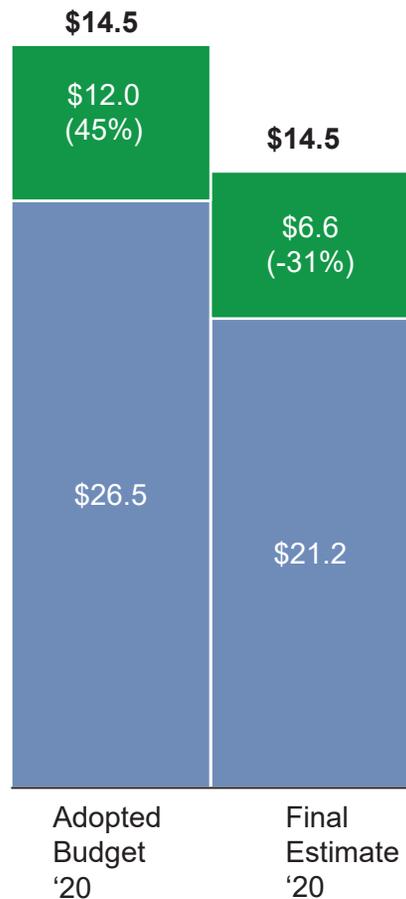
Totals may not add due to rounding

MTA B&T – Non-Reimbursable Overtime Variance

Year-End Adopted Budget & Final Estimate vs. variance \$M

- Favorable
- Unfavorable
- Budget/Estimate

Adopted Budget: \$26.501M
 Final Estimate: \$21.179M



Overview

- The 2020 Adopted Budget variance was favorable \$12 million due to scheduling, deployment, and managerial efficiencies.
- The 2020 Final Estimate variance was favorable by \$6.6 million, with the difference related to the reduction in budget from the controllable overtime Additional Savings Actions achieved in the second half of 2020.

YTD variance by division \$M



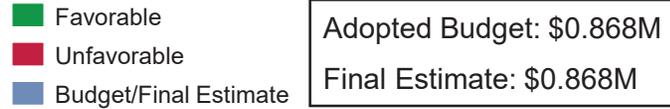
Maintenance Overtime was below forecast by \$1.7 million. Maintenance was able to perform additional tasks on straight time that were traditionally completed on overnight hours due to reduce traffic. Maintenance continues to review and prioritize need for overtime.

Operations Overtime was below forecast by \$4.9 million. Due to COVID-19, B&T reduced all routine law enforcement and security related activities. The uniformed law enforcement workforce was directed to engage only in critical/safety-related functions and responses to incidents.

Source: 2020 Adopted Budget and Final Estimate. GL actuals for actual overtime spending.

MTA B&T – Reimbursable Overtime Variance

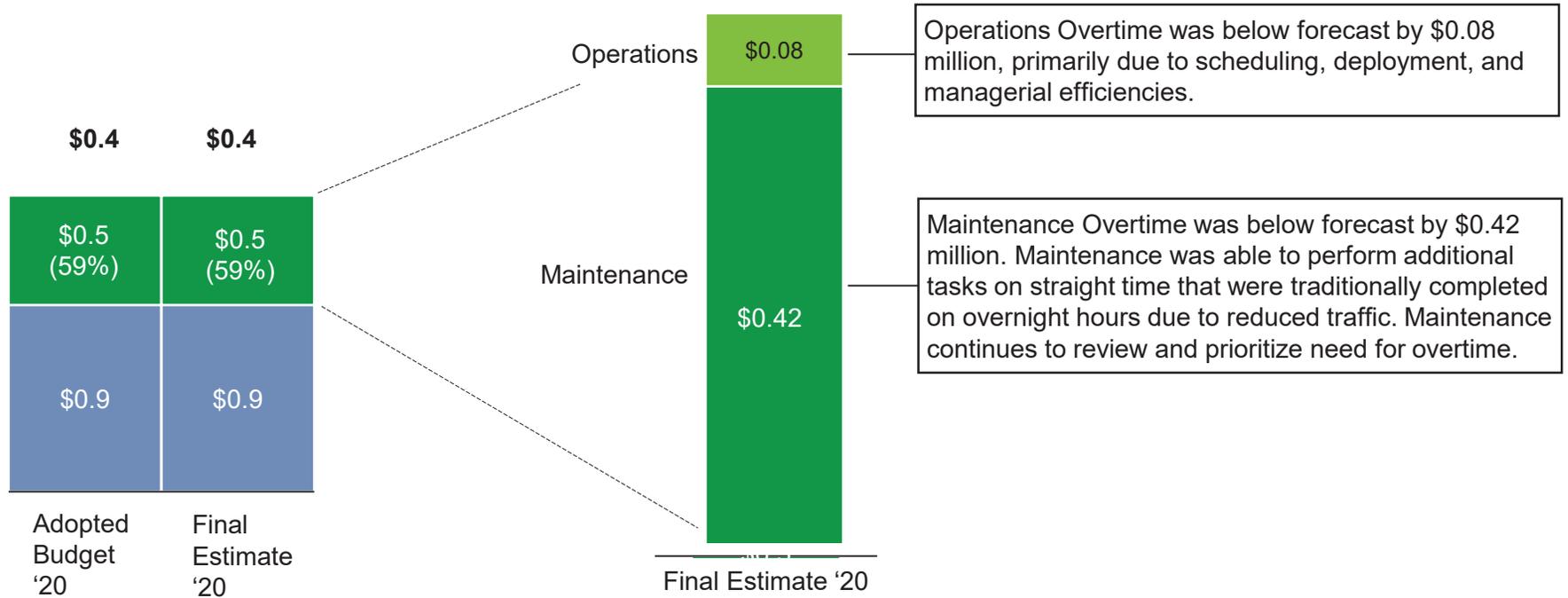
Year-End Adopted Budget & Final Estimate vs. variance \$M



Overview

- The 2020 Adopted Budget and Final Estimate variances were favorable by \$0.5 million. Due to COVID-19, work on reimbursable capital projects was deferred, unless deemed critical.

YTD variance by division \$M



Source: 2020 Adopted Budget and Final Estimate. GL actuals for actual overtime spending.

MTA B&T – Total Overtime Variance

Year-End Adopted Budget & Final Estimate vs. variance \$M

- Favorable
- Unfavorable
- Budget/Final Estimate

Adopted Budget: \$27.369M
Final Estimate: \$22.047M



Overview

- The 2020 Adopted Budget variance was favorable \$12.5 million due to Maintenance being able to perform additional tasks on straight time that were traditionally completed on overnight hours due to reduced traffic and Operations scheduling, deployment, and managerial efficiencies.
- The 2020 Final Estimate variance was favorable by \$7.2 million, with the difference related to the reduction in budget from the controllable overtime Additional Savings Actions achieved in the second half of 2020.

YTD variance by division

\$M



MTA BRIDGES AND TUNNELS
2020 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON TRAFFIC VOLUME (UTILIZATION)

2020 Final Estimate vs. Actuals

Paid traffic totaled 253.2 million crossings, which was 14.4% above the Final Estimate of 221.3 million due to higher traffic volume than the McKinsey-based traffic forecasts.

2020 Adopted Budget vs. Actuals

Paid traffic was 78.9 million crossings, or 23.5% below the Adopted Budget, primarily due to the unfavorable impacts from the COVID pandemic.

MTA BRIDGES AND TUNNELS
2020 Year-End Report
2020 Adopted Budget and Final Estimate vs. Actual
Traffic Volume and Toll Revenue
(in millions)

	December 2020 Year End			Favorable/(Unfavorable)			
	2020 Adopted Budget	2020 Final Estimate	Actual*	2020 Adopted Budget Variance	%	2020 Final Estimate Variance	%
Total Traffic Volume*	331.172	221.264	253.184	(77.987)	-23.5%	31.920	14.4%
Total Toll Revenue	\$2,118.012	\$1,419.286	\$1,639.753	(\$478.259)	-22.6%	\$220.467	15.5%

*Subject to final audit.

MTA BRIDGES AND TUNNELS
2020 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON POSITIONS

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

2020 Final Estimate vs. Actuals by Function and Department

Year-end headcount was 1,221 against the Final Estimate of 1,478 positions, for a net variance of 257 positions. Net vacancies by function totaled 12 in Administration, 30 in Operations, 31 in Maintenance, 84 in Engineering/Capital, and 100 in Public Safety.

2020 Final Estimate vs. Actuals by Function and Occupation

Overall, there were 83 Managerial vacancies (six in Administration, 16 in Operations, six in Maintenance, 17 in Engineering/Capital, and 38 in Public Safety); 106 Professional/Technical/Clerical vacancies (six in Administration, 14 in Operations, five in Maintenance, 67 in Engineering/Capital, and 14 in Public Safety); and 68 Operational Hourly vacancies (20 in Maintenance and 48 in Public Safety).

MTA BRIDGES AND TUNNELS
2020 YEAR-END REPORT
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
December 2020

Department	Final Estimate	Actual	Favorable (Unfavorable) Variance
Administration			
Office of the President	8	9	(1)
Law ⁽¹⁾	12	9	3
Budget & Finance ⁽²⁾	18	15	3
Administration ⁽³⁾	35	28	7
EEO	1	1	-
Total Administration	74	62	12
Operations			
ITS and Tolling	68	54	14
Central Business District Tolling Program	3	2	1
Operations (Non-Security)	60	45	15
Total Operations	131	101	30
Maintenance			
Maintenance	214	194	20
Operations - Maintainers	168	157	11
Total Maintenance	382	351	31
Engineering/Capital			
Engineering & Construction	192	123	69
Health & Safety	10	8	2
Law ⁽¹⁾	22	18	4
Capital Budget	17	8	9
Total Engineering/Capital	241	157	84
Public Safety			
Operations (Security)	605	521	84
Internal Security - Operations	45	29	16
Total Public Safety	650	550	100
Total Positions			
	1,478	1,221	257
Non-Reimbursable	1,391	1,134	257
Reimbursable	87	87	-
Total Full-Time			
	1,478	1,221	257

(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
2020 YEAR-END REPORT
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
December 2020

	Final Estimate	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	26	20	6
Professional, Technical, Clerical	48	42	6
Operational Hourlies	-	-	-
Total Administration	74	62	12
Operations			
Managers/Supervisors	70	54	16
Professional, Technical, Clerical	61	47	14
Operational Hourlies	-	-	-
Total Operations	131	101	30
Maintenance			
Managers/Supervisors	27	21	6
Professional, Technical, Clerical	12	7	5
Operational Hourlies ⁽¹⁾	343	323	20
Total Maintenance	382	351	31
Engineering/Capital			
Managers/Supervisors	50	33	17
Professional, Technical, Clerical	191	124	67
Operational Hourlies	-	-	-
Total Engineering/Capital	241	157	84
Public Safety			
Managers/Supervisors	186	148	38
Professional, Technical, Clerical	36	22	14
Operational Hourlies ⁽²⁾	428	380	48
Total Public Safety	650	550	100
Total Positions			
Managers/Supervisors	359	276	83
Professional, Technical, Clerical	348	242	106
Operational Hourlies	771	703	68
Total Positions	1,478	1,221	257

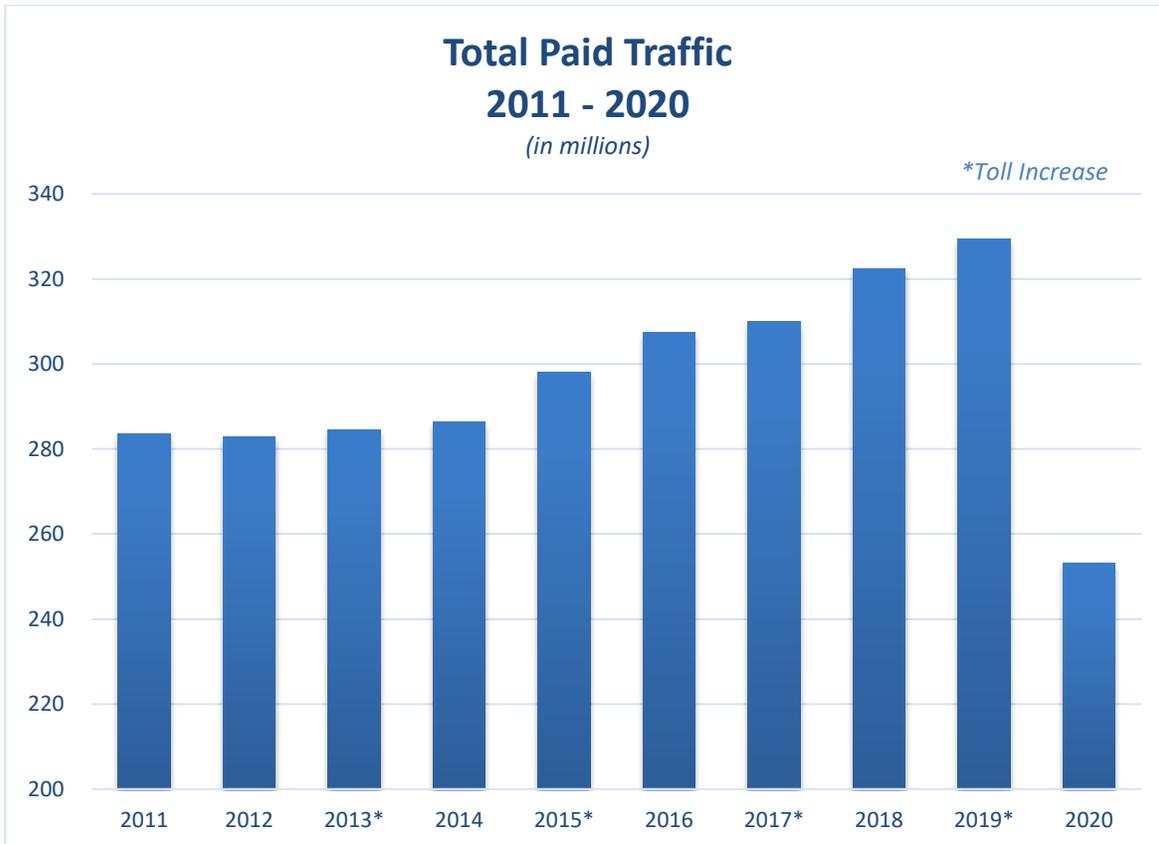
(1) Represents Maintenance personnel. These positions are paid annually, not hourly.

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

MTA BRIDGES AND TUNNELS 2020 YEAR-END REPORT RESULTS OF OPERATIONS

Traffic

Total paid traffic declined to 253.2 crossings in 2020, which was approximately 78 million, or 23.5% below the previous level of 329.4 million crossings in 2019, which is the record high for traffic in a single year.



Major Accomplishments and Initiatives in 2020

- Additional Savings Actions were taken to partially address MTA financial shortfalls, with savings starting in the second half of 2020. The actions consisted of reductions to controllable overtime, consulting services, and non-essential, non-service expenses. These reductions resulted in savings of \$19.2 million from the Adopted Budget to the Final Estimate.
- B&T experienced a reduction in lost-time injuries in 2020, resulting in a decreased injury rate to 5.7 per 200,000 work hours.
- Adjusting for annual traffic, the rate of collisions with injuries per million vehicles was 0.70 in 2020, an improvement over the previous year.

- Actual Overtime spending in 2020 was at a notable low. Overtime needs were estimated at \$26.565 million in the Adopted Budget and actual costs came in at \$14.55 million, which was 45.252% lower due to scheduling, deployment, and managerial efficiencies.
- The uninterrupted flow of traffic resulting from cashless tolling continued to yield sustained improvements in travel times for drivers across the agency's tolling areas. The reduced congestion in a cashless tolling environment has benefited stakeholders throughout the travel region, leading to overall improvements in safety at crossings and a reduction in motorists' idling time, thereby saving energy and reducing carbon emissions.
- Completed several customer-facing reconstruction projects in 2020. B&T, took advantage of the lower traffic levels and has worked with MTA C&D to accelerate numerous roadway projects that will improve travel for its customers as traffic levels increase. In late 2020 B&T opened the newly constructed Harlem River Drive Direct Connector Ramp at the Robert F. Kennedy Bridge, which resulted in a significant improvement to traffic flow in the area via a direct connection from the RFK to the Northbound Harlem River Drive. Also in late 2020, the section of the Gowanus adjoining the Verrazzano-Narrows Bridge (VNB) was widened with a fourth lane eliminating a bottleneck and improving Eastbound traffic on the lower level of the VNB.
- Split Tolling was implemented at the VNB on December 1, 2020. This configuration now tolls both directions of traffic for the first time since 1986. The new configuration seeks to rationalize regional travel patterns while providing additional revenues to the MTA
- The Tolls NY smartphone app, which had a soft launch in mid-June 2020, was officially launched in December 2020 through an MTA B&T press release, highlighting the functionality available to E-ZPass and Tolls by Mail customers for managing their accounts. As of year-end, there were more than 446K installations, and the Tolls NY app is maintaining a 4.8 rating in the iOS app store.



Bridges and Tunnels

Capital Program Project Status Report March 2021

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
STATUS REPORT
MARCH 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.

Commitments

In March, there were twelve commitments made with a total value of \$44.1 million. Six commitments were planned. (See Attachment 1 – 2021 Commitments Chart and Attachment 2 – 2021 Major Commitments).

The most notable commitment was:

- Project VN-X4- Installation of Safety Fence on the Upper and Lower Levels of the Suspended Spans at the Verrazzano-Narrows Bridge (ACEP D806VNX1) with a total value of \$34.5M, awarded 1 month ahead of schedule.

Year-to-date, twenty-one commitments totaling \$52.1 million were made, against a plan of fourteen commitments with a total value of \$10.1 million.

Completions

In March, there were two completions with a total value of \$14.1 million.

Under the Moving NY Forward Initiative, the following acceleration initiative was completed in March: BB-28W Brooklyn Plaza Standpipe Replacement at the Hugh Carey Tunnel, with a total value of \$3.0 million. Additionally, the TN-55 Study for the Reconstruction of the Bronx and Queens Approaches to the Throgs Neck Bridge was completed, with a total value of \$11.2 million.

Year-to-date, there were two completions with a total value of \$14.1 million, against a year-to-date goal of \$3.0 million. (See Attachment 3 – 2021 Completion Chart).

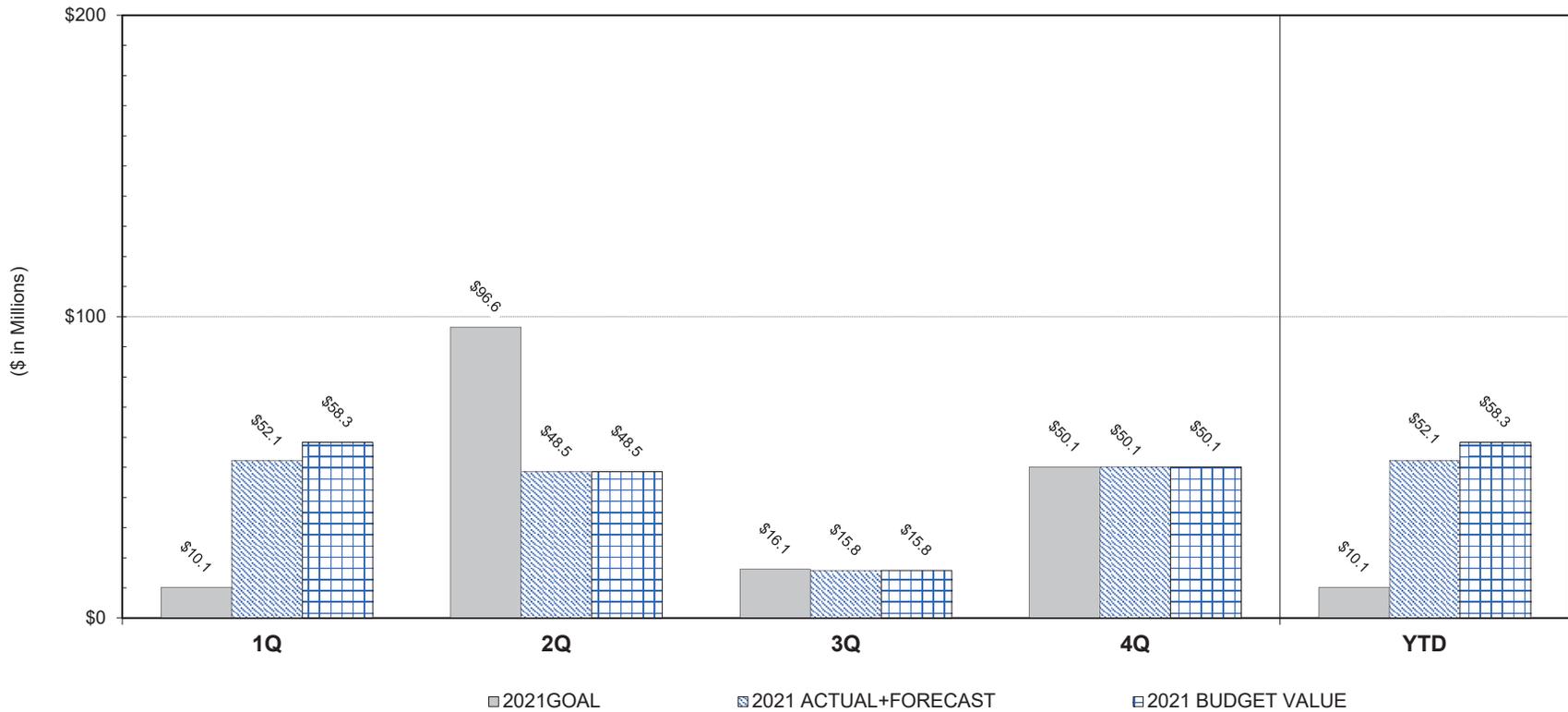
Close-outs

There were five task level closeouts achieved in March for a total value of \$2.2 million, against a plan of seventeen task level closeouts totaling \$33.4 million.

There are sixty-eight task level closeouts year-to-date totaling \$28.7 million, against an annual goal of seventy-eight tasks totaling \$115.3 million.

MTA Bridges and Tunnels
Commitments as of March 31, 2021

2021 Budget Goal:	\$172.9	
2021 Annual Forecast:	\$166.6	
YTD Goal:	\$10.1	
YTD Actual:	\$52.1	(515.6% of YTD Goal)
YTD Budgeted Value:	\$58.3	(576.6% of YTD Goal)
Left to Commit:	\$114.4	



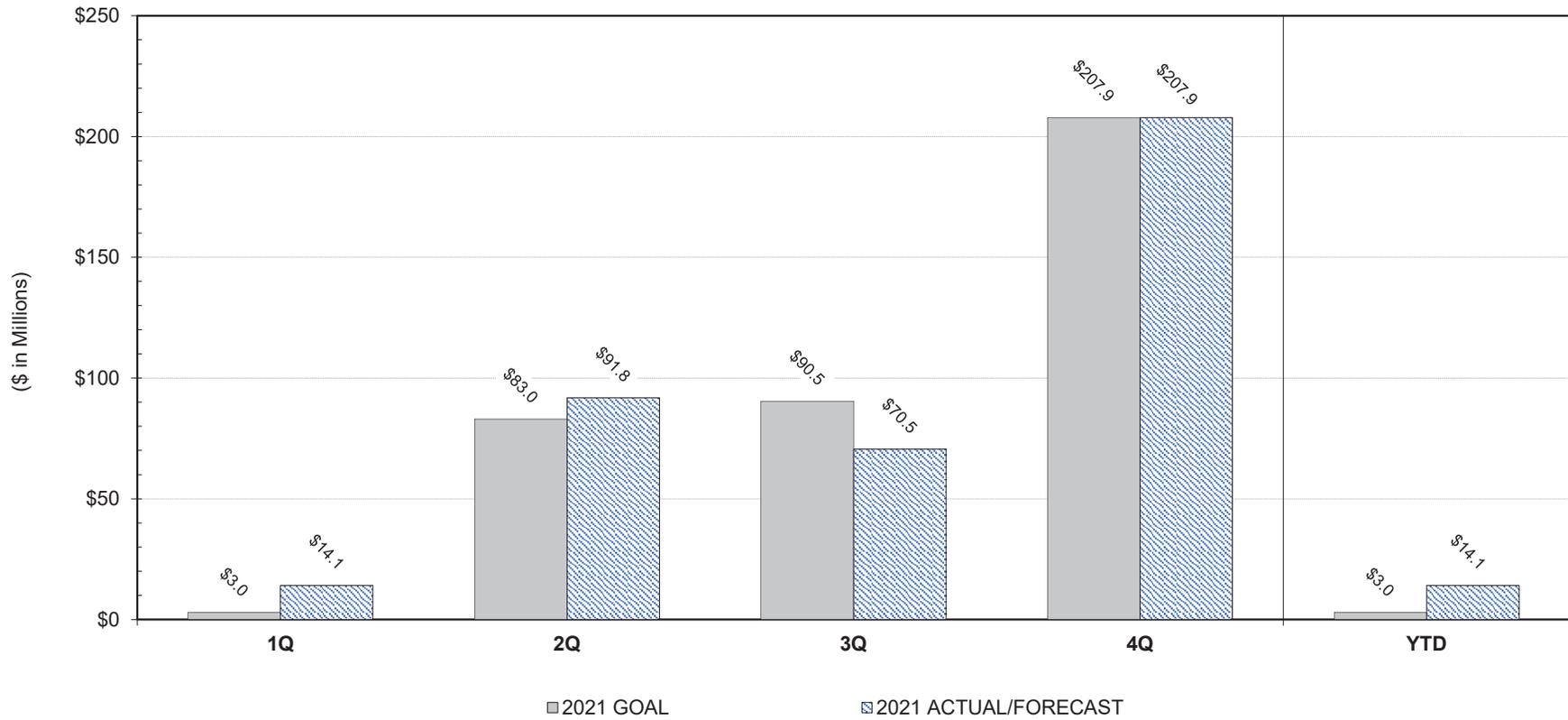
MTA Bridges and Tunnels: Status of Major Commitments as of March 31, 2021

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

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

MTA Bridges and Tunnels
Completions as of March 31, 2021

2021 Budget Goal:	\$384.3
2021 Annual Forecast:	\$384.3
YTD Goal:	\$3.0
YTD Actual:	\$14.1 (476.5% of YTD Goal)
Left to Complete:	\$370.2



MTA Bridges and Tunnels: Status of Major Completions as of March 31, 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	84	0	May-21	May-21	F
CB-18	D701CB18	CB Scour Protect/Repair/Replace CB/MP Pier Fender	\$65.9	\$65.9	39	0	Jul-21	Jul-21	F
HC-07	D704HC07	Rehabilitation of HCT Ventilation Systems	\$88.0	\$88.0	77	0	Oct-21	Oct-21	F
VN-49	D707VN49	Paint Suspended Span Upper & Lower Level Steel	\$73.6	\$73.6	44	17	Dec-21	Dec-21	F