



Metropolitan Transportation Authority

Bridges and Tunnels Committee Meeting

January 2022

Committee Members

D. Mack, Acting Chair

A. Albert

J. Barbas

N. Brown

R. Glucksman

K. Law

H. Mihaltses

J. Samuelsen

V. Tessitore

N. Zuckerman

Bridges & Tunnels Committee Meeting

**2 Broadway
20th Floor Board Room
New York, NY 10004**

**Monday, 1/24/2022
9:00 - 9:30 AM ET**

1. Summary of Actions

B&T Summary of Actions - Page 3

2. Public Comments Period

3. Approval of Minutes - December 2021

B&T Committee Minutes - December 2021 - Page 5

4. Approval of Committee Work Plan

B&T Committee Work Plan - Page 11

5. Report on Operations - November 2021

B&T Report on Operations - November 2021 - Page 17

6. Safety Report - November 2021

B&T Safety Report - November 2021 - Page 33

7. Financial Reports

B&T Financial Report - November 2021 - Page 38

B&T Financial Report - December 2021 - Page 56

8. Procurements

B&T Procurements - Page 70

Competitive

B&T Competitive - Page 73



Bridges and Tunnels

Summary of Actions

**MTA BRIDGES AND TUNNELS
COMMITTEE ACTIONS and PRESENTATIONS
SUMMARY for JANUARY 2022**

Responsible Department	Vendor Name	Total Amount	Summary of action
Procurement	Gannett Fleming Engineers and Architects, PC	\$1,867,505	<ul style="list-style-type: none"> • Approval to Award a Personal Service Contract • Project Management Consultant Services for the New York Customer Service Center Contracts
Procurement	WSP USA, Inc. AECOM USA, Inc.	\$2,500,000 (Aggregate)	<ul style="list-style-type: none"> • Approval to Award two Personal Service Contracts • Professional Services, As Needed, for Revenue Assessment and Environmental Review



Bridges and Tunnels

Minutes of Committee Meeting December 2021



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

December 13, 2021

9:00 a.m.

In attendance were the Honorable:

David S. Mack, Acting Chair
Andrew Albert
Norman Brown
Randolph Glucksman
Kevin S. Law (virtual)
Vincent Tessitore, Jr.
Neal Zuckerman (virtual)

Also in Attendance:
Michael Fleischer (virtual)
Robert W. Linn

In Person:

Daniel F. DeCrescenzo, Jr., President
Richard Hildebrand, Vice President and Chief of Operations
Eric Osnes, Vice President and Chief Safety Officer
Brian A. Walsh, Acting Vice President and Chief Procurement Officer

Virtual:

Julia R. Christ, General Counsel and Corporate Secretary - TBTA, MTA
Marissa Krinis, Financial Liaison TBTA, MTA Finance
Charles Passarella, Vice President, Maintenance and Operations Support

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

December 13, 2021

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

Public Speakers

The following speaker commented during the public speakers' session:

- Murray Bodin about wearing masks.

Minutes

Upon a motion duly made and seconded, and while a quorum of the Committee was not in attendance, the voting Committee members who were in attendance approved the minutes of the Committee Meeting held on November 15, 2021.

Committee Work Plan

President DeCrescenzo stated that the proposed changes to the Committee Work Plan for 2022, which will be voted on at the January 2022 meeting, are in the Committee materials starting on page 9 and that the following updates are to the Committee's agenda:

1. The November 2021 Financial Report will be reported in January 2022; and
2. The EEO Report is not included in this month's Committee materials but an MTA-wide EEO Report will be provided by the Department of Diversity and Civil Rights at the Diversity Committee.

President DeCrescenzo's Remarks

President DeCrescenzo thanked all TBTA employees for keeping TBTA running while maintaining safety mitigations, providing a high level of service as traffic returned to near pre-pandemic levels, and working through extreme weather events such as Hurricane Ida. Some other notable TBTA achievements of 2021 were lower collision rates than in 2019, even as traffic increased to pre-pandemic levels throughout the year. This was a result of traffic flow improvements implemented by MTA Construction and Development, TBTA facility teams, and collision mitigation efforts by TBTA managers and employees in the field. TBTA also made it easier for customers to pay tolls and manage their accounts, via the multi-award winning Tolls NY app, which now has more than 1.2 million downloads and more than 200,000 active users and has collected over \$100 million in toll revenue. President DeCrescenzo expressed his gratitude to TBTA Committee Acting Chair Mack, the Committee and Board Members for their support throughout the year, and Acting Chair Lieber for his strong leadership and support. He wished everyone a safe, healthy, and happy New Year.

President DeCrescenzo thanked MTA Construction and Development for completing the latest stage of construction on the Throgs Neck Bridge deck replacement project before the holiday rush, having successfully transitioned into a Winter Hiatus configuration, with three lanes operating in both directions during peak times.

President DeCrescenzo acknowledged the recent retirement of Anne Marie Bressler, Vice President of Intelligent Transportation Systems (ITS) & Tolling, who greatly contributed to TBTA's business operations. While Anne Marie's expertise and deep knowledge of the tolling industry is unparalleled, she was "all in" no matter the task and a steadfast member of the TBTA Family; he wished her the very best in her new chapter. President DeCrescenzo also announced that Nichola Angel, Assistant Vice President, Central Business District Tolling Program, has been designated Acting Vice President of ITS and Tolling.

Finally, President DeCrescenzo acknowledged the recent announcement that the late Gil Hodges will be

inducted into the Baseball Hall of Fame in Cooperstown, New York. Since 1978 he has been the namesake of the TBTA's Marine Parkway-Gil Hodges Memorial Bridge linking Brooklyn to Rockaway. TBTA takes pride in this long overdue honor, and warmly congratulates the Hodges family. President DeCrescenzo showed a photograph from TBTA's Special Archive, taken at the April 4, 1978 renaming of the bridge, which included Brooklyn Dodgers great Roy Campanella, former MTA Chair Harold Fisher, and former Governor Hugh L. Carey, another facility namesake.

Refer to the video recording of the meeting produced by the Metropolitan Transportation Authority and maintained in MTA records for the TBTA Special Archive photograph.

Report on Operations

With regard to the Report on Operations for October 2021, Vice President and Chief of Operations (Chief) Hildebrand stated that paid vehicle traffic was 28.1 million vehicles, which is 0.1% lower, or 0.1 million fewer vehicles, as compared to the same month in 2019. Traffic was 14.9% higher than it was in October of 2020, during which TBTA had 24.4 million paid crossings. Preliminary figures indicate that traffic declined by 0.3% in November 2021 as compared to the same month in 2019 and was 7.0% lower year to date as compared to 2019. E-ZPass market share remains high at 94.7% of TBTA's total traffic, which is consistent with 2020 but slightly lower than two years ago. Chief Hildebrand thanked his team within the TBTA Operations Department for their hard work and dedication during this challenging year, and the partners within TBTA's core functions and the departments within MTA's headquarters, who have been sources of support in our mission.

Commissioner Linn referred to a chart on page 29 of the Committee materials ("Supplemental Data Page for Exhibits 2 through 6 -- Average Daily Traffic") and requested that a similar chart by facility be included as it would likely provide useful demographic information, may explain customers moving from mass transit into cars, and may be useful for planning. President DeCrescenzo responded that the individual facility information, including E-ZPass versus Tolls by Mail percentages and traffic comparisons, is also included in the Committee materials, and agreed to look into this request.

Safety Report

With regard to the Safety Report for October 2021, Vice President and Chief Safety Officer Osnes stated that the 2021 total collision rate was 3.96 per million vehicles, or 38% better than in 2019 and 13% better than in 2020. The 2021 collisions with injuries rate was 0.65 per million vehicles, or 27% better than in 2019 and 13% better than in 2020. The employee lost time injury rate was 6.1 incidents per 200,000 work hours, with a slight increase as compared to the same period in 2020 and 2019.

Procurements

For December 2021, Acting Vice President and Chief Procurement Officer (AVP-CPO) Walsh stated that there are three (3) procurements totaling \$98.7 million.

Non-Competitive Procurements

AVP-CPO Walsh stated that there are no non-competitive procurements.

Competitive Procurements

AVP-CPO Walsh stated that there are three (3) competitively solicited public works, Design-Build procurement contracts for award totaling \$98.7 million, as follows:

- Project RK-23D/RK-83 New Pedestrian Walkway and Fender System Rehabilitation at the Robert F. Kennedy Bridge (RFK Bridge) in the negotiated amount of \$45.6 million and to be awarded to Walsh Construction Co. II, LLC. The new walkway will extend from the Harlem River Lift Span to Manhattan and connect to the future East River Greenway project being constructed by New York City.

- Project HH-36 Electrical Power Resiliency, Utility and Building Improvements at the Henry Hudson Bridge in the negotiated amount of \$35 million and to be awarded to E-J Electric Installation Company.
- Project MP-09 Replacement of the Tower Elevator Systems and Miscellaneous Repairs at the Marine Parkway-Gil Hodges Memorial Bridge in the negotiated amount of \$18.2 million and to be awarded to Kiewit Infrastructure Company.

Competitive Requests for Proposals (Award of Purchase/Public Work Contracts

Walsh Construction Co. II, LLC	Contract No. RK-23/RK-83 MTA Construction and Development requests Board approval of the award of a publicly advertised and competitively solicited Public Works contract for Design-Build Services for a New Pedestrian Walkway and Fender Rehabilitation at the Robert F. Kennedy Bridge.	\$45,558,000
E-J Electric Installation Co.	Contract No. HH-36 MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited Public Works contract for Design-Build Services for Electrical Power Resiliency, Utility and Building Improvements at the Henry Hudson Bridge.	\$34,950,000
Kiewit Infrastructure Company	Contract No. MP-09 MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited Public Works contract for Design-Build Services for the Replacement of Tower Elevator Systems and Miscellaneous Repairs at the Marine Parkway-Gil Hodges Memorial Bridge.	\$18,215,000

With regard to Project RK-23D/RK-83, Commissioner Law asked whether the RFK Bridge ever had a pedestrian walkway. President DeCrescenzo responded that the RFK Bridge has a pedestrian walkway and that this project will enhance the walkway.

AVP-CPO Walsh stated that there are no ratifications.

Upon a motion duly made and seconded, and while a quorum of the Committee was not in attendance, the voting Committee members who were in attendance did consider the competitive procurements and voted in favor of them, by a vote of three in favor and none against.

Financial Report

President DeCrescenzo referred the Committee to the TBTA Staff Summary for the 2021 November Forecast, the Final Proposed Budget for 2022, and the four-year Financial Plan for 2022 through 2025 informational items included in the Committee materials. While there is no action required today by the

Committee on these items, they will be further discussed and voted on by the Board on December 15, 2021. There were no questions regarding this report.

Adjournment

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

Respectfully submitted,

A handwritten signature in black ink that reads "Julia R. Christ". The signature is written in a cursive style with a large initial 'J' and 'C'.

Julia R. Christ
General Counsel and Corporate Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

TOPIC

Approval of Minutes
Committee Work Plan
Report on Operations
Safety Report
Financial Report
Procurements
Action Items (if any)

Responsibility

Committee Chair & Members
Committee Chair & Members
ITS & Tolling
Safety & Health
Controller/Planning & Budget
Procurement & Materials

II. SPECIFIC AGENDA ITEMS

Responsibility

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

Planning & Budget
Planning & Budget
Controller
Operations

March 2022

Annual Procurement Contracts Report

Procurement & Materials/
Finance

April 2022

Final Review of 2021 Year-End Operating Results

Planning & Budget

May 2022

No items scheduled

June 2022

No items scheduled

July 2022

No items scheduled

August 2022

No meeting scheduled

September 2022

2023 Preliminary Budget

Planning & Budget

October 2022

2023 Preliminary Budget

Planning & Budget

November 2022
No items scheduled

December 2022

2023 Proposed Committee Work Plan
2023 Proposed Final Budget

Committee Chair & Members
Planning & Budget

BRIDGES & TUNNELS COMMITTEE WORK PLAN

Detailed Summary

I. RECURRING

Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

Report on Operations

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

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

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.

MARCH 2022

Annual Procurement Contracts Report

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

APRIL 2022

Final Review of 2021 Year-End Operating Results

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

MAY 2022

No items scheduled

JUNE 2022

No items scheduled

JULY 2022

No items scheduled

AUGUST 2022

No meeting scheduled

SEPTEMBER 20222023 Preliminary Budget

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

OCTOBER 20222023 Preliminary Budget

Public comment will be accepted on the 2023 Preliminary Budget.

NOVEMBER 2022

No items scheduled.

DECEMBER 20222023 Proposed Committee Work Plan

The Committee Chair will present a draft Bridges and Tunnels Committee Work Plan for 2023 that will address initiatives to be reported throughout the year.

2023 Proposed Final Budget

The Committee will recommend action to the Board.



Bridges and Tunnels

Report on Operations November 2021



Richard Hildebrand
Vice President
Operations

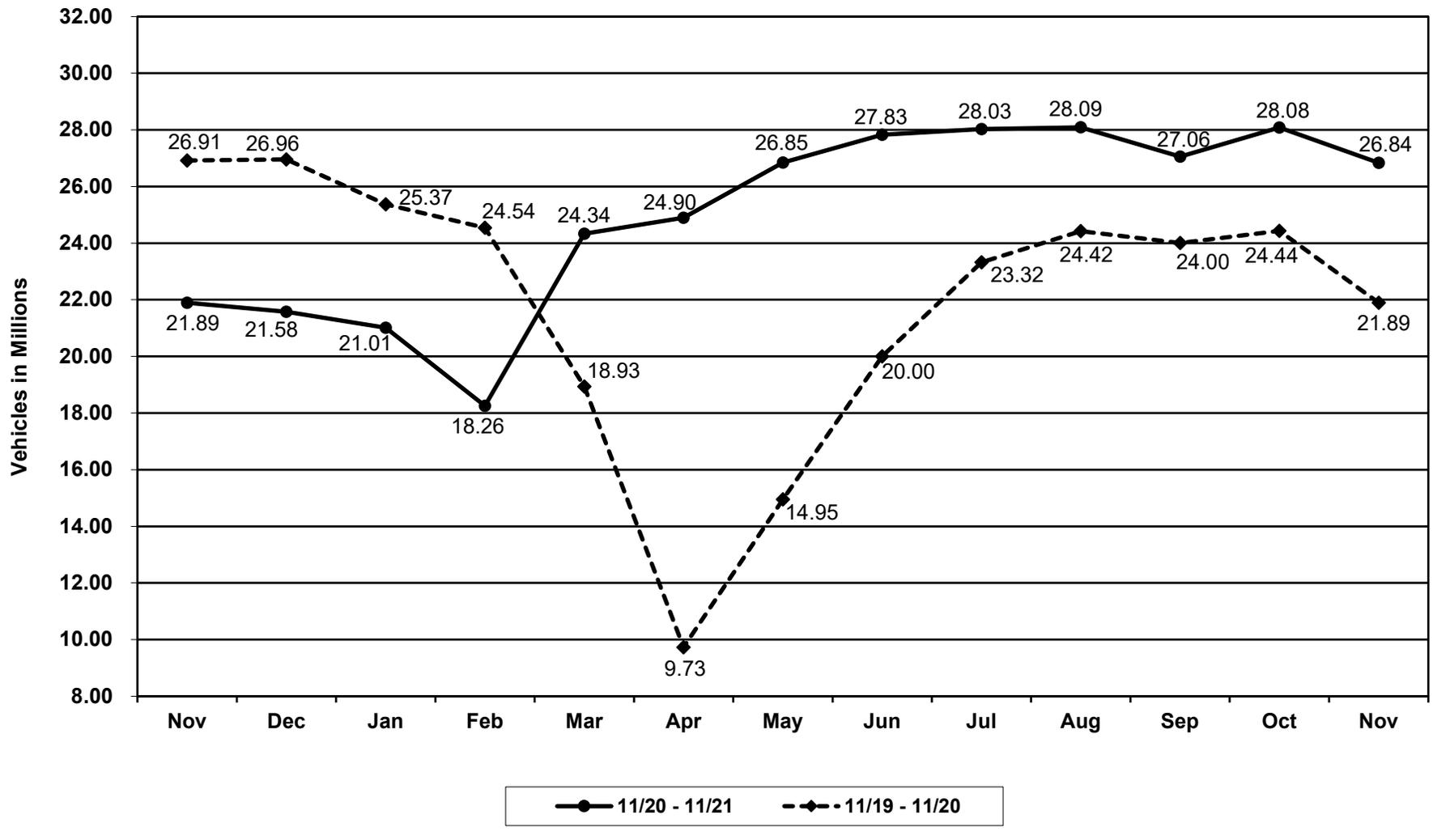
MTA Bridges and Tunnels November 2021 Traffic Trends

Summary

B&T's traffic numbers remain steady for the month of November, 26.8 million paid vehicles crossed B&T facilities, an increase of 22.6% compared to 21.9 million in November 2020. Compared to November 2019, B&T paid traffic was 0.3% lower with 0.1 million fewer crossings.

Gasoline prices continued to rise in November, while favorable weather had a positive impact on B&T traffic in November. Rainfall in November was 0.8 inches, compared to 4.4 inches in 2020 and 1.6 inches two years ago. Gas prices have increased twelve months in a row and averaged \$3.63 per gallon in November, which is \$1.42 higher than 2020 and \$0.95 higher than two years ago. E-ZPass market share was 95.2% in November, consistent with last year and slightly lower than two years ago.

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



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

All B&T Facilities by Method of Payment				
	November 2021	November 2020	November 2019	2021 YTD
E-ZPass ¹	25,546,950	20,732,443	25,673,671	266,888,971
Tolls by Mail ¹	1,292,447	1,157,547	1,239,869	14,383,075
Total	26,839,397	21,889,990	26,913,540	281,272,046
E-ZPass Market Share:				
Total	95.2%	94.7%	95.4%	94.9%
Cars	95.1%	94.5%	95.3%	94.8%
Trucks	96.1%	97.3%	96.5%	96.5%

Facility	Average Weekday ²					Average Weekend ²										
	Nov 2021			E-ZPass Market Share					Nov 2021			E-ZPass Market Share				
	Total	E-ZPass	TBM	Nov 2021	Nov 2020	Nov 2019	2021 vs 2020	2021 vs 2019	Total	E-ZPass	TBM	Nov 2021	Nov 2020	Nov 2019	2021 vs 2020	2021 vs 2019
Bronx-Whitestone Bridge	141,054	132,880	8,173	94.2%	93.8%	94.5%	0.4%	-0.3%	143,001	133,208	9,794	93.2%	92.3%	92.7%	0.8%	0.4%
Cross Bay Bridge	23,400	22,429	971	95.9%	96.3%	97.3%	-0.5%	-1.5%	17,230	16,400	830	95.2%	95.0%	96.1%	0.1%	-0.9%
Henry Hudson Bridge	75,684	72,331	3,353	95.6%	95.8%	96.3%	-0.3%	-0.7%	69,109	65,556	3,554	94.9%	94.9%	95.5%	0.0%	-0.6%
Hugh L. Carey Tunnel	64,272	62,066	2,206	96.6%	95.6%	96.2%	1.0%	0.3%	52,979	50,656	2,324	95.6%	94.4%	94.8%	1.2%	0.8%
Marine Parkway Bridge	23,025	22,286	739	96.8%	96.9%	97.3%	-0.1%	-0.5%	16,769	16,141	629	96.3%	96.1%	96.6%	0.1%	-0.3%
Queens Midtown Tunnel	82,293	79,185	3,108	96.2%	95.4%	97.0%	0.9%	-0.8%	78,951	75,412	3,539	95.5%	93.7%	95.8%	1.8%	-0.2%
Robert F. Kennedy Bridge	181,159	172,007	9,151	94.9%	94.5%	95.6%	0.5%	-0.7%	162,492	152,611	9,881	93.9%	93.2%	94.1%	0.8%	-0.2%
Throgs Neck Bridge	106,999	101,301	5,698	94.7%	94.7%	95.0%	0.0%	-0.4%	111,993	104,651	7,342	93.4%	93.1%	93.1%	0.3%	0.3%
Verrazzano-Narrows Bridge ¹	218,820	210,362	8,458	96.1%	96.0%	96.4%	0.1%	-0.3%	202,197	191,944	10,253	94.9%	94.4%	94.8%	0.5%	0.2%
All Facilities ¹	916,705	874,848	41,857	95.4%	95.1%	95.9%	0.3%	-0.5%	854,722	806,577	48,145	94.4%	93.7%	94.3%	0.7%	0.1%

Notes:

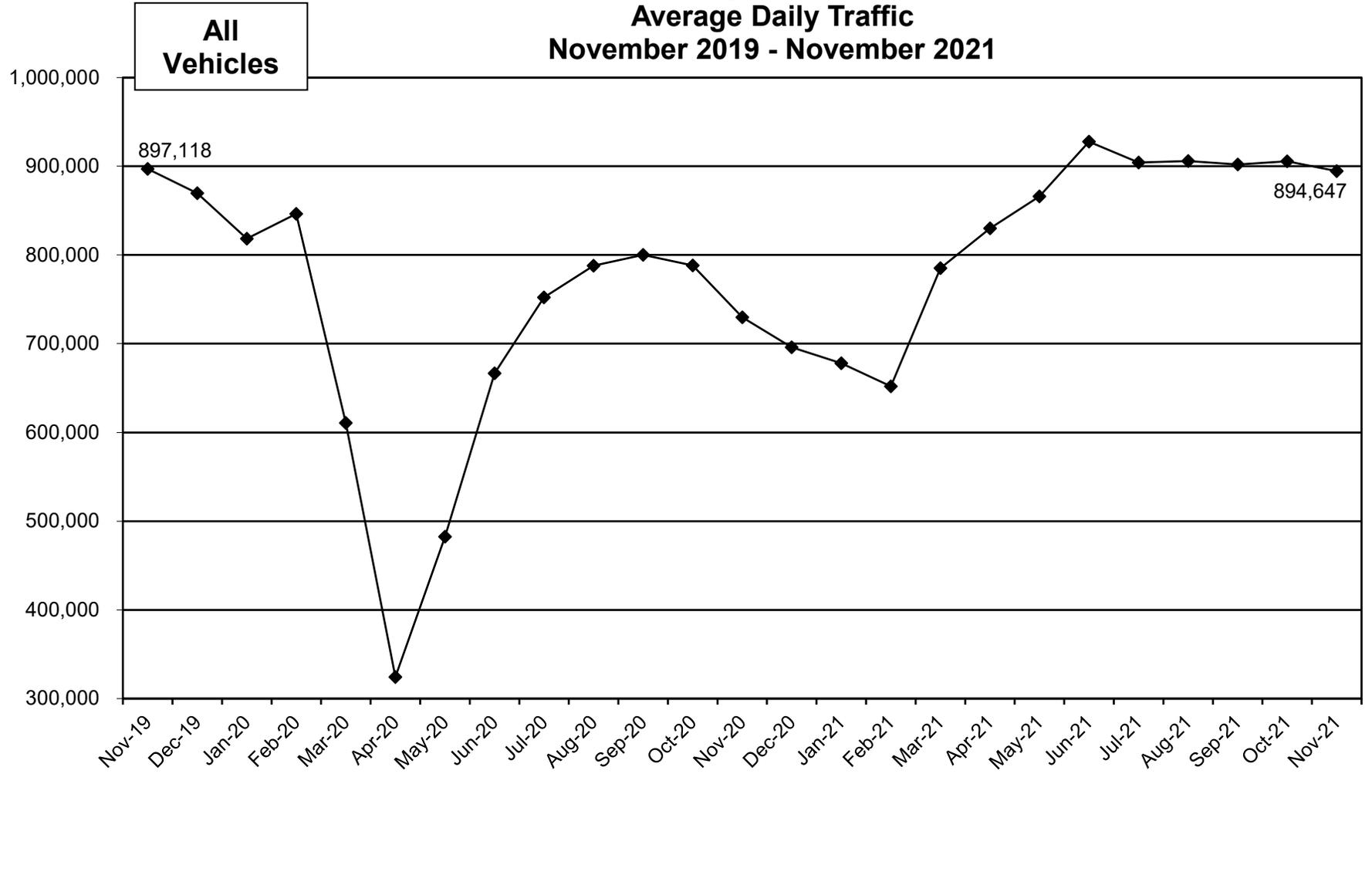
- At the Verrazzano-Narrows Bridge (VNB), tolls were only collected in the westbound direction prior to December 1, 2020.
- Average traffic and market share figures exclude holidays.

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

Distribution by Facility & Time Period			
Facility	November 2021		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	22.6%	22.7%	54.7%
Cross Bay Bridge	24.9%	24.5%	50.5%
Henry Hudson Bridge	23.2%	28.6%	48.2%
Hugh L. Carey Tunnel	24.7%	25.4%	49.8%
Marine Parkway Bridge	26.0%	27.7%	46.3%
Queens Midtown Tunnel	21.8%	23.1%	55.1%
Robert F. Kennedy Bridge	24.3%	21.3%	54.4%
Throgs Neck Bridge	23.4%	24.8%	51.8%
Verrazzano-Narrows Bridge	<u>23.2%</u>	<u>24.2%</u>	<u>52.6%</u>
All Facilities	23.5%	23.9%	52.6%

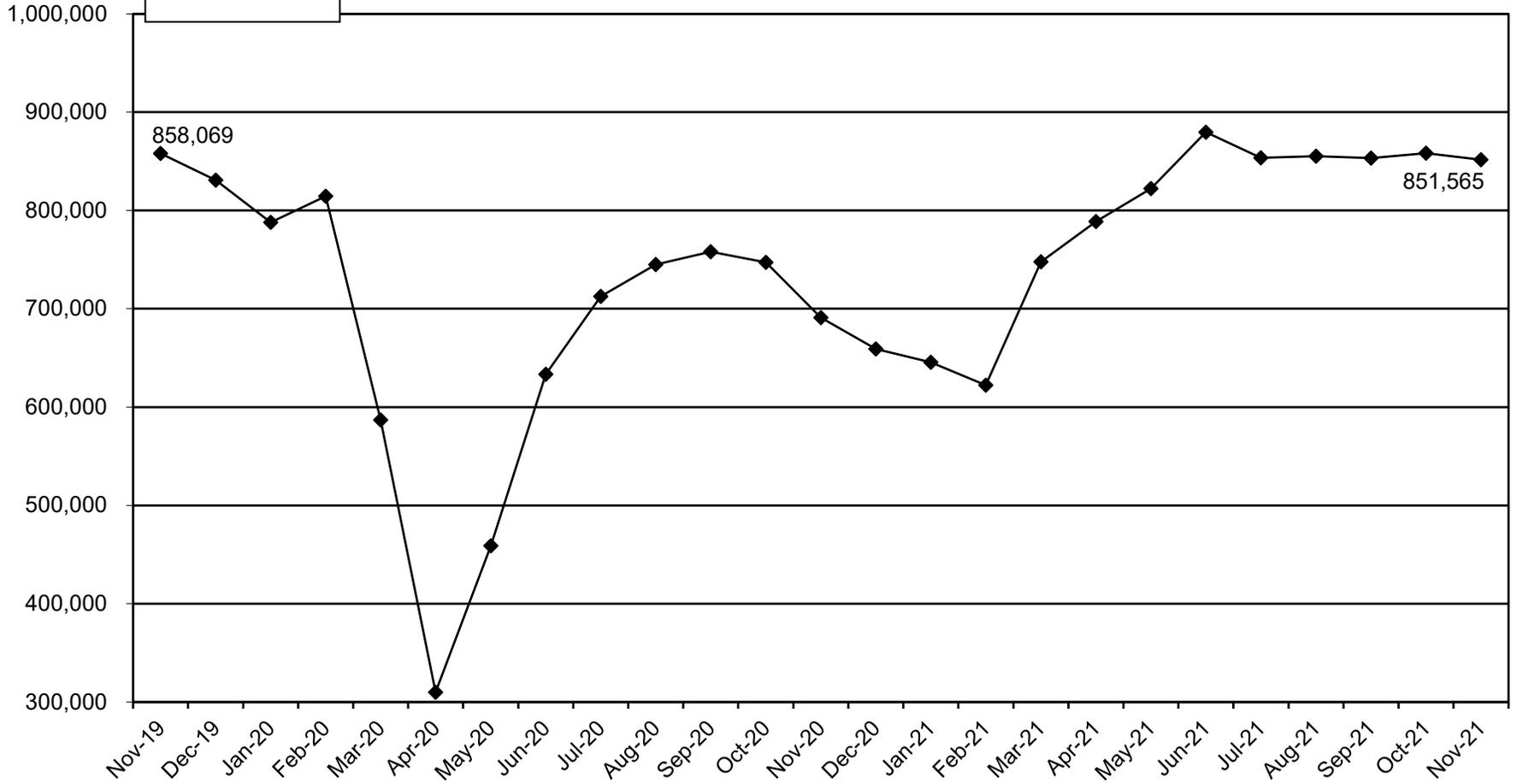
Payment Method by Facility (Transactions)			
Facility	November 2021		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	88.7%	5.3%	6.0%
Cross Bay Bridge	94.0%	1.7%	4.3%
Henry Hudson Bridge	83.8%	11.7%	4.5%
Hugh L. Carey Tunnel	90.0%	6.4%	3.6%
Marine Parkway Bridge	93.7%	3.0%	3.3%
Queens Midtown Tunnel	90.3%	5.8%	3.9%
Robert F. Kennedy Bridge	88.4%	6.3%	5.3%
Throgs Neck Bridge	86.4%	7.9%	5.6%
Verrazzano-Narrows Bridge	<u>85.5%</u>	<u>10.4%</u>	<u>4.2%</u>
All Facilities	87.7%	7.5%	4.8%

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



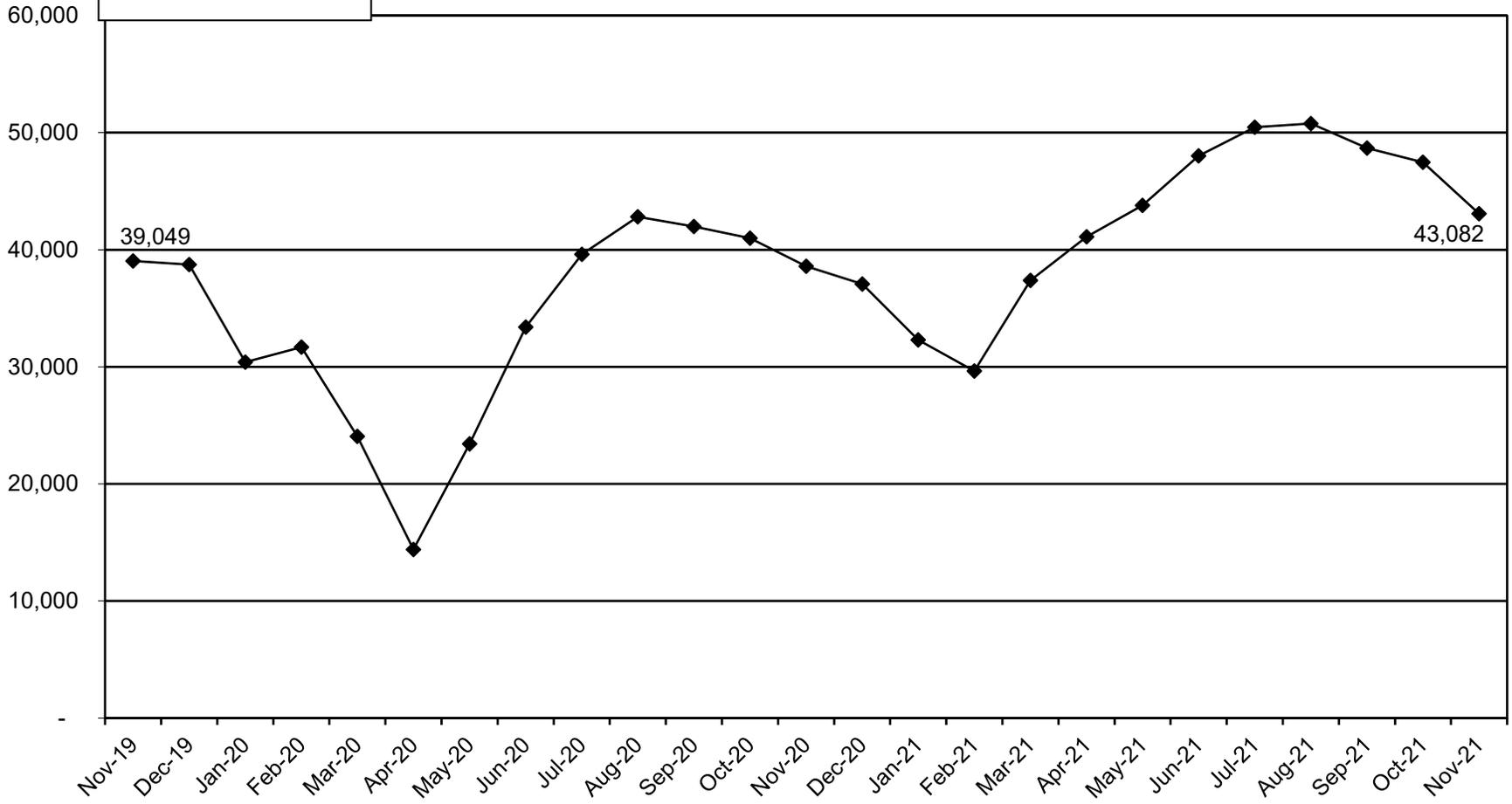
**MTA Bridges and Tunnels
Average Daily Traffic
November 2019 - November 2021**

**E-ZPass
Vehicles**

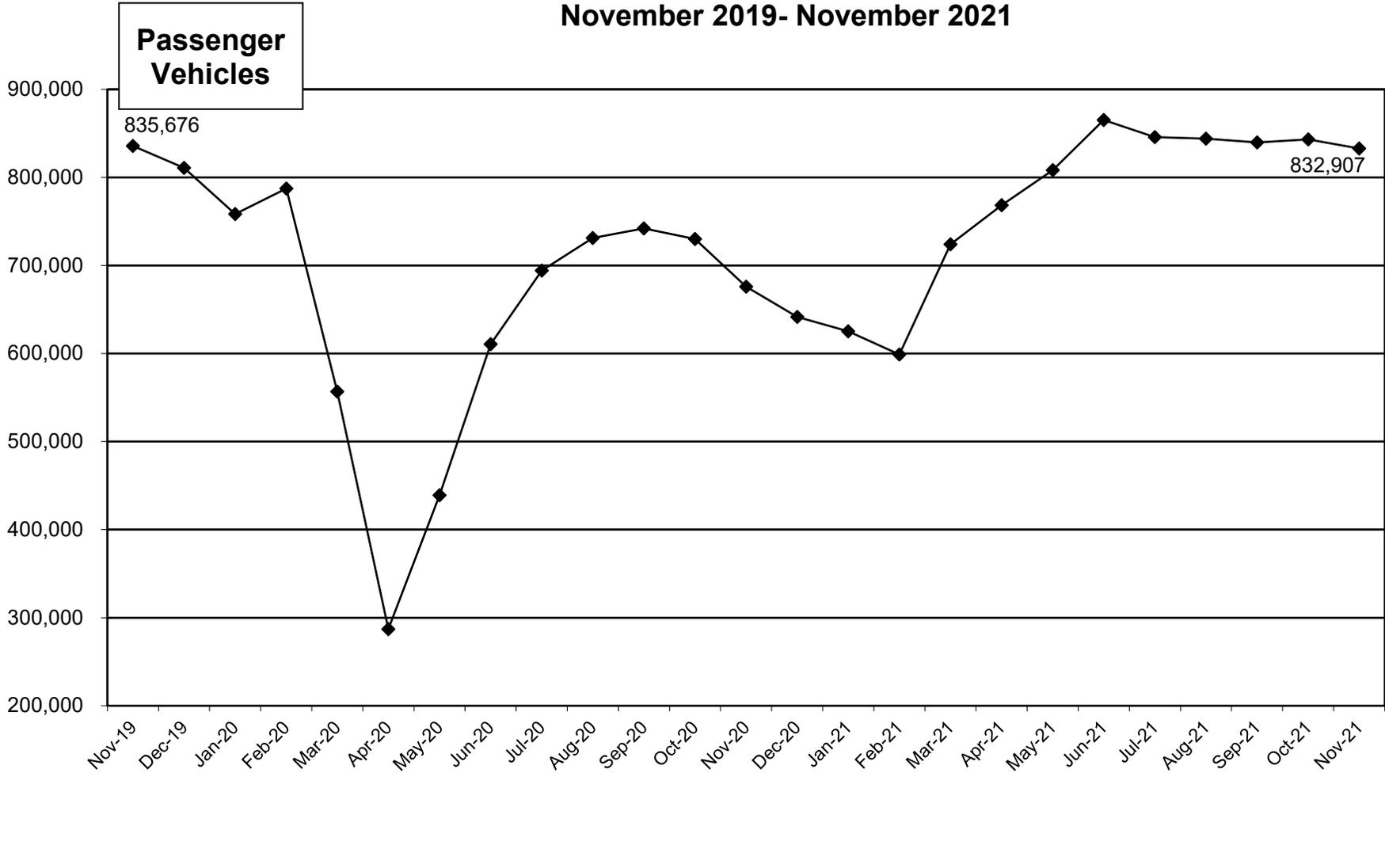


MTA Bridges and Tunnels Average Daily Traffic November 2019- November 2021

**Tolls by Mail
Vehicles**

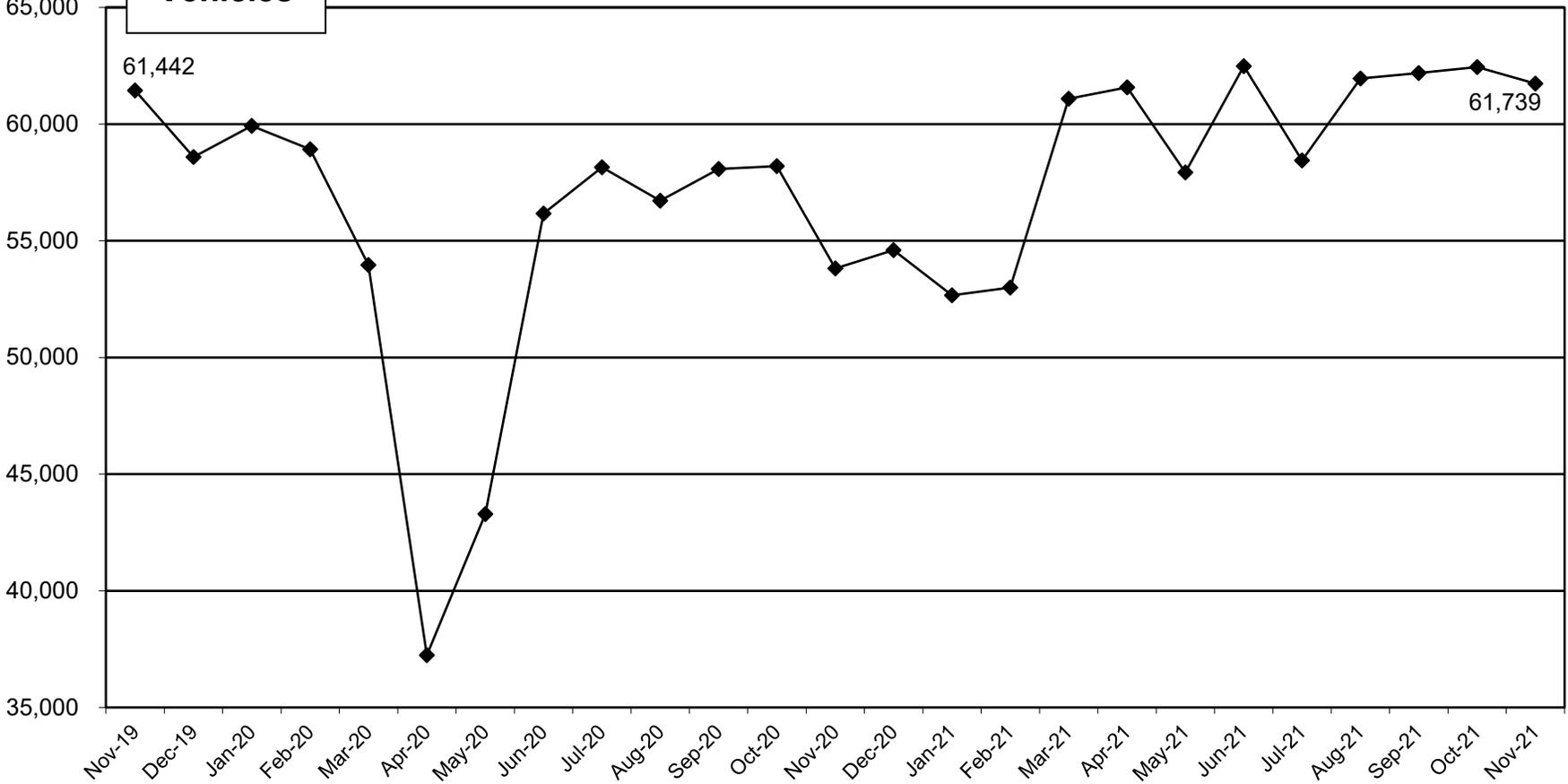


MTA Bridges and Tunnels Average Daily Traffic November 2019- November 2021



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

Other
Vehicles



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

Corridor	Toll Media	Nov(1)	3 Months(2) (Sep-Nov)	6 Months(3) (Jun-Nov)	9 Months(4) Mar-Nov)	12 Months(5) (Dec-Nov)
All Facilities	Total Vehicles	22.6%	16.6%	20.2%	33.2%	17.5%
	E-ZPass	23.2%	16.7%	20.1%	33.0%	16.9%
	Tolls by Mail	11.7%	14.6%	21.5%	37.2%	27.6%
RFK Bridge	Total Vehicles	19.0%	14.8%	19.6%	33.4%	17.4%
	E-ZPass	19.8%	15.2%	19.8%	33.5%	17.0%
	Tolls by Mail	5.9%	8.9%	15.9%	32.4%	25.0%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	36.7%	27.8%	32.6%	49.3%	24.4%
	E-ZPass	37.8%	28.4%	32.9%	49.3%	23.8%
	Tolls by Mail	13.9%	15.3%	26.4%	48.5%	38.6%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	19.3%	13.0%	16.1%	33.5%	13.8%
	E-ZPass	19.8%	12.9%	15.9%	33.2%	13.3%
	Tolls by Mail	11.4%	14.2%	19.0%	38.4%	21.6%
Verrazano-Narrows Bridge	Total Vehicles	19.0%	14.1%	17.8%	29.2%	17.3%
	E-ZPass	19.4%	14.0%	17.4%	28.7%	16.7%
	Tolls by Mail	11.0%	16.2%	26.4%	41.3%	32.7%
Henry Hudson Bridge	Total Vehicles	36.9%	27.1%	34.5%	55.5%	27.9%
	E-ZPass	37.2%	26.8%	34.1%	54.8%	27.0%
	Tolls By Mail	31.6%	31.4%	43.3%	69.7%	47.8%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	13.6%	9.0%	6.1%	15.2%	6.8%
	E-ZPass	13.8%	9.0%	6.2%	15.4%	6.8%
	Tolls by Mail	10.0%	10.0%	2.7%	11.4%	7.2%

(1) November 2021 vs. November 2020

(2) September 2021 to November 2021 vs. September 2020 to November 2020

(3) June 2020 to November 2021 vs. June 2019 to November 2020

(4) March 2021 to November 2021 vs. March 2020 to November 2020

(5) December 2020 to November 2021 vs. December 2019 to November 2020

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

Corridor	Toll Media	Nov(1)	3 Months(2) (Sep-Nov)	6 Months(3) (Jun-Nov)	9 Months(4) (Mar-Nov)	12 Months(5) (Dec-Nov)
All Facilities	Total Vehicles	22.6%	16.6%	20.2%	33.2%	17.5%
	Passenger	23.2%	17.1%	21.1%	34.7%	18.2%
	Other	14.7%	9.5%	8.2%	15.5%	8.8%
RFK Bridge	Total Vehicles	19.0%	14.8%	19.6%	33.4%	17.4%
	Passenger	19.9%	15.6%	21.0%	35.5%	18.7%
	Other	8.5%	5.1%	4.1%	11.4%	3.9%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	36.7%	27.8%	32.6%	49.3%	24.4%
	Passenger	38.1%	29.1%	34.6%	51.7%	25.7%
	Other	18.6%	10.6%	8.6%	20.9%	8.6%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	19.3%	13.0%	16.1%	33.5%	13.8%
	Passenger	20.1%	13.6%	17.3%	34.9%	14.7%
	Other	11.7%	7.5%	5.0%	16.6%	5.8%
Verrazzano-Narrows Bridge	Total Vehicles	19.0%	14.1%	17.8%	29.2%	17.3%
	Passenger	18.9%	14.1%	18.0%	29.7%	17.3%
	Other	20.8%	14.5%	15.5%	23.1%	17.7%
Henry Hudson Bridge	Total Vehicles	36.9%	27.1%	34.5%	55.5%	27.9%
	Passenger	36.8%	27.0%	34.5%	55.4%	27.9%
	Other	49.1%	34.9%	39.6%	61.4%	24.3%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	13.6%	9.0%	6.1%	15.2%	6.8%
	Passenger	13.3%	8.8%	5.9%	15.0%	6.7%
	Other	20.2%	13.8%	10.4%	18.0%	8.5%

(1) November 2021 vs. November 2020

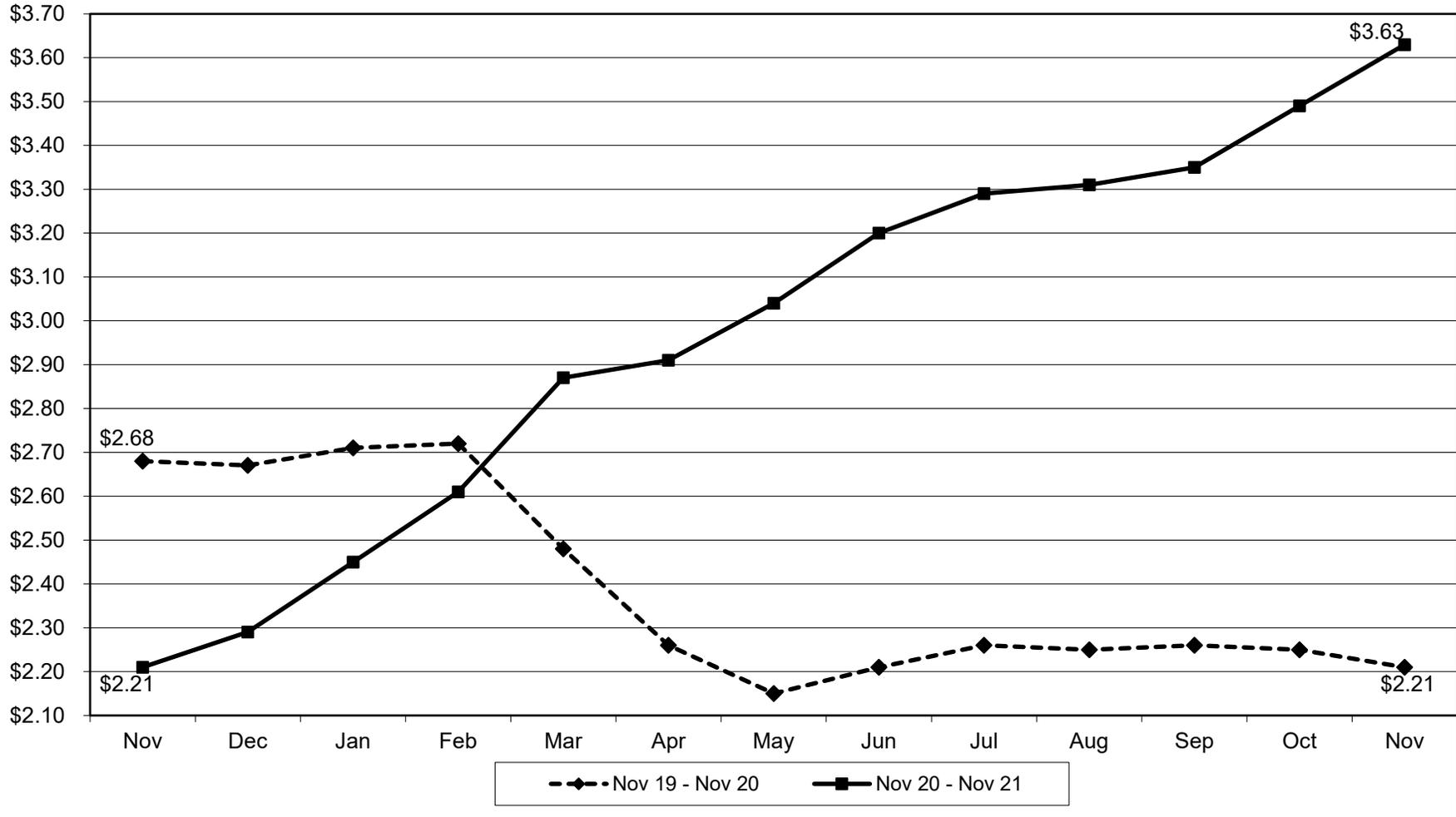
(2) September 2021 to November 2021 vs. September 2020 to November 2020

(3) June 2020 to November 2021 vs. June 2019 to November 2020

(4) March 2021 to November 2021 vs. March 2020 to November 2020

(5) December 2020 to November 2021 vs. December 2019 to November 2020

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



Supplemental Data Page for the Report on Operations

<u>Month</u>	<u>Traffic & Average Gas Price⁽¹⁾</u>		<u>Weather⁽²⁾</u>			<u>Precipitation Days</u>
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	
Nov-19	26,913,543	\$2.68	45	1.6	-	9
Dec-19	26,955,736	\$2.67	39	7.2	2.0	14
Jan-20	25,368,494	\$2.71	39	1.6	2.6	9
Feb-20	24,540,667	\$2.72	40	2.7	-	12
Mar-20	18,934,838	\$2.48	48	2.7	-	12
Apr-20	9,730,391	\$2.26	51	4.5	-	14
May-20	14,953,991	\$2.15	61	1.2	-	11
Jun-20	20,001,850	\$2.21	76	1.1	-	8
Jul-20	23,322,086	\$2.26	83	4.7	-	12
Aug-20	24,423,978	\$2.25	80	4.9	-	13
Sep-20	24,002,326	\$2.26	70	4.1	-	9
Oct-20	24,436,257	\$2.25	60	5.2	-	13
Nov-20	21,889,990	\$2.21	54	4.4	-	8
Dec-20	21,579,179	\$2.29	41	3.5	10.2	10
Jan-21	21,014,689	\$2.45	37	2.2	1.6	9
Feb-21	18,255,540	\$2.61	35	4.1	23.2	14
Mar-21	24,335,609	\$2.87	46	3.1		7
Apr-21	24,896,430	\$2.91	55	2.8		10
May-21	26,848,094	\$3.04	64	3.9		12
Jun-21	27,831,159	\$3.20	76	2.4		7
Jul-21	28,028,385	\$3.29	78	8.5		17
Aug-21	28,087,261	\$3.31	79	6.9		11
Sep-21	27,056,983	\$3.35	73	8.8		9
Oct-21	28,078,499	\$3.49	65	4.0		11
Nov-21	26,839,397	\$3.63	49	0.8		9

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences

<u>Month</u>	<u>Traffic & Gas Monthly Inc/(Dec)</u>		<u>Weather Monthly Inc/(Dec)</u>			<u>Precipitation Days</u>
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	
2020 vs. 2019						
November	(5,023,553)	(\$0.47)	9	2.8	-	(1)
December	(5,376,557)	(\$0.38)	2	(3.7)	8	(4)
2021 vs. 2020						
January	(4,353,805)	(\$0.26)	(2)	0.6	(1)	0
February	(6,285,127)	(\$0.11)	(5)	1.4	23	2
March	5,400,771	\$0.39	(2)	0.4	-	(5)
April	15,166,039	\$0.65	4	(1.7)	-	(4)
May	11,894,103	\$0.89	3	2.7	-	1
June	7,829,309	\$0.99	0	1.3	-	(1)
July	4,706,299	\$1.03	(5)	3.8	-	5
August	3,663,283	\$1.06	(1)	2.0	-	(2)
September	3,054,657	\$1.09	3	4.7	-	0
October	3,642,242	\$1.24	5	(1.2)	-	(2)
November	4,949,407	\$1.42	(5)	(3.6)	-	1

1. Average gasoline (all types) price per gallon data are from the U.S. Bureau of Labor Statistics, NY-NJ-CT-PA area.

2. Local weather data are from the National Weather Service, LaGuardia Airport Station.

3. Toll Increase, March 31, 2019

Supplemental Data Page for Exhibits 2 through 6

Average Daily Traffic

<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Non-E-ZPass²</u>	<u>Passenger</u>	<u>Other</u>
Oct-19	906,773	867,646	39,127	840,107	66,666
Nov-19	897,118	858,069	39,049	835,676	61,442
Dec-19	869,540	830,819	38,721	810,950	58,590
Jan-20	818,339	787,951	30,388	758,412	59,927
Feb-20	846,230	814,553	31,677	787,312	58,918
Mar-20	610,801	586,729	24,072	556,839	53,962
Apr-20	324,346	309,939	14,407	287,106	37,240
May-20	482,387	458,957	23,430	439,104	43,283
Jun-20	666,728	633,329	33,399	610,558	56,170
Jul-20	752,325	712,705	39,620	694,181	58,144
Aug-20	787,870	745,061	42,810	731,158	56,712
Sep-20	800,078	758,094	41,984	741,997	58,080
Nov-20	729,666	691,081	38,585	675,851	53,815
Dec-20	696,103	659,036	37,066	641,506	54,597
Jan-21	677,893	645,605	32,288	625,230	52,663
Feb-21	651,984	622,346	29,638	598,994	52,990
Mar-21	785,020	747,648	37,372	723,929	61,090
Apr-21	829,881	788,779	41,103	768,300	61,581
May-21	866,068	822,276	43,792	808,143	57,925
Jun-21	927,705	879,685	48,021	865,221	62,484
Jul-21	904,141	853,678	50,464	845,704	58,437
Aug-21	906,041	855,264	50,777	844,083	61,958
Sep-21	901,899	853,230	48,670	839,711	62,189
Oct-21	905,758	858,289	47,469	843,312	62,446
Nov-21	894,647	851,565	43,082	832,907	61,739

Note: Bold numbers are preliminary.

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

Supplemental Data Page for Exhibit 8

Total Other Traffic

<u>Month</u>	<u>All Other Vehicles¹</u>	<u>Small Trucks²</u>	<u>Large Trucks³</u>	<u>Franchise Buses</u>
Nov-19	61,442	40,967	15,781	4,695
Dec-19	58,590	39,005	14,862	4,723
Jan-20	59,927	40,479	14,625	4,823
Feb-20	58,918	40,025	14,131	4,762
Mar-20	53,962	34,756	14,539	4,668
Apr-20	37,240	22,892	11,310	3,038
May-20	43,283	27,709	12,946	2,628
Jun-20	56,170	36,140	15,452	4,579
Jul-20	58,144	38,155	15,140	4,849
Aug-20	56,712	37,355	14,829	4,528
Sep-20	58,080	38,231	15,164	4,685
Oct-20	58,196	38,372	15,179	4,645
Nov-20	53,815	35,073	14,399	4,343
Dec-20	54,597	35,141	15,014	4,442
Jan-21	52,663	33,843	14,412	4,408
Feb-21	52,990	34,513	14,023	4,453
Mar-21	61,090	40,385	15,940	4,766
Apr-21	61,581	40,742	16,298	4,541
May-21	57,925	37,942	15,724	4,258
Jun-21	62,484	40,942	17,001	4,541
Jul-21	58,437	38,505	15,606	4,326
Aug-21	61,958	41,712	15,890	4,356
Sep-21	62,189	41,952	15,963	4,274
Oct-21	62,446	42,371	15,867	4,209
Nov-21	61,739	41,314	16,183	4,242

Note: Bold numbers are preliminary.

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



Bridges and Tunnels

Safety Report November 2021



Eric Osnes
Vice President and Chief Safety Officer
Safety and Health

Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	December 2018 - November 2019	December 2019 - November 2020	**December 2020 - November 2021
Customer Collisions Rate per Million Vehicles	6.30	4.35	3.98
Customer Injury Collisions Rate per Million Vehicles	0.90	0.72	0.66
Employee Accident Reports	194	148	137
Employee Lost Time Injuries Rate per 200,000 Hours Worked	5.7	6.0	5.8

Leading Indicators				
Roadway Safety	2020		2021	
	November	Year End	November	Year to Date
Workforce Development (# of Participants)	13	273	0	0
Fleet Preventative Maintenance Insp.	129	1463	121	1441
Safety Taskforce Inspections	0	0 *	0	14
Fire Safety	November	Year End	November	Year to Date
Fire Code Audits Completed	0	14	2	13
FDNY Liaison Visits	4	12	1	32

* 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.

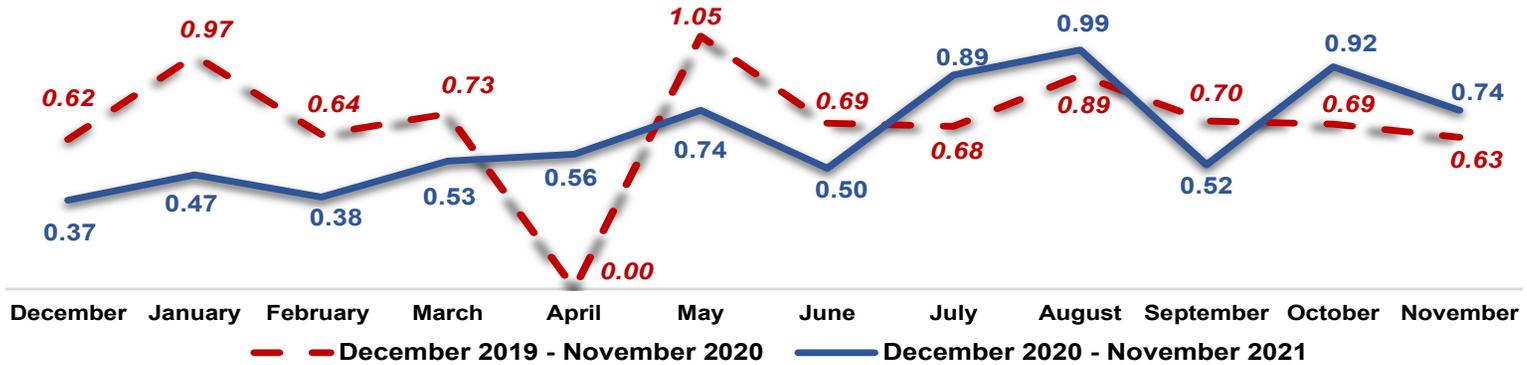
Fire Code Audits are required by the NYS Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

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.

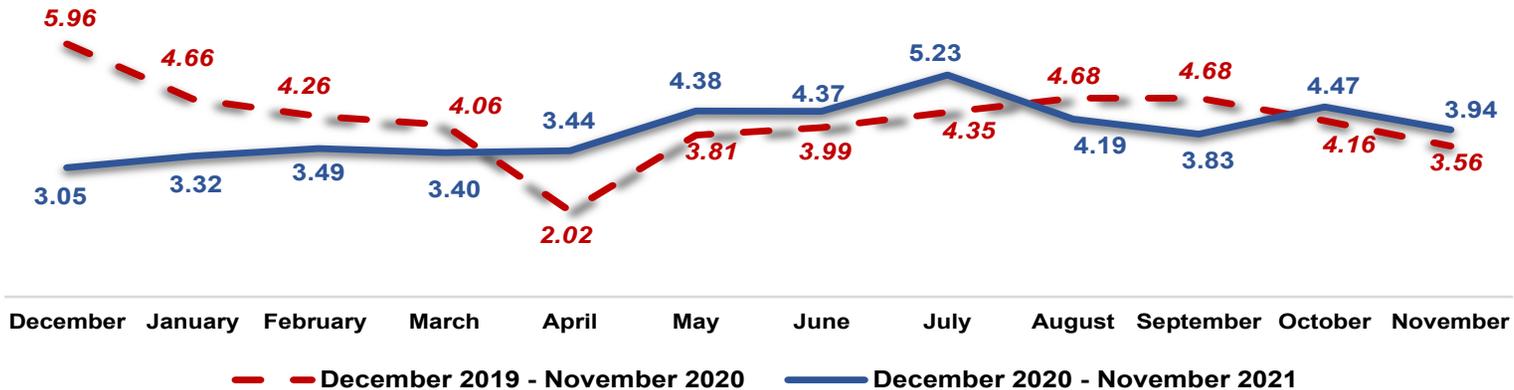


Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles



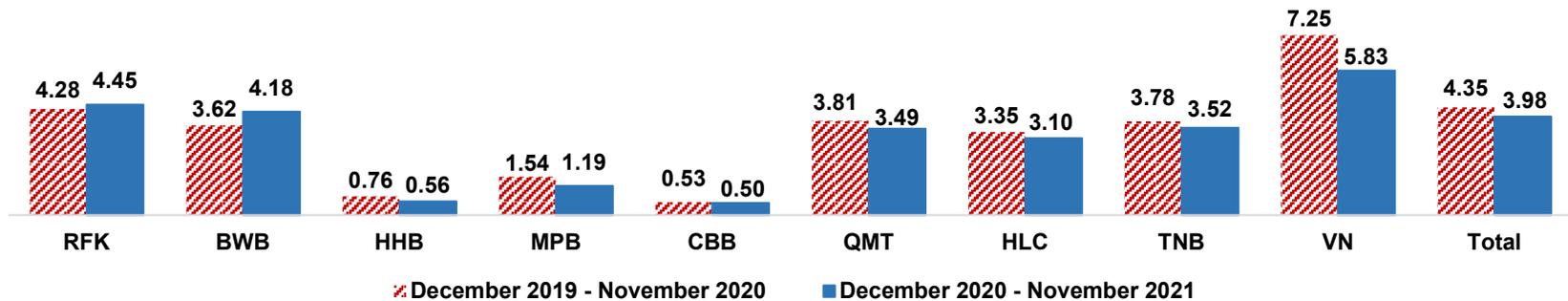


Collision Rates by Facility Year over Year Comparison of 12-Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





Collision Rates by Facility

Total Collisions per Million Vehicles: November 2020 – November 2021

	20-Nov	20-Dec	21-Jan	21-Feb	21-Mar	21-Apr	21-May	21-Jun	21-Jul	21-Aug	21-Sep	21-Oct	21-Nov
RFK	4.96	3.47	4.47	3.24	2.23	2.98	4.83	6.46	5.18	4.82	4.80	4.72	5.31
BWB	1.47	2.09	2.46	3.18	2.65	3.09	5.35	3.83	7.28	6.58	2.32	5.47	4.00
TNB	2.76	2.92	1.83	5.70	3.62	4.20	3.07	4.57	4.36	3.82	3.08	1.76	3.68
VNB	5.85	4.63	5.49	4.04	6.95	5.35	6.51	5.92	7.47	4.70	5.60	7.39	5.13
QMT	3.45	2.34	1.82	2.68	1.45	3.02	3.63	3.40	5.48	2.52	5.82	4.01	4.16
HLC	2.95	2.23	3.20	2.69	3.94	2.54	4.31	2.34	0.60	4.69	3.43	4.67	2.20
HHB	0.62	1.99	0.69	1.54	0.00	0.00	0.47	0.45	0.96	0.46	0.00	0.43	0.46
MPB	0.00	0.00	0.00	2.44	0.00	3.44	0.00	1.26	2.50	1.31	1.44	0.00	1.58
CBB	0.00	0.00	0.00	2.09	0.00	1.52	0.00	0.00	1.26	0.00	1.42	0.00	0.00
Total	3.56	3.05	3.32	3.49	3.40	3.44	4.38	4.37	5.23	4.19	3.83	4.47	3.94



Bridges and Tunnels

Financial Report November 2021

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

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

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

CURRENT ASSETS:

Cash-Unrestricted	8,513
Investments:	
Unrestricted	685,105
Restricted	727,060
Accrued interest receivable	362
Accounts receivable	418,406
Less allowance for uncollectible accounts	-346,507
Tolls due from other agencies	80,449
Prepaid expenses	3,755
	3,755
Total current assets	1,577,144

NONCURRENT ASSETS:

Investments:	
Unrestricted	
Restricted	-
Facilities, less acc.dep of \$2,137,629	7,320,421
Capital lease 2 Broadway net acc. dep.	34,523
Derivative Hedge Assets	3,487
	3,487
Total noncurrent assets	7,358,431

TOTAL ASSETS:	8,935,575
----------------------	------------------

DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to pension	56,153
Deferred outflow of resources related to other post-employment benefits	75,494
Accumulated decreases in fair value of derivative instruments	177,832
Defeasance costs	181,612
	181,612

TOTAL DEFERRED OUTFLOWS OF RESOURCES:	491,091
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TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	9,426,666
--	------------------

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

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

Current portion-long term debt	44,590
Interest Payable	17,789
Accounts Payable	116,974
Accrued Pension Payable	13,540
Payable to MTA-CAP	353,325
Due to MTA-Operating Expenses	5,286
Due to NYCTA-Operating Expenses	35
Accrued salaries	32,604
Accrued Vac & Sick Benefits	20,090
Current portion of estimated liability arising from injury	617
Due to New York City Transit Authority	84,884
Due to Metropolitan Transportation Authority	102,987
Unearned Toll Revenue	215,691
Tolls due to other agencies	143,322
E-ZPass Airport Toll Liability	9,613
	<hr/>
Total current liabilities	1,161,349

NONCURRENT LIABILITIES:

Long term debt	9,653,490
Post Employment Benefits Other than Pensions	813,359
Estimated liability arising from injury	56,311
Capital lease obligations	58,725
Other long-term liabilities	-
Derivative Hedge Liabilities	157,753
Due (to)/from MTA - change in fair value of derivative	23,566
Net Pension Liability	255,543
	<hr/>
Total noncurrent liabilities	11,018,747

DEFERRED INFLOW OF RESOURCES

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

TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES 12,300,176

NET POSITION

 -2,873,510 *

TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET

 9,426,666

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

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

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	184.921	194.292	9.371	5.1	0.000	0.000	0.000	-	184.921	194.292	9.371	5.1
Other Operating Revenue	0.930	1.840	0.909	97.7	0.000	0.000	0.000	-	0.930	1.840	0.909	97.7
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.865	1.468	(0.397)	(21.3)	1.865	1.468	(0.397)	(21.3)
Investment Income	0.102	0.014	(0.087)	(85.8)	0.000	0.000	0.000	-	0.102	0.014	(0.087)	(85.8)
Total Revenue	\$185.953	\$196.146	\$10.193	5.5	\$1.865	\$1.468	(\$0.397)	(21.3)	\$187.818	\$197.615	\$9.796	5.2
Expenses												
<i>Labor:</i>												
Payroll	\$10.425	\$10.052	\$0.373	3.6	\$0.788	\$0.479	\$0.309	39.2	11.214	\$10.531	\$0.682	6.1
Overtime	2.553	1.305	1.248	48.9	0.045	0.094	(0.049)	*	2.598	1.399	1.199	46.1
Health and Welfare	2.791	1.854	0.937	33.6	0.047	0.290	(0.243)	*	2.838	2.143	0.695	24.5
OPEB Current Payment	2.075	2.066	0.009	0.4	0.000	0.000	0.000	-	2.075	2.066	0.009	0.4
Pensions	3.641	1.210	2.432	66.8	0.045	0.361	(0.316)	*	3.686	1.571	2.115	57.4
Other Fringe Benefits	2.081	1.149	0.932	44.8	0.033	0.152	(0.119)	*	2.114	1.301	0.813	38.5
Reimbursable Overhead	(0.907)	(0.093)	(0.815)	(89.8)	0.907	0.093	0.815	89.8	0.000	0.000	0.000	-
Total Labor Expenses	\$22.659	\$17.543	\$5.116	22.6	\$1.865	\$1.468	\$0.397	21.3	\$24.524	\$19.011	\$5.513	22.5
<i>Non-Labor:</i>												
Electric Power	\$0.342	\$0.343	(\$0.001)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$0.342	\$0.343	(\$0.001)	(0.2)
Fuel	0.228	0.039	0.189	82.8	0.000	0.000	0.000	-	0.228	0.039	0.189	82.8
Insurance	1.008	1.031	(0.023)	(2.3)	0.000	0.000	0.000	-	1.008	1.031	(0.023)	(2.3)
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	11.671	7.981	3.690	31.6	0.000	0.000	0.000	-	11.671	7.981	3.690	31.6
Professional Service Contracts	3.524	1.222	2.301	65.3	0.000	0.000	0.000	-	3.524	1.222	2.301	65.3
Materials & Supplies	0.074	0.302	(0.228)	*	0.000	0.000	0.000	-	0.074	0.302	(0.228)	*
Other Business Expenses	4.951	3.906	1.046	21.1	0.000	0.000	0.000	-	4.951	3.906	1.046	21.1
Total Non-Labor Expenses	\$21.800	\$14.825	\$6.975	32.0	\$0.000	\$0.000	\$0.000	-	\$21.800	\$14.825	\$6.975	32.0
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	-
Gap Closing Actions:												
¹ Add'l Actions for Budget Balance: Expense Impact	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Gap Closing Actions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$44.459	\$32.368	\$12.091	27.2	\$1.865	\$1.468	\$0.397	21.3	\$46.324	\$33.836	\$12.488	27.0
Depreciation	\$15.782	\$25.475	(\$9.693)	(61.4)	\$0.000	\$0.000	\$0.000	-	15.782	\$25.475	(\$9.693)	(61.4)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$60.241	\$57.843	\$2.397	4.0	\$1.865	\$1.468	\$0.397	21.3	\$62.106	\$59.312	\$2.794	4.5
Less: Depreciation	\$15.782	\$25.475	(\$9.693)	(61.4)	\$0.000	\$0.000	\$0.000	-	\$15.782	\$25.475	(\$9.693)	(61.4)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$44.459	\$32.368	\$12.091	27.2	\$1.865	\$1.468	\$0.397	21.3	\$46.324	\$33.836	\$12.488	27.0
Net Surplus/(Deficit)	\$141.494	\$163.778	\$22.284	15.7	\$0.000	\$0.000	\$0.000	-	\$141.494	\$163.778	\$22.284	15.7

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

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

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)								\$141.494	\$163.778	\$22.284	15.7	
Less: Capitalized Assets								0.929	(0.036)	0.964	*	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Adjusted Net Income/(Deficit)								\$140.566	\$163.814	\$23.248	16.5	
Less: Debt Service								55.768	58.504	(2.736)	(4.9)	
Less: Contribution to the Capital Program								1.141	1.141	0.000	0.0	
Income Available for Distribution								\$83.657	\$104.169	\$20.512	24.5	
Distributable To:												
MTA - Investment Income								0.102	0.014	(0.087)	(85.8)	
MTA - Distributable Income								46.654	56.462	9.808	21.0	
NYCTR - Distributable Income								36.901	47.692	10.792	29.2	
Total Distributable Income								\$83.657	\$104.169	\$20.512	24.5	
Support to Mass Transit:												
Total Revenues								187.818	197.615	9.796	5.2	
Less: Total Operating Expenses								<u>46.324</u>	<u>33.836</u>	<u>12.488</u>	27.0	
Net Operating Income/(Deficit)								\$141.494	\$163.778	\$22.284	15.7	
Deductions from Net Operating Income:												
Capitalized Assets								0.929	(0.036)	0.964	*	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								24.864	29.615	(4.751)	(19.1)	
Contribution to the Capital Program								1.141	1.141	0.000	0.0	
GASB Reserves								0.000	0.000	0.000	-	
Total Deductions From Operating Income								\$26.934	\$30.720	(\$3.786)	(14.1)	
Total Support to Mass Transit								\$114.560	\$133.058	\$18.498	16.1	

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

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

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	1,949.223	1,956.894	7.671	0.4	0.000	0.000	0.000	-	1,949.223	1,956.894	7.671	0.4
Other Operating Revenue	15.659	22.556	6.897	44.0	0.000	0.000	0.000	-	15.659	22.556	6.897	44.0
Capital & Other Reimbursements	0.000	0.000	0.000	-	21.234	17.098	(4.136)	(19.5)	21.234	17.098	(4.136)	(19.5)
Investment Income	0.551	0.084	(0.466)	(84.7)	0.000	0.000	0.000	-	0.551	0.084	(0.466)	(84.7)
Total Revenue	\$1,965.433	\$1,979.534	\$14.101	0.7	\$21.234	\$17.098	(\$4.136)	(19.5)	\$1,986.667	\$1,996.632	\$9.965	0.5
Expenses												
<i>Labor:</i>												
Payroll	\$107.030	\$100.353	\$6.677	6.2	8.087	\$5.447	\$2.640	32.6	115.117	\$105.801	\$9.317	8.1
Overtime	17.157	12.067	5.090	29.7	0.866	0.952	(0.086)	(10.0)	18.023	13.019	5.004	27.8
Health and Welfare	25.781	21.333	4.448	17.3	2.482	3.400	(0.917)	(36.9)	28.263	24.732	3.531	12.5
OPEB Current Payment	22.860	22.569	0.291	1.3	0.000	0.000	0.000	-	22.860	22.569	0.291	1.3
Pensions	33.630	27.142	6.489	19.3	3.025	4.252	(1.227)	(40.6)	36.656	31.394	5.262	14.4
Other Fringe Benefits	18.033	13.112	4.921	27.3	1.343	1.772	(0.429)	(31.9)	19.376	14.884	4.492	23.2
Reimbursable Overhead	(5.431)	(1.275)	(4.156)	(76.5)	5.431	1.275	4.156	76.5	0.000	0.000	0.000	-
Total Labor Expenses	\$219.061	\$195.301	\$23.760	10.8	\$21.234	\$17.098	\$4.136	19.5	\$240.295	\$212.399	\$27.896	11.6
<i>Non-Labor:</i>												
Electric Power	\$3.448	\$3.740	(\$0.292)	(8.5)	0.000	\$0.000	\$0.000	-	\$3.448	\$3.740	(\$0.292)	(8.5)
Fuel	1.719	1.329	0.390	22.7	0.000	0.000	0.000	-	1.719	1.329	0.390	22.7
Insurance	11.331	11.542	(0.211)	(1.9)	0.000	0.000	0.000	-	11.331	11.542	(0.211)	(1.9)
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	114.296	95.753	18.543	16.2	0.000	0.000	0.000	-	114.296	95.753	18.543	16.2
Professional Service Contracts	31.603	33.937	(2.334)	(7.4)	0.000	0.000	0.000	-	31.603	33.937	(2.334)	(7.4)
Materials & Supplies	2.333	2.564	(0.231)	(9.9)	0.000	0.000	0.000	-	2.333	2.564	(0.231)	(9.9)
Other Business Expenses	48.260	44.911	3.349	6.9	0.000	0.000	0.000	-	48.260	44.911	3.349	6.9
Total Non-Labor Expenses	\$212.990	\$193.776	\$19.214	9.0	\$0.000	\$0.000	\$0.000	-	\$212.990	\$193.776	\$19.214	9.0
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	-
Gap Closing Actions:												
<i>Add'l Actions for Budget Balance: Expense Impact</i>	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Gap Closing Actions	\$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.	\$432.051	\$389.077	\$42.974	9.9	\$21.234	\$17.098	\$4.136	19.5	\$453.285	\$406.175	\$47.110	10.4
Depreciation	\$173.877	\$184.299	(\$10.422)	(6.0)	0.000	\$0.000	\$0.000	-	173.877	\$184.299	(\$10.422)	(6.0)
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.	\$605.928	\$573.376	\$32.552	5.4	\$21.234	\$17.098	\$4.136	19.5	\$627.162	\$590.474	\$36.688	5.8
Less: Depreciation	\$173.877	\$184.299	(\$10.422)	(6.0)	\$0.000	\$0.000	\$0.000	-	\$173.877	\$184.299	(\$10.422)	(6.0)
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	\$432.051	\$389.077	\$42.974	9.9	\$21.234	\$17.098	\$4.136	19.5	\$453.285	\$406.175	\$47.110	10.4
Net Surplus/(Deficit)	\$1,533.382	\$1,590.457	\$57.075	3.7	\$0.000	\$0.000	\$0.000	-	\$1,533.382	\$1,590.457	\$57.075	3.7

Results are preliminary and subject to audit review.
Differences are due to rounding.

*Variance exceeds 100%

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

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)								\$1,533.382	\$1,590.457	\$57.075	3.7	
Less: Capitalized Assets								9.333	6.158	\$3.175	34.0	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Adjusted Net Income/(Deficit)								\$1,524.049	\$1,584.299	\$60.250	4.0	
Less: Debt Service								637.947	631.039	6.907	1.1	
Less: Contribution to the Capital Program								12.699	12.699	0.000	0.0	
Income Available for Distribution								\$873.403	\$940.560	\$67.157	7.7	
Distributable To:												
MTA - Investment Income								0.551	0.084	(0.466)	(84.7)	
MTA - Distributable Income								488.563	520.864	32.301	6.6	
NYCTR - Distributable Income								384.292	419.612	35.320	9.2	
Total Distributable Income								\$873.405	\$940.560	\$67.155	7.7	
Support to Mass Transit:												
Total Revenues								1,986.667	1,996.632	9.965	0.5	
Less: Total Operating Expenses								<u>453.285</u>	<u>406.175</u>	<u>47.110</u>	10.4	
Net Operating Income/(Deficit)								\$1,533.382	\$1,590.457	\$57.075	3.7	
Deductions from Net Operating Income:												
Capitalized Assets								9.333	6.158	3.175	34.0	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								305.545	305.732	(0.187)	(0.1)	
Contribution to the Capital Program								12.699	12.699	0.000	0.0	
GASB Reserves								0.000	0.000	0.000	-	
Total Deductions From Operating Income								\$327.577	\$324.589	\$2.988	0.9	
Total Support to Mass Transit								\$1,205.804	\$1,265.868	\$60.063	5.0	

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

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

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Nov-21	Favorable/ (Unfavorable) Variance		Year-to-Date
	\$	%	Reason for Variance	\$	%	Reason for Variance
Nonreimbursable						
Vehicle Toll Revenue	9.371	5.1%	Traffic volumes were above the revised forecast levels	7.671	0.4%	Traffic volumes were below the revised YTD forecast levels
Other Operating Revenue	0.909	*	Higher revenue primarily due to the timing of income from E-ZPass administrative fees	6.897	44.0%	Higher revenue due to timing against the YTD budget allocation.
Investment Income	(0.087)	-85.8%	Lower than anticipated short-term investment returns on fund balances.	(0.466)	-84.7%	Lower than anticipated short-term investment returns on fund balances
Payroll	0.373	3.6%	Lower payroll expenses primarily due to vacancies	6.677	6.2%	Lower payroll expenses primarily due to vacancies
Overtime	1.248	48.9%	See overtime chart	5.090	29.7%	See overtime chart
Health and Welfare	0.937	33.6%	Lower expenses primarily due to vacancies	4.448	17.3%	Lower expenses primarily due to vacancies
OPEB Current Payment	0.009	0.4%	Lower expenses primarily due to timing against the budget allocation	0.291	1.3%	Lower expenses primarily due to timing against the YTD budget allocation
Pensions	2.432	66.8%	Lower non-reimbursable expenses primarily due to lower than allocated capital reimbursement offsets	6.489	19.3%	Lower non-reimbursable expenses primarily due to lower than allocated YTD capital reimbursement offsets
Other Fringe Benefits	0.932	44.8%	Lower expenses primarily due to vacancies	4.921	27.3%	Lower expenses primarily due to vacancies
Electric Power	(0.001)	-0.2%	Minor variance	(0.292)	-8.5%	Higher electricity expenses primarily due to timing against the YTD budget allocation.
Fuel	0.189	82.8%	Lower fuel expenses primarily due to timing against the monthly budget allocation	0.390	22.7%	Lower fuel expenses primarily due to timing against the YTD budget allocation.
Insurance	(0.023)	-2.3%	Higher insurance expenses primarily due to timing against the monthly budget allocation	(0.211)	-1.9%	Higher insurance expenses primarily due to timing against the YTD budget allocation.
Maintenance and Other Operating Contracts	3.690	31.6%	Lower expenses mainly due to timing against the monthly budget allocation for major maintenance and painting, (\$1.154 Mill), E-ZPass customer service center, (\$0.809 Mill), E-Zpass tags, (\$0.610 Mill), security and surveillance costs, (\$0.512 Mill) and general maintenance costs, (\$0.356 Mill).	18.543	16.2%	Lower expenses mainly due to timing against the YTD budget allocation for major maintenance and painting, (\$10.386 Mill), E-ZPass customer service center, (\$4.034 Mill), E-Zpass tags, (\$1.214 Mill), general maintenance costs, (\$1.012 Mill), and security and surveillance costs, (\$0.969 Mill).
Professional Service Contracts	2.301	65.3%	Lower expenses primarily due to timing against the monthly budget allocation for bond issuance costs, (\$0.930 Mill), advertising and marketing costs, (\$0.507 Mill), engineering services (\$0.405 Mill) and planning studies, (\$0.362 Mill).	(2.334)	-7.4%	Higher expenses primarily due to timing against the YTD budget allocation for legal fees, (\$11.620), offset by lower net bond issuance costs, (\$2.831 Mill), advertising and marketing costs, (\$2.561 Mill), planning studies, (\$1.797 Mill), engineering services, (\$0.548 Mill), procurement card purchases, (\$0.429 Mill) and professional service contracts and outside services, (\$0.397 Mill).
Materials & Supplies	(0.228)	-307.8%	Higher expenses across a variety of small equipment and supply categories, due to timing, against the monthly budget allocation	(0.231)	-9.9%	Higher expenses across a variety of small equipment and supply categories, due to timing, against the YTD budget allocation
Other Business Expense	1.046	21.1%	Lower expenses primarily due to timing against the monthly budget allocation for credit card fees.	3.349	6.9%	Lower expenses primarily due to timing against the YTD budget allocation for credit card fees.
Depreciation	(9.693)	-61.4%	Higher depreciation expense primarily due to timing against the monthly budget allocation.	(10.422)	-6.0%	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	(0.397)	-21.3%	Lower capital reimbursements due to timing against the monthly budget allocation	(4.136)	-19.5%	Lower capital reimbursements due to timing against the YTD budget allocation
Payroll	0.309	39.2%	Lower capital reimbursements due to timing against the monthly budget allocation	2.640	32.6%	Lower capital reimbursements due to timing against the YTD budget allocation
Overtime	(0.049)	*	See overtime tables	(0.086)	-10.0%	See overtime tables
Health and Welfare	(0.243)	*	Higher capital reimbursements due to timing against the monthly budget allocation	(0.917)	-36.9%	Higher capital reimbursements due to timing against the YTD budget allocation
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	(0.316)	*	Higher capital reimbursements due to timing against the monthly budget allocation	(1.227)	-40.6%	Higher capital reimbursements due to timing against the YTD budget allocation
Other Fringe Benefits	(0.119)	*	Higher capital reimbursements due to timing against the monthly budget allocation	(0.429)	-31.9%	Higher capital reimbursements due to timing against the YTD budget allocation
Reimbursable Overhead	0.815	89.8%	Lower capital reimbursements due to timing against the monthly budget allocation	4.156	76.5%	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 Nov

Year to date ending Nov 2021

Comparison Current Year vs. Prior Year:

Prior Year		*Current Year		Percentage Change			Prior Year		*Current Year		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
3.4	\$24.1	4.2	\$33.8	24.7%	40.2%	Bronx-Whitestone	35.6	\$256.6	44.4	\$342.6	24.7%	33.5%
0.6	1.3	0.6	2.0	9.4%	51.1%	Cross Bay	6.8	15.9	7.4	19.4	8.3%	22.2%
1.6	5.3	2.2	8.8	36.9%	65.6%	Henry Hudson	16.2	54.2	21.9	82.9	34.9%	53.0%
1.3	8.4	1.8	12.9	34.6%	53.9%	Hugh L. Carey	13.4	84.5	17.5	119.7	30.5%	41.6%
0.5	1.2	0.6	2.0	18.3%	63.6%	Marine Parkway	6.5	14.8	7.1	18.5	9.2%	24.8%
1.7	11.5	2.4	18.1	38.4%	57.5%	Queens Midtown	18.2	121.9	23.7	172.8	30.4%	41.8%
4.4	30.3	5.3	41.3	19.0%	36.0%	RFK	46.1	322.8	56.1	422.1	21.7%	30.7%
2.9	24.3	3.3	30.9	12.9%	27.6%	Throgs Neck	31.5	268.4	34.4	314.5	8.9%	17.2%
5.4	32.6	6.4	44.5	19.0%	36.4%	Verrazzano-Narrows	57.2	348.6	68.8	464.4	20.3%	33.2%
21.9	\$139.1	26.8	\$194.3	22.6%	39.7%	Total	231.6	\$1,487.8	281.3	\$1,956.9	21.4%	31.5%
	<u>\$6.353</u>		<u>\$7.239</u>		<u>14.0%</u>	Revenue Per Vehicle		<u>\$6.424</u>		<u>\$6.957</u>		<u>8.3%</u>

1) Toll increase implemented April 11, 2021

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

3) Numbers may not add due to rounding.

Comparison Actual vs. Mid-Year Forecast:

November Forecast		November Actual		Percentage Change			YTD Forecast		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
26.5	\$184.9	26.8	\$194.3	1.1%	5.1%	Total All	284.4	\$1,949.2	281.3	\$1,956.9	-1.1%	0.4%
	<u>\$6.968</u>		<u>\$7.239</u>		<u>3.9%</u>	Revenue Per Vehicle		<u>\$6.853</u>		<u>\$6.957</u>		<u>1.5%</u>

4) 2021 November traffic and revenue is 0.1M below and \$22.6M above November 2019, a decline of -0.3% and increase 13.2% respectively

5) 2021 November YTD traffic and revenue is 21.2M below and \$53.5M above November YTD 2019, a decline of -7.0% and increase of 2.8% respectively

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

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

Facility	Revenue Collection Rate November 2021 ¹
Henry Hudson Bridge	97.0%
Hugh L. Carey Tunnel	98.2%
Queens Midtown Tunnel	99.2%
Marine Parkway Bridge	98.1%
Cross Bay Bridge	94.3%
Robert F. Kennedy Bridge	96.2%
Verrazzano-Narrows Bridge	94.0%
Bronx-Whitestone Bridge	95.6%
Throgs Neck Bridge	95.9%
All Facilities	95.9%

1. Represents total revenue collections from transactions in December 2019 through November 2020

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

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	9	6	3	1 Managerial vacancy and 2 Professional vacancies
Law ⁽¹⁾	12	8	4	2 Managerial and 2 Professional vacancies
Budget & Finance ⁽²⁾	17	10	7	6 Managerial vacancies and 1 Professional vacancy
Administration ⁽³⁾	34	25	9	4 Managerial and 5 Professional vacancies
EEO	1	-	1	1 Professional vacancy
Total Administration	73	49	24	
Operations				
ITS & Tolling	66	49	17	7 Managerial and 10 Professional vacancies
Central Business District Tolling Program	41	6	35	2 Managerial and 33 Professional vacancies
Operations (Non-Security)	58	42	16	14 Managerial vacancies and 2 Professional vacancies
Total Operations	165	97	68	
Maintenance				
Maintenance	205	181	24	4 Managerial, 4 Professional, and 16 Maintainer vacancies
Operations - Maintainers	168	153	15	15 Maintainer vacancies
Total Maintenance	373	334	39	
Engineering/Capital				
Engineering & Construction	123	120	3	1 Managerial vacancy and 2 Professional vacancies
Health & Safety	9	7	2	2 Professional vacancies
Law ⁽¹⁾	18	15	3	2 Managerial vacancies and 1 Professional vacancy
Planning & Budget Capital	8	6	2	1 Managerial and 1 Professional vacancy
Total Engineering/Capital	158	148	10	
Public Safety				
Operations (Security)	555	461	94	51 Managerial and 43 Operational vacancies
Internal Security - Operations	45	28	17	4 Managerial and 13 Professional vacancies
Total Public Safety	600	489	111	
Total Positions	1,369	1,117	252	
Non-Reimbursable	1,244	992	252	
Reimbursable	125	125	-	
Total Full-Time	1,369	1,117	252	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2021 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
November 2021

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	24	11	13	6 vacancies in Budget & Finance, 4 in Administration, 2 in Law, and 1 in Executive
Professional, Technical, Clerical	49	38	11	5 vacancies in Administration, 2 in Executive, 2 in Law, 1 in Budget & Finance, and 1 in EEO
Operational Hourlies	-	-	-	
Total Administration	73	49	24	
Operations				
Managers/Supervisors	75	52	23	14 vacancies in Operations, 7 in ITS & Tolling, and 2 in CBDTP
Professional, Technical, Clerical	90	45	45	10 vacancies in ITS & Tolling, 33 in CBDTP, and 2 in Operations
Operational Hourlies	-	-	-	
Total Operations	165	97	68	
Maintenance				
Managers/Supervisors	27	23	4	4 vacancies in Maintenance
Professional, Technical, Clerical	11	7	4	4 vacancies in Maintenance
Operational Hourlies ⁽¹⁾	335	304	31	16 vacancies in Maintenance and 15 in Operations
Total Maintenance	373	334	39	
Engineering/Capital				
Managers/Supervisors	34	30	4	2 vacancies in Law, 1 vacancy in Planning & Budget Capital and 1 in Engineering
Professional, Technical, Clerical	124	118	6	2 vacancies in Engineering, 2 in Health & Safety, 1 vacancy in Law and 1 in P&B Capital
Operational Hourlies	-	-	-	
Total Engineering/Capital	158	148	10	
Public Safety				
Managers/Supervisors	179	124	55	51 vacancies in Operations and 4 in Internal Security
Professional, Technical, Clerical	36	23	13	13 vacancies in Internal Security
Operational Hourlies ⁽²⁾	385	342	43	43 BTO vacancies in Operations
Total Public Safety	600	489	111	
Total Positions				
Managers/Supervisors	339	240	99	
Professional, Technical, Clerical	310	231	79	
Operational Hourlies	720	646	74	
Total Positions	1,369	1,117	252	

(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
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2021 YEAR-TO-DATE
(\$ in millions)

	October Year-to-Date			Favorable(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	1,779.480	1,773.603	1,783.388	3.908	0.2	9.785	0.6
Investment Income	0.449	0.255	0.070	(0.379)	(84.4)	(0.185)	(72.6)
Total Revenue without Investment Income	1,779.031	1,773.348	1,783.318	4.287	0.2	9.970	0.6
Total Expenses before Non-Cash Liability Adjs	387.045	386.365	356.709	30.336	7.8	29.656	7.7
Depreciation	158.095	158.843	158.823	(0.729)	(0.5)	0.019	0.0
GASB 68 Pension Adjustment	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	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses after Non-Cash Liability Adjs	545.140	545.208	515.532	29.607	5.4	29.676	5.4
Less: Depreciation	158.095	158.843	158.823	(0.729)	(0.5)	0.019	0.0
Less: Other Post-Employment Benefits	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	387.045	386.365	356.709	30.336	7.8	29.656	7.7
Net Surplus/(Deficit)	1,392.435	1,387.237	1,426.679	34.244	2.5	39.441	2.8
Net Income without Investment Income	1,391.986	1,386.982	1,426.609	34.623	2.5	39.627	2.9

Note: Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
OCTOBER 2021 YEAR-TO-DATE
(\$ in millions)

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$9.970	0.6	Traffic volumes exceeded the budget levels that were based on McKinsey projections of COVID-19 pandemic impacts
Total Expenses	\$29.656	7.7	Primarily due to vacancies, lower overtime, and the timing of Major Maintenance costs

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee

MTA BRIDGES AND TUNNELS
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
NOVEMBER 2021 YEAR-TO-DATE
(\$ in millions)

	November Year-to-Date			Favorable(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	1,965.433	1,959.556	1,979.534	14.101	0.7	19.978	1.0
Investment Income	0.551	0.357	0.084	(0.466)	(84.7)	(0.273)	(76.4)
Total Revenue without Investment Income	1,964.882	1,959.199	1,979.450	14.568	0.7	20.251	1.0
Total Expenses before Non-Cash Liability Adjs	432.051	432.572	389.078	42.973	9.9	43.494	10.1
Depreciation	173.877	174.699	184.299	(10.422)	(6.0)	(9.599)	(5.5)
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 Non-Cash Liability Adjs	605.928	607.271	573.377	32.551	5.4	33.895	5.6
Less: Depreciation	173.877	174.699	184.299	(10.422)	(6.0)	(9.599)	(5.5)
Less: Other Post-Employment Benefits	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	432.051	432.572	389.078	42.973	9.9	43.494	10.1
Net Surplus/(Deficit)	1,533.382	1,526.984	1,590.456	57.074	3.7	63.472	4.2
Net Income without Investment Income	1,532.831	1,526.627	1,590.372	57.541	3.8	63.745	4.2

Note: Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
NOVEMBER 2021 YEAR-TO-DATE
(\$ in millions)

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$20.251	1.0	Traffic volumes exceeded the budget levels that were based on McKinsey projections of COVID-19 pandemic impacts
Total Expenses	\$41.110	9.5	Primarily due to managerial vacancies, lower overtime, and the timing of Major Maintenance costs

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee

B&T – Non-Reimbursable Overtime Variance

November 2021 and YTD budget vs. variance

\$M

- Favorable
- Unfavorable
- Budget

Annual Mid-Year Forecast: \$22.4M



Overview

- YTD 2021 Non-reimbursable Overtime was \$5.1 million, or 29.7%, below budget through November.
- November cost drivers included the New York City Marathon. A portion of the associated overtime incurred will be reimbursed by the New York Road Runners.
- November 2021 Non-reimbursable Overtime was \$0.5 million, or 63%, above November 2020 spend.
- November 2021 Non-reimbursable Overtime was \$0.6 million, or 31%, below November 2019 pre-pandemic spend.
- Operations Overtime was below budget by \$3.6 million, primarily due to scheduling, deployment, and managerial efficiencies.
- Maintenance Overtime was below budget by \$1.5 million. Overtime savings are attributed to the deferral of non-critical maintenance work and managerial efficiencies.
- Operations and Maintenance continues to review and prioritize need for overtime.



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

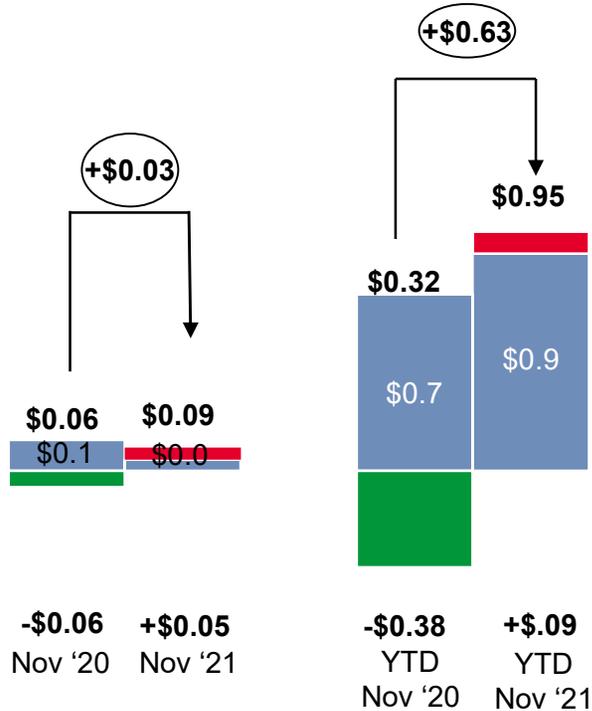
B&T – Reimbursable Overtime Variance

November 2021 and YTD budget vs. variance

\$M

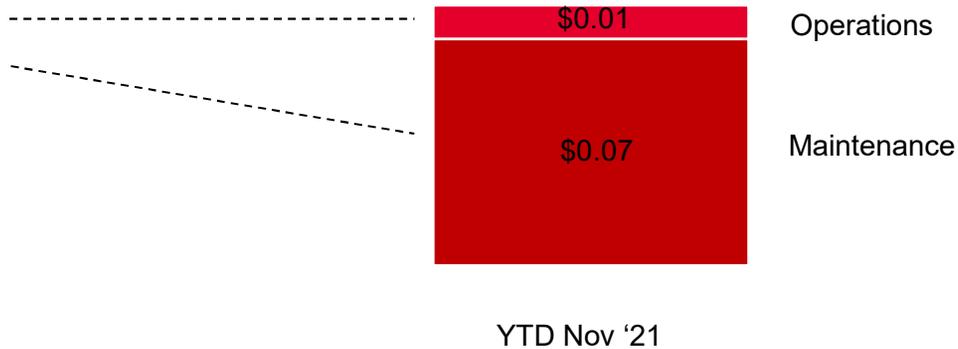
- Favorable
- Unfavorable
- Budget

Annual Mid-Year Forecast: \$0.9M



Overview

- YTD 2021 Reimbursable Overtime was \$49 thousand over budget through November.
- November 2021 Reimbursable Overtime was \$34 thousand over November 2020 spend.
- November 2021 Reimbursable Overtime was \$68 thousand over November 2019 pre-pandemic spend.
- Operations and Maintenance's YTD variances were due to higher than planned overtime needed on projects eligible for reimbursement from the capital program. Current projects include construction on the approaches to the Verrazzano-Narrows Bridge, deck replacement at the Throgs Neck Bridge, and weather monitoring system upgrades at Authority Facilities.



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

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



Bridges and Tunnels

Financial Report December 2021

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

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

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

CURRENT ASSETS:

Cash-Unrestricted	13,541
Investments:	
Unrestricted	606,961
Restricted	725,288
Accrued interest receivable	302
Accounts receivable	399,400
Less allowance for uncollectible accounts	-328,328
Tolls due from other agencies	50,056
Prepaid expenses	24,626
	<hr/>
Total current assets	1,491,846
	<hr/>

NONCURRENT ASSETS:

Investments:	
Unrestricted	
Restricted	-
Facilities, less acc.dep of \$2,154,235	7,389,139
Capital lease 2 Broadway net acc. dep.	34,431
Derivative Hedge Assets	3,487
	<hr/>
Total noncurrent assets	7,427,057
	<hr/>

TOTAL ASSETS:	<hr/> 8,918,903 <hr/>
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DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to pension	56,153
Deferred outflow of resources related to other post-employment benefits	75,494
Accumulated decreases in fair value of derivative instruments	177,832
Defeasance costs	175,546
	<hr/>

TOTAL DEFERRED OUTFLOWS OF RESOURCES:	<hr/> 485,025 <hr/>
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TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	<hr/> 9,403,928 <hr/> <hr/>
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MTA BRIDGES & TUNNELS**STATEMENT OF NET POSITION**

As of December 31, 2021

(in thousands)

LIABILITIES AND INFLOWS OF RESOURCES**CURRENT LIABILITIES:**

Current portion-long term debt	321,595
Interest Payable	47,909
Accounts Payable	138,179
Accrued Pension Payable	0
Payable to MTA-CAP	365,392
Due to MTA-Operating Expenses	2,704
Due to NYCTA-Operating Expenses	37
Accrued salaries	29,944
Accrued Vac & Sick Benefits	20,573
Current portion of estimated liability arising from injury	6,798
Due to New York City Transit Authority	-377,651 (a)
Due to Metropolitan Transportation Authority	-468,777 (a)
Unearned Toll Revenue	191,286
Tolls due to other agencies	108,709
E-ZPass Airport Toll Liability	5,413
	<hr/>
Total current liabilities	392,112

NONCURRENT LIABILITIES:

Long term debt	9,370,233
Post Employment Benefits Other than Pensions	813,359
Estimated liability arising from injury	49,593
Capital lease obligations	58,725
Other long-term liabilities	-
Derivative Hedge Liabilities	157,753
Due (to)/from MTA - change in fair value of derivative	23,566
Net Pension Liability	255,543
	<hr/>
Total noncurrent liabilities	10,728,773

DEFERRED INFLOW OF RESOURCES

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

TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES 11,240,965**NET POSITION**

 -1,837,037 ***TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET**

 9,403,928

*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
2021 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE
(Page 1 of 2)

	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	November Forecast	Preliminary Actual	2021 Adopted Budget		November Forecast	
				\$	%	\$	%
Revenue							
Vehicle Toll Revenue	\$1,395.827	\$2,131.558	\$2,149.869	\$754.042	54.0	\$18.312	0.9
Other Operating Revenue	18.937	22.040	24.162	5.226	27.6	2.122	9.6
Capital and Other Reimbursements	23.317	18.267	18.974	(4.343)	(18.6)	0.706	3.9
Investment Income	1.240	1.046	0.094	(1.146)	(92.4)	(0.952)	(91.0)
Total Revenue	\$1,439.321	\$2,172.912	\$2,193.100	\$753.779	52.4	\$20.188	0.9
Expenses							
Labor:							
Payroll	131.060	128.065	\$117.747	\$13.313	10.2	\$10.318	8.1
Overtime	23.320	23.320	14.819	8.501	36.5	8.501	36.5
Health and Welfare	34.684	31.764	26.829	7.854	22.6	4.934	15.5
OPEB Current Payment	25.500	24.874	24.652	0.847	3.3	0.222	0.9
Pensions	41.624	40.865	34.239	7.385	17.7	6.626	16.2
Other Fringe Benefits	19.142	17.506	16.252	2.890	15.1	1.253	7.2
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	\$275.330	\$266.394	\$234.539	\$40.790	14.8	\$31.854	12.0
Non-Labor:							
Electricity - Non-Traction	5.474	\$3.727	\$3.977	\$1.497	27.3	(\$0.250)	(6.7)
Fuel	1.463	1.697	1.632	(0.169)	(11.5)	0.065	3.8
Insurance	12.580	12.405	10.897	1.683	13.4	1.508	12.2
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	159.136	147.438	120.023	39.113	24.6	27.415	18.6
Professional Service Contracts	36.756	30.942	35.886	0.870	2.4	(4.944)	(16.0)
Materials & Supplies	3.234	2.767	3.009	0.225	7.0	(0.242)	(8.8)
Other Business Expenses	51.213	54.626	48.647	2.566	5.0	5.979	10.9
Total Non-Labor Expenses	\$269.855	\$253.602	\$224.071	\$45.784	17.0	\$29.531	11.6
Total Expenses before Depreciation & GASB Adj.	\$545.185	\$519.996	\$458.611	\$86.574	15.9	\$61.385	11.8
Depreciation	169.848	\$190.279	201.177	(\$31.329)	(18.4)	(\$10.898)	(5.7)
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
GASB 68 Pension Adjustment	(13.153)	(5.436)	0.000	(13.153)	(100.0)	(5.436)	(100.0)
GASB 75 OPEB Expense Adjustments	36.023	40.227	0.000	36.023	100.0	40.227	100.0
Total Expenses after Depreciation & GASB Adj.	\$737.903	\$745.066	\$659.788	\$78.116	10.6	\$85.279	11.4
Less: Depreciation	\$169.848	\$190.279	\$201.177	(\$31.329)	(18.4)	(\$10.898)	(5.7)
Less: OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
Less: GASB 68 Pension Adjustment	(13.153)	(5.436)	0.000	(13.153)	(100.0)	(5.436)	(100.0)
Less: GASB 75 OPEB Expense Adjustments	36.023	40.227	0.000	36.023	100.0	40.227	100.0
Total Expenses	\$545.185	\$519.996	\$458.611	\$86.574	15.9	\$61.385	11.8
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	\$894.136	\$1,652.916	\$1,734.489	\$840.354	94.0	\$81.574	4.9

Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2021 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE (Page 2 of 2)
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	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	November Forecast	Preliminary Actual	2021 Adopted Budget		November Forecast	
				\$	%	\$	%
Net Surplus/(Deficit)	\$894.136	\$1,652.916	\$1,734.489	\$840.354	94.0	\$81.574	4.9
<u>Deductions from Income:</u>							
Less: Capitalized Assets	\$23.028	\$18.028	\$8.179	\$14.849	64.5	\$9.849	54.6
Reserves and Prepaid Expenses	0.000	0.000	(0.609)	0.609	-	0.609	-
GASB Reserve	0.000	0.000	0.000	0.000	-	0.000	-
Adjusted Baseline Net Surplus/(Deficit)	\$871.108	\$1,634.888	\$1,726.919	\$855.811	98.2	\$92.031	5.6
Less: Debt Service	705.239	698.886	689.072	16.167	2.3	9.814	1.4
Less: Contribution to the Capital Program	13.878	13.878	13.878	(0.000)	(0.0)	0.000	0.0
Income Available for Distribution	\$151.991	\$922.124	\$1,023.970	\$871.978	*	\$101.845	11.0
Distributable To:							
MTA - Investment Income	1.240	1.046	0.094	(1.146)	(92.4)	(0.952)	(91.0)
MTA - Distributable Income	134.339	518.492	566.628	432.289	*	48.136	9.3
NYCT - Distributable Income	16.412	402.585	457.247	440.834	*	54.661	13.6
Total Distributable Income:	\$151.991	\$922.124	\$1,023.970	\$871.978	*	\$101.845	11.0
Actual Cash Transfers:							
MTA - Investment Income	1.240	1.046	0.763	(0.477)	(38.5)	(0.283)	(27.1)
MTA - Transfers	135.651	518.492	519.226	383.575	282.8	0.734	0.1
NYCT - Transfers	17.883	402.585	408.743	390.860	2,185.7	6.158	1.5
Total Cash Transfers:	\$154.774	\$922.124	\$928.732	\$773.958	500.1	\$6.608	0.7
SUPPORT TO MASS TRANSIT:							
Total Revenues	\$1,439.321	\$2,172.912	\$2,193.100	753.779	52.4	20.188	0.9
Less: Net Operating Expenses	545.185	519.996	458.611	86.574	15.9	61.385	11.8
Net Surplus/(Deficit)	\$894.136	\$1,652.916	\$1,734.489	\$840.354	94.0	\$81.574	4.9
Deductions from Operating Income:							
B&T Debt Service	\$332.287	\$331.136	\$336.054	(3.767)	(1.1)	(4.918)	(1.5)
Capitalized Assets	23.028	18.028	8.179	14.849	64.5	9.849	54.6
Contribution to Capital Program	13.878	13.878	13.878	(0.000)	(0.0)	0.000	0.0
Reserves and Prepaid Expenses	0.000	0.000	(0.609)	0.609	-	0.609	-
GASB Reserve	0.000	0.000	0.000	0.000	-	0.000	-
Total Deductions from Operating Inc.	\$369.193	\$363.042	\$357.502	\$11.690	3.2	\$5.540	1.5
Total Support to Mass Transit:	\$524.943	\$1,289.874	\$1,376.987	\$852.044	*	\$87.114	6.8
Totals may not add due to rounding							

* Variance exceeds 100%.

MTA BRIDGES AND TUNNELS
2021 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
(\$ in millions)

NON-REIMBURSABLE

	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	November Forecast	Preliminary Actual	2021 Adopted Budget		November Forecast	
				\$	%	\$	%
Revenue							
Vehicle Toll Revenue	1,395.827	2,131.558	2,149.869	754.042	54.0	18.312	0.9
Other Operating Revenue	18.937	22.040	24.162	5.226	27.6	2.122	9.6
Capital and Other Reimbursements	-	0.000	-	-	-	0.000	-
Investment Income	1.240	1.046	0.094	(1.146)	(92.4)	(0.952)	(91.0)
Total Revenue	\$1,416.004	\$2,154.644	\$2,174.126	\$758.122	53.5	\$19.482	0.9
Expenses							
Labor:							
Payroll	\$122.033	\$118.373	\$111.645	\$10.388	8.5	\$6.728	5.7
Overtime	22.411	22.411	13.863	8.548	38.1	8.548	38.1
Health and Welfare	32.741	29.663	25.378	7.363	22.5	4.285	14.4
OPEB Current Payment	25.500	24.874	24.652	0.847	3.3	0.222	0.9
Pensions	39.301	38.345	32.416	6.885	17.5	5.929	15.5
Other Fringe Benefits	18.059	16.341	15.504	2.555	14.1	0.836	5.1
Reimbursable Overhead	(8.032)	(1.880)	(7.892)	(0.140)	(1.7)	6.012	*
Total Labor Expenses	\$252.013	\$248.126	\$215.566	\$36.447	14.5	\$32.561	13.1
Non-Labor:							
Electricity - Non-Traction	\$5.474	\$3.727	\$3.977	\$1.497	27.3	(\$0.250)	(6.7)
Fuel	1.463	1.697	1.632	(0.169)	(11.5)	0.065	3.8
Insurance	12.580	12.405	10.897	1.683	13.4	1.508	12.2
Claims	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	159.136	147.438	120.023	39.113	24.6	27.415	18.6
Professional Service Contracts	36.756	30.942	35.886	0.870	2.4	(4.944)	(16.0)
Materials & Supplies	3.234	2.767	3.009	0.225	7.0	(0.242)	(8.8)
Other Business Expenses	51.213	54.626	48.647	2.566	5.0	5.979	10.9
Total Non-Labor Expenses	\$269.855	\$253.602	\$224.071	\$45.784	17.0	\$29.531	11.6
Total Expenses before Depreciation & GASB Adj.	\$521.868	\$501.729	\$439.637	\$82.231	15.8	\$62.092	12.4
Depreciation	\$169.848	\$190.279	\$201.177	(\$31.329)	(18.4)	(\$10.898)	(5.7)
OPEB Obligation	-	-	-	0.000	-	-	-
Environmental Remediation	-	-	-	0.000	-	-	-
GASB Pension	(13.153)	(5.436)	-	(13.153)	(100.0)	(5.436)	(100.0)
OPEB Adjustments	36.023	40.227	-	36.023	100.0	40.227	100.0
Total Expenses after Depreciation & GASB Adj.	\$714.587	\$726.799	\$640.814	\$73.773	10.3	\$85.985	11.8
Less: Depreciation	\$169.848	\$190.279	\$201.177	(\$31.329)	(18.4)	(\$10.898)	(5.7)
Less: OPEB Obligation	-	-	-	-	-	-	-
Less: GASB Pension	(13.153)	(5.436)	-	(13.153)	(100.0)	(5.436)	(100.0)
Less: OPEB Adjustments	36.023	40.227	-	-	-	-	-
Total Expenses	\$521.868	\$501.729	\$439.637	\$82.231	15.8	\$62.092	12.4
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	\$894.136	\$1,652.916	\$1,734.489	\$840.354	94.0	\$81.574	4.9

Totals may not add due to rounding

* Variance exceeds 100%.

MTA BRIDGES AND TUNNELS
2021 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
(\$ in millions)

REIMBURSABLE

	2021			Favorable/(Unfavorable) Variance			
	Adopted	November	Preliminary	2021 Adopted Budget		November Forecast	
	Budget	Forecast	Actual	\$	%	\$	%
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	23.317	18.267	18.974	(4.343)	(18.6)	0.706	3.9
Investment Income	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$23.317	\$18.267	\$18.974	(\$4.343)	(18.6)	\$0.706	3.9
Expenses							
Labor:							
Payroll	\$9.027	\$9.692	\$6.102	\$2.925	32.4	\$3.590	37.0
Overtime	0.909	0.909	0.957	(0.047)	(5.2)	(0.047)	(5.2)
Health and Welfare	1.943	2.101	1.452	0.491	25.3	0.649	30.9
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	2.323	2.520	1.823	0.500	21.5	0.697	27.7
Other Fringe Benefits	1.083	1.165	0.748	0.335	30.9	0.417	35.8
Reimbursable Overhead	8.032	1.880	7.892	0.140	1.7	(6.012)	*
Total Labor Expenses	\$23.317	\$18.267	\$18.974	\$4.343	18.6	(\$0.706)	(3.9)
Non-Labor:							
Electricity - Non-Traction	\$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.	\$23.317	\$18.267	\$18.974	\$4.343	18.6	(\$0.706)	(3.9)
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
GASB 75 OPEB Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses after Depreciation & GASB Adj.	\$23.317	\$18.267	\$18.974	\$4.343	18.6	(\$0.706)	(3.9)
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	-
Total Expenses	\$23.317	\$18.267	\$18.974	\$4.343	18.6	(\$0.706)	(3.9)
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
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS
December Year-to-Date 2021
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable) Variance		Reason for Variance
		YEAR-TO-DATE		
		\$	%	
Vehicle Toll Revenue	Nonreimb	18.312	(0.3)	Traffic volumes exceeded the budget levels that were based on McKinsey projections of COVID-19 pandemic impacts
Other Operating Revenue	Nonreimb	2.122	12.0	Higher revenue primarily due to the timing of income from E-ZPass administrative fees
Investment Income	Nonreimb	(0.952)	40	Lower than anticipated short-term investment returns on fund balances
Payroll	Nonreimb	6.728	(0.9)	Lower payroll expenses primarily due to vacancies
Overtime	Nonreimb	8.548	12.7	See overtime tables
Health and Welfare	Nonreimb	4.285	0.8	Lower Health and Welfare expenses primarily due to vacancies.
OPEB Current Payment	Nonreimb	0.222	1.2	Lower expenses primarily due to lower than forecast retiree participation in post-employment health insurance benefits
Pensions	Nonreimb	5.929	(1.3)	Lower non-reimbursable expenses primarily due to lower than anticipated capital reimbursement offsets.
Other Fringe Benefits	Nonreimb	0.836	9.8	Lower expenses primarily due to higher than estimated actuarial adjustment to Worker's Compensation reserve
#REF!	Nonreimb	6.012	(30.9)	Lower than estimated reimbursable labor required on capital projects
Electricity - Non-Traction	Nonreimb	(0.250)	17.6	Higher than planned electricity expenses
Fuel	Nonreimb	0.065	11.5	Lower than planned fuel expenses
Insurance	Nonreimb	1.508	(43.0)	Lower expenses primarily due to a lower than estimated actuarial adjustment to the auto and general liability reserves.
Claims	Nonreimb	0.000	-	No variance
Maintenance and Other Operating Contracts	Nonreimb	27.415	7.5	Lower expenses primarily due to lower than estimated costs for major maintenance projects (\$15.213 M), E-Z Pass Customer Service Center expenses (\$5.770 M), E-ZPass tags, (\$2.457 M), security and surveillance equipment (\$1.123 M), and numerous under-runs across a variety of routine maintenance contracts (\$0.909 M)
Professional Service Contracts	Nonreimb	(4.944)	11.8	Higher expenses primarily due to higher legal fees, (\$12.113 M), offset by lower than estimated bond issuance costs (\$3.465 M), advertising and marketing, (\$1.718 M), planning studies, (\$1.439 M), procurement card purchases, (\$0.581) and professional service contracts and other outside services, (\$0.539 M).
Materials & Supplies	Nonreimb	(0.242)	28.4	Higher than planned expenses across a variety of small equipment and supply categories
Other Business Expenses	Nonreimb	5.979	0.2	Lower expenses primarily due to lower than estimated toll collection processing fees and credit card fees.
Capital and Other Reimbursements				
Payroll	Reimb	3.590	25.6	Lower than estimated time spent on projects eligible for reimbursement from the capital program
Overtime	Reimb	(0.047)	8.1	Higher than estimated time spent on projects eligible for reimbursement from the capital program
Health and Welfare	Reimb	0.649	19.7	Lower than estimated time spent on projects eligible for reimbursement from the capital program
Pensions	Reimb	0.697	26.0	Lower than estimated time spent on projects eligible for reimbursement from the capital program
Other Fringe Benefits	Reimb	0.417	6.0	Lower than estimated time spent on projects eligible for reimbursement from the capital program
Reimbursable Expenses	Reimb	(6.012)	30.9	Higher than planned overhead charges to the capital program

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

Comparison Current Year vs. Prior Year

	Prior Year		Current Year*		Percentage Change	
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
Bronx-Whitestone	39.0	\$282.2	48.5	\$375.9	-21.4%	-19.8%
Cross Bay	7.4	17.7	8.0	21.2	-14.1%	-9.2%
Henry Hudson	17.7	60.0	23.9	91.1	-32.0%	-32.3%
Hugh L. Carey	14.8	93.8	19.3	132.3	-23.9%	-22.7%
Marine Parkway	7.0	16.6	7.7	20.2	-15.6%	-10.5%
Queens Midtown	19.9	134.3	26.0	190.5	-34.5%	-32.5%
RFK	50.4	355.0	61.2	462.7	-24.6%	-23.3%
Throgs Neck	34.3	293.3	37.6	345.7	-22.4%	-17.6%
Verrazzano-Narrows	62.8	387.0	75.2	510.3	-17.5%	-14.6%
Total	253.2	\$1,639.8	307.3	\$2,149.9	21.4%	31.1%
Revenue Per Vehicle		\$6.477		\$6.996		8.0%

Comparison Actual vs. Adopted Budget and November Forecast

	Adopted Budget	November Forecast	Prelim Actual	Percentage Change	
				Adopted Budget	November Forecast
Traffic	218.6	308.3	307.3	40.6%	-0.3%
Toll Revenue	\$1,395.8	\$2,131.6	\$2,149.9	54.0%	0.9%
Revenue Per Vehicle	\$6.386	\$6.914	\$6.996	9.6%	1.2%

1) Numbers may not add due to rounding.

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

3) 2021 December YTD traffic and revenue is 22.1M below and \$78.5M above December YTD 2019, a decline of -6.7% and increase of 3.8% respectively

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

Facility	Revenue Collection Rate December 2021 ¹
Henry Hudson Bridge	97.6%
Hugh L. Carey Tunnel	97.9%
Queens Midtown Tunnel	99.1%
Marine Parkway Bridge	97.9%
Cross Bay Bridge	94.4%
Robert F. Kennedy Bridge	96.0%
Verrazzano-Narrows Bridge	93.7%
Bronx-Whitestone Bridge	95.3%
Throgs Neck Bridge	95.8%
All Facilities	95.7%

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

MTA BRIDGES AND TUNNELS
2021 YEAR-END REPORT
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
December 2021

Department	November Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	12	6	6	2 Managerial and 4 Professional vacancies
Law ⁽¹⁾	12	8	4	2 Managerial and 2 Professional vacancies
Budget & Finance ⁽²⁾	17	12	5	5 Managerial vacancies
Administration ⁽³⁾	34	25	9	4 Managerial and 5 Professional vacancies
EEO	1	-	1	1 Professional vacancy
Total Administration	76	51	25	
Operations				
ITS & Tolling	66	47	19	8 Managerial and 11 Professional vacancies
Central Business District Tolling Program	41	5	36	2 Managerial and 34 Professional vacancies
Operations (Non-Security)	55	42	13	13 Managerial vacancies
Total Operations	162	94	68	
Maintenance				
Maintenance	205	182	23	4 Managerial, 4 Professional, and 15 Maintainer vacancies
Operations - Maintainers	183	153	30	30 Maintainer vacancies
Total Maintenance	388	335	53	
Engineering/Capital				
Engineering & Construction	123	121	2	1 Managerial and 1 Professional vacancy
Health & Safety	9	7	2	2 Professional vacancies
Law ⁽¹⁾	18	15	3	2 Managerial vacancies and 1 Professional vacancy
Planning & Budget Capital	8	6	2	1 Managerial and 1 Professional vacancy
Total Engineering/Capital	158	149	9	
Public Safety				
Operations (Security)	540	457	83	51 Managerial and 32 Operational vacancies
Internal Security - Operations	45	28	17	4 Managerial and 13 Professional vacancies
Total Public Safety	585	485	100	
Total Positions	1,369	1,114	255	
Non-Reimbursable	1,244	989	255	
Reimbursable	125	125	-	
Total Full-Time	1,369	1,114	255	

(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
2021 YEAR-END REPORT
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
December 2021

	November Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	25	12	13	5 vacancies in Budget & Finance, 4 in Administration, 2 in Law, and 2 in Executive
Professional, Technical, Clerical	51	39	12	5 vacancies in Administration, 4 in Executive, 2 in Law, and 1 vacancy in EEO
Operational Hourlies	-	-	-	
Total Administration	76	51	25	
Operations				
Managers/Supervisors	74	51	23	13 vacancies in Operations, 8 in ITS & Tolling, and 2 in CBDTP
Professional, Technical, Clerical	88	43	45	11 vacancies in ITS & Tolling and 34 in CBDTP
Operational Hourlies	-	-	-	
Total Operations	162	94	68	
Maintenance				
Managers/Supervisors	27	23	4	4 vacancies in Maintenance
Professional, Technical, Clerical	11	7	4	4 vacancies in Maintenance
Operational Hourlies ⁽¹⁾	350	305	45	15 vacancies in Maintenance and 30 in Operations
Total Maintenance	388	335	53	
Engineering/Capital				
Managers/Supervisors	34	30	4	2 vacancies in Law, 1 vacancy in Planning & Budget Capital and 1 in Engineering
Professional, Technical, Clerical	124	119	5	2 vacancies in Health & Safety, 1 vacancy in Engineering, 1 in Law, and 1 in P&B Capital
Operational Hourlies	-	-	-	
Total Engineering/Capital	158	149	9	
Public Safety				
Managers/Supervisors	179	124	55	51 vacancies in Operations and 4 in Internal Security
Professional, Technical, Clerical	36	23	13	13 vacancies in Internal Security
Operational Hourlies ⁽²⁾	370	338	32	32 BTO vacancies in Operations
Total Public Safety	585	485	100	
Total Positions				
Managers/Supervisors	339	240	99	
Professional, Technical, Clerical	310	231	79	
Operational Hourlies	720	643	77	
Total Positions	1,369	1,114	255	

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

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

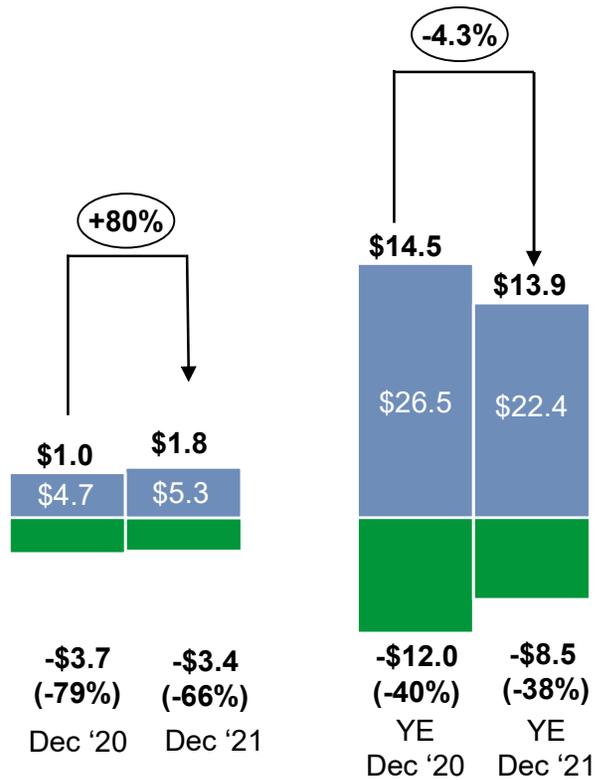
B&T – Non-Reimbursable Overtime Variance

December 2021 and YE forecast vs. variance

\$M

- Favorable
- Unfavorable
- Budget

Annual Final Forecast: \$22.4M



Overview

- YE 2021 Non-reimbursable Overtime was \$8.5 million, or 38%, below forecast through December.
- December 2021 Non-reimbursable Overtime was \$0.8 million, or 80%, above December 2020 spend.
- December 2021 Non-reimbursable Overtime was \$0.2 million, or 13%, above December 2019 pre-pandemic spend.
- Operations Overtime was below forecast by \$5.4 million, primarily due to scheduling, deployment, and managerial efficiencies.
- Maintenance Overtime was below forecast by \$3.1 million. Overtime savings are attributed to the deferral of non-critical maintenance work and managerial efficiencies.
- Operations and Maintenance continues to review and prioritize need for overtime.

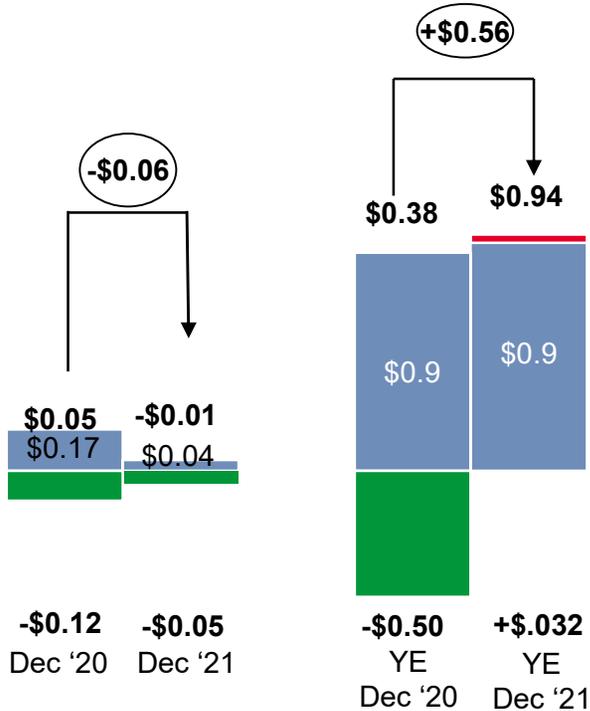
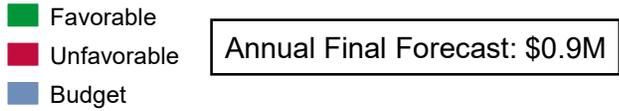


Note: The Non-reimbursable Overtime budget was reduced by \$4.1 million from 2020 to 2021.
 Source: November Financial Plan. GL actuals for actual overtime spending. Numbers may not add due to rounding.

B&T – Reimbursable Overtime Variance

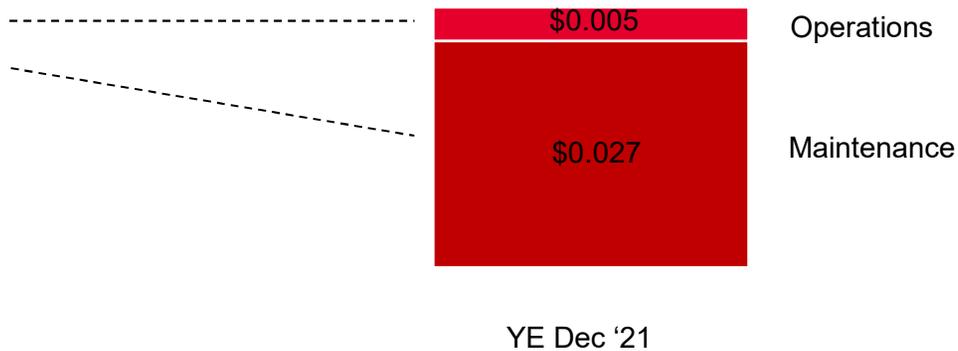
December 2021 and YE budget vs. variance

\$M



Overview

- YE 2021 Reimbursable Overtime was \$32 thousand, or 3.5%, over forecast through December due to timing.
- YE 2021 Reimbursable Overtime was \$575 thousand above 2020 spend.
- YE 2021 Reimbursable Overtime was \$79 thousand above 2019 pre-pandemic spend.
- Operations and Maintenance's 2021 variances were due to higher than planned overtime needed on projects eligible for reimbursement from the capital program. Current projects include construction on the approaches to the Verrazzano-Narrows Bridge, deck replacement at the Throgs Neck Bridge, and weather monitoring system upgrades at Authority Facilities.



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

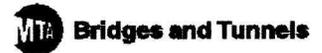


Bridges and Tunnels

Procurements January 2022



Staff Summary



Subject: Request for Authorization to Award Procurement
Department: Procurement
Department Head Name: Louis Montanti
Department Head Signature
Project Manager Name: Various

Date: 1/14/2022
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	President	1/14/2022			
2	MTA B&T Committee	1/24/2022			
3	MTA Board	1/26/2022			

Internal Approvals			
Order	Approval	Order	Approval
	President <i>D. J. DeLuca</i>		
	General Counsel & Corporate Secretary <i>JRC</i>		01/18/2022
	MTA Deputy Chief Procurement Officer <i>[Signature]</i>		1/13/22

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

PURPOSE:

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

DISCUSSION:

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

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

<u>Schedules Requiring Majority Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule F: Personal Service Contracts	3	\$4.4M
SUBTOTAL	3	\$4.4M

MTA B&T presents the following procurement actions for Ratification: None

TOTAL	3	\$4.4M
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BUDGET IMPACT:

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

RECOMMENDATION:

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

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

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

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

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

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

NOW, the Board resolves as follows:

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

JANUARY 2022

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

MTA BRIDGES & TUNNELS

Procurements Requiring Majority Vote:

Schedule F: Personal Service Contracts
(Staff Summaries requiring Board approval)

			<u>Staff Summary Attached</u>
1.	Gannett Fleming Engineers and Architects, PC Contract No. PSC-21-3047 Two years	\$1,867,505	1

B&T is seeking Board approval to award one competitively solicited personal service contract to Gannett Fleming Engineers and Architects, PC for project management consultant services for the New York Customer Service Center contracts.

2-3.	WSP USA, Inc. Contract No. PSC-21-3050A Five years	\$2,500,000 (Aggregate A&B)	1
	AECOM USA, Inc. Contract No. PSC-21-3050B Five years		

B&T is seeking Board approval to award two competitively solicited personal service contracts one to WSP USA, Inc. and the other to AECOM USA Inc. for traffic and revenue assessment and environmental review of the Authority's toll-related actions.

Staff Summary

Item Number 1					
Department, Department Head Name: ITS and Tolling, Nichola Angel					
Division, Division Head Name: ITS & Tolling E-ZPass Customer Service Center, William Hanks					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	MTA B&T Committee	1/24/22			
2	MTA Board	1/26/22			
Internal Approvals					
Order	Approval	Order	Approval		
1	OMB Director Financial Analysis <i>[Signature]</i>	4	President <i>[Signature]</i>		
2	General Counsel JRC <i>[Signature]</i>				
3	MTA Deputy Chief Procurement Officer <i>[Signature]</i>				

SUMMARY INFORMATION	
Vendor Name Gannett Fleming Engineers and Architects, PC	Contract Number PSC-21-3047
Description Project Management Consultant Services for the New York Customer Service Center Contracts	
Total Amount \$1,867,505	
Contract Term (including Options, if any) Two years	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Purpose:
To request that the Board approve the award of a personal services contract for Project Management Consultant Services for the New York Customer Service Center Contracts to Gannett Fleming Engineers and Architects, PC (“GFE”) in the amount of \$1,867,505 over a two-year period.

Discussion:
Pursuant to two competitively procured joint solicitations, Bridges and Tunnels (“B&T”), the New York State Thruway Authority (“NYSTA”), and the Port Authority of New York and New Jersey (“PANYNJ”), collectively (the “Authorities”), awarded three contracts for the following services: (1) New York Customer Service Center (“NYCSC”) System and Interfaces, (2) License Plate and Owner Identification Services, (3) Customer Contact Center, and (4) Tag Distribution. To assist in the oversight of these contracts, the Authorities require the services of a consultant to provide two Project Managers (“CPMs”) to work under the general direction of the Authorities’ project managers (“APMs”). Services provided by the CPMs include: (1) coordinating interagency activities; (2) providing oversight of NYCSC contractors’ design and development activities; (3) reviewing and confirming that business rules, requirements, and documents prepared by contractors align with the executed contract documents; and (4) providing status reports on contractors’ adherence to project schedule. Since B&T, PANYNJ, and NYSTA will equally share the cost under this contract, B&T will be reimbursed two-thirds of the cost by the other participating Authorities.

After publicly advertising the service requirements, eight firms requested copies of the Request for Proposal (“RFP”). Proposals were then received from two firms: GFE and Toll International LLC (“Toll”). The proposals were evaluated against established criteria set forth in the RFP including the proposer’s understanding of the project, the firm’s qualifications and record of performance, proposed personnel, and cost. Following completion of the evaluation, the committee unanimously selected GFE on the basis that its proposal was technically superior to the proposal from Toll. The proposal from GFE demonstrated (1) unparalleled experience working with both large-toll agency and multi-agency customer service center procurements; (2) a cohesive team well-versed in the details of the project; and (3) an in-depth understanding of NYCSC operations and the Tolling Agencies’ requirements.

After evaluation of the technical and cost proposal, the evaluation committee recommended that B&T enter negotiations with GFE. GFE's original proposal was in the amount of \$2,489,271. Negotiations were conducted, and the parties agreed to the amount of \$1,867,505, which is 1.7 percent lower than the in-house estimate of \$1.9 million, \$621,766 lower than GFE's original proposal, and is considered fair and reasonable.

The contract resulting from this procurement has been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. The Authority is working with the vendor to include applicable cybersecurity requirements prior to issuance of the notice of award.

D/M/WBE Information

The MTA Department of Diversity and Civil Rights has established goals of 15 percent MBE, 15 percent WBE, and 6 percent SDVOB on this contract. GFE's projected MWBE/SDVOB utilization plan meets the overall MWBE/SDVOB 36 percent goal requirements. GFE has achieved its MWDBE goals on completed MTA contracts.

Impact on Funding

Funding in the amount of \$1,867,505 is available in the Operating Budget under GL #712516. B&T will be reimbursed two-thirds of the cost of this contract by the NYSTA and PANYNJ.

Alternatives

There are no recommended alternatives, as B&T does not possess the resources required to perform these services.

Staff Summary

Item Number 2					
Department, Department Head Name: ITS and Tolling, Nichola Angel, Acting Vice President <i>Department Head Signature & Date</i>					
Division, Division Head Name: Policy & Operations Analysis, Leah Flax, Senior Director <i>Division Head Signature & Date</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	MTA B&T Committee	01/24/22			
2	MTA Board	01/26/22			
Internal Approvals					
Order	Approval	Order	Approval		
1	OMB Director of Financial Analysis	4	President <i>Delia DeLuca</i>		
2	General Counsel				
3	MTA Deputy Chief Procurement Officer				

SUMMARY INFORMATION	
Vendor Names WSP USA, Inc AECOM	Contract Numbers PSC-21-3050A PSC-21-3050B
Description Professional Services, As Needed, for Traffic and Revenue Assessments and Environmental Review of the Triborough Bridge and Tunnel Authority's Toll-Related Actions	
Total Amount \$2,500,000 (Aggregate Amount)	
Contract Term (including Options, if any) Five years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Purpose
To seek Board approval to award two competitively solicited personal service contracts to WSP USA, Inc. ("WSP") and AECOM to provide Revenue Assessments and Environmental Review of the Triborough Bridge and Tunnel Authority's ("TBTA") Toll-Related Actions on an as-needed basis in the aggregate amount of \$2.5 million over a period of five years.

Discussion
In order to comply with either the New York State Environmental Quality Review Act or the National Environmental Policy Act or both, Bridges and Tunnels ("B&T") requires two environmental firms to provide a full range of professional services on an as-needed basis for environmental review of future possible changes in toll policy at B&T facilities. The consultants will conduct and produce comprehensive, coordinated environmental analyses including environmental assessments and environmental impact statements as directed by the Project Manager. These environmental reviews will be used to support proposed future changes in toll policy at B&T facilities, including but not limited to changes of crossing charges or the introduction of new toll discount/rebate plans, any of which could affect the general environment. The consultants may also conduct and produce traffic studies or traffic and revenue assessments of potential new toll policies for TBTA crossings or projects. These contracts will be for an indefinite quantity with the required services being assigned on an as-needed basis.

The service requirements for this contract were publicly advertised. Of the 140 firms sent a copy of the solicitation notice, six requested a copy of the Request for Proposal ("RFP"). Two firms then submitted proposals: AECOM and WSP. The proposals were evaluated against established criteria set forth in the RFP including the qualifications of the firm's personnel and management team, understanding of the project, and cost. Each firm, in its base proposal, was also requested to quote labor, overhead, profit and escalation rates using predetermined job titles. The evaluation committee determined that the proposals submitted by WSP and AECOM met B&T's requirements. Each selected firm presented detailed, organized technical proposals that demonstrated a significant level of experience and knowledge in the discipline of environmental studies. After evaluation of the technical and cost proposals, the evaluation committee waived oral presentations and recommended that the Authority award contracts to AECOM and WSP.

Staff Summary

Two contracts are being recommended for award to enable the Authority to assign work orders to each firm on an as-needed basis, based on their current workload and available personnel. An analysis of the consultants' labor, overhead and profit rates were performed and the proposed overhead and profit rates are lower than prior B&T contract rates with these two consultants. The contract rates are considered fair and reasonable.

The contract resulting from this procurement has been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. The Authority is working with the vendor to include applicable cybersecurity requirements prior to issuance of the notice of award.

In connection with a previous contract awarded to the Louis Berger Group, Inc. ("LBG")¹, LBG was found to be responsible notwithstanding significant adverse information ("SAI") pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman and Chief Executive Officer in consultation with the MTA General Counsel in November 2015. No new SAI has been found relating to LBG or WSP, and WSP has been found to be responsible.

In connection with a previous contract awarded to AECOM, AECOM was found to be responsible notwithstanding significant adverse information ("SAI") pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman and Chief Executive Officer in consultation with the MTA General Counsel in February 2021. No new SAI has been found relating to AECOM and AECOM has been found to be responsible.

D/M/WBE Information

The MTA Department of Diversity and Civil Rights has established goals of 15 percent MBE, 15 percent WBE, and 6 percent SDVOB respectively, for each contract. WSP and AECOM's projected MWBE/SDVOB utilization plan meets the overall 36 percent MWBE/SDVOB goal requirements. Both WSP and AECOM have achieved their M/WBE goals on completed MTA contracts.

Impact on Funding

Funding in the amount of \$2.5 million is available in the Operating Budget under GL #712516.

Alternatives

There are no recommended alternatives. B&T does not possess the resources required to perform these services.

¹ LBG was acquired by WSP in December 2018 and that acquisition carries with it LBG's SAI.