



Metropolitan Transportation Authority

Bridges and Tunnels Committee Meeting

November 2022

Committee Members

D. Mack, Chair

A. Albert

J. Barbas

N. Brown

R. Glucksman

F. Miranda

J. Samuelson

L. Sorin

V. Tessitore

M. Valdivia

Bridges & Tunnels Committee Meeting
2 Broadway, 20th Floor Board Room
New York, NY 10004
Tuesday, 11/29/2022
9:00 - 9:30 AM ET

1. Summary of Actions - None

2. Public Comments Period

3. Approval of Minutes - October 2022

B&T Committee Minutes - October 2022 - Page 3

4. Approval of Committee Work Plan

B&T Committee Work Plan - Page 8

5. Report on Operations - September 2022

B&T Report on Operations - September 2022 - Page 14

6. Safety Report - September 2022

B&T Safety Report - September 2022 - Page 26

7. Financial Report - October 2022

B&T Financial Report - October 2022 - Page 31

8. Procurements - None



Bridges and Tunnels

Minutes of Committee Meeting October 2022



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

October 24, 2022

9:00 a.m.

In attendance were the Honorable:

David Mack, Chair
Andrew Albert
Jamey Barbas
Norman Brown
Randolph Glucksman
Frankie Miranda
Lisa Sorin
Vincent Tessitore, Jr.
Midori Valdivia

In Person:

Daniel F. DeCrescenzo, Jr., President
Paul L. Friman, Acting General Counsel and Corporate Secretary – TBTA, MTA
Richard Hildebrand, Vice President and Chief of Operations
Michael Minunni, Assistant Vice President, Tolling Operations and Customer Service Center Contracts
Eric Osnes, Vice President and Chief Safety Officer
Charles J. Passarella, Vice President of Maintenance and Operations Support

Virtual:

Allison L. C. de Cerreño, Ph.D., Deputy Chief Operating Officer, MTA
Joseph Keane, P.E., Senior Vice President and Chief Engineer – TBTA, MTA Construction & Development

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

October 24, 2022

Minutes of TBTA Committee held October 24, 2022 at 9:00 a.m. A list of those in attendance is attached.

Public Speakers

The following speakers commented during the public speakers' session:

- Murray Bodin about roadway lines.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on September 19, 2022 were approved.

Committee Work Plan

President DeCrescenzo stated that there are no changes to the TBTA Committee Work Plan.

President DeCrescenzo's Remarks

Addressing Murray Bodin's comment during the public speakers' session about roadway lines, President DeCrescenzo stated that TBTA has informed Mr. Bodin that its engineers had determined TBTA's roadway lines to be in compliance with regulations.

Showing a video clip and photos, President DeCrescenzo acknowledged the 10th anniversary of Super Storm Sandy by recalling the outstanding collective efforts of the TBTA team at that time, many of whom are still on the job today. TBTA employees across departments have time and time again exceeded expectations through periods of emergencies or crisis. The demonstration of prep, response and recovery for Sandy was no different, despite the unprecedented scope of the storm. All TBTA facilities sustained some level of impact and damage, from flooding, downed trees and fallen lightpoles to electrical system and utility power outages. But TBTA's two tunnels were the hardest hit, with tens of millions of gallons of corrosive sea-water flooding the tubes. Regardless of these challenges, most of TBTA's bridges, with the exceptions of the Rockaways, were safely reopened to traffic within 24 hours thanks to round-the-clock intensive work by field employees, as well as TBTA back-office teams who maintained TBTA tolling and business operations. The tunnels followed suit, reopening in stages in the weeks that followed. While no two incidents are alike, the lessons learned from Sandy continue to benefit TBTA. Working closely with its engineering colleagues, TBTA has built back its flood-prone structures better and stronger than before. And as part of TBTA's normal operating protocol TBTA continues to have its seasonal exercises with Hurricane and Winter Prep Meetings that include all TBTA departments and consolidated partners. President DeCrescenzo commended TBTA employees for their remarkable sense of duty, past and present, under extreme conditions like Sandy, and every day.

Regarding recent events, President DeCrescenzo stated that TBTA's prediction of a traditional post-Labor Day back-to-school / return-to-office traffic pattern was proven true this September. Preliminary September 2022 collisions were down more than 33% compared to September 2019, with basically the same amount of traffic. Collisions with injuries were also down, by more than 21%. This is due in part to recent engineering controls implemented in conjunction with TBTA's business partners, as well as the continuing efforts by TBTA Operations and Maintenance teams on mitigation and traffic monitoring.

Regarding upcoming events, President DeCrescenzo acknowledged TBTA's Operations, Maintenance, Internal Security and other departments who have been busy coordinating preparations with City, State and event organizers for this year's New York City Marathon. This is a City-permitted event that kicks off from the

Verrazzano-Narrows Bridge on Sunday, November 6th, and will be at full capacity again not since 2019. TBTA expects approximately 55,000 participants at the start line. The amount of advance effort and planning by TBTA employees, as well as post-event clean-up, is truly impressive and mostly done behind-the-scenes.

Finally, President DeCrescenzo wished future success and happiness on behalf of the TBTA family to its departing Finance business partner and former employee Marissa Krinis, and thanked the MTA Office of Management and Budget for their continuing support.

Report on Operations

With regard to the Report on Operations for August 2022, Vice President and Chief of Operations Hildebrand stated that with the “Dog Days of Summer” upon the region, TBTA traffic resembled pre-pandemic levels. In August 2022 TBTA averaged more than 15,000 more vehicles per day over July 2022, and more than 38,000 additional vehicles per day when compared to August 2021. TBTA reports a total traffic count for August 2022 that was stronger than that of August 2021 and well above the traffic counts for the same month in 2020.

Paid vehicular traffic in August 2022 was 29.3 million vehicles, which reflects an increase of 3.9% over the 28.2 million crossings in August 2021, 19.5% higher than that of August 2020 with 4.8 million more crossings. When compared to August of 2019 when there were 29.5 million paid crossings, TBTA saw a decrease of just 0.9% for August 2022. E-Z Pass market share was 95.4% for August of this year which was slightly above that of last year and two years ago.

For September 2022, preliminary TBTA traffic was 4.0% higher than September 2021 and 17.2% higher than that of September 2020. Per preliminary traffic data, traffic for September 2022 was also 1.2% higher as compared to September 2019.

Gasoline prices decreased to an average of \$4.32 per gallon in August 2022, and weather conditions did not have an impact on TBTA traffic operations.

As we move through the first months of the school year and the return to office for many people, TBTA continues to trend back toward pre-pandemic levels of bridge and tunnel crossings. TBTA Management teams and all employees from each internal department, along with TBTA’s MTAHQ consolidated partners, continue to take a coordinated, hand-in-hand approach to ensure the highest levels of safety, security, and customer experience for those choosing to use our facilities.

In response to Commissioner Valdivia’s question as to whether TBTA has metrics on how quickly vehicles pass through its facilities as an indication of traffic, Vice President Hildebrand explained that TBTA does measure average travel speeds and average travel times across its facilities. President DeCrescenzo added that such information is calculated daily and reported annually in a Maintenance and Operations check that shows the travel times up or down for each of TBTA’s facilities. Commissioner Valdivia requested to have such information in the monthly Committee Book as a useful metric of wellbeing in terms of the economy and congestion.

In response to Commissioner Glucksman’s question as to whether the MTA Drive Time app can be brought back, President DeCrescenzo explained that it is no longer supported, that it was consumed by things like Waze and Google, that some less detailed information is on mta.info, and that he would talk to Technology about the request to bring it back.

In response to Commissioner Miranda’s question as to whether there is a correlative effect between the TBTA traffic increase and the pace of people returning to subways, President DeCrescenzo responded that MTA Transit conducts surveys on subway rider destinations while TBTA monitors the number of new E-ZPass

accounts, which have increased in the last couple of years. There has not been an explosive surge in traffic, which is currently close to what it was in 2019. More people are using cars but not in the traditional Monday to Friday schedule. TBTA gets a focused rush hour in the morning that dies out fairly quickly around 9:30 a.m. and then an elongated rush hour in the afternoon. This indicates that people are leaving work at different times of the day or going out for other things because they were working from home. We are not at the point where traffic on TBTA facilities is making people switch from driving. Chair Mack added essentially that corporations are increasingly demanding people return to the office yet without more police on subways and buses people will still commute by car so traffic will continue to increase.

Safety Report

With regard to the Report on Safety for August 2022, Vice President and Chief Safety Officer Osnes stated that the total collision rate was 3.93 per million vehicles, which is better than last year as well as rolling year 2019/2020. The collisions with injury rate was 0.80 per million vehicles, the same as in rolling year 2019/2020 but slightly higher than last year. The employee lost time injury rate was 5.6 incidents per 200,000 work hours, slightly higher than rolling year 2019/2020 but better than last year.

Procurements

President DeCrescenzo stated that there are no procurements.

Adjournment

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

Respectfully submitted,



Paul L. Friman

Acting 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

November 2022

No items scheduled

December 2022

2023 Proposed Committee Work Plan
2023 Proposed Final Budget

Committee Chair & Members
Planning & Budget

January 2023

Approval of 2023 Work Plan

Committee Chair & Members

February 2023

Preliminary Review of 2022 Operating Budget Results
2023 Adopted Budget/Financial Plan 2023-2026
2022 B&T Operating Surplus
2022 Customer Environment Report

Planning & Budget
Planning & Budget
Controller
Operations

March 2023

Annual Procurement Contracts Report

Procurement & Materials/
Finance

April 2023

Final Review of 2022 Year-End Operating Results

Planning & Budget

May 2023

No items scheduled

June 2023

No items scheduled

July 2023

No items scheduled

August 2023

No meeting scheduled

September 2023

2024 Preliminary Budget

Planning & Budget

October 2023

2024 Preliminary Budget

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, and leading indicators for roadway 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

NOVEMBER 2022

No items scheduled.

DECEMBER 2022

2023 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.

JANUARY 2023

Approval of Work Plan for 2023

The committee will have already received a draft work plan for 2023 at the December 2022 meeting. The committee will be requested to approve the amended work plan for the year.

FEBRUARY 2023

Preliminary Review of 2022 Operating Budget Results

The agency will present a brief review of its 2021 Operating Budget results.

2023 Adopted Budget and February Financial Plan 2023-2026

The Agency will present its revised 2022 Adopted Budget and Financial Plan which will incorporate any changes made by the Board at the December 2022 meeting and any Agency technical adjustments.

2022 B&T Operating Surplus

The Committee will recommend action to the Board.

2022 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 2023

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 2023Final Review of 2022 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 2023

No items scheduled

JUNE 2023

No items scheduled

JULY 2023

No items scheduled

AUGUST 2023

No meeting scheduled

SEPTEMBER 20232024 Preliminary Budget

Agency will present highlights of the Preliminary Budget to the Committee. Public comment will be accepted on the 2024 Preliminary Budget.

OCTOBER 20232024 Preliminary Budget

Public comment will be accepted on the 2024 Preliminary Budget.



Bridges and Tunnels

Report on Operations September 2022



Richard Hildebrand
Vice President
Operations

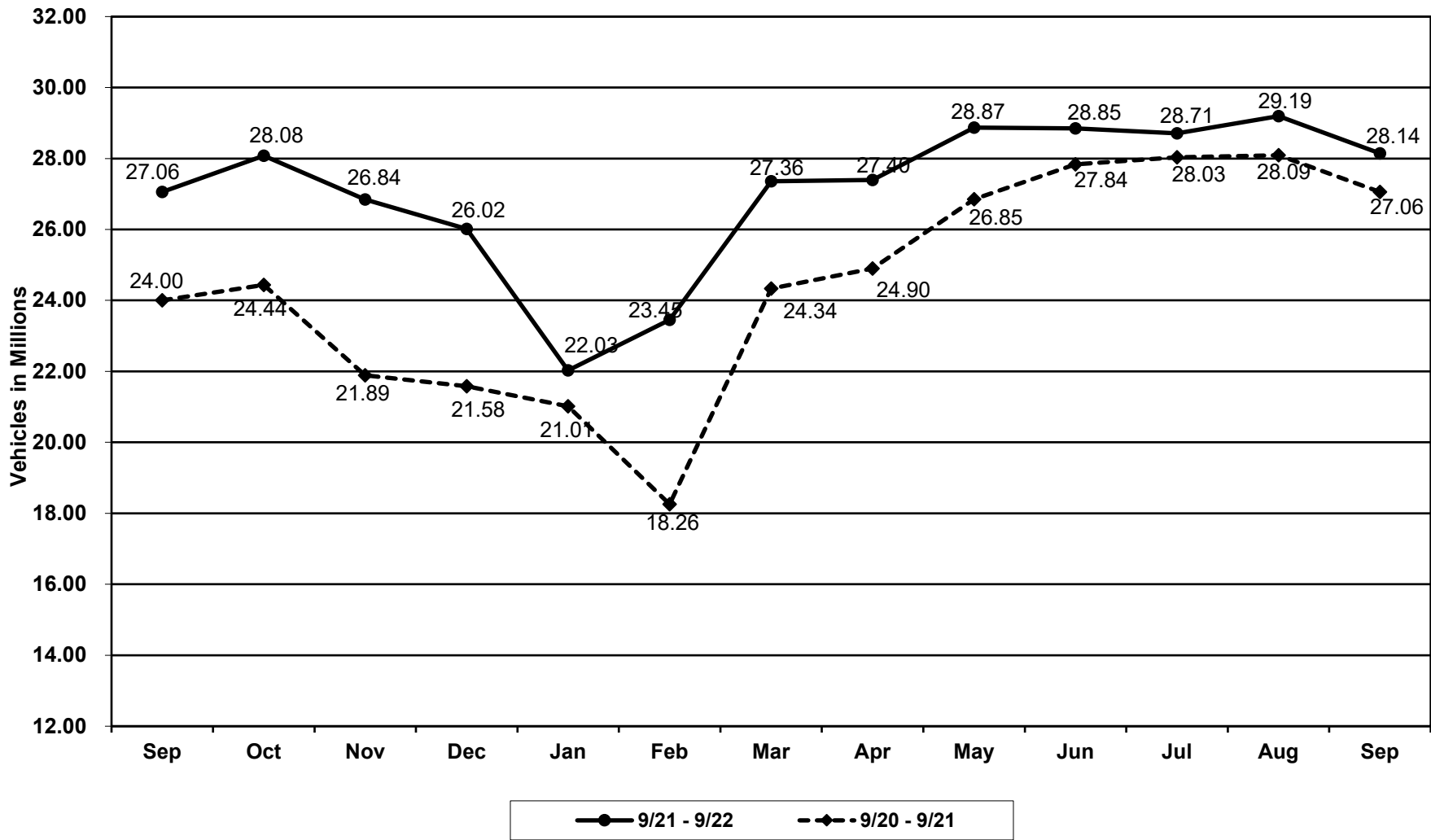
MTA Bridges and Tunnels September 2022 Traffic Trends

Summary

B&T's traffic numbers are closely resembling pre-pandemic levels. For the month of September, 28.1 million paid vehicles crossed B&T facilities, an increase of 4.0% compared to 27.1 million in September 2021. Compared to September 2020, B&T paid traffic was 17.3% higher with an increase of 4.1 million more crossings. E-ZPass market share was 95.1% in September, slightly above last year and two years ago.

Gasoline prices decreased in September to an average of \$3.83 per gallon, which is \$0.48 higher than 2021 and \$1.57 higher than two years ago. Gasoline prices and weather condition were not significant factors on September traffic.

MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending September 2022



**MTA Bridges and Tunnels
E-ZPass and Tolls by Mail Traffic
September 2022**
Preliminary data subject to final audit

All B&T Facilities by Method of Payment				
	September 2022	September 2021	September 2020	2022 YTD
E-ZPass1	26,766,072	25,713,072	22,742,811	232,488,066
Tolls by Mail1	1,377,288	1,344,172	1,259,515	11,518,058
Total	28,143,360	27,057,244	24,002,326	244,006,124
E-ZPass Market Share:				
Total	95.1%	95.0%	94.8%	95.3%
Cars	95.0%	95.0%	94.6%	95.1%
Trucks	97.0%	95.9%	97.0%	97.2%

Facility	Average Weekday ²					Average Weekend ²										
	September 2022			E-ZPass Market Share					September 2022			E-ZPass Market Share				
	Total	E-ZPass	TBM	Sep 2022	Sep 2021	Sep 2020	2022 vs 2021	2022 vs 2020	Total	E-ZPass	TBM	Sep 2022	Sep 2021	Sep 2020	2022 vs 2021	2022 vs 2020
Bronx-Whitestone Bridge	145,613	137,391	8,223	94.4%	94.4%	94.1%	0.0%	0.3%	147,950	137,312	10,637	92.8%	92.8%	92.4%	0.0%	0.5%
Cross Bay Bridge	23,884	22,987	898	96.2%	96.0%	95.8%	0.3%	0.4%	20,558	19,538	1,020	95.0%	95.1%	94.4%	0.0%	0.7%
Henry Hudson Bridge	75,135	71,843	3,292	95.6%	95.5%	95.5%	0.1%	0.1%	67,591	63,704	3,886	94.3%	94.2%	94.0%	0.1%	0.3%
Hugh L. Carey Tunnel	66,305	63,991	2,314	96.5%	96.4%	96.4%	0.1%	0.2%	55,550	52,789	2,760	95.0%	95.0%	94.4%	0.0%	0.6%
Marine Parkway Bridge	23,958	23,241	716	97.0%	96.8%	96.7%	0.2%	0.3%	21,962	21,131	831	96.2%	96.1%	95.4%	0.1%	0.8%
Queens Midtown Tunnel	88,070	85,094	2,976	96.6%	96.2%	95.5%	0.4%	1.1%	85,344	81,315	4,029	95.3%	95.0%	93.3%	0.3%	1.9%
Robert F. Kennedy Bridge	191,848	182,394	9,454	95.1%	95.1%	94.6%	0.0%	0.5%	185,258	173,383	11,876	93.6%	93.8%	92.8%	-0.2%	0.8%
Throgs Neck Bridge	112,807	106,989	5,818	94.8%	95.0%	94.9%	-0.1%	-0.1%	123,078	114,622	8,457	93.1%	93.3%	93.0%	-0.1%	0.1%
Verrazzano-Narrows Bridge ¹	<u>224,874</u>	<u>216,310</u>	<u>8,564</u>	<u>96.2%</u>	<u>96.0%</u>	<u>96.1%</u>	<u>0.2%</u>	<u>0.1%</u>	<u>220,705</u>	<u>208,807</u>	<u>11,899</u>	<u>94.6%</u>	<u>94.5%</u>	<u>94.2%</u>	<u>0.1%</u>	<u>0.4%</u>
All Facilities¹	952,494	910,241	42,254	95.6%	95.5%	95.3%	0.1%	0.3%	927,996	872,601	55,395	94.0%	94.0%	93.4%	0.0%	0.6%

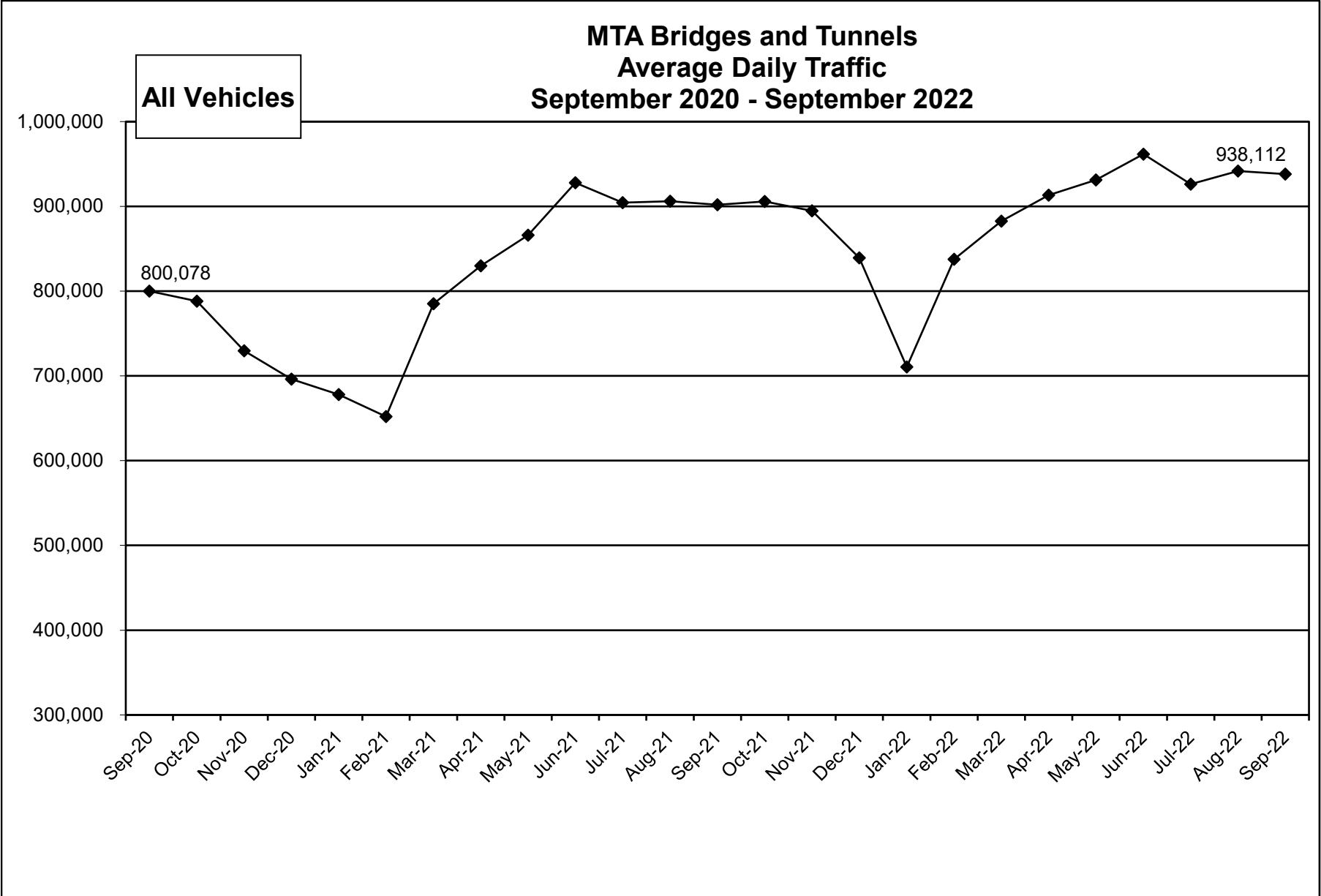
Notes:

- 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
September 2022
Preliminary data subject to final audit

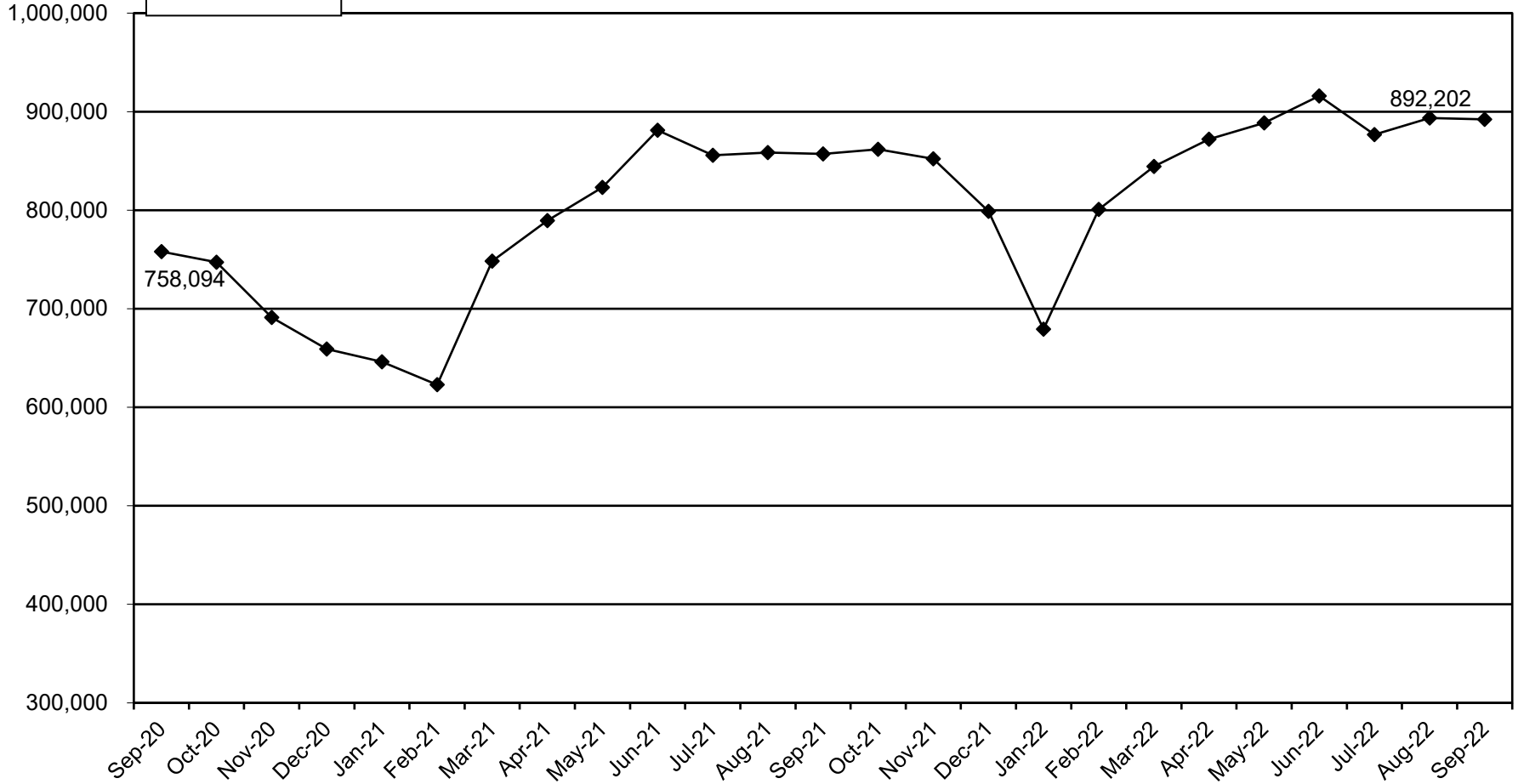
Distribution by Facility & Time Period			
Facility	September 2022		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	21.3%	22.9%	55.8%
Cross Bay Bridge	23.5%	24.9%	51.7%
Henry Hudson Bridge	22.3%	28.5%	49.2%
Hugh L. Carey Tunnel	23.8%	24.2%	51.9%
Marine Parkway Bridge	24.3%	27.0%	48.7%
Queens Midtown Tunnel	20.3%	22.3%	57.3%
Robert F. Kennedy Bridge	23.1%	21.8%	55.1%
Throgs Neck Bridge	23.1%	24.4%	52.5%
Verrazzano-Narrows Bridge	22.5%	23.7%	53.8%
All Facilities	22.4%	23.7%	53.9%

Payment Method by Facility (Transactions)			
Facility	September 2022		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	88.7%	5.2%	6.1%
Cross Bay Bridge	94.2%	1.8%	4.1%
Henry Hudson Bridge	83.9%	11.4%	4.8%
Hugh L. Carey Tunnel	89.7%	6.4%	3.9%
Marine Parkway Bridge	93.3%	3.5%	3.2%
Queens Midtown Tunnel	90.5%	5.7%	3.8%
Robert F. Kennedy Bridge	88.0%	6.6%	5.3%
Throgs Neck Bridge	86.3%	8.0%	5.7%
Verrazzano-Narrows Bridge	84.7%	11.0%	4.3%
All Facilities	87.4%	7.7%	4.9%



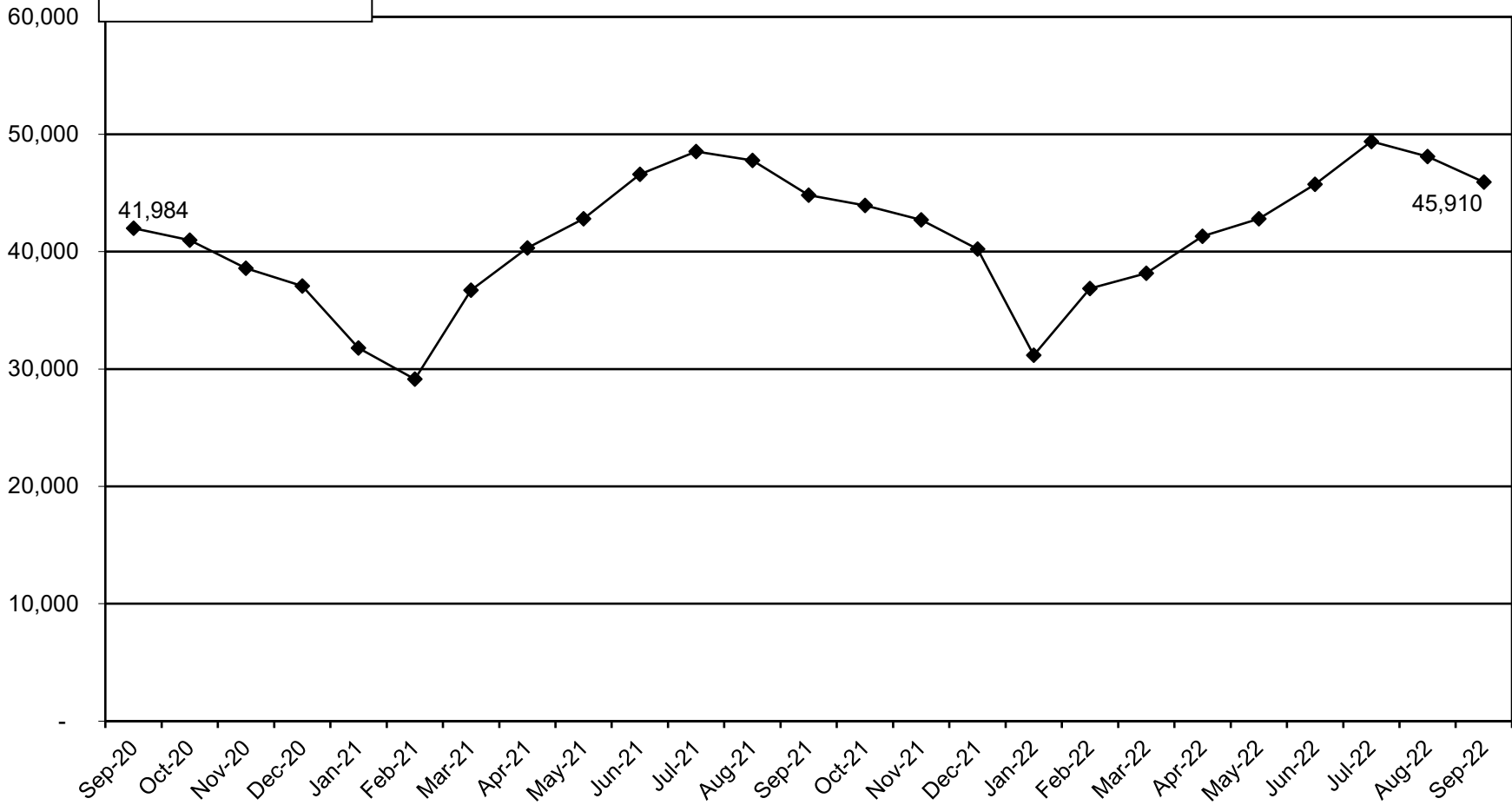
MTA Bridges and Tunnels Average Daily Traffic September 2020 - September 2022

**E-ZPass
Vehicles**



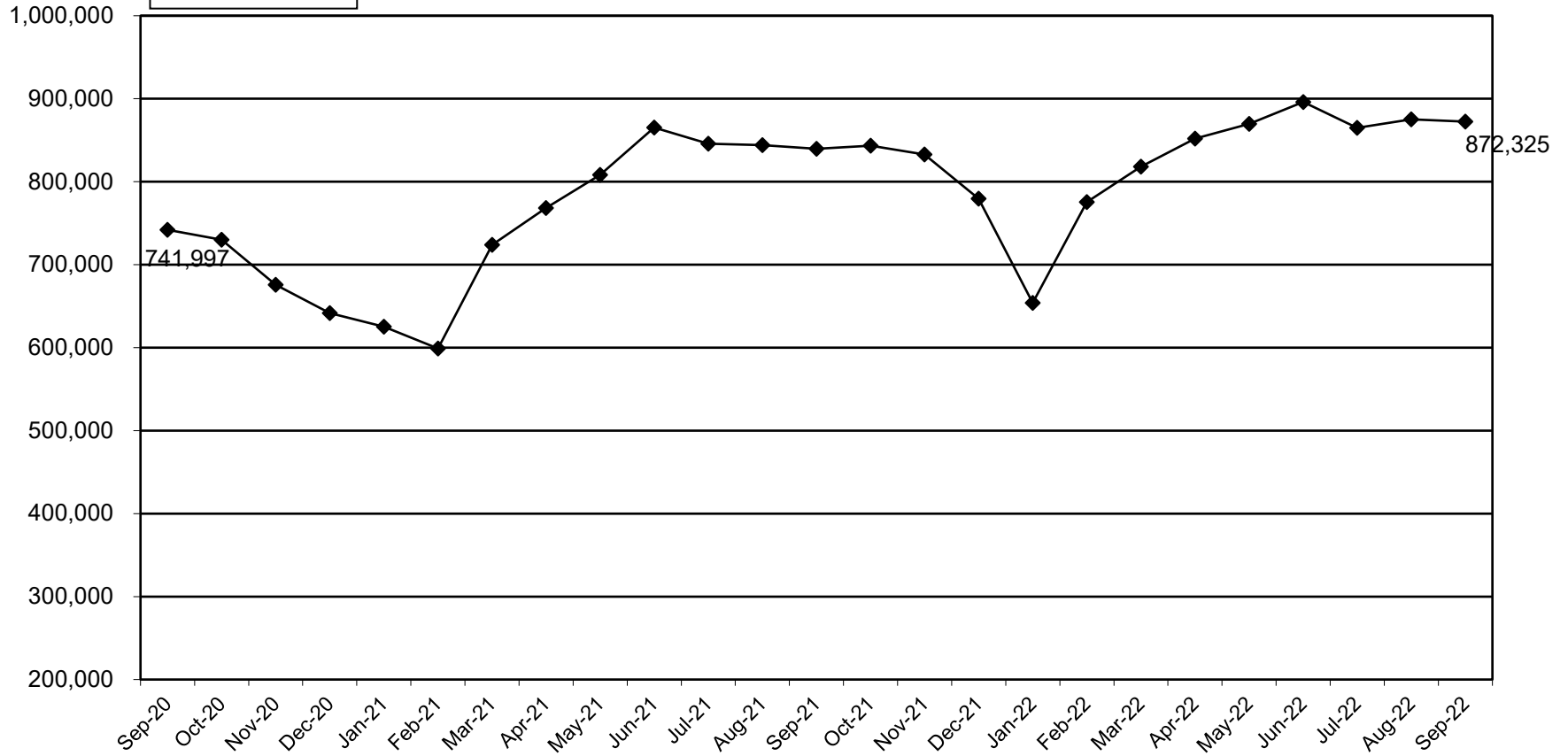
MTA Bridges and Tunnels Average Daily Traffic September 2020- September 2022

**Tolls by Mail
Vehicles**

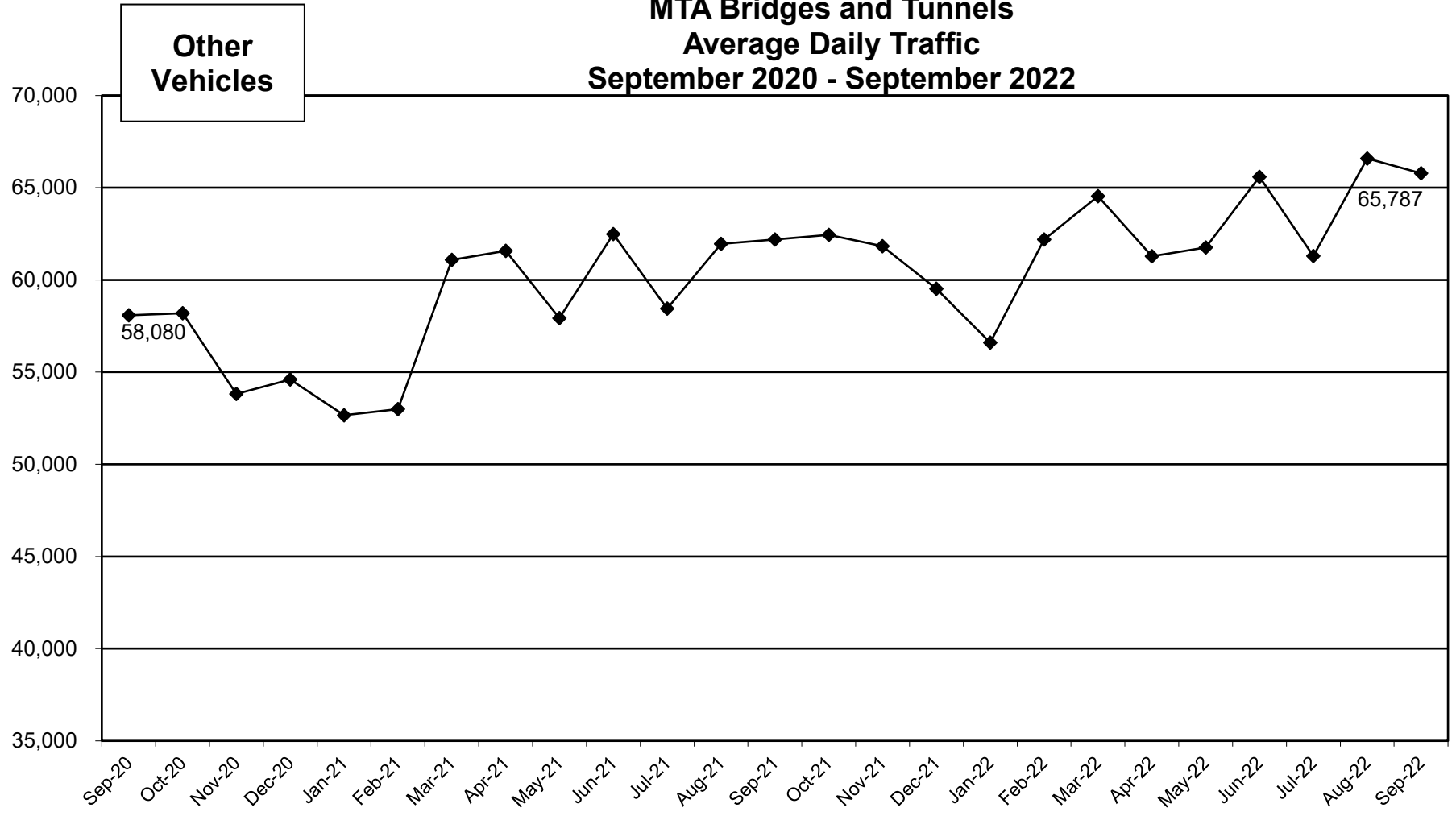


MTA Bridges and Tunnels Average Daily Traffic September 2020 - September 2022

Passenger
Vehicles



MTA Bridges and Tunnels Average Daily Traffic September 2020 - September 2022



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

Corridor	Toll Media	Sep(1)	3 Months(2) (Jul-Sep)	6 Months(3) (Apr -Sep)	9 Months(4) (Jan-Sep)	12 Months(5) (Oct-Sep)
All Facilities	Total Vehicles	4.0%	3.4%	5.2%	7.8%	10.4%
	E-ZPass	4.1%	3.5%	5.4%	8.1%	10.7%
	Tolls by Mail	2.5%	1.6%	0.9%	2.8%	4.3%
RFK Bridge	Total Vehicles	4.8%	3.6%	5.3%	7.3%	9.4%
	E-ZPass	4.7%	3.6%	5.3%	7.5%	9.7%
	Tolls by Mail	5.8%	4.7%	3.9%	4.7%	4.1%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	8.0%	9.5%	13.7%	17.9%	21.0%
	E-ZPass	8.3%	9.8%	14.2%	18.5%	21.7%
	Tolls by Mail	2.0%	2.4%	1.1%	4.4%	5.3%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	3.9%	3.0%	4.4%	8.2%	8.9%
	E-ZPass	3.8%	2.9%	4.5%	8.5%	9.1%
	Tolls by Mail	5.1%	4.4%	3.6%	2.6%	6.1%
Verrazzano-Narrows Bridge	Total Vehicles	4.0%	2.0%	2.9%	5.0%	7.5%
	E-ZPass	4.2%	2.3%	3.2%	5.4%	7.9%
	Tolls by Mail	-0.4%	-3.8%	-4.8%	-2.7%	0.4%
Henry Hudson Bridge	Total Vehicles	-1.3%	-0.5%	2.2%	6.5%	11.9%
	E-ZPass	-1.2%	-0.5%	2.4%	6.7%	12.0%
	Tolls By Mail	-4.1%	-1.8%	-0.5%	3.4%	8.6%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-1.6%	0.6%	0.2%	2.5%	4.8%
	E-ZPass	-1.4%	0.7%	0.4%	2.6%	5.0%
	Tolls by Mail	-7.4%	-3.0%	-3.5%	-1.2%	-0.1%

(1) September 2022 vs. September 2021

(2) July 2022 to September 2022 vs. July 2021 to September 2021

(3) April 2022 to September 2022 vs. April 2021 to September 2021

(4) January 2022 to September 2022 vs. January 2021 to September 2021

(5) October 2021 to September 2022 vs. October 2020 to September 2021

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

Corridor	Toll Media	Sep(1)	3 Months(2) (Jun -Sep)	6 Months(3) (Mar-Sep)	9 Months(4) (Dec-Sep)	12 Months(5) (Sep-Sep)
All Facilities	Total Vehicles	4.0%	3.4%	5.2%	7.8%	10.4%
	Passenger	3.9%	3.3%	5.2%	7.9%	10.7%
	Other	5.8%	6.1%	4.9%	6.4%	7.3%
RFK Bridge	Total Vehicles	4.8%	3.6%	5.3%	7.3%	9.4%
	Passenger	4.6%	3.5%	5.3%	7.5%	9.7%
	Other	6.6%	5.6%	4.2%	5.4%	5.5%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	8.0%	9.5%	13.7%	17.9%	21.0%
	Passenger	7.8%	9.3%	13.8%	18.3%	21.6%
	Other	11.2%	12.7%	11.3%	13.3%	13.1%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	3.9%	3.0%	4.4%	8.2%	8.9%
	Passenger	4.2%	3.0%	4.5%	8.3%	9.3%
	Other	0.8%	3.3%	3.2%	6.8%	5.9%
Verrazzano-Narrows Bridge	Total Vehicles	4.0%	2.0%	2.9%	5.0%	7.5%
	Passenger	3.8%	1.8%	2.9%	5.1%	7.7%
	Other	6.5%	4.9%	3.0%	3.9%	6.0%
Henry Hudson Bridge	Total Vehicles	-1.3%	-0.5%	2.2%	6.5%	11.9%
	Passenger	-1.7%	-0.8%	2.0%	6.2%	11.6%
	Other	40.7%	34.5%	29.5%	36.9%	38.8%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-1.6%	0.6%	0.2%	2.5%	4.8%
	Passenger	-2.4%	0.0%	-0.2%	2.1%	4.5%
	Other	14.5%	12.3%	7.6%	8.9%	10.8%

(1) September 2022 vs. September 2021

(2) July 2022 to September 2022 vs. July 2021 to September 2021

(3) April 2022 to September 2022 vs. April 2021 to September 2021

(4) January 2022 to September 2022 vs. January 2021 to September 2021

(5) October 2021 to September 2022 vs. October 2020 to September 2021



Bridges and Tunnels

Safety Report September 2022



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		
	October 2019 - September 2020	October 2020 - September 2021	October 2021 - September 2022
Customer Collisions Rate per Million Vehicles	4.83	3.89	3.96
Customer Injury Collisions Rate per Million Vehicles	0.78	0.62	0.82
Employee Accident Reports	162	141	114
Employee Lost Time Injuries Rate per 200,000 Hours Worked	6.0	6.1	5.3

Leading Indicators				
Roadway Safety	2021		2022	
	September	Year End	September	Year to Date
Workforce Development (# of Participants)	0	0	57	434
Fleet Preventative Maintenance Insp.	187	1559	152	1187
Safety Taskforce Inspections	1	14	1	11
Fire Safety	September	Year End	September	Year to Date
Fire Code Audits Completed	2	14	2	10
FDNY Liaison Visits	0	34	0	15

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 consists of reviewing past accident and incident experiences/reports and facility safety reports. The Taskforce meets with location management and union representatives and make 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.

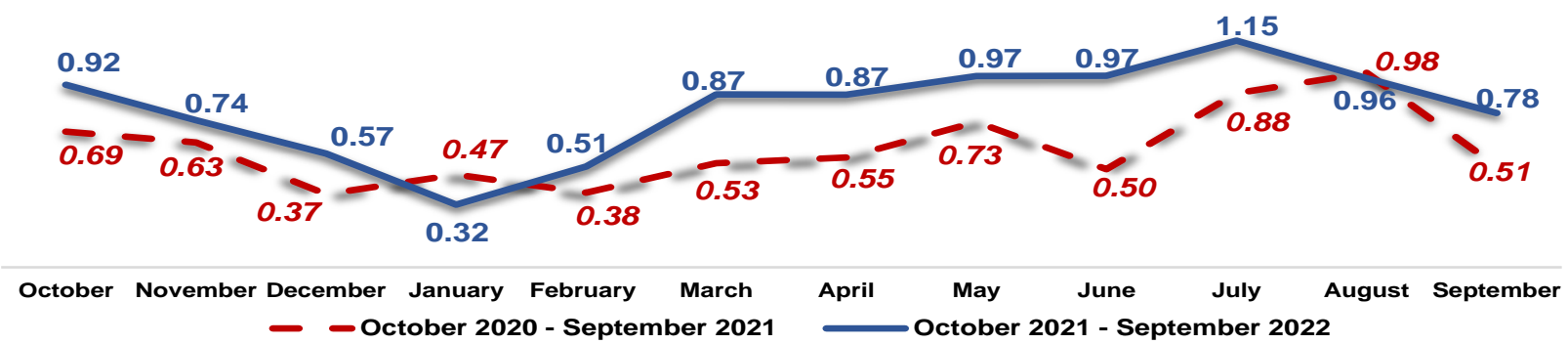
Fire Code Audits are required by the NY'S Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

FDNY Liaison Visits are conducted as 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



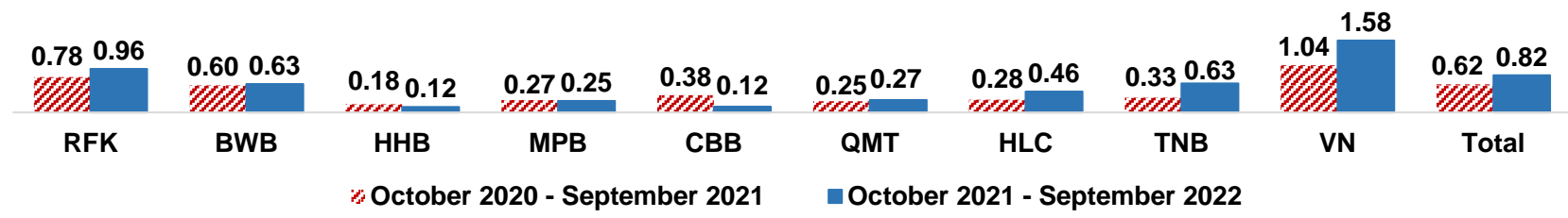
Total Collisions per Million Vehicles



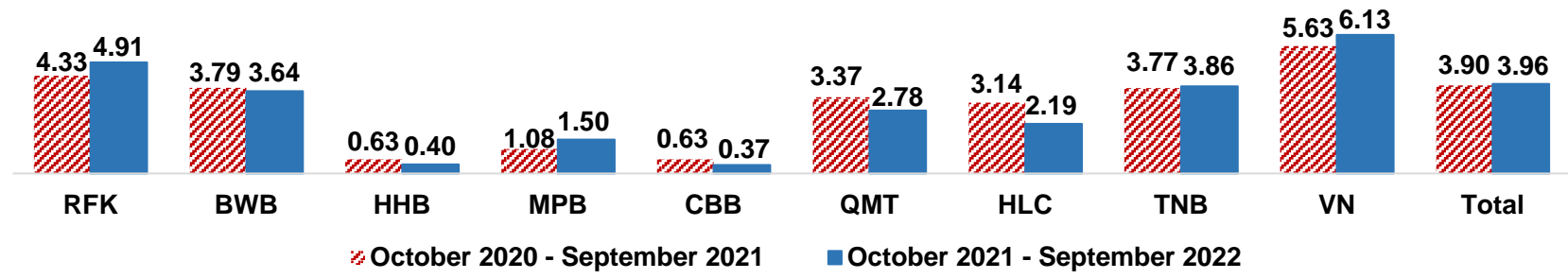


Collision Rates by Facility Year over Year Comparison of 12-Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





Collision Rates by Facility

Total Collisions per Million Vehicles: September 2021 – September 2022

	21-Sep	21-Oct	21-Nov	21-Dec	22-Jan	22-Feb	22-Mar	22-Apr	22-May	22-Jun	22-Jul	22-Aug	22-Sep
RFK	4.80	4.72	5.31	3.53	3.23	5.16	3.81	6.48	6.88	3.65	4.23	5.28	6.17
BWB	2.32	5.47	4.24	1.97	1.75	2.82	1.87	4.56	3.94	5.54	3.47	4.49	2.74
TNB	3.08	1.76	3.68	3.74	1.83	2.04	8.41	6.55	3.51	2.87	3.97	4.24	3.46
VNB	5.37	7.39	5.29	4.97	3.95	3.84	5.62	6.42	5.10	8.60	7.28	6.77	7.49
QMT	5.82	4.01	4.16	1.30	2.09	3.72	2.73	1.96	4.91	3.79	1.56	1.51	1.53
HLC	3.43	4.67	2.20	3.39	2.66	2.41	2.07	1.08	0.00	2.59	3.28	0.52	1.60
HHB	0.00	0.43	0.46	0.50	0.00	0.56	0.00	0.00	0.44	1.34	0.47	0.46	0.00
MPB	1.44	0.00	1.58	4.99	0.00	0.00	4.76	0.00	2.72	0.00	1.19	1.27	1.44
CBB	1.42	0.00	0.00	0.00	0.00	0.00	0.00	1.59	0.00	0.00	1.29	0.00	1.47
Total	3.79	4.47	4.01	3.18	2.49	3.19	3.90	4.62	4.18	4.60	4.06	4.13	4.18



Bridges and Tunnels

Financial Report October 2022

Andrew Ritchel
Director, Financial Analysis – HQ/B&T/C&D
MTA Office of the Chief Financial Officer

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of October 31, 2022
(in thousands)

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

CURRENT ASSETS:

Cash-Unrestricted	23,329
Investments:	
Unrestricted	607,137
Restricted	1,234,755
Accrued interest receivable	9,188
Accounts receivable	462,450
Less allowance for uncollectible accounts	-348,422
Tolls due from other agencies	40,846
Prepaid expenses	5,345
	2,034,629
Total current assets	2,034,629

NONCURRENT ASSETS:

Investments:	
Unrestricted	
Restricted	-
Facilities, less acc.dep of \$2,268,473	7,524,048
Capital lease 2 Broadway net acc. dep.	33,514
Derivative Hedge Assets	3,467
	7,561,029
Total noncurrent assets	7,561,029

TOTAL ASSETS:	9,595,657
----------------------	------------------

DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to pension	40,718
Deferred outflow of resources related to other post-employment benefits	175,636
Accumulated decreases in fair value of derivative instruments	71,395
Defeasance costs	161,679
	449,428

TOTAL DEFERRED OUTFLOWS OF RESOURCES:	449,428
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TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	10,045,086
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MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of October 31, 2022
(in thousands)

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

Current portion-long term debt	296,800
Interest Payable	171,589
Accounts Payable	118,567
Accrued Pension Payable	9,506
Payable to MTA-CAP	378,318
Due to MTA-Operating Expenses	3,749
Due to NYCTA-Operating Expenses	36
Accrued salaries	41,154
Accrued Vac & Sick Benefits	19,574
Current portion of estimated liability arising from injury	1,123
Due to New York City Transit Authority	99,029
Due to Metropolitan Transportation Authority	115,151
Unearned Toll Revenue	220,053
Tolls due to other agencies	90,875
E-ZPass Airport Toll Liability	2,981
	<hr/>
Total current liabilities	1,568,505

NONCURRENT LIABILITIES:

Long term debt	9,722,571
Post Employment Benefits Other than Pensions	987,443
Estimated liability arising from injury	53,696
Capital lease obligations	59,704
Other long-term liabilities	-
Derivative Hedge Liabilities	35,362
Due (to)/from MTA - change in fair value of derivative	39,499
Net Pension Liability	59,821
	<hr/>
Total noncurrent liabilities	10,958,096

DEFERRED INFLOW OF RESOURCES

Deferred Inflow of resources related to Pension	159,324
Deferred Inflow of resources related to other post-employment benefits	82,536

TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES 12,768,461

NET POSITION

 -2,723,376 *

TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET

 10,045,086

*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 - 2022 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
OCTOBER 2022

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	203.589	210.312	6.723	3.3	0.000	0.000	0.000	-	203.589	210.312	6.723	3.3
Other Operating Revenue	1.655	2.088	0.433	26.2	0.000	0.000	0.000	-	1.655	2.088	0.433	26.2
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.977	2.034	0.057	2.9	1.977	2.034	0.057	2.9
Investment Income	0.108	0.632	0.524	*	0.000	0.000	0.000	-	0.108	0.632	0.524	*
Total Revenue	\$205.353	\$213.033	\$7.680	3.7	\$1.977	\$2.034	\$0.057	2.9	\$207.330	\$215.067	\$7.737	3.7
Expenses												
<i>Labor:</i>												
Payroll	\$9.922	\$8.899	\$1.024	10.3	\$0.815	\$0.664	\$0.151	18.6	10.738	\$9.563	\$1.175	10.9
Overtime	2.216	1.807	0.409	18.4	0.141	0.182	(0.040)	(28.4)	2.357	1.989	0.369	15.6
Health and Welfare	2.539	2.031	0.509	20.0	0.295	0.158	0.136	46.3	2.834	2.189	0.645	22.8
OPEB Current Payment	2.349	2.342	0.007	0.3	0.000	0.000	0.000	-	2.349	2.342	0.007	0.3
Pensions	2.383	2.166	0.217	9.1	0.132	0.172	(0.039)	(29.7)	2.515	2.337	0.177	7.1
Other Fringe Benefits	1.830	1.114	0.716	39.1	0.056	0.083	(0.027)	(48.6)	1.886	1.197	0.689	36.5
Reimbursable Overhead	(0.537)	(0.775)	0.238	44.4	0.537	0.775	(0.238)	(44.4)	0.000	0.000	0.000	-
Total Labor Expenses	\$20.702	\$17.583	\$3.120	15.1	\$1.977	\$2.034	(\$0.057)	(2.9)	\$22.679	\$19.616	\$3.062	13.5
<i>Non-Labor:</i>												
Electric Power	\$0.362	\$0.579	(\$0.217)	(60.0)	\$0.000	\$0.000	\$0.000	-	\$0.362	\$0.579	(\$0.217)	(60.0)
Fuel	0.147	0.018	0.130	88.0	0.000	0.000	0.000	-	0.147	0.018	0.130	88.0
Insurance	1.052	1.040	0.012	1.1	0.000	0.000	0.000	-	1.052	1.040	0.012	1.1
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	11.487	7.987	3.499	30.5	0.000	0.000	0.000	-	11.487	7.987	3.499	30.5
Professional Service Contracts	2.692	1.070	1.622	60.3	0.000	0.000	0.000	-	2.692	1.070	1.622	60.3
Materials & Supplies	0.265	0.095	0.171	64.3	0.000	0.000	0.000	-	0.265	0.095	0.171	64.3
Other Business Expenses	3.065	4.600	(1.534)	(50.1)	0.000	0.000	0.000	-	3.065	4.600	(1.534)	(50.1)
Total Non-Labor Expenses	\$19.070	\$15.388	\$3.682	19.3	\$0.000	\$0.000	\$0.000	-	\$19.070	\$15.388	\$3.682	19.3
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.	\$39.772	\$32.971	\$6.801	17.1	\$1.977	\$2.034	(\$0.057)	(2.9)	\$41.749	\$35.005	\$6.744	16.2
Depreciation	\$17.146	\$16.503	\$0.643	3.8	\$0.000	\$0.000	\$0.000	-	17.146	\$16.503	\$0.643	3.8
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	(0.342)	0.000	(0.342)	(100.0)	0.000	0.000	0.000	-	(0.342)	0.000	(0.342)	(100.0)
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.	\$56.577	\$49.474	\$7.103	12.6	\$1.977	\$2.034	(\$0.057)	(2.9)	\$58.553	\$51.508	\$7.045	12.0
Less: Depreciation	\$17.146	\$16.503	\$0.643	3.8	\$0.000	\$0.000	\$0.000	-	\$17.146	\$16.503	\$0.643	3.8
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	(0.342)	0.000	(0.342)	(100.0)	0.000	0.000	0.000	-	(0.342)	0.000	(0.342)	(100.0)
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	\$39.772	\$32.971	\$6.801	17.1	\$1.977	\$2.034	(\$0.057)	(2.9)	\$41.749	\$35.005	\$6.744	16.2
Net Surplus/(Deficit)	\$165.581	\$180.062	\$14.481	8.7	\$0.000	\$0.000	\$0.000	-	\$165.581	\$180.062	\$14.481	8.7

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

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2022 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
OCTOBER 2022
(\$ 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)								\$165.581	\$180.062	\$14.481	8.7	
Less: Capitalized Assets								0.340	0.185	0.155	45.5	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Adjusted Net Income/(Deficit)								\$165.241	\$179.877	\$14.636	8.9	
Less: Debt Service								60.148	57.246	2.902	4.8	
Less: Contribution to the Capital Program								0.000	0.000	0.000	-	
Income Available for Distribution								\$105.093	\$122.631	\$17.538	16.7	
Distributable To:												
MTA - Investment Income								0.108	0.632	0.524	*	
MTA - Distributable Income								56.305	64.652	8.347	14.8	
NYCTR - Distributable Income								48.679	57.346	8.667	17.8	
Total Distributable Income								\$105.093	\$122.631	\$17.538	16.7	
Support to Mass Transit:												
Total Revenues								207.330	215.067	7.737	3.7	
Less: Total Operating Expenses								<u>41.749</u>	<u>35.005</u>	<u>6.744</u>	16.2	
Net Operating Income/(Deficit)								\$165.581	\$180.062	\$14.481	8.7	
Deductions from Net Operating Income:												
Capitalized Assets								0.340	0.185	0.155	45.5	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								33.818	31.745	2.073	6.1	
Contribution to the Capital Program								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Total Deductions From Operating Income								\$34.158	\$31.930	\$2.228	6.5	
Total Support to Mass Transit								\$131.423	\$148.132	\$16.709	12.7	

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 - 2022 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
OCTOBER Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	1,939.400	1,953.481	14.081	0.7	0.000	0.000	0.000	-	1,939.400	1,953.481	14.081	0.7
Other Operating Revenue	17.905	19.699	1.794	10.0	0.000	0.000	0.000	-	17.905	19.699	1.794	10.0
Capital & Other Reimbursements	0.000	0.000	0.000	-	15.594	11.837	(3.757)	(24.1)	15.594	11.837	(3.757)	(24.1)
Investment Income	0.765	2.115	1.350	*	0.000	0.000	0.000	-	0.765	2.115	1.350	*
Total Revenue	\$1,958.069	\$1,975.294	\$17.225	0.9	\$15.594	\$11.837	(\$3.757)	(24.1)	\$1,973.663	\$1,987.131	\$13.468	0.7
Expenses												
<i>Labor:</i>												
Payroll	\$92.740	\$88.501	\$4.239	4.6	5.435	\$4.178	\$1.257	23.1	98.175	\$92.679	\$5.496	5.6
Overtime	18.430	19.254	(0.823)	(4.5)	0.761	0.300	0.461	60.5	19.191	19.554	(0.363)	(1.9)
Health and Welfare	22.742	21.195	1.547	6.8	2.150	0.996	1.155	53.7	24.892	22.190	2.702	10.9
OPEB Current Payment	23.236	23.335	(0.100)	(0.4)	0.000	0.000	0.000	-	23.236	23.335	(0.100)	(0.4)
Pensions	26.314	25.993	0.320	1.2	1.323	1.075	0.248	18.7	27.637	27.068	0.568	2.1
Other Fringe Benefits	15.123	12.576	2.548	16.8	0.554	0.515	0.039	7.0	15.677	13.091	2.586	16.5
Reimbursable Overhead	(5.371)	(4.773)	(0.598)	(11.1)	5.371	4.773	0.598	11.1	0.000	0.000	0.000	-
Total Labor Expenses	\$193.214	\$186.081	\$7.133	3.7	\$15.594	\$11.837	\$3.757	24.1	\$208.808	\$197.918	\$10.890	5.2
<i>Non-Labor:</i>												
Electric Power	\$3.944	\$3.987	(\$0.043)	(1.1)	0.000	\$0.000	\$0.000	-	\$3.944	\$3.987	(\$0.043)	(1.1)
Fuel	2.458	2.048	0.410	16.7	0.000	0.000	0.000	-	2.458	2.048	0.410	16.7
Insurance	10.368	10.259	0.108	1.0	0.000	0.000	0.000	-	10.368	10.259	0.108	1.0
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	119.668	109.584	10.084	8.4	0.000	0.000	0.000	-	119.668	109.584	10.084	8.4
Professional Service Contracts	22.172	20.002	2.170	9.8	0.000	0.000	0.000	-	22.172	20.002	2.170	9.8
Materials & Supplies	2.277	2.345	(0.068)	(3.0)	0.000	0.000	0.000	-	2.277	2.345	(0.068)	(3.0)
Other Business Expenses	39.759	44.981	(5.222)	(13.1)	0.000	0.000	0.000	-	39.759	44.981	(5.222)	(13.1)
Total Non-Labor Expenses	\$200.645	\$193.205	\$7.440	3.7	\$0.000	\$0.000	\$0.000	-	\$200.645	\$193.205	\$7.440	3.7
Other Expense Adjustments												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
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.	\$393.859	\$379.287	\$14.572	3.7	\$15.594	\$11.837	\$3.757	24.1	\$409.453	\$391.124	\$18.329	4.5
Depreciation	\$166.913	\$164.120	\$2.793	1.7	0.000	\$0.000	\$0.000	-	166.913	\$164.120	\$2.793	1.7
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	(1.367)	0.000	(1.367)	(100.0)	0.000	0.000	0.000	-	(1.367)	0.000	(1.367)	(100.0)
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.	\$559.405	\$543.406	\$15.998	2.9	\$15.594	\$11.837	\$3.757	24.1	\$574.999	\$555.243	\$19.755	3.4
Less: Depreciation	\$166.913	\$164.120	\$2.793	1.7	\$0.000	\$0.000	\$0.000	-	\$166.913	\$164.120	\$2.793	1.7
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	(1.367)	0.000	(1.367)	(100.0)	0.000	0.000	0.000	-	(1.367)	0.000	(1.367)	(100.0)
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	\$393.859	\$379.287	\$14.572	3.7	\$15.594	\$11.837	\$3.757	24.1	\$409.453	\$391.124	\$18.329	4.5
Net Surplus/(Deficit)	\$1,564.210	\$1,596.008	\$31.798	2.0	\$0.000	\$0.000	\$0.000	-	\$1,564.210	\$1,596.008	\$31.798	2.0

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

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2022 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
OCTOBER 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)									\$1,564.210	\$1,596.008	\$31.798	2.0
Less: Capitalized Assets									7.810	9.960	(\$2.150)	(27.5)
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$1,556.399	\$1,586.047	\$29.648	1.9
Less: Debt Service									575.539	561.265	14.274	2.5
Less: Contribution to the Capital Program									0.000	0.000	0.000	-
Income Available for Distribution									\$980.860	\$1,024.783	\$43.922	4.5
Distributable To:												
MTA - Investment Income									0.765	2.115	1.350	*
MTA - Distributable Income									527.735	548.490	20.755	3.9
NYCTR - Distributable Income									452.360	474.178	21.817	4.8
Total Distributable Income									\$980.861	\$1,024.783	\$43.922	4.5
Support to Mass Transit:												
Total Revenues									1,973.663	1,987.131	13.468	0.7
Less: Total Operating Expenses									<u>409.453</u>	<u>391.124</u>	<u>18.329</u>	4.5
Net Operating Income/(Deficit)									\$1,564.210	\$1,596.008	\$31.798	2.0
Deductions from Net Operating Income:												
Capitalized Assets									7.810	9.960	(2.150)	(27.5)
Reserves									0.000	0.000	0.000	-
B&T Debt Service									314.271	302.708	11.562	3.7
Contribution to the Capital Program									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$322.081	\$312.669	\$9.413	2.9
Total Support to Mass Transit									\$1,242.129	\$1,283.339	\$41.210	3.3

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 - 2022 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
 (\$ in millions)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Oct-22	Favorable/ (Unfavorable) Variance		Year-to-Date
	\$	%	Reason for Variance	\$	%	Reason for Variance
Nonreimbursable						
Vehicle Toll Revenue	6,723	3.3%	Higher than forecast revenue per vehicle	14,081	0.7%	Traffic volumes were slightly above the forecast levels
Other Operating Revenue	0,433	26.2%	Higher revenue primarily due to income from E-ZPass administrative fees	1,794	10.0%	Higher revenue primarily due to income from E-ZPass administrative fees
Investment Income	0,524	483.2%	Higher than anticipated short-term investment returns on fund balances.	1,350	176.6%	Higher than anticipated short-term investment returns on fund balances.
Payroll	1,024	10.3%	Lower payroll expenses primarily due to vacancies	4,239	4.6%	Lower payroll expenses primarily due to vacancies
Overtime	0,409	18.4%	Lower expenses due in part to corrections to billings from prior months Kronos outage	(0,823)	-4.5%	Higher expenses due to Vacancy/Absentee coverage, and billing adjustment for an overpayment in August, and delays in reimbursable billings due to the Kronos outage
Health and Welfare	0,509	20.0%	Lower expenses primarily due to vacancies	1,547	6.8%	Lower expenses primarily due to vacancies
OPEB Current Payment	0,007	0.3%	Lower expenses primarily due to timing against the budget allocation	(0,100)	-0.4%	Higher expenses primarily due to timing against the budget allocation
Pensions	0,217	9.1%	Lower non-reimbursable expenses primarily due to higher than allocated capital reimbursement offsets	0,320	1.2%	Lower non-reimbursable expenses primarily due to lower than allocated capital reimbursement offsets
Other Fringe Benefits	0,716	39.1%	Lower expenses primarily due to timing against the budget allocation.	2,548	16.8%	Lower expenses primarily due to timing against the budget allocation.
Electric Power	(0,217)	-60.0%	Higher electricity expenses primarily due to higher than projected prices	(0,043)	-1.1%	Higher electricity expenses primarily due higher than projected prices
Fuel	0,130	88.0%	Lower fuel expenses primarily due to timing against the monthly budget allocation	0,410	16.7%	Lower fuel expenses primarily due to timing against the YTD budget allocation
Insurance	0,012	1.1%	Lower insurance expenses primarily due to timing against the monthly budget allocation	0,108	1.0%	Lower insurance expenses primarily due to timing against the YTD budget allocation
Maintenance and Other Operating Contracts	3,499	30.5%	Lower expenses mainly due to timing against the monthly budget allocation for major maintenance and painting, (\$1.168), E-ZPass tags, (\$1.009 Mill), E-ZPass customer service center, (\$0.624 Mill), security services, (\$0.215 Mill) and general maintenance costs, (\$0.267 Mill).	10,084	8.4%	Lower expenses mainly due to timing against the YTD budget allocation for major maintenance and painting, (\$3.646 Mill), E-ZPass customer service center, (\$3.107 Mill), E-ZPass tags, (1.991 Mill), security services (\$0.642 Mill) and general maintenance costs, (\$0.714 Mill).
Professional Service Contracts	1,622	60.3%	Lower expenses primarily due to bond issuance costs (\$0.749 Mill), procurement card costs (\$0.121 Mill), and timing of professional service contracts, (\$0.348 Mill), planning studies, (\$0.234 Mill), and other outside services, (\$0.120 Mill)	2,170	9.8%	Lower expenses primarily due to timing against the YTD budget allocation for professional service contracts, (\$1.300 Mill), planning studies consultants, (\$0.696 Mill)
Materials & Supplies	0,171	64.3%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly budget allocation	(0,068)	-3.0%	Higher expenses across a variety of small equipment and supply categories, due to timing, against the YTD budget allocation
Other Business Expense	(1,534)	-50.1%	Higher expenses primarily due to credit card processing fees, (\$0.650 Mill), and commission fees, (\$0.379 Mill)	(5,222)	-13.1%	Higher expenses primarily due to credit card processing fees, (\$2.421 Mill), commission fees, (\$1.227 Mill), and the timing of other miscellaneous expenses, (\$1.526 Mill)
Depreciation	0,643	3.8%	Lower depreciation expense primarily due to timing against the monthly budget allocation.	2,793	1.7%	Lower 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	0,057	2.9%	Lower capital reimbursements due to timing against the monthly budget allocation	(3,757)	-24.1%	Lower capital reimbursements due to timing against the YTD budget allocation
Payroll	0,151	18.6%	Lower capital reimbursements due to timing against the monthly budget allocation	1,257	23.1%	Lower capital reimbursements due to timing against the YTD budget allocation
Overtime	(0,040)	-28.4%	Minor variance	0,461	60.5%	Lower expenses due to billing delays on current projects, and a favorable correction to billings that was caused by the Kronos outage.
Health and Welfare	0,136	46.3%	Lower capital reimbursements due to timing against the monthly budget allocation	1,155	53.7%	Lower capital reimbursements due to timing against the YTD budget allocation
OPEB Current Payment	0,000	-	No variance	0,000	-	No variance
Pensions	(0,039)	-29.7%	Lower capital reimbursements due to timing against the monthly budget allocation	0,248	18.7%	Lower capital reimbursements due to timing against the YTD budget allocation
Other Fringe Benefits	(0,027)	-48.6%	Lower capital reimbursements due to timing against the monthly budget allocation	0,039	7.0%	Lower capital reimbursements due to timing against the YTD budget allocation
Reimbursable Overhead	(0,238)	-44.4%	Lower capital reimbursements due to timing against the monthly budget allocation	0,598	11.1%	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 October

Year to date ending October 2022

Comparison Current Year vs. Prior Year:

<u>Prior Year</u>		<u>*Current Year</u>		<u>Percentage Change</u>			<u>Prior Year</u>		<u>*Current Year</u>		<u>Percentage Change</u>	
<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>		<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>
4.4	\$34.5	4.3	\$36.0	-1.5%	4.4%	Bronx-Whitestone	40.2	\$308.8	42.6	\$337.3	6.1%	9.3%
0.7	1.6	0.6	1.8	-5.7%	12.0%	Cross Bay	6.8	17.4	6.7	18.4	-1.1%	5.6%
2.3	8.8	2.2	9.3	-3.0%	5.9%	Henry Hudson	19.7	74.1	20.8	81.5	5.4%	9.9%
1.9	13.2	1.9	13.7	-0.2%	4.4%	Hugh L. Carey	15.7	106.8	18.2	127.5	15.7%	19.4%
0.7	1.6	0.6	1.7	-7.1%	9.2%	Marine Parkway	6.4	16.6	6.7	18.1	4.3%	9.3%
2.5	18.3	2.7	20.6	8.3%	12.6%	Queens Midtown	21.3	154.7	24.9	185.8	16.8%	20.1%
5.5	42.0	5.7	45.4	3.9%	8.1%	RFK	50.8	380.8	54.4	422.0	6.9%	10.8%
3.4	31.7	3.5	33.3	3.4%	5.1%	Throgs Neck	31.1	283.5	33.0	308.4	6.0%	8.8%
6.7	46.4	6.7	48.4	-0.7%	4.4%	Verrazzano-Narrows	62.4	419.9	65.2	454.5	4.4%	8.2%
28.1	\$198.0	28.3	\$210.3	0.9%	6.2%	Total	254.4	\$1,762.6	272.3	\$1,953.5	7.0%	10.8%
	\$7.051		\$7.420		5.2%	Revenue Per Vehicle		\$6.927		\$7.173		3.5%

1) Toll increase implemented April 11, 2021

2) Numbers may not add due to rounding.

Comparison Actual vs. August Forecast:

<u>October Forecast</u>		<u>October Actual</u>		<u>Percentage Change</u>			<u>YTD Budget</u>		<u>YTD Actual</u>		<u>Percentage Change</u>	
<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>		<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>
28.8	\$203.6	28.3	\$210.3	-1.7%	3.3%	Total All	271.7	\$1,939.4	272.3	\$1,953.5	0.2%	0.7%
	\$7.060		\$7.420		5.1%	Revenue Per Vehicle		\$7.138		\$7.173		0.5%

3) 2022 October traffic is 0.2M above and revenue is 29.9M above October 2019, an increase of 0.8% and an increase 14.7% respectively

4) 2022 October YTD traffic and revenue is 3.2M below and \$221.8M above October YTD 2019, a decline of 1.2% and an increase of 12.8% respectively

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

Facility	Revenue Collection Rate October 2021 ⁴
Henry Hudson Bridge	95.7%
Hugh L. Carey Tunnel	95.4%
Queens Midtown Tunnel	97.4%
Marine Parkway Bridge	95.8%
Cross Bay Bridge	93.2%
Robert F. Kennedy Bridge	93.8%
Verrazzano-Narrows Bridge	92.6%
Bronx-Whitestone Bridge	93.9%
Throgs Neck Bridge	94.7%
All Facilities	94.2%

1. Represents total revenue collections from transactions in October 2020 through September 2021

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2022 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
October 2022

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	13	7	6	4 Managerial and 2 Professional vacancies
Law ⁽¹⁾	12	6	6	2 Managerial and 4 Professional vacancies
Budget & Finance ⁽²⁾	17	11	6	4 Managerial and 2 Professional vacancies
Administration ⁽³⁾	34	23	11	5 Managerial and 6 Professional vacancies
EEO	1	-	1	1 Professional vacancy
Total Administration	77	47	30	
Operations				
ITS & Tolling	60	50	10	5 Managerial and 5 Professional vacancies
Central Business District Tolling Program	47	9	38	3 Managerial and 35 Professional vacancies
Operations (Non-Security)	54	38	16	14 Managerial vacancies and 2 Professional vacancy
Total Operations	161	97	64	
Maintenance				
Maintenance	205	199	6	3 Managerial and 7 Professional vacancies
Operations - Maintainers	183	137	46	42 Maintainer vacancies
Total Maintenance	388	336	52	
Engineering/Capital				
Engineering & Construction	123	109	14	4 Managerial and 10 Professional vacancies
Health & Safety	9	7	2	1 Managerial and 1 Professional vacancy
Law ⁽¹⁾	18	10	8	3 Managerial and 5 Professional vacancies
Planning & Budget Capital	8	6	2	1 Managerial and 1 Professional vacancy
Total Engineering/Capital	158	132	26	
Public Safety				
Operations (Security)	540	421	119	57 Managerial and 62 Operational vacancies
Internal Security - Operations	45	28	17	3 Managerial and 14 Professional vacancies
Total Public Safety	585	449	136	
Total Positions	1,369	1,061	308	
Non-Reimbursable	1,238	930	308	
Reimbursable	131	131	-	
Total Full-Time	1,369	1,061	308	

(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 - 2022 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
October 2022

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	28	13	15	5 vacancies in Administration, 4 in Executive, 4 in Budget & Finance, and 2 in Law
Professional, Technical, Clerical	49	34	15	6 vacancies in Administration, 2 in Executive, 4 in Law, 2 in Budget & Finance, and 1 vacancy in EEO
Operational Hourlies	-	-	-	
Total Administration	77	47	30	
Operations				
Managers/Supervisors	73	48	25	16 vacancies in Operations, 5 in ITS & Tolling, and 3 in CBDTP
Professional, Technical, Clerical	88	49	39	4 vacancies in ITS & Tolling, 35 in CBDTP
Operational Hourlies	-	-	-	
Total Operations	161	97	64	
Maintenance				
Managers/Supervisors	27	24	3	3 vacancies in Maintenance
Professional, Technical, Clerical	11	4	7	7 vacancies in Maintenance
Operational Hourlies ⁽¹⁾	350	308	42	42 vacancies in Operations
Total Maintenance	388	336	52	
Engineering/Capital				
Managers/Supervisors	34	25	9	4 vacancies in Engineering, 3 in Law, 1 vacancy in Health & Safety and 1 in Capital Budget
Professional, Technical, Clerical	124	107	17	10 vacancies in Engineering, 5 in Law, 1 vacancy in Health & Safety, and 1 in Capital Budget
Operational Hourlies	-	-	-	
Total Engineering/Capital	158	132	26	
Public Safety				
Managers/Supervisors	179	119	60	57 vacancies in Operations and 3 in Internal Security
Professional, Technical, Clerical	36	22	14	14 vacancies in Internal Security
Operational Hourlies ⁽²⁾	370	308	62	62 BTO vacancies in Operations
Total Public Safety	585	449	136	
Total Positions				
Managers/Supervisors	341	229	112	
Professional, Technical, Clerical	308	216	92	
Operational Hourlies	720	616	104	
Total Positions	1,369	1,061	308	

(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.