



Metropolitan Transportation Authority

Bridges and Tunnels Committee Meeting

March 2022

Committee Members

D. Mack, Chair

A. Albert

J. Barbas

N. Brown

R. Glucksman

K. Law

J. Samuelson

V. Tessitore

N. Zuckerman

Bridges & Tunnels Committee Meeting

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

**Monday, 3/28/2022
9:00 - 9:30 AM ET**

1. Summary of Actions - None

2. Public Comments

3. Approval of Minutes - February 2022

B&T Committee Minutes - February 2022 - Page 3

4. Committee Work Plan

B&T Committee Work Plan - Page 9

5. Report on Operations - January 2022

B&T Report on Operations - January 2022 - Page 15

6. Safety Report - January 2022

B&T Safety Report - January 2022 - Page 31

7. Financial Report - February 2022

B&T Financial Report - February 2022 - Page 36

8. Procurements - None



Bridges and Tunnels

Minutes of Committee Meeting February 2022



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

February 22, 2022

9:00 a.m.

In attendance were the Honorable:

David S. Mack, Chair
Andrew Albert
Jamey Barbas (Virtual)
Norman E. Brown
Randolph Glucksman (Virtual)
Vincent Tessitore, Jr.
Neal Zuckerman

Also in Attendance:
Michael Fleischer (Virtual)
Harold Porr III (Virtual)

In Person:

Daniel F. DeCrescenzo, Jr., President
Pashko Camaj, Senior Director, Safety and Health Compliance
Richard Hildebrand, Vice President and Chief of Operations
Marissa Krinis, Financial Liaison TBTA, MTA Finance
Charles Passarella, Vice President, Maintenance and Operations Support

Virtual:

Julia R. Christ, General Counsel and Corporate Secretary - TBTA, MTA

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

February 22, 2022

Minutes of TBTA Committee held February 22, 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 public comment and safety; and
- Jason Anthony about dedicated bus lanes.

President DeCrescenzo responded to Murray Bodin's comments regarding safety by stating that TBTA employees wear reflective gear when out in roadways.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on January 24, 2022 were approved.

Committee Work Plan

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

President DeCrescenzo's Remarks

President DeCrescenzo congratulated David Mack on his appointment as TBTA Committee Chair and he also thanked Commissioner Haeda Mihaltses for her support since she will be serving on other committees.

President DeCrescenzo stated that a core component of TBTA's mission is to provide financial support to mass transit. In 2021, toll revenue surpassed \$2 billion for the second time in TBTA's history and TBTA generated more than \$1 billion to support mass transit operations and capital programs. A Committee Action Item will transfer the operating surplus to New York City Transit, Long Island Rail Road, and Metro-North Railroad in conformance with the New York State Public Authorities Law and there is an Information Item regarding the 2022 Adopted Budget and Financial Plan.

President DeCrescenzo stated that TBTA reduced its operating expenses for a second consecutive year, which provided additional surplus for mass transit. He thanked TBTA employees for these efforts, especially during a pandemic-dominated year with close to pre-pandemic traffic volumes, while still maintaining a high level of service.

President DeCrescenzo thanked TBTA front-line and facility-based teams for their response to another significant weather event during the last weekend in January, which dropped more than a foot of snow in some areas, and for the past weekend when winds exceeded 65 miles per hour. In addition to thanking the workforce for their hard work and reliable consistency in keeping TBTA facilities safe, with roadways cleared and open to customers, he expressed his gratitude to the Maintenance Department for their preparation and long-term planning.

Finally, President DeCrescenzo stated that the Committee Work Plan includes TBTA's annual Customer Environment Report, which focuses on key customer service areas, and that it will be reported on later in the meeting.

With regard to discussions about safety and revenue, Commissioner Zuckerman asked how costs are managed and capped. President DeCrescenzo responded that over the last three years TBTA has saved close to \$70 million in operating expenses and that the pandemic helped because the focus was on mission critical work,

resources, scheduling and deployment of employees reduced through attrition. Vice President Passarella mentioned that deployment of personnel and taking advantage of night work and off-hour shifts were key. Vice President and Chief of Operations (Chief) Hildebrand mentioned that with the advent of Cashless Tolling, TBTA has developed better techniques to manage the workforce through effective teamwork as they respond to less traffic incidents and accidents because traffic is moving better and there is no longer a need to manage toll plazas.

With regard to Congestion Pricing, Commissioner Albert asked if TBTA is looking into what crossings vehicles may opt to use or avoid and how that will affect the bottom line. President DeCrescenzo responded that it is being addressed in the Environmental Assessment.

Report on Operations

With regard to the Report on Operations for December 2021, Chief Hildebrand stated that paid vehicle traffic was 26.0 million vehicles, which is 3.5% lower, or about 0.9 million fewer vehicles, as compared to the same month in 2019. Traffic was 20.6% higher than it was in December of 2020, during which TBTA had 21.6 million paid crossings. Preliminary figures indicate that traffic was higher by 4.8% in January 2022 as compared to the same month in 2021 and was 13.2% lower in January 2020. E-ZPass market share remains high at 95.0% of TBTA's total traffic, which is slightly higher than 94.7% in 2021 but slightly lower than two years ago when the market share was 95.5%.

Safety Report

With regard to the Safety Report for December 2021, Senior Director, Safety and Health Compliance, (Director) Camaj stated that the 2021 total collision rate was 3.99 per million vehicles, or 36% better than in 2019 and 2% better than in 2020. The 2021 collisions with injuries rate was 0.67 per million vehicles, or 22% better than in 2019 and 4% better than in 2020. The employee lost time injury rate was 5.6 incidents per 200,000 work hours, with a slight decrease as compared to the same period in 2020 and 2019. In looking back over the past 10 years at total collision rates, President DeCrescenzo stated that the 3.99 rate is a record.

Commissioner Albert stated that the Verrazzano-Narrows Bridge (VNB) and Bronx-Whitestone Bridge (BWB) appear to have the highest accident rates and asked whether the data is based on the number of vehicles or accidents and what can be done to decrease the numbers at those facilities. President DeCrescenzo responded that it is the facilities themselves and over the past 10 years the accidents have decreased when engineering improvements were made over the last couple of years such as in the areas of exiting to the Belt Parkway or Cross Island Parkway to address congestion, back-ups and rear-end collisions.

Commissioner Brown asked whether the VNB and BWB carry the most truck traffic and how does the truck accident rate compare to the passenger vehicle accident rate. President DeCrescenzo responded that the truck rate has not changed in the past three years even with the pandemic as it is about 7% of the traffic. The Robert F. Kennedy Bridge has a lot more trucks than the other facilities but there are shifts in truck traffic, for example, from the Throgs Neck Bridge (TNB) to the BWB when there is construction work on the TNB.

2021 Customer Environment Report

For the 2021 Customer Environment Report, Vice President Passarella stated that the key customer service areas are to improve delivery of service and traffic mobility at all facilities, and to enhance the customer experience and environment at TBTA facilities. Indeed, the majority of customer travel times have improved or remain unchanged compared to pre-COVID-19 pandemic levels; however, 2020 customer travel times may be atypical for comparison purposes due to the pandemic, which impacted traffic volumes during the year. A presentation addressed the following:

- TBTA striped more than 390,000 linear feet of roadway, which was 342% more than in 2020.
- There were more than 1,100 potholes repaired, which was 23.9% more than in 2020 but substantially less when compared to pre-pandemic years when TBTA had nearly triple the amount

of potholes. This reduction can be attributed to improvements in roadway maintenance and materials, as well as major deck replacement projects.

- TBTA swept more than 13,000 miles of roadway, which was 2.1% less than in 2020.
- TBTA washed more than 11 million linear feet of its tunnels, which is a 5.2% increase from 2020.
- Over 97.6% of TBTA roadway lighting was in service. While TBTA continues to upgrade its conventional roadway lighting to high efficiency LED lighting, as of year-end 2021 TBTA has upgraded over 93% of its lighting to LED.
- More than 3,800 storm drains were cleaned, which was 9.6% less than in 2020.
- TBTA responded to 7,718 roadway incidents with an average response time of seven (7) minutes and 49 seconds for incidents that included disabled vehicles, collisions, and roadway debris.
- TBTA Maintenance personnel respond to all weather events including snow, icing conditions, rain, and high wind conditions.

Commissioner Glucksman inquired as to how often the tunnels are washed and how long roadway striping lasts. Vice President Passarella responded that the tunnels are cleaned all year long albeit not as often during the winter months, so TBTA takes advantage of the nice weather. With regard to roadway striping, every spring the facilities are surveyed, and the striping is refreshed as needed. Chair Mack commented that pothole repairs are crucial due to vehicles with low profile tires. President DeCrescenzo stated that TBTA's focus is on the customer experience and what our customers see when they travel over or through our facilities, which provides them with a sense of safety and security.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records for the details of the presentation and for the Committee members' comments and discussion.

2021 TBTA Operating Surplus – Action Item

Financial Liaison Krinis introduced resolutions associated with transferring the 2021 TBTA Operating Surplus as follows:

- Resolutions to certify and transfer \$1.0 billion in 2021 operating surplus to the MTA and New York City Transit (NYCT), pursuant to Section 1219-a(2)(b) of the Public Authorities Law of the State of New York; and,
- Resolutions recognizing \$94,000 in 2021 TBTA investment income to be transferred to the MTA pursuant to Section 569-c of the Public Authorities Law.
- Resolutions pursuant to the Public Authorities Law to advance monthly the FY 2022 TBTA surplus to the MTA and NYCT, in an aggregate amount not to exceed 90% of the estimate of the sum of that month's operations, if available, with the first \$2 million going to NYCT and the remaining sum split 50% to NYCT (less applicable bond service) and 50% to the MTA (less applicable bond service).

Upon a motion duly made and seconded, the TBTA Operating Surplus resolutions were approved.

A copy of the documents and details of the above items are filed with the minutes of the meeting of the TBTA Committee held this day.

2022 Adopted Budget/Financial Plan 2022-2025

Financial Liaison Krinis referred the Committee to the 2022 Adopted Budget and Financial Plan for 2022-2025 contained in the Committee materials, which includes a schedule detailing the monthly allocation of revenues and expenses for the purposes of reporting.

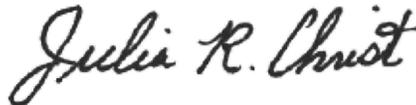
Procurements

President DeCrescenzo stated that there are no procurements.

Adjournment

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

Respectfully submitted,



Julia R. Christ
General Counsel and Corporate Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

TOPIC

Approval of Minutes
Committee Work Plan
Report on Operations
Safety Report
Financial Report
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

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

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

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, 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

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 2022

2023 Preliminary Budget

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

OCTOBER 2022

2023 Preliminary Budget

Public comment will be accepted on the 2023 Preliminary Budget.

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.



Bridges and Tunnels

Report on Operations January 2022

Richard Hildebrand
Vice President
Operations

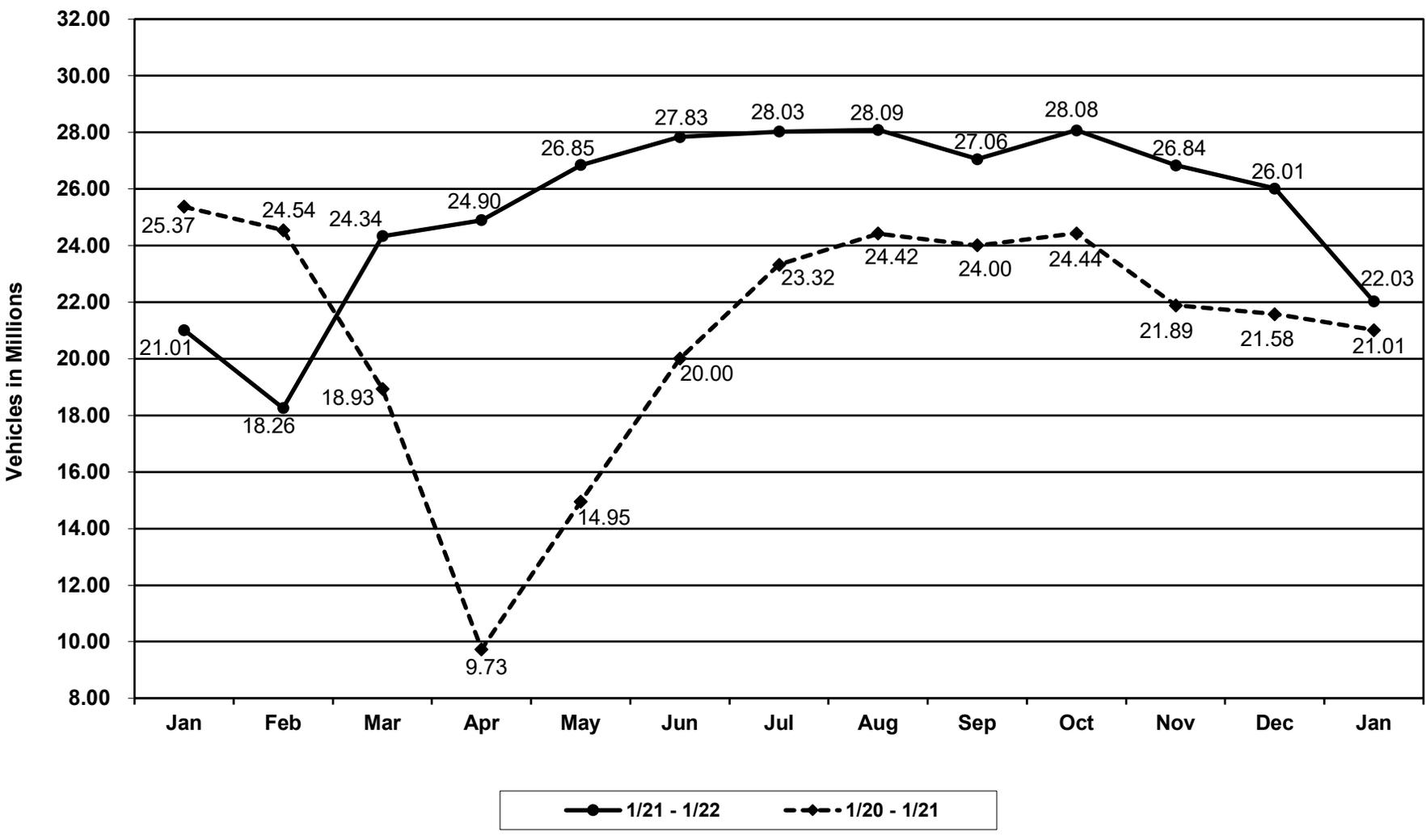
MTA Bridges and Tunnels January 2022 Traffic Trends

Summary

B&T's traffic numbers remain strong as the region continues to recover from the COVID-19 pandemic. For the month of January, 22.0 million paid vehicles crossed B&T facilities, an increase of 4.8% compared to 21.6 million in January 2021. Compared to January 2020, B&T paid traffic was 13.2% lower with 3.3 million fewer crossings. E-ZPass market share was 95.2% in January, consistent with last year and slightly below two years ago.

Gasoline prices increased in January 2022 for the thirteenth time in fourteen months. Gasoline prices averaged \$3.54 per gallon in January, which is \$1.09 higher than they were in 2021 and \$0.83 higher than two years ago. Unfavorable weather conditions had a negative impact on B&T traffic in January 2022 with 20.4 inches of snowfall compared to 1.6 inches in 2021 and 2.6 inches two years ago.

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



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

All B&T Facilities by Method of Payment				
	January 2022	January 2021	January 2020	2022 YTD
E-ZPass ¹	20,965,058	20,018,237	24,401,157	20,965,058
Tolls by Mail ¹	1,061,501	996,452	967,337	1,061,501
Total	22,026,559	21,014,689	25,368,494	22,026,559
E-ZPass Market Share:				
Total	95.2%	95.3%	96.2%	95.2%
Cars	95.1%	95.1%	96.1%	95.1%
Trucks	96.4%	97.4%	96.9%	96.4%

Facility	Average Weekday ²						Average Weekend ²									
	Jan 2022			E-ZPass Market Share			Jan 2022			E-ZPass Market Share						
	Total	E-ZPass	TBM	Jan 2022	Jan 2021	Jan 2020	2022 vs 2021	2022 vs 2020	Total	E-ZPass	TBM	Jan 2022	Jan 2021	Jan 2020	2022 vs 2021	2022 vs 2020
Bronx-Whitestone Bridge	118,781	111,706	7,075	94.0%	94.5%	95.3%	-0.5%	-1.2%	94,409	87,484	6,925	92.7%	93.0%	93.7%	-0.4%	-1.0%
Cross Bay Bridge	20,441	19,668	774	96.2%	96.9%	97.8%	-0.7%	-1.6%	12,744	12,169	575	95.5%	95.6%	96.9%	-0.1%	-1.4%
Henry Hudson Bridge	57,519	55,122	2,396	95.8%	96.4%	96.3%	-0.6%	-0.4%	37,587	35,748	1,839	95.1%	95.7%	95.6%	-0.6%	-0.5%
Hugh L. Carey Tunnel	55,728	53,810	1,918	96.6%	96.2%	97.1%	0.3%	-0.5%	34,162	32,698	1,464	95.7%	95.1%	96.0%	0.6%	-0.3%
Marine Parkway Bridge	19,085	18,554	531	97.2%	97.3%	97.8%	-0.1%	-0.5%	11,595	11,203	391	96.6%	96.6%	97.1%	0.0%	-0.5%
Queens Midtown Tunnel	67,607	64,990	2,617	96.1%	96.1%	97.5%	0.1%	-1.3%	50,568	48,200	2,369	95.3%	94.5%	96.4%	0.8%	-1.1%
Robert F. Kennedy Bridge	153,790	146,094	7,697	95.0%	95.2%	96.3%	-0.2%	-1.3%	113,742	106,922	6,821	94.0%	94.0%	95.0%	0.0%	-1.0%
Throgs Neck Bridge	93,444	88,558	4,886	94.8%	95.2%	95.9%	-0.4%	-1.1%	77,905	72,674	5,231	93.3%	93.5%	94.2%	-0.2%	-0.9%
Verrazzano-Narrows Bridge ¹	195,413	188,261	7,152	96.3%	96.4%	97.1%	0.0%	-0.7%	150,126	142,789	7,337	95.1%	94.8%	95.7%	0.3%	-0.6%
All Facilities¹	781,808	746,763	35,045	95.5%	95.7%	96.6%	-0.2%	-1.1%	582,839	549,886	32,953	94.3%	94.3%	95.2%	0.1%	-0.9%

Notes:

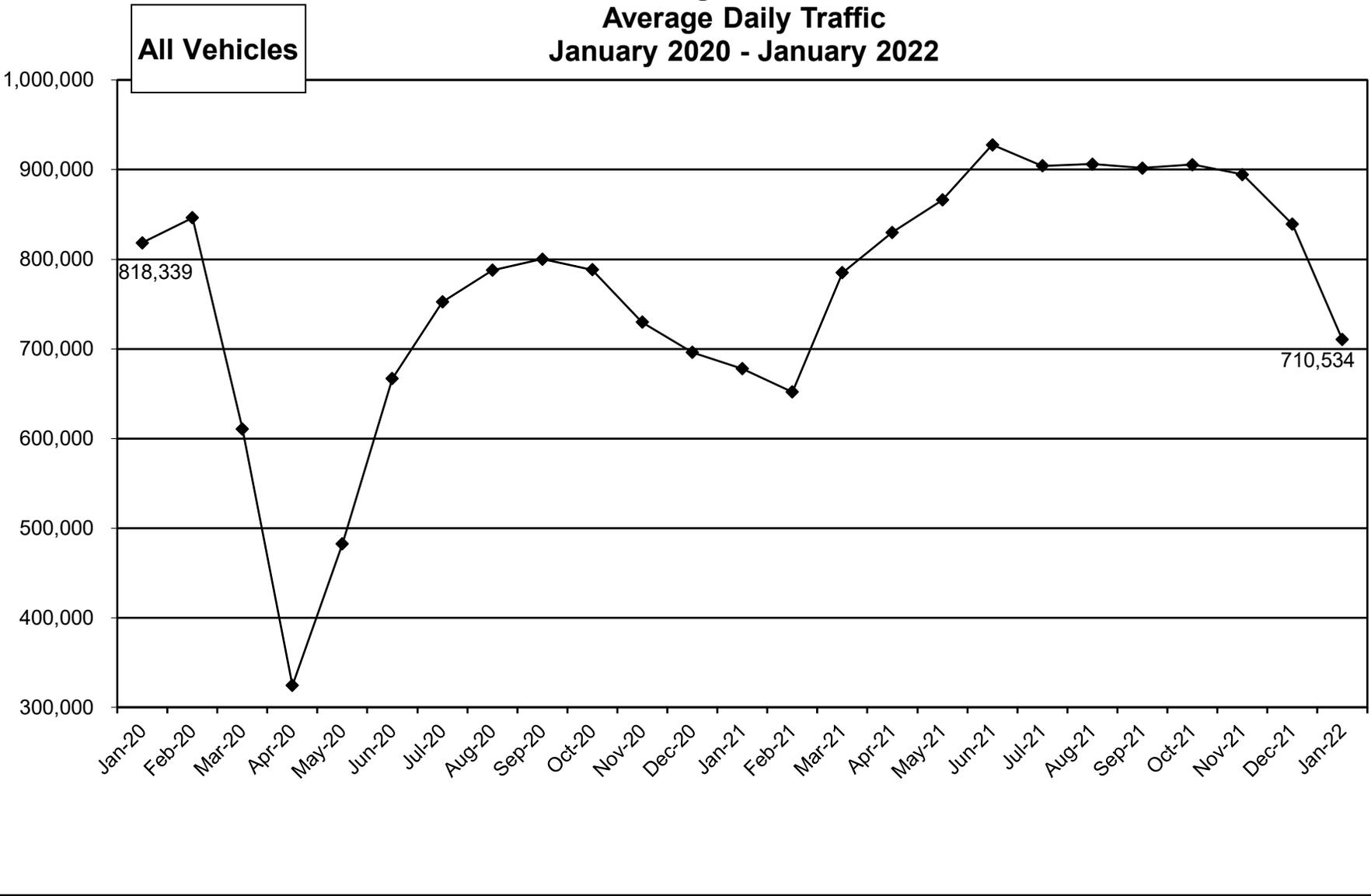
- At the Verrazzano-Narrows Bridge (VNB), tolls were only collected in the westbound direction prior to December 1, 2020.
- Average traffic and market share figures exclude holidays.

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

Distribution by Facility & Time Period			
Facility	January 2022		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	22.9%	23.3%	53.8%
Cross Bay Bridge	25.6%	24.1%	50.4%
Henry Hudson Bridge	25.2%	28.5%	46.3%
Hugh L. Carey Tunnel	26.2%	26.1%	47.7%
Marine Parkway Bridge	26.7%	26.0%	47.3%
Queens Midtown Tunnel	24.1%	23.5%	52.4%
Robert F. Kennedy Bridge	25.3%	21.7%	53.0%
Throgs Neck Bridge	23.4%	24.2%	52.4%
Verrazzano-Narrows Bridge	23.5%	24.2%	52.2%
All Facilities	24.3%	24.0%	51.7%

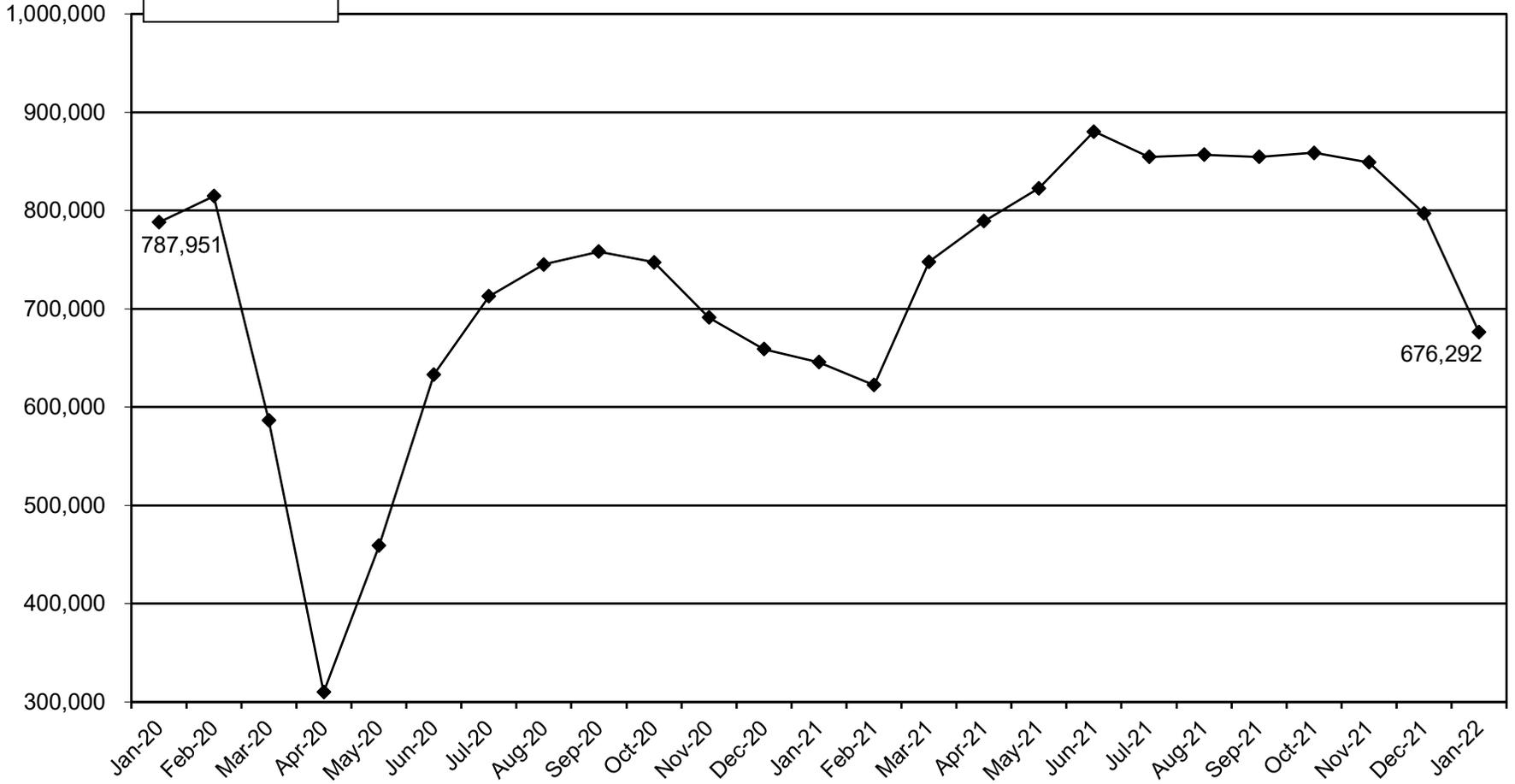
Payment Method by Facility (Transactions)			
Facility	January 2022		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	88.6%	5.0%	6.4%
Cross Bay Bridge	94.5%	1.5%	4.0%
Henry Hudson Bridge	86.0%	9.7%	4.4%
Hugh L. Carey Tunnel	90.5%	5.8%	3.7%
Marine Parkway Bridge	94.5%	2.6%	2.9%
Queens Midtown Tunnel	90.0%	5.9%	4.1%
Robert F. Kennedy Bridge	88.7%	6.0%	5.3%
Throgs Neck Bridge	86.7%	7.6%	5.7%
Verrazzano-Narrows Bridge	86.6%	9.4%	4.0%
All Facilities	88.2%	6.9%	4.8%

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



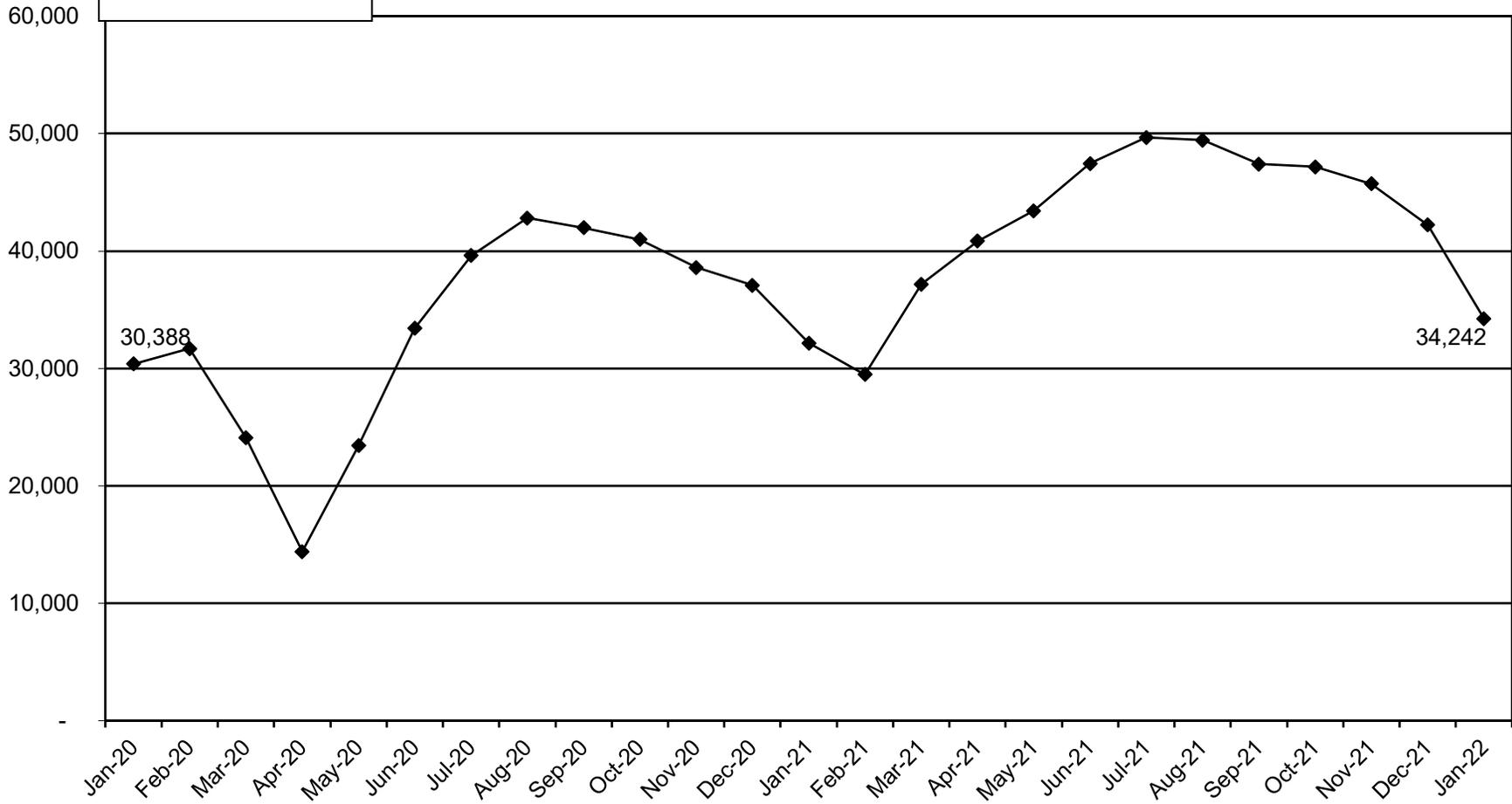
MTA Bridges and Tunnels Average Daily Traffic January 2020 - January 2022

**E-ZPass
Vehicles**

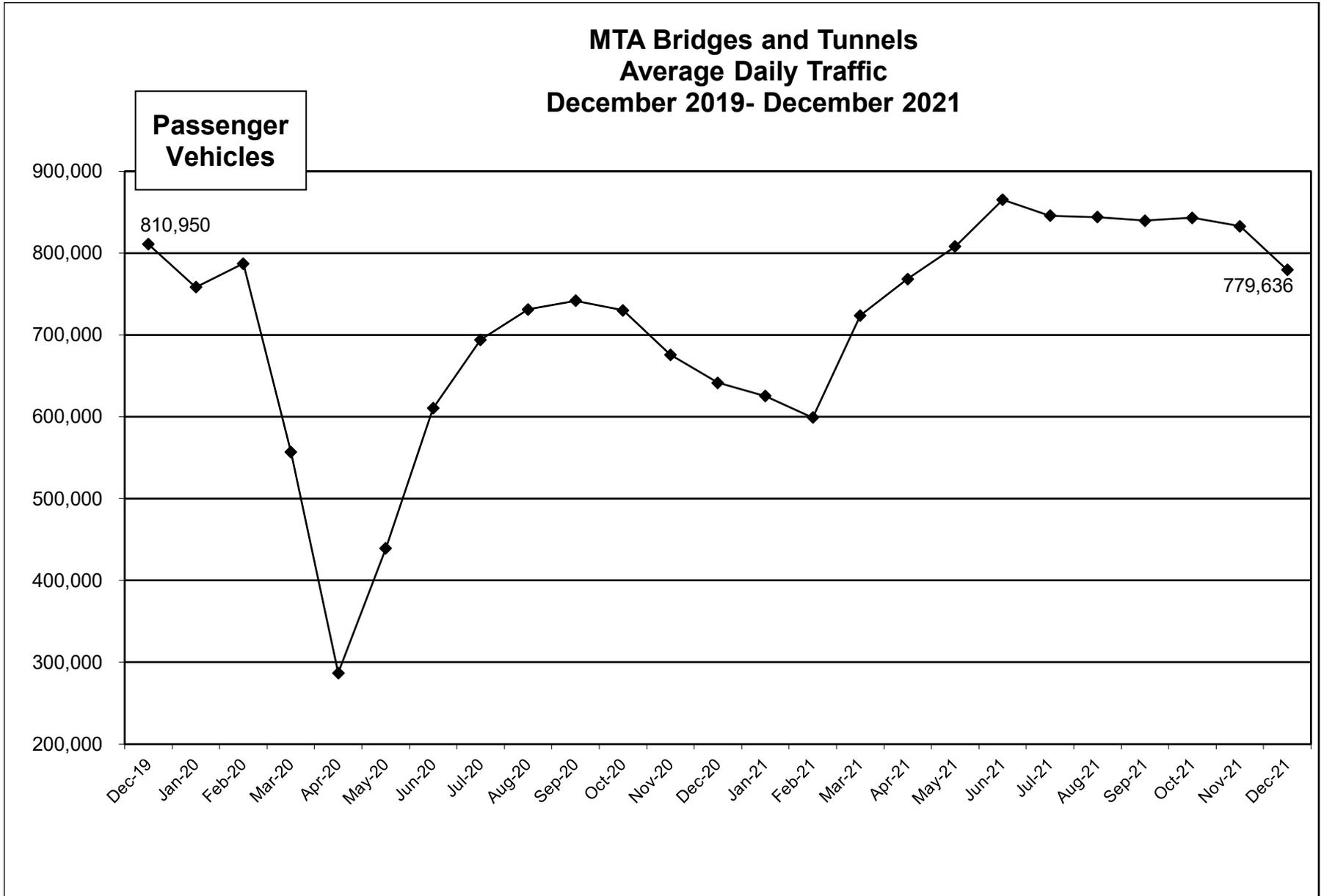


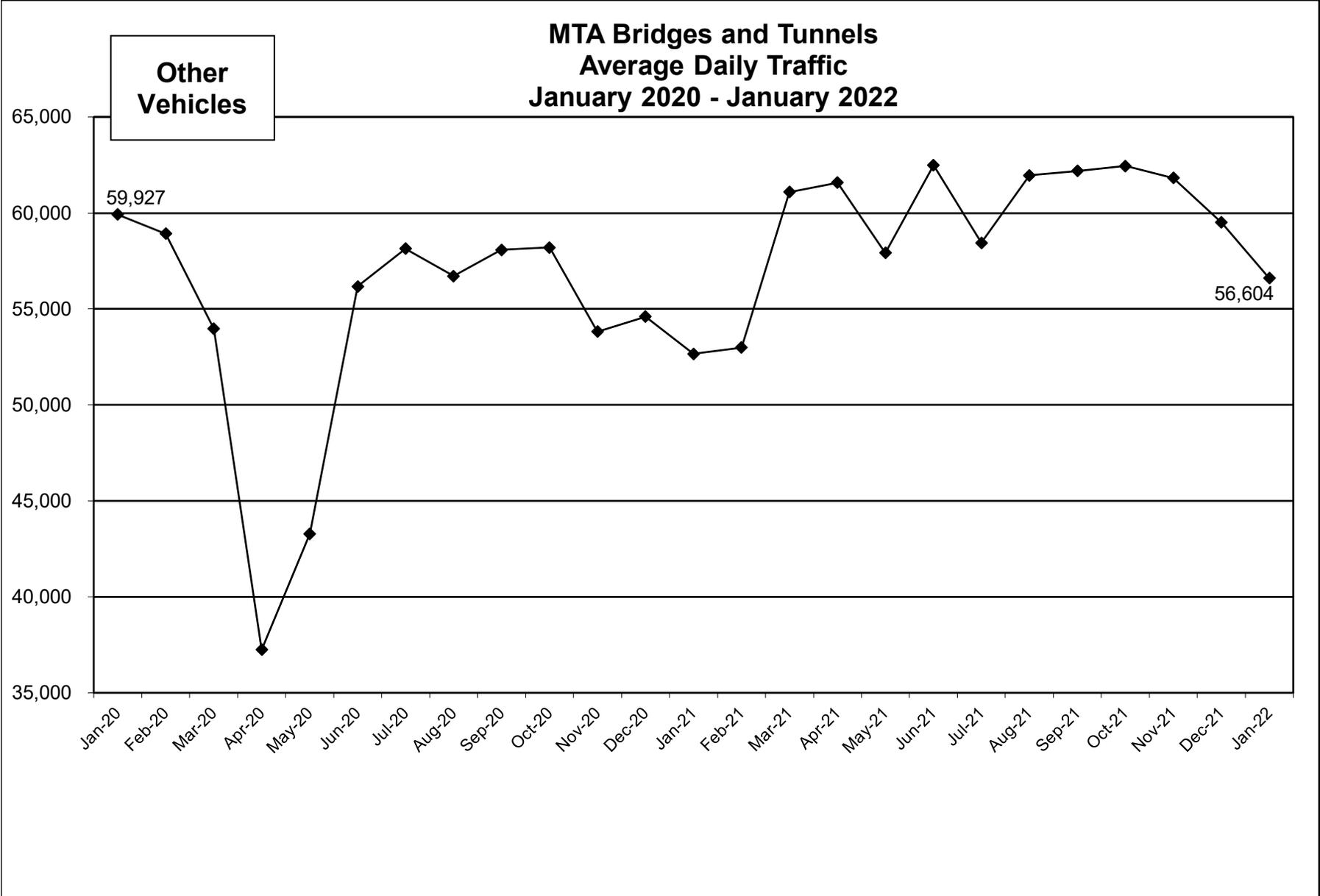
MTA Bridges and Tunnels Average Daily Traffic January 2020- January 2022

**Tolls by Mail
Vehicles**



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





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

Corridor	Toll Media	Jan(1)	3 Months(2) (Nov-Jan)	6 Months(3) (Aug-Jan)	9 Months(4) May-Jan)	12 Months(5) (Feb-Jan)
All Facilities	Total Vehicles	4.8%	16.1%	15.1%	23.1%	24.2%
	E-ZPass	4.7%	16.3%	15.2%	23.1%	24.0%
	Tolls by Mail	6.5%	13.3%	13.9%	23.2%	28.7%
RFK Bridge	Total Vehicles	2.0%	13.1%	13.8%	22.2%	23.9%
	E-ZPass	1.9%	13.4%	14.1%	22.5%	23.9%
	Tolls by Mail	4.4%	8.2%	9.0%	17.8%	24.6%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	18.1%	29.7%	26.7%	37.6%	36.3%
	E-ZPass	18.1%	30.3%	27.1%	37.9%	36.2%
	Tolls by Mail	16.2%	18.0%	16.6%	30.2%	38.5%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.8%	13.9%	12.1%	23.6%	20.0%
	E-ZPass	2.5%	13.8%	11.9%	23.5%	19.7%
	Tolls by Mail	8.8%	15.2%	14.1%	24.6%	24.6%
Verrazzano-Narrows Bridge	Total Vehicles	2.0%	12.0%	12.3%	19.5%	21.5%
	E-ZPass	2.1%	12.1%	12.2%	19.2%	21.1%
	Tolls by Mail	-1.1%	8.7%	14.0%	25.5%	31.1%
Henry Hudson Bridge	Total Vehicles	7.7%	25.9%	24.8%	39.3%	39.8%
	E-ZPass	7.5%	25.7%	24.5%	38.9%	39.1%
	Tolls By Mail	13.1%	30.8%	31.2%	47.5%	54.9%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	1.9%	9.9%	6.2%	9.3%	11.3%
	E-ZPass	1.8%	10.0%	6.3%	9.6%	11.4%
	Tolls by Mail	4.1%	8.0%	3.7%	4.2%	7.5%

(1) January 2022 vs. January 2021

(2) November 2021 to January 2022 vs. November 2020 to January 2021

(3) August 2021 to January 2022 vs. August 2020 to January 2021

(4) May 2021 to January 2022 vs. May 2020 to January 2021

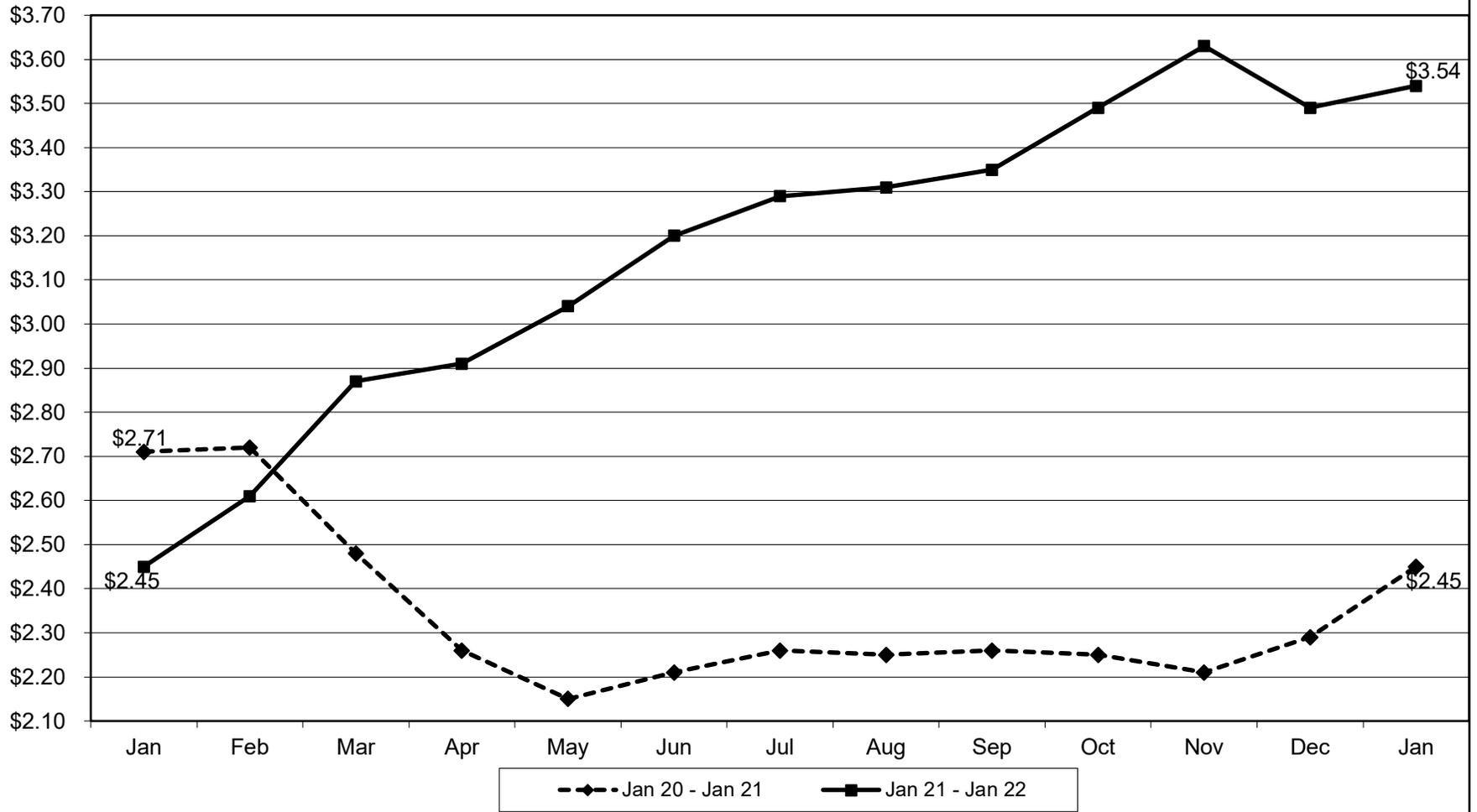
(5) February 2021 to January 2022 vs. February 2020 to January 2021

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

Corridor	Toll Media	Jan(1)	3 Months(2) (Nov-Jan)	6 Months(3) (Aug-Jan)	9 Months(4) (May-Jan)	12 Months(5) (Feb-Jan)
All Facilities	Total Vehicles	4.8%	16.1%	15.1%	23.1%	24.2%
	Passenger	4.6%	16.6%	15.6%	24.2%	25.3%
	Other	7.5%	10.4%	9.1%	10.5%	12.1%
RFK Bridge	Total Vehicles	2.0%	13.1%	13.8%	22.2%	23.9%
	Passenger	1.6%	13.6%	14.5%	23.6%	25.4%
	Other	6.3%	7.3%	6.0%	6.6%	8.1%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	18.1%	29.7%	26.7%	37.6%	36.3%
	Passenger	18.3%	30.9%	27.9%	39.5%	38.1%
	Other	14.6%	15.1%	11.4%	14.4%	15.6%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.8%	13.9%	12.1%	23.6%	20.0%
	Passenger	2.5%	14.5%	12.6%	24.6%	21.3%
	Other	5.7%	9.0%	7.2%	11.5%	8.3%
Verrazzano-Narrows Bridge	Total Vehicles	2.0%	12.0%	12.3%	19.5%	21.5%
	Passenger	1.8%	12.1%	12.4%	19.8%	21.8%
	Other	4.0%	9.9%	11.5%	15.5%	18.2%
Henry Hudson Bridge	Total Vehicles	7.7%	25.9%	24.8%	39.3%	39.8%
	Passenger	7.1%	25.6%	24.6%	39.2%	39.7%
	Other	71.1%	58.8%	44.9%	54.8%	50.0%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	1.9%	9.9%	6.2%	9.3%	11.3%
	Passenger	1.1%	9.5%	5.8%	9.1%	11.0%
	Other	15.1%	17.9%	13.7%	14.1%	15.2%

(1) January 2022 vs. January 2021
(2) November 2021 to January 2022 vs. November 2020 to January 2021
(3) August 2021 to January 2022 vs. August 2020 to January 2021
(4) May 2021 to January 2022 vs. May 2020 to January 2021
(5) February 2021 to January 2022 vs. February 2020 to January 2021

Supplemental Graph Gas Prices in the NY-NJ-CT-PA Area January 2020 - January 2022



Supplemental Data Page for the Report on Operations

<u>Month</u>	<u>Traffic & Average Gas Price⁽¹⁾</u>		<u>Weather⁽²⁾</u>			
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
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	27,834,962	\$3.20	76	2.4	-	7
Jul-21	28,032,430	\$3.29	78	8.5	-	17
Aug-21	28,090,122	\$3.31	79	6.9	-	11
Sep-21	27,056,983	\$3.35	73	8.8	-	9
Oct-21	28,078,500	\$3.49	65	4.0	-	11
Nov-21	26,839,397	\$3.63	49	0.8	-	9
Dec-21	26,013,482	\$3.49	45	1.4	0.6	13
Jan-22	22,026,559	\$3.54	32	3.5	20.4	12

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences

<u>Month</u>	<u>Traffic & Gas Monthly Inc/(Dec)</u>		<u>Weather Monthly Inc/(Dec)</u>			
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
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	7,833,112	\$0.99	0	1.3	-	(1)
July	4,710,344	\$1.03	(5)	3.8	-	5
August	3,666,144	\$1.06	(1)	2.0	-	(2)
September	3,054,657	\$1.09	3	4.7	-	0
October	3,642,243	\$1.24	5	(1.2)	-	(2)
November	4,949,407	\$1.42	(5)	(3.6)	-	1
December	4,434,303	\$1.20	4	(2.1)	(10)	3
2022 vs. 2021						
January	1,011,870	\$1.09	(5)	1.3	19	3

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>
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	645,750	32,144	625,230	52,663
Feb-21	651,984	622,494	29,490	598,994	52,990
Mar-21	785,020	747,848	37,172	723,929	61,090
Apr-21	829,881	789,032	40,849	768,300	61,581
May-21	866,068	822,640	43,428	808,143	57,925
Jun-21	927,832	880,397	47,435	865,344	62,488
Jul-21	904,272	854,608	49,664	845,831	58,441
Aug-21	906,133	856,706	49,427	844,173	61,960
Sep-21	901,899	854,493	47,406	839,711	62,189
Oct-21	905,758	858,590	47,168	843,312	62,446
Nov-21	894,647	848,930	45,717	832,818	61,828
Dec-21	839,145	796,926	42,219	779,636	59,508
Jan-22	710,534	676,292	34,242	653,930	56,604

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>
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	62,488	40,944	17,002	4,541
Jul-21	58,441	38,507	15,607	4,326
Aug-21	61,960	41,714	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	61,828	41,413	16,171	4,244
Dec-21	59,508	39,343	15,934	4,231
Jan-22	56,604	38,265	14,181	4,158

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 January 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		
	February 2019 - January 2020	February 2020 - January 2021	February 2021 - January 2022
Customer Collisions Rate per Million Vehicles	6.31	3.94	3.93
Customer Injury Collisions Rate per Million Vehicles	0.92	0.65	0.66
Employee Accident Reports	200	136	141
Employee Lost Time Injuries Rate per 200,000 Hours Worked	6.2	5.6	5.5

Leading Indicators				
Roadway Safety	2021		2022	
	January	Year End	January	Year to Date
Workforce Development (# of Participants)	0	0	0	0
Fleet Preventative Maintenance Insp.	127	1559	163	163
Safety Taskforce Inspections	0	14	0	0
Fire Safety	January	Year End	January	Year to Date
Fire Code Audits Completed	0	14	0	0
FDNY Liaison Visits	0	34	0	0

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.

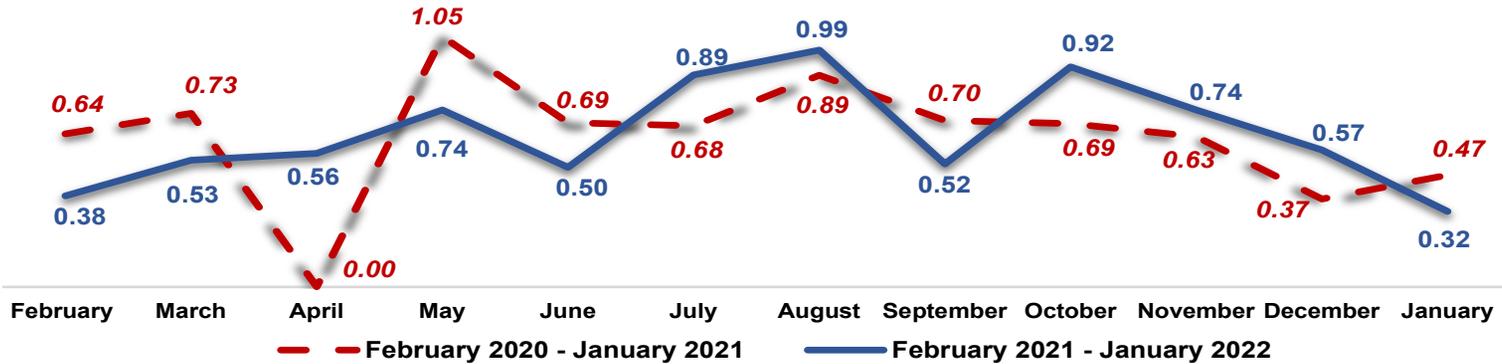
Fire Code Audits are required by the NYS Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

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.

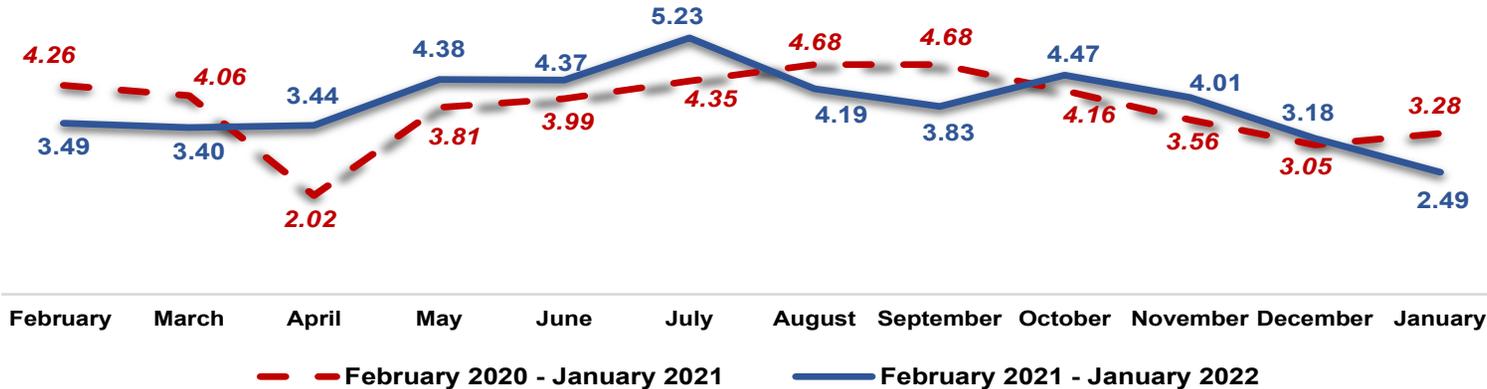


Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles



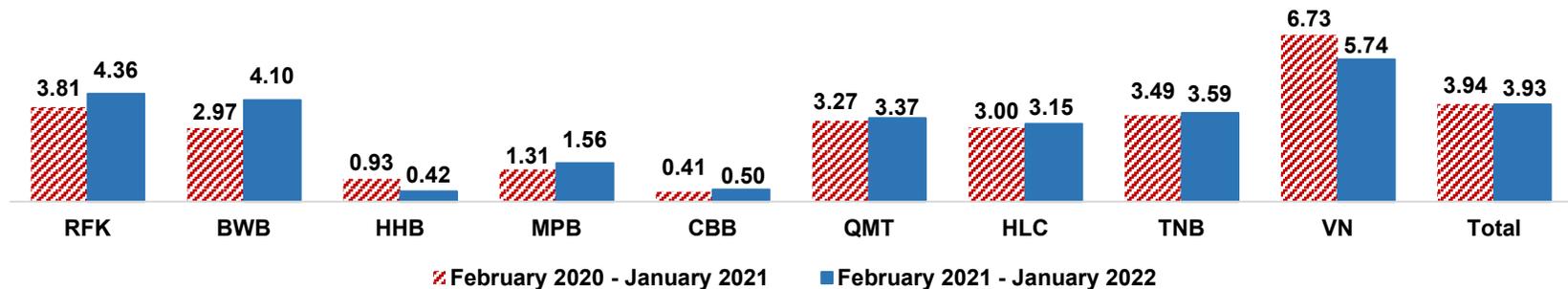


Collision Rates by Facility Year over Year Comparison of 12-Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





Collision Rates by Facility

Total Collisions per Million Vehicles: January 2021 – January 2022

	21-Jan	21-Feb	21-Mar	21-Apr	21-May	21-Jun	21-Jul	21-Aug	21-Sep	21-Oct	21-Nov	21-Dec	22-Jan
RFK	4.47	3.24	2.23	2.98	4.83	6.46	5.18	4.82	4.80	4.72	5.31	3.53	3.23
BWB	2.46	3.18	2.65	3.09	5.35	3.83	7.28	6.58	2.32	5.47	4.24	1.97	1.75
TNB	1.83	5.70	3.62	4.20	3.07	4.57	4.36	3.82	3.08	1.76	3.68	3.74	1.83
VNB	5.26	4.04	6.95	5.35	6.51	5.92	7.47	4.70	5.60	7.39	5.29	4.97	3.95
QMT	1.82	2.68	1.45	3.02	3.63	3.40	5.48	2.52	5.82	4.01	4.16	1.30	2.09
HLC	3.20	2.69	3.94	2.54	4.31	2.34	0.60	4.69	3.43	4.67	2.20	3.39	2.66
HHB	0.69	1.54	0.00	0.00	0.47	0.45	0.96	0.46	0.00	0.43	0.46	0.50	0.00
MPB	0.00	2.44	0.00	3.44	0.00	1.26	2.50	1.31	1.44	0.00	1.58	4.99	0.00
CBB	0.00	2.09	0.00	1.52	0.00	0.00	1.26	0.00	1.42	0.00	0.00	0.00	0.00
Total	3.28	3.49	3.40	3.44	4.38	4.37	5.23	4.19	3.83	4.47	4.01	3.18	2.49



Bridges and Tunnels

Financial Report February 2022

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

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of February 28, 2022
(in thousands)

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

CURRENT ASSETS:

Cash-Unrestricted	20,107
Investments:	
Unrestricted	485,080
Restricted	734,304
Accrued interest receivable	352
Accounts receivable	426,925
Less allowance for uncollectible accounts	-320,864
Tolls due from other agencies	65,997
Prepaid expenses	24,698
	1,436,599
Total current assets	1,436,599

NONCURRENT ASSETS:

Investments:	
Unrestricted	
Restricted	-
Facilities, less acc.dep of \$2,187,445	7,385,781
Capital lease 2 Broadway net acc. dep.	34,248
Derivative Hedge Assets	3,487
	7,423,516
Total noncurrent assets	7,423,516

TOTAL ASSETS:	8,860,115
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DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to pension	50,248
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
	479,121

TOTAL DEFERRED OUTFLOWS OF RESOURCES:	479,121
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TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	9,339,235
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**MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION**

As of February 28, 2022
(in thousands)

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

Current portion-long term debt	277,005
Interest Payable	106,694
Accounts Payable	111,544
Accrued Pension Payable	0
Payable to MTA-CAP	358,896
Due to MTA-Operating Expenses	3,455
Due to NYCTA-Operating Expenses	54
Accrued salaries	32,372
Accrued Vac & Sick Benefits	19,624
Current portion of estimated liability arising from injury	5,617
Due to New York City Transit Authority	38,078
Due to Metropolitan Transportation Authority	46,248
Unearned Toll Revenue	218,064
Tolls due to other agencies	112,521
E-ZPass Airport Toll Liability	4,486
	<hr/>
Total current liabilities	1,334,658

NONCURRENT LIABILITIES:

Long term debt	9,358,393
Post Employment Benefits Other than Pensions	813,359
Estimated liability arising from injury	50,220
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	10,717,558

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 12,172,297

NET POSITION

 -2,833,062 *

TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET

 9,339,235

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

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
ACCRAUAL STATEMENT of OPERATIONS by CATEGORY
FEBRUARY 2022

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	157.299	166.974	9.675	6.2	0.000	0.000	0.000	-	157.299	166.974	9.675	6.2
Other Operating Revenue	1.320	1.728	0.408	31.0	0.000	0.000	0.000	-	1.320	1.728	0.408	31.0
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.183	1.310	0.127	10.8	1.183	1.310	0.127	10.8
Investment Income	0.086	0.014	(0.073)	(84.0)	0.000	0.000	0.000	-	0.086	0.014	(0.073)	(84.0)
Total Revenue	\$158.705	\$168.715	\$10.011	6.3	\$1.183	\$1.310	\$0.127	10.8	\$159.888	\$170.026	\$10.138	6.3
Expenses												
<i>Labor:</i>												
Payroll	\$9.889	\$8.987	\$0.902	9.1	\$0.604	\$0.447	\$0.157	26.0	10.494	\$9.434	\$1.060	10.1
Overtime	2.158	1.699	0.459	21.3	\$0.080	0.033	0.047	59.3	2.238	1.731	0.507	22.6
Health and Welfare	2.694	2.106	0.589	21.8	\$0.139	0.106	0.033	23.9	2.834	2.212	0.622	22.0
OPEB Current Payment	1.987	2.317	(0.330)	(16.6)	0.000	0.000	0.000	-	1.987	2.317	(0.330)	(16.6)
Pensions	3.244	2.796	0.449	13.8	\$0.149	0.132	0.017	11.3	3.393	2.928	0.465	13.7
Other Fringe Benefits	1.792	1.218	0.574	32.0	\$0.094	0.055	0.039	41.4	1.886	1.273	0.613	32.5
Reimbursable Overhead	(0.116)	(0.537)	0.421	*	\$0.116	0.537	(0.421)	*	0.000	0.000	0.000	100.0
Total Labor Expenses	\$21.649	\$18.585	\$3.064	14.2	\$1.183	\$1.310	(\$0.127)	(10.8)	\$22.831	\$19.895	\$2.936	12.9
<i>Non-Labor:</i>												
Electric Power	\$0.371	\$0.440	(\$0.068)	(18.4)	\$0.000	\$0.000	\$0.000	-	\$0.371	\$0.440	(\$0.068)	(18.4)
Fuel	0.316	0.394	(0.078)	(24.7)	0.000	0.000	0.000	-	0.316	0.394	(0.078)	(24.7)
Insurance	1.056	1.031	0.025	2.3	0.000	0.000	0.000	-	1.056	1.031	0.025	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	8.469	7.034	1.435	16.9	0.000	0.000	0.000	-	8.469	7.034	1.435	16.9
Professional Service Contracts	2.619	2.810	(0.191)	(7.3)	0.000	0.000	0.000	-	2.619	2.810	(0.191)	(7.3)
Materials & Supplies	0.276	0.317	(0.041)	(14.8)	0.000	0.000	0.000	-	0.276	0.317	(0.041)	(14.8)
Other Business Expenses	3.630	5.365	(1.735)	(47.8)	0.000	0.000	0.000	-	3.630	5.365	(1.735)	(47.8)
Total Non-Labor Expenses	\$16.737	\$17.391	(\$0.654)	(3.9)	\$0.000	\$0.000	\$0.000	-	\$16.737	\$17.391	(\$0.654)	(3.9)
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.	\$38.385	\$35.976	\$2.409	6.3	\$1.183	\$1.310	(\$0.127)	(10.8)	\$39.568	\$37.286	\$2.282	5.8
Depreciation	\$15.141	\$16.697	(\$1.556)	(10.3)	\$0.000	\$0.000	\$0.000	-	15.141	\$16.697	(\$1.556)	(10.3)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$53.526	\$52.673	\$0.853	1.6	\$1.183	\$1.310	(\$0.127)	(10.8)	\$54.709	\$53.983	\$0.725	1.3
Less: Depreciation	\$15.141	\$16.697	(\$1.556)	(10.3)	\$0.000	\$0.000	\$0.000	-	\$15.141	\$16.697	(\$1.556)	(10.3)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$38.385	\$35.976	\$2.409	6.3	\$1.183	\$1.310	(\$0.127)	(10.8)	\$39.568	\$37.286	\$2.282	5.8
Net Surplus/(Deficit)	\$120.320	\$132.740	\$12.420	10.3	\$0.000	\$0.000	\$0.000	-	\$120.320	\$132.740	\$12.420	10.3

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

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
FEBRUARY 2022
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)								\$120.320	\$132.740	\$12.420	10.3	
Less: Capitalized Assets								0.558	0.027	0.532	95.2	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Adjusted Net Income/(Deficit)								\$119.761	\$132.713	\$12.952	10.8	
Less: Debt Service								57.652	55.826	1.826	3.2	
Less: Contribution to the Capital Program								0.000	0.000	0.000	-	
Income Available for Distribution								\$62.109	\$76.887	\$14.778	23.8	
Distributable To:												
MTA - Investment Income								0.086	0.014	(0.073)	(84.0)	
MTA - Distributable Income								35.631	42.186	6.555	18.4	
NYCTR - Distributable Income								26.391	34.687	8.295	31.4	
Total Distributable Income								\$62.109	\$76.887	\$14.778	23.8	
Support to Mass Transit:												
Total Revenues								159.888	170.026	10.138	6.3	
Less: Total Operating Expenses								<u>39.568</u>	<u>37.286</u>	<u>2.282</u>	5.8	
Net Operating Income/(Deficit)								\$120.320	\$132.740	\$12.420	10.3	
Deductions from Net Operating Income:												
Capitalized Assets								0.558	0.027	0.532	95.2	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								28.089	29.773	(1.684)	(6.0)	
Contribution to the Capital Program								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Total Deductions From Operating Income								\$28.647	\$29.800	(\$1.153)	(4.0)	
Total Support to Mass Transit								\$91.672	\$102.940	\$11.267	12.3	

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
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
FEBRUARY Year-To-Date

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	321.909	327.828	5.919	1.8	0.000	0.000	0.000	-	321.909	327.828	5.919	1.8
Other Operating Revenue	2.701	3.346	0.645	23.9	0.000	0.000	0.000	-	2.701	3.346	0.645	23.9
Capital & Other Reimbursements	0.000	0.000	0.000	-	2.348	2.621	0.273	11.6	2.348	2.621	0.273	11.6
Investment Income	0.177	0.020	(0.157)	(88.9)	0.000	0.000	0.000	-	0.177	0.020	(0.157)	(88.9)
Total Revenue	\$324.786	\$331.194	\$6.408	2.0	\$2.348	\$2.621	\$0.273	11.6	\$327.134	\$333.815	\$6.681	2.0
Expenses												
<i>Labor:</i>												
Payroll	\$19.793	\$17.831	\$1.961	9.9	1.195	\$0.894	\$0.300	25.2	20.987	\$18.725	\$2.262	10.8
Overtime	4.312	3.489	0.823	19.1	0.160	0.065	0.095	59.3	4.472	3.554	0.918	20.5
Health and Welfare	5.390	4.334	1.057	19.6	0.277	0.212	0.065	23.5	5.668	4.546	1.122	19.8
OPEB Current Payment	3.973	4.642	(0.668)	(16.8)	0.000	0.000	0.000	-	3.973	4.642	(0.668)	(16.8)
Pensions	6.482	5.593	0.890	13.7	0.304	0.265	0.040	13.0	6.787	5.857	0.929	13.7
Other Fringe Benefits	3.593	3.233	0.359	10.0	0.180	0.111	0.069	38.3	3.772	3.344	0.428	11.4
Reimbursable Overhead	(0.232)	(1.074)	0.842	*	0.232	1.074	(0.842)	*	0.000	0.000	0.000	100.0
Total Labor Expenses	\$43.311	\$38.047	\$5.264	12.2	\$2.348	\$2.621	(\$0.273)	(11.6)	\$45.659	\$40.668	\$4.991	10.9
<i>Non-Labor:</i>												
Electric Power	\$0.711	\$0.786	(\$0.074)	(10.5)	0.000	\$0.000	\$0.000	-	\$0.711	\$0.786	(\$0.074)	(10.5)
Fuel	0.361	0.458	(0.097)	(26.9)	0.000	0.000	0.000	-	0.361	0.458	(0.097)	(26.9)
Insurance	2.058	2.062	(0.004)	(0.2)	0.000	0.000	0.000	-	2.058	2.062	(0.004)	(0.2)
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	16.806	13.173	3.633	21.6	0.000	0.000	0.000	-	16.806	13.173	3.633	21.6
Professional Service Contracts	5.375	3.793	1.581	29.4	0.000	0.000	0.000	-	5.375	3.793	1.581	29.4
Materials & Supplies	0.381	0.317	0.065	16.9	0.000	0.000	0.000	-	0.381	0.317	0.065	16.9
Other Business Expenses	7.906	8.930	(1.024)	(12.9)	0.000	0.000	0.000	-	7.906	8.930	(1.024)	(12.9)
Total Non-Labor Expenses	\$33.598	\$29.519	\$4.079	12.1	\$0.000	\$0.000	\$0.000	-	\$33.598	\$29.519	\$4.079	12.1
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.	\$76.909	\$67.566	\$9.343	12.1	\$2.348	\$2.621	(\$0.273)	(11.6)	\$79.257	\$70.187	\$9.070	11.4
Depreciation	\$30.281	\$33.394	(\$3.113)	(10.3)	0.000	\$0.000	\$0.000	-	30.281	\$33.394	(\$3.113)	(10.3)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$107.191	\$100.960	\$6.230	5.8	\$2.348	\$2.621	(\$0.273)	(11.6)	\$109.538	\$103.582	\$5.957	5.4
Less: Depreciation	\$30.281	\$33.394	(\$3.113)	(10.3)	\$0.000	\$0.000	\$0.000	-	\$30.281	\$33.394	(\$3.113)	(10.3)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$76.909	\$67.566	\$9.343	12.1	\$2.348	\$2.621	(\$0.273)	(11.6)	\$79.257	\$70.187	\$9.070	11.4
Net Surplus/(Deficit)	\$247.877	\$263.628	\$15.751	6.4	\$0.000	\$0.000	\$0.000	-	\$247.877	\$263.628	\$15.751	6.4

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

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
FEBRUARY Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Net Income/(Deficit)									\$247.877	\$263.628	\$15.751	6.4
Less: Capitalized Assets									0.849	0.037	\$0.812	95.6
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$247.028	\$263.590	\$16.562	6.7
Less: Debt Service									115.304	111.422	3.883	3.4
Less: Contribution to the Capital Program									0.000	0.000	0.000	-
Income Available for Distribution									\$131.724	\$152.169	\$20.445	15.5
Distributable To:												
MTA - Investment Income									0.177	0.020	(0.157)	(88.9)
MTA - Distributable Income									75.013	83.546	8.532	11.4
NYCTR - Distributable Income									56.533	68.603	12.070	21.4
Total Distributable Income									\$131.724	\$152.169	\$20.445	15.5
Support to Mass Transit:												
Total Revenues									327.134	333.815	6.681	2.0
Less: Total Operating Expenses									<u>79.257</u>	<u>70.187</u>	<u>9.070</u>	11.4
Net Operating Income/(Deficit)									\$247.877	\$263.628	\$15.751	6.4
Deductions from Net Operating Income:												
Capitalized Assets									0.849	0.037	0.812	95.6
Reserves									0.000	0.000	0.000	-
B&T Debt Service									56.178	59.463	(3.285)	(5.8)
Contribution to the Capital Program									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$57.027	\$59.501	(\$2.474)	(4.3)
Total Support to Mass Transit									\$190.850	\$204.127	\$13.277	7.0

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
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Nonreimbursable						
Vehicle Toll Revenue	9.675	6.2%	Traffic volumes were above the forecast levels	5.919	1.8%	Traffic volumes were above the forecast levels
Other Operating Revenue	0.408	*	Higher revenue primarily due to the timing of income from E-ZPass administrative fees	0.645	23.9%	Higher revenue primarily due to the timing of income from E-ZPass administrative fees
Investment Income	(0.073)	-84.0%	Lower than anticipated short-term investment returns on fund balances.	(0.157)	-88.9%	Lower than anticipated short-term investment returns on fund balances.
Payroll	0.902	9.1%	Lower payroll expenses primarily due to vacancies	1.961	9.9%	Lower payroll expenses primarily due to vacancies
Overtime	0.459	21.3%	See overtime chart	0.823	19.1%	See overtime chart
Health and Welfare	0.589	21.8%	Lower expenses primarily due to vacancies	1.057	19.6%	Lower expenses primarily due to vacancies
OPEB Current Payment	(0.330)	-16.6%	Higher expenses primarily due to timing against the budget allocation	(0.668)	-16.8%	Higher expenses primarily due to timing against the budget allocation
Pensions	0.449	13.8%	Lower non-reimbursable expenses primarily due to lower than allocated capital reimbursement offsets	0.890	13.7%	Lower non-reimbursable expenses primarily due to lower than allocated capital reimbursement offsets
Other Fringe Benefits	0.574	32.0%	Lower expenses primarily due to timing against the budget allocation.	0.359	10.0%	Lower expenses primarily due to timing against the budget allocation.
Electric Power	(0.068)	-18.4%	Higher electricity expenses primarily due to timing against the budget allocation.	(0.074)	-10.5%	Higher electricity expenses primarily due to timing against the YTD budget allocation.
Fuel	(0.078)	-24.7%	Higher fuel expenses primarily due to timing against the monthly budget allocation	(0.097)	-26.9%	Higher fuel expenses primarily due to timing against the YTD budget allocation
Insurance	0.025	2.3%	Lower insurance expenses primarily due to timing against the monthly budget allocation	(0.004)	-0.2%	Higher insurance expenses primarily due to timing against the YTD budget allocation
Maintenance and Other Operating Contracts	1.435	16.9%	Lower expenses mainly due to timing against the monthly budget allocation for E-ZPass customer service center, (\$1.110 Mill), major maintenance and painting, (\$0.505 Mill) and general maintenance costs, (\$0.85 Mill), offset by higher E-Zpass tags, (\$0.674 Mill).	3.633	21.6%	Lower expenses mainly due to timing against the YTD budget allocation for E-ZPass customer service center, (\$1.297 Mill), major maintenance and painting, (\$1.189 Mill), maintenance E-ZPass equipment, (\$0.333 Mill), security and surveillance costs, (\$0.270 Mill), security services, (\$0.168 Mill) and general maintenance costs, (\$0.098 Mill).
Professional Service Contracts	(0.191)	-7.3%	Higher expenses primarily due to timing against the monthly budget allocation for legal fees (\$1.499 Mill), offset by lower bond issuance costs, (\$0.909 Mill), professional service contracts, (\$0.206 Mill) and planning studies, (\$0.159 Mill).	1.581	29.4%	Lower expenses primarily due to timing against the YTD budget allocation for bond issuance costs, (\$1.887 Mill), professional service contracts, (\$0.423 Mill), and engineering services, (\$0.130 Mill), offset by higher legal fees, (\$1.424 Mill).
Materials & Supplies	(0.041)	-14.8%	Higher expenses across a variety of small equipment and supply categories, due to timing, against the monthly budget allocation	0.065	16.9%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the YTD budget allocation
Other Business Expense	(1.735)	-47.8%	Higher expenses primarily due to timing against the monthly budget allocation for credit card fees.	(1.024)	-12.9%	Higher expenses primarily due to timing against the YTD budget allocation for credit card fees.
Depreciation	(1.556)	-10.3%	Higher depreciation expense primarily due to timing against the monthly budget allocation.	(3.113)	-10.3%	Higher depreciation expense primarily due to timing against the YTD budget allocation.
Other Post Employment Benefits	0.000	-	No variance	0.000	-	No variance
Reimbursable						
Capital and Other Reimbursements	0.127	10.8%	Higher capital reimbursements due to timing against the monthly budget allocation	0.273	11.6%	Higher capital reimbursements due to timing against the YTD budget allocation
Payroll	0.157	26.0%	Lower capital reimbursements due to timing against the monthly budget allocation	0.300	25.2%	Lower capital reimbursements due to timing against the YTD budget allocation
Overtime	0.047	*	See overtime tables	0.095	59.3%	See overtime tables
Health and Welfare	0.033	*	Lower capital reimbursements due to timing against the monthly budget allocation	0.065	23.5%	Lower capital reimbursements due to timing against the YTD budget allocation
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	0.017	*	Lower capital reimbursements due to timing against the monthly budget allocation	0.040	13.0%	Lower capital reimbursements due to timing against the YTD budget allocation
Other Fringe Benefits	0.039	*	Lower capital reimbursements due to timing against the monthly budget allocation	0.069	38.3%	Lower capital reimbursements due to timing against the YTD budget allocation
Reimbursable Overhead	(0.421)	-363.2%	Higher capital reimbursements due to timing against the monthly budget allocation	(0.842)	-363.2%	Higher capital reimbursements due to timing against the YTD budget allocation

*Variance exceeds 100%

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

Month of Feb

Year to date ending Feb 2022

Comparison Current Year vs. Prior Year:

Prior Year		*Current Year		Percentage Change			Prior Year		*Current Year		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
2.8	\$19.6	3.5	\$28.1	25.5%	43.4%	Bronx-Whitestone	6.1	\$43.8	7.0	\$56.0	14.7%	27.8%
0.5	1.1	0.5	1.5	14.2%	41.6%	Cross Bay	1.0	2.4	1.1	3.0	6.3%	27.3%
1.3	4.1	1.8	6.9	36.9%	65.3%	Henry Hudson	2.7	9.0	3.3	12.9	21.5%	42.4%
1.1	6.7	1.6	11.4	49.1%	69.7%	Hugh L. Carey	2.3	14.9	3.1	22.0	33.8%	47.3%
0.4	0.9	0.5	1.4	28.0%	55.2%	Marine Parkway	0.9	2.0	1.0	2.8	15.3%	35.6%
1.5	9.6	2.1	15.9	44.2%	65.0%	Queens Midtown	3.1	21.0	4.0	30.4	29.6%	44.9%
3.7	24.8	4.6	35.8	25.4%	44.2%	RFK	7.9	55.4	8.9	70.2	12.9%	26.7%
2.3	18.7	2.9	27.0	28.8%	44.3%	Throgs Neck	5.0	42.6	5.7	53.2	13.1%	24.7%
4.7	28.7	5.7	38.9	21.8%	35.9%	Verrazzano-Narrows	10.1	64.8	11.3	77.5	11.1%	19.6%
18.3	\$114.3	23.5	\$167.0	28.5%	46.1%	Total	39.3	\$255.9	45.5	\$327.8	15.8%	28.1%
	\$6.261		\$7.120		13.7%	Revenue Per Vehicle		\$6.517		\$7.208		10.6%

1) Toll increase implemented April 11, 2021

2) Numbers may not add due to rounding.

Comparison Actual vs. Adopted Budget:

February Budget		February Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
23.2	\$157.3	23.5	\$167.0	1.1%	6.2%	Total All	47.5	\$321.9	45.5	\$327.8	-4.2%	1.8%
	\$6.778		\$7.120		5.0%	Revenue Per Vehicle		\$6.778		\$7.208		6.3%

3) 2022 February traffic and revenue is 0.1M below and \$26.8M above February 2019, a decline of -0.3% and increase 19.1% respectively

4) 2022 February YTD traffic and revenue is 3.1M below and \$36.4M above February YTD 2019, a decline of -6.3% and increase of 12.5% respectively

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

Facility	Revenue Collection Rate February 2022 ¹
Henry Hudson Bridge	97.0%
Hugh L. Carey Tunnel	97.3%
Queens Midtown Tunnel	98.8%
Marine Parkway Bridge	97.6%
Cross Bay Bridge	95.0%
Robert F. Kennedy Bridge	95.3%
Verrazzano-Narrows Bridge	93.1%
Bronx-Whitestone Bridge	94.8%
Throgs Neck Bridge	95.4%
All Facilities	95.2%

1. Represents total revenue collections from transactions in March 2020 through April 2021

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
February 2022

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	13	6	7	3 Managerial and 4 Professional vacancies
Law ⁽¹⁾	12	7	5	2 Managerial and 3 Professional vacancies
Budget & Finance ⁽²⁾	17	13	4	3 Managerial and 1 Professional vacancy
Administration ⁽³⁾	34	24	10	5 Managerial and 5 Professional vacancies
EEO	1	-	1	1 Professional vacancy
Total Administration	77	50	27	
Operations				
ITS & Tolling	66	46	20	9 Managerial and 11 Professional vacancies
Central Business District Tolling Program	41	6	35	2 Managerial and 33 Professional vacancies
Operations (Non-Security)	54	37	17	17 Managerial vacancies
Total Operations	161	89	72	
Maintenance				
Maintenance	205	182	23	2 Managerial, 7 Professional, and 14 Maintainer vacancies
Operations - Maintainers	183	146	37	37 Maintainer vacancies
Total Maintenance	388	328	60	
Engineering/Capital				
Engineering & Construction	123	118	5	5 Professional vacancies
Health & Safety	9	7	2	2 Professional vacancies
Law ⁽¹⁾	18	14	4	2 Managerial and 2 Professional vacancies
Planning & Budget Capital	8	6	2	1 Managerial and 1 Professional vacancy
Total Engineering/Capital	158	145	13	
Public Safety				
Operations (Security)	540	450	90	53 Managerial and 37 Operational vacancies
Internal Security - Operations	45	29	16	3 Managerial and 13 Professional vacancies
Total Public Safety	585	479	106	
Total Positions	1,369	1,091	278	
Non-Reimbursable	1,244	966	278	
Reimbursable	125	125	-	
Total Full-Time	1,369	1,091	278	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
February 2022

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	26	13	13	5 vacancies in Administration, 3 in Executive, 3 in Budget & Finance, and 2 in Law
Professional, Technical, Clerical	51	37	14	5 vacancies in Administration, 4 in Executive, 3 in Law, and 1 vacancy in Budget & Finance and EEO
Operational Hourlies	-	-	-	
Total Administration	77	50	27	
Operations				
Managers/Supervisors	73	45	28	17 vacancies in Operations, 9 in ITS & Tolling, and 2 in CBDTP
Professional, Technical, Clerical	88	44	44	11 vacancies in ITS & Tolling and 33 in CBDTP
Operational Hourlies	-	-	-	
Total Operations	161	89	72	
Maintenance				
Managers/Supervisors	27	25	2	2 vacancies in Maintenance
Professional, Technical, Clerical	11	4	7	7 vacancies in Maintenance
Operational Hourlies ⁽¹⁾	350	299	51	14 vacancies in Maintenance and 37 in Operations
Total Maintenance	388	328	60	
Engineering/Capital				
Managers/Supervisors	34	31	3	2 vacancies in Law and 1 vacancy in Planning & Budget Capital
Professional, Technical, Clerical	124	114	10	5 vacancies in Engineering, 2 in Health & Safety, 2 in Law, and 1 vacancy in P&B Capital
Operational Hourlies	-	-	-	
Total Engineering/Capital	158	145	13	
Public Safety				
Managers/Supervisors	179	123	56	53 vacancies in Operations and 3 in Internal Security
Professional, Technical, Clerical	36	23	13	13 vacancies in Internal Security
Operational Hourlies ⁽²⁾	370	333	37	37 BTO vacancies in Operations
Total Public Safety	585	479	106	
Total Positions				
Managers/Supervisors	339	237	102	
Professional, Technical, Clerical	310	222	88	
Operational Hourlies	720	632	88	
Total Positions	1,369	1,091	278	

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

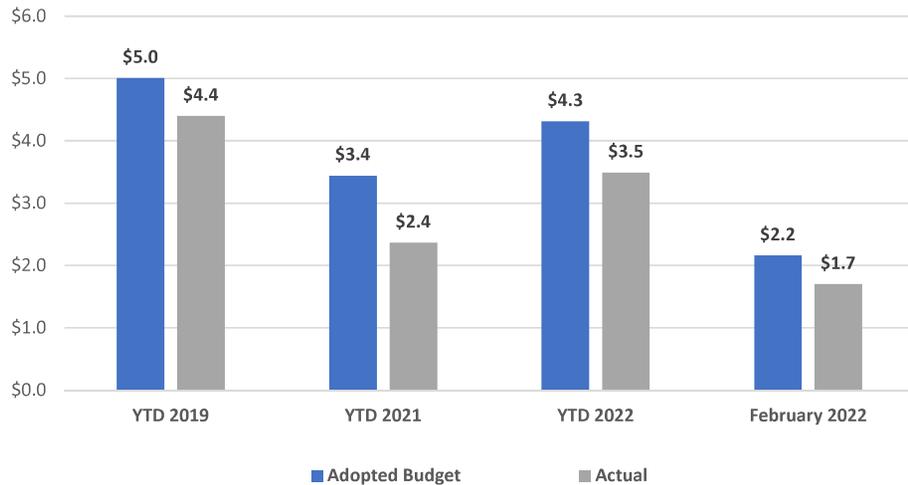
(2) Represents Bridge and Tunnel Officers performing public safety. These positions are paid annually, not hourly.

BRIDGES AND TUNNELS- NON-REIMBURSABLE OVERTIME

Overview

- Increase of \$1.1 M vs YTD 2021 due mainly to an increase in Vacancy/Absentee coverage, Weather, and Maintenance.
- Decrease of \$0.9 M vs YTD 2019 due to reductions in Vacancy/Absentee coverage because of enhanced staffing flexibility and in Routine and Unscheduled Maintenance due to the shift to critical response because of the COVID-19 pandemic.
- Underspending of \$0.8M (-19%) vs Adopted Budget YTD due to continued efficiencies with Vacancy/Absentee Coverage and Routine and Unscheduled Maintenance.
- Underspending of \$0.5M (-21%) vs February month only budget mainly due to reductions in Vacancy/Absentee coverage and Routine Maintenance.

Non-Reimbursable Overtime - YTD February Variance
(all dollars in millions)



Agency Detail

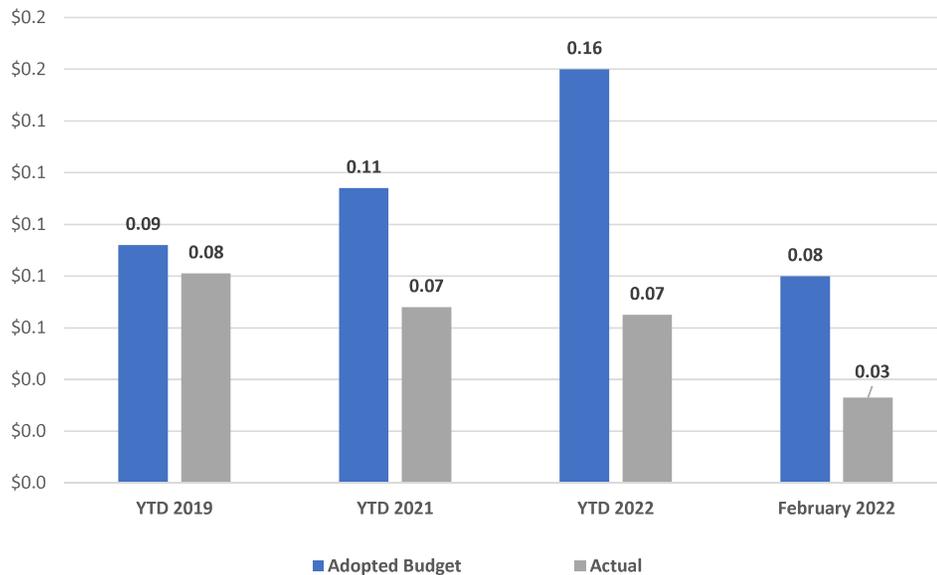
- **Vacancy/Absentee Coverage** increased compared to 2021 due to the COVID-19 Omicron variant surge and use of employee’s personal leave time at year-end. Scheduling changes have been enacted and personnel has been realigned strategically to ensure efficient deployment and assignment of personnel per the established annual schedule bid process.
- **Weather** related overtime increased as impactful weather events (snow/wind) occurred more frequently compared to 2021.
- **Maintenance** increased as B&T resumes more traditional maintenance duties. In response to the COVID-19 pandemic, B&T’s focus shifted to mission critical work and response mode. B&T is now resuming more routine maintenance schedules. These costs were partially offset by scheduling efficiencies through the shift of some Maintenance personnel to straight-time overnight coverage during the winter months.
- B&T continues to review the changing environment and prioritize the needs for overtime.
- Note that 2022 overtime actuals are preliminary estimates and may require subsequent revision due to the impacts of the Kronos timekeeping system outage.

BRIDGES AND TUNNELS- REIMBURSABLE OVERTIME

Overview

- Decrease of \$3K vs YTD 2021 due to consistent level of overtime needed on projects eligible for reimbursement from the capital program.
- Decrease of \$50 K vs YTD 2019 due to a lower need for overtime on projects eligible for reimbursement from the capital program.
- Underspensing of \$95K vs YTD Adopted Budget due to billing delays on the current projects including construction on the approaches to the Verrazzano-Narrows Bridge, deck replacement at the Throgs Neck Bridge, and weather monitoring system upgrades at Authority Facilities.
- Underspensing of \$50K vs February month only budget due to billing delays from the Kronos outage.

Reimbursable Overtime - YTD February Variance
(all dollars in millions)



Agency Detail

- Working with C&D, work schedules were adjusted to utilize straight time whenever possible to control overtime costs.
- Due to several Capital projects, including construction on the approaches to the Verrazzano-Narrows Bridge (VN 84) and deck replacement at the Throgs Neck Bridge (TN 49), priority was given to support the fast progression of these projects which resulted in a moderate increase in overtime spending.

- Note that 2022 overtime actuals are preliminary estimates and may require subsequent revision due to the impacts of the Kronos timekeeping system outage.