



Metropolitan Transportation Authority

# Bridges and Tunnels Committee Meeting

## July 2022

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### **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**  
**Monday, 7/25/2022**  
**9:00 - 9:30 AM ET**

**1. Summary of Actions**

*B&T Summary of Actions - Page 3*

**2. Public Comments**

**3. B&T Committee Minutes - June 2022**

*B&T Committee Minutes - June 2022 - Page 5*

**4. Committee Work Plan**

*B&T Committee Work Plan - Page 9*

**5. Report on Operations - May 2022**

*B&T Report on Operations - May 2022 - Page 15*

**6. Safety Report - May 2022**

*B&T Safety Report - May 2022 - Page 31*

**7. Financial Report - June 2022**

*B&T Financial Report - June 2022 - Page 36*

**8. Procurement**

*B&T Procurement - Page 50*

**B&T Competitive**

*B&T Competitive - Page 53*



# Bridges and Tunnels

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## Summary of Actions

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

<b>Responsible Department</b>	<b>Vendor Name</b>	<b>Total Amount</b>	<b>Summary of action</b>
<b>Procurement</b>	Conduent State & Local Solutions, Inc.	\$113,383,077	<ul style="list-style-type: none"> <li>• Approval to amend a Personal Service Contract</li> <li>• E-ZPass New York Customer Service Center Services</li> </ul>



# Bridges and Tunnels

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## Minutes of Committee Meeting June 2022



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

**June 27, 2022**

**8:30 a.m.**

In attendance were the Honorable:

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

Also in Attendance:  
Michael Fleischer

In Person:

Cassandra Edghill, Assistant Vice President, Field Operations  
Paul L. Friman, Acting General Counsel and Corporate Secretary – TBTA, MTA  
Richard Hildebrand, Vice President and Chief of Operations  
Eric Osnes, Vice President and Chief Safety Officer

Virtual:

Joseph Keane, P.E., Senior Vice President and Chief Engineer – TBTA, MTA Construction & Development  
Marissa Krinis, Financial Liaison TBTA, MTA Finance  
Donald E. Look, Vice President and Chief Security Officer

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

**June 27, 2022**

Minutes of TBTA Committee held June 27, 2022 at 8:30 a.m. A list of those in attendance is attached.

**Public Speakers**

The following speaker commented during the public speakers' session:

- Murray Bodin about global warming and roadway lines.

**Minutes**

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on May 23, 2022 were approved.

**Committee Work Plan**

Vice President and Chief of Operations Hildebrand stated that there are no changes to the TBTA Committee Work Plan.

**Vice President and Chief of Operations Hildebrand's Remarks**

Noting for the record that he was representing President DeCrescenzo at the meeting, Vice President/Chief Hildebrand opened his remarks by welcoming the return of Commissioner Mack as Committee Chair and thanking Commissioner Barbas for serving as Acting Committee Chair for the past two meetings. Vice President Hildebrand also welcomed new TBTA Committee Members John Samuelson, Midori Valdivia, Lisa Sorin, and Frankie Miranda.

Demonstrating our commitment to the protection and recovery of TBTA toll revenue, which not only funds our state of good repair projects but also provides critical support for MTA's mass transit services, Vice President Hildebrand recounted our most recent success in cracking down on those who do not pay their tolls. Local news media coverage showcased the outstanding efforts of Bridge and Tunnel Officer Jason Vasquez, who interdicted two top persistent toll violators in two consecutive days at the Verrazzano-Narrows Bridge. These repeat violators combined had incurred more than \$115,000 in unpaid tolls and fees. Such vehicle interdictions are part of our overall toll enforcement strategy regarding unbillable and uncollected tolls.

Vice President Hildebrand announced a new member of our family, as well as a milestone facility anniversary. MTA Photographer Marc Hermann's photos were displayed showing that earlier this month a healthy Peregrine Falcon chick was hatched in a specially built nesting box atop the Brooklyn Tower of the Marine Parkway Bridge. The young female was banded for wildlife monitoring by a New York City Department of Environmental Protection colleague who puts identifying bands on the falcons, still on the State's endangered birds list. TBTA has been part of the State nesting program since 1983. The banding is done in accordance with standard procedures and does no harm to the chick.

Vice President Hildebrand stated that TBTA is soon to mark the 85th anniversary of the Marine Parkway-Gil Hodges Memorial Bridge. Photos circa-1930s were displayed from our Special Archive. This vertical lift bridge, with its uniquely curved towers and steel lattice beams, opened on July 3, 1937, linking Brooklyn to the Rockaway Peninsula and its beaches. The bridge's name was changed in 1978 to celebrate the late great Gil Hodges, who played baseball for both the Brooklyn Dodgers and the New York Mets.

Finally, Vice President Hildebrand noted that the Diversity Report would be delivered later that morning at the MTA Diversity Committee Meeting.

## **Report on Operations**

With regard to the Report on Operations for April 2022, Assistant Vice President, Field Operations, Edghill stated that TBTA traffic continued its growth through this first full month of spring with an average increase of more than 30,000 vehicles per day versus March. Traffic counts for 2022 were stronger than April of last year and April of 2020, which was the first full month with major COVID-19 restrictions in effect.

Paid vehicle traffic in April 2022 was 27.4 million vehicles, which reflects an increase of 10.0% over the 24.9 million crossings in April 2021, and was 181.5% higher than April 2020 with 17.7 million more crossings. When compared to April of 2019 when there were 27.9 million paid crossings, a decrease of 0.1% was recorded for April 2022. E-Z Pass market share was 95.1% in April of this year, which is on par with last year but slightly lower than two years ago.

Preliminary figures indicate that traffic was 7.5% higher in May 2022 as compared to the same month in 2021, 93.0% higher than May 2020, and 1.3% lower than May 2019.

Gasoline price increases have had minimal impact on TBTA traffic counts. Gasoline prices fell slightly in April 2022 compared to March 2022, following a period of fifteen monthly increases. Gasoline prices averaged \$4.29 per gallon in April 2022, a decrease of 10 cents per gallon from March 2022, \$1.38 higher than in April 2021, and \$2.03 higher than in April 2020.

## **Safety Report**

With regard to the Safety Report for April 2022, Vice President Osnes stated that the total collision rate was 4.03 per million vehicles, which is 33% better than in rolling years 2019 and 2020, representing the very beginning of the COVID-19 pandemic period. When compared to last year, the results are slightly higher. The collisions with injuries rate was 0.72 per million vehicles, or 17% better than in rolling year 2019, and is also slightly higher than last year. To underscore facility-specific trends, the observed rate increase at the RFK Bridge is associated with traffic flow inefficiencies due to off-property construction occurring on the connecting properties of both the Deegan and Bruckner Expressways. Increased patrols and staging of response vehicles are being deployed to deter aggressive driving and prevent secondary collisions. The employee lost time injury rate in April was 5.5 incidents per 200,000 work hours, reflecting a decrease of 11% as compared to rolling years 2019 and 2020 and a 6% decrease compared to rolling year 2021.

In response to Commissioner Albert's question as to whether the increase in collisions due to traffic changes at the Throgs Neck Bridge that was discussed at last month's Committee Meeting had abated, Vice President Osnes confirmed that it has and explained that the phase of construction involving those travel path modifications has been completed.

## **Procurements**

Vice President Hildebrand 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

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## Committee Work Plan

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# BRIDGES & TUNNELS COMMITTEE WORK PLAN

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## 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

### 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

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

## **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

### **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.

## **FEBRUARY 2023 (cont'd)**

### 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 2023**

### Final 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



# Bridges and Tunnels

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## Report on Operations May 2022

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**Richard Hildebrand**  
**Vice President**  
**Operations**

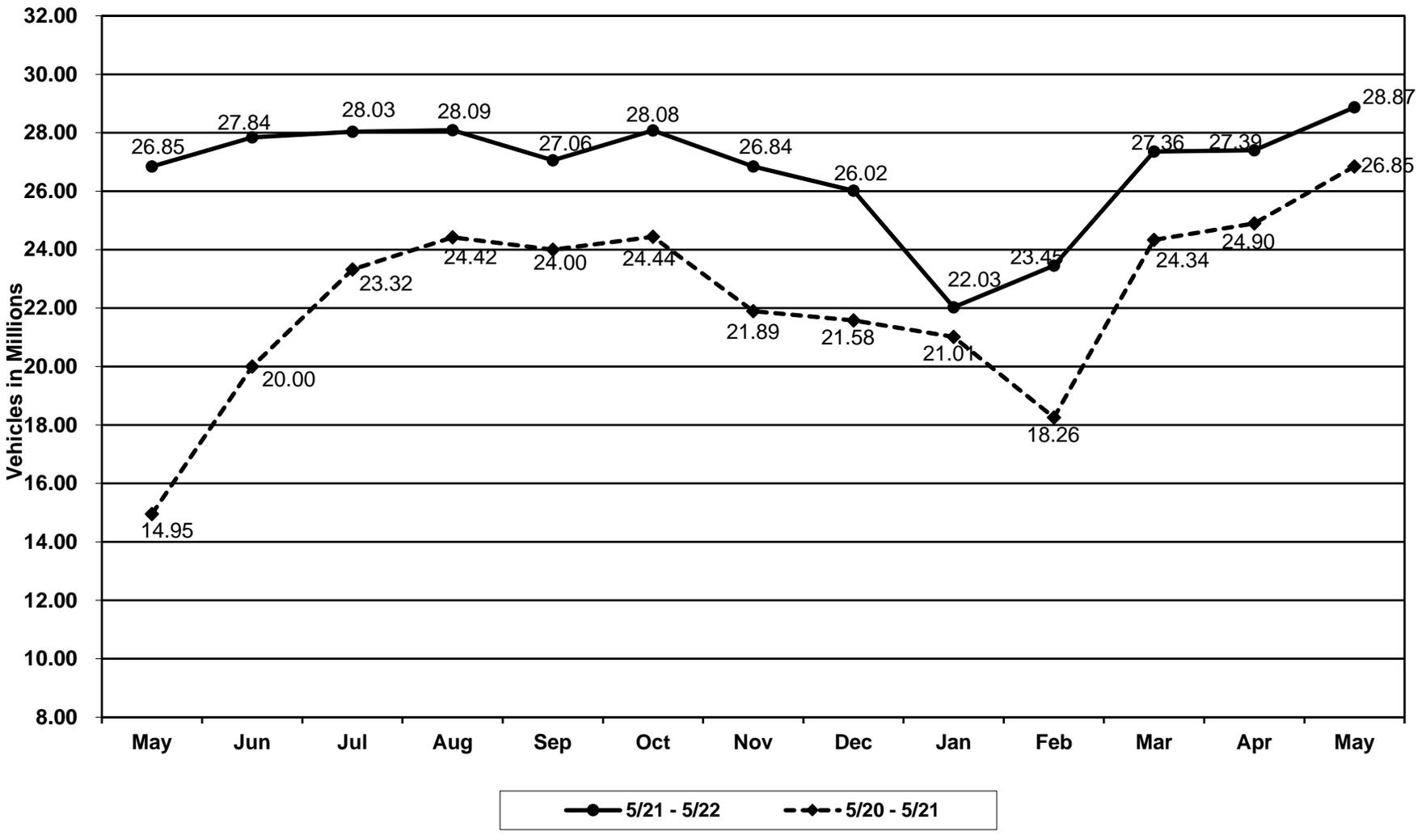
## **MTA Bridges and Tunnels May 2022 Traffic Trends**

### **Summary**

B&T's traffic numbers remain strong as the region continues to recover from the COVID-19 pandemic. For the month of May, 28.9 million paid vehicles crossed B&T facilities, an increase of 7.5% compared to 26.8 million in May 2021. Compared to May 2020, B&T paid traffic was 93.0% higher with an increase of 13.9 million more crossings.

In May 2022, gasoline prices increased for the sixteenth time in the past eighteen months. Gas prices averaged \$4.83 per gallon in May which was \$0.54 higher than April 2022, \$1.79 higher than May 2021 and \$2.68 higher than May 2020. Weather conditions in May 2022 did not have an impact on B&T's traffic.

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



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

All B&T Facilities by Method of Payment				
	May 2022	May 2021	May 2020	2022 YTD
E-ZPass1	27,457,394	25,521,523	14,227,675	123,042,143
Tolls by Mail1	1,411,252	1,326,604	726,316	6,060,836
<b>Total</b>	<b>28,868,646</b>	<b>26,848,127</b>	<b>14,953,991</b>	<b>129,102,979</b>
E-ZPass Market Share:				
Total	95.1%	95.1%	95.3%	95.3%
Cars	95.0%	94.9%	95.2%	95.2%
Trucks	97.1%	97.0%	96.9%	96.9%

Facility	Average Weekday <sup>2</sup>			E-ZPass Market Share					Average Weekend <sup>2</sup>			E-ZPass Market Share				
	May 2022			May 2022	May 2021	May 2020	2022 vs 2021	2022 vs 2020	May 2022			May 2022	May 2021	May 2020	2022 vs 2021	2022 vs 2020
	Total	E-ZPass	TBM						Total	E-ZPass	TBM					
Bronx-Whitestone Bridge	148,155	139,704	8,451	94.3%	94.4%	94.4%	-0.1%	-0.1%	145,513	134,756	10,757	92.6%	92.8%	92.8%	-0.2%	-0.2%
Cross Bay Bridge	24,528	23,537	991	96.0%	96.2%	95.9%	-0.3%	0.0%	21,043	19,950	1,093	94.8%	95.1%	94.7%	-0.3%	0.1%
Henry Hudson Bridge	77,473	74,119	3,354	95.7%	95.8%	96.1%	-0.1%	-0.4%	65,325	61,746	3,580	94.5%	94.4%	95.6%	0.1%	-1.1%
Hugh L. Carey Tunnel	65,390	63,245	2,145	96.7%	96.7%	96.7%	0.0%	0.0%	53,417	50,846	2,571	95.2%	95.2%	95.5%	0.0%	-0.3%
Marine Parkway Bridge	24,596	23,835	761	96.9%	97.1%	96.9%	-0.1%	0.1%	20,975	20,132	843	96.0%	96.2%	96.2%	-0.2%	-0.2%
Queens Midtown Tunnel	87,895	84,921	2,974	96.6%	96.0%	95.9%	0.7%	0.7%	80,117	76,481	3,637	95.5%	94.4%	94.4%	1.1%	1.0%
Robert F. Kennedy Bridge	190,573	181,125	9,449	95.0%	95.1%	94.8%	-0.1%	0.2%	181,362	169,779	11,582	93.6%	93.7%	93.7%	-0.1%	-0.1%
Throgs Neck Bridge	108,691	103,127	5,564	94.9%	95.2%	95.0%	-0.3%	-0.1%	113,271	105,571	7,700	93.2%	93.7%	93.5%	-0.5%	-0.3%
Verrazzano-Narrows Bridge <sup>1</sup>	225,074	216,549	8,526	96.2%	96.0%	96.4%	0.2%	-0.2%	211,682	200,155	11,526	94.6%	94.5%	95.0%	0.0%	-0.5%
<b>All Facilities<sup>1</sup></b>	<b>952,376</b>	<b>910,162</b>	<b>42,214</b>	<b>95.6%</b>	<b>95.5%</b>	<b>95.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>892,704</b>	<b>839,416</b>	<b>53,288</b>	<b>94.0%</b>	<b>94.1%</b>	<b>94.2%</b>	<b>0.0%</b>	<b>-0.2%</b>

Notes:

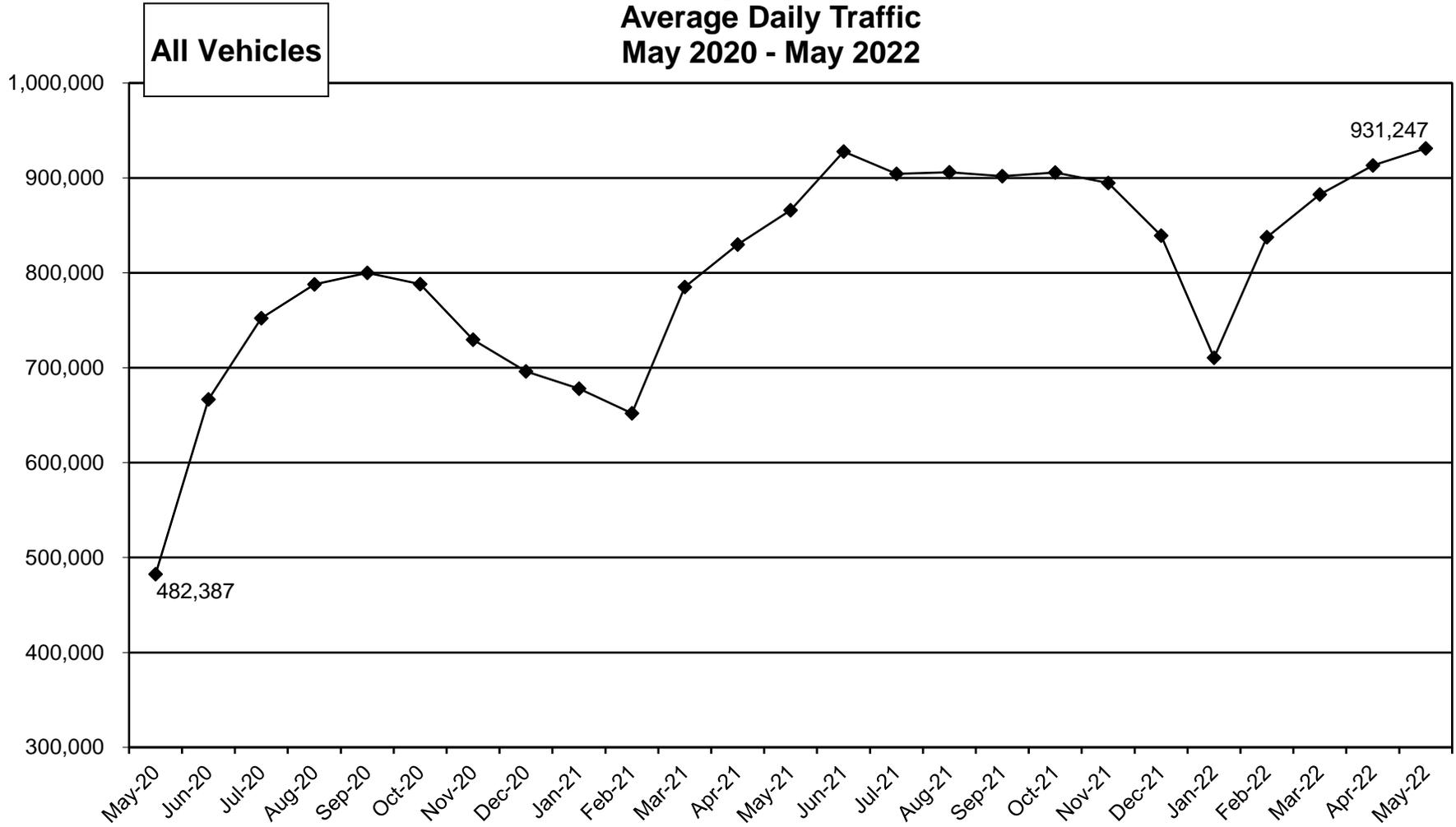
- At the Verrazzano-Narrows Bridge (VNB), tolls were only collected in the westbound direction prior to December 1, 2020.
- Average traffic and market share figures exclude holidays.

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

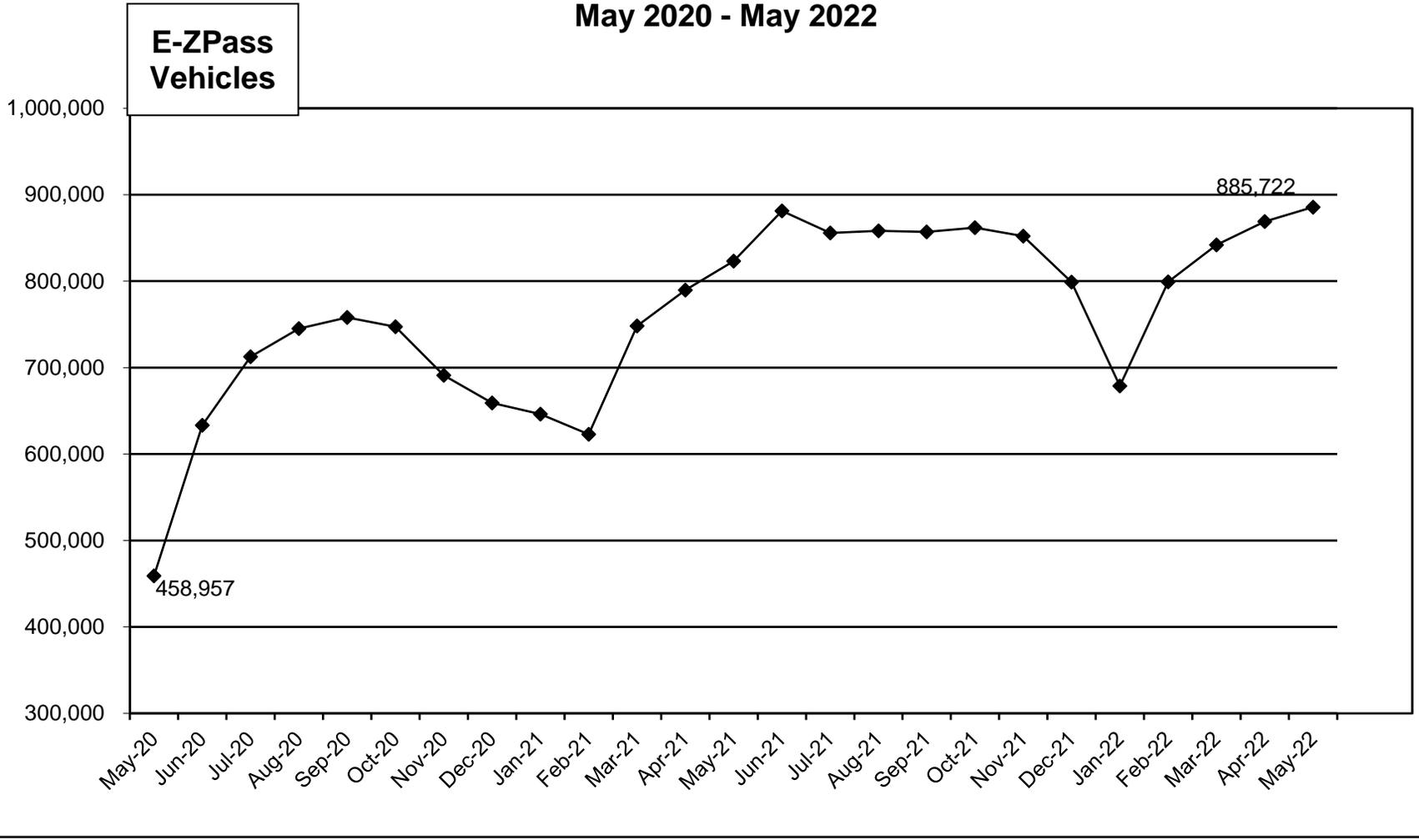
<b>Distribution by Facility &amp; Time Period</b>			
Facility	May 2022		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	21.9%	22.6%	55.5%
Cross Bay Bridge	24.1%	24.6%	51.3%
Henry Hudson Bridge	22.8%	27.5%	49.7%
Hugh L. Carey Tunnel	24.6%	23.9%	51.5%
Marine Parkway Bridge	25.2%	26.7%	48.2%
Queens Midtown Tunnel	20.8%	22.3%	56.8%
Robert F. Kennedy Bridge	23.8%	21.0%	55.2%
Throgs Neck Bridge	23.4%	24.6%	52.0%
Verrazzano-Narrows Bridge	22.9%	23.7%	53.5%
<b>All Facilities</b>	<b>23.0%</b>	<b>23.4%</b>	<b>53.6%</b>

<b>Payment Method by Facility (Transactions)</b>			
Facility	May 2022		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	88.4%	5.4%	6.2%
Cross Bay Bridge	93.7%	1.9%	4.5%
Henry Hudson Bridge	84.4%	10.9%	4.6%
Hugh L. Carey Tunnel	90.2%	6.1%	3.7%
Marine Parkway Bridge	93.3%	3.3%	3.4%
Queens Midtown Tunnel	90.7%	5.6%	3.7%
Robert F. Kennedy Bridge	88.0%	6.7%	5.4%
Throgs Neck Bridge	86.3%	8.1%	5.7%
Verrazzano-Narrows Bridge	85.2%	10.5%	4.3%
<b>All Facilities</b>	<b>87.6%</b>	<b>7.5%</b>	<b>4.9%</b>

### MTA Bridges and Tunnels Average Daily Traffic May 2020 - May 2022

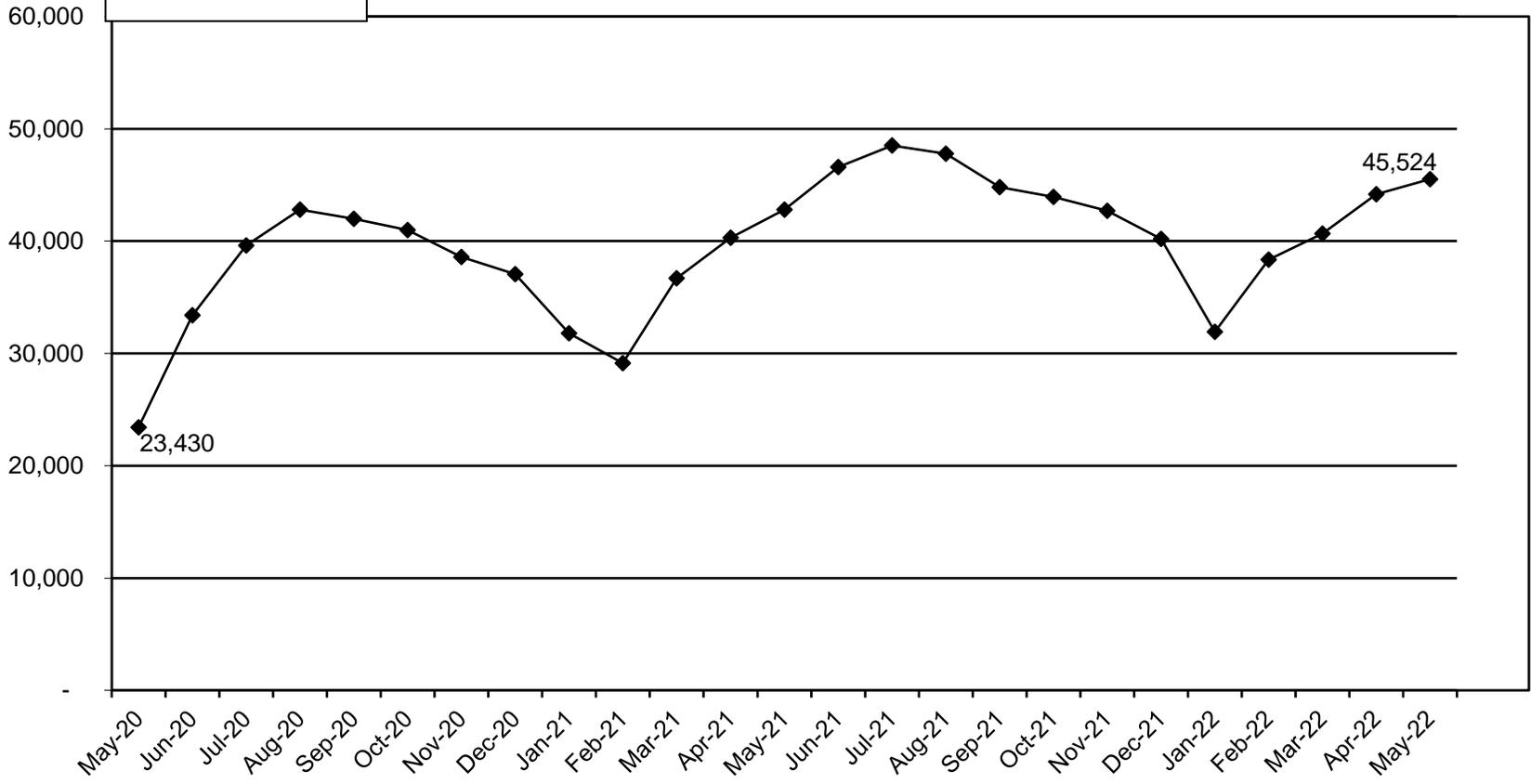


### MTA Bridges and Tunnels Average Daily Traffic May 2020 - May 2022

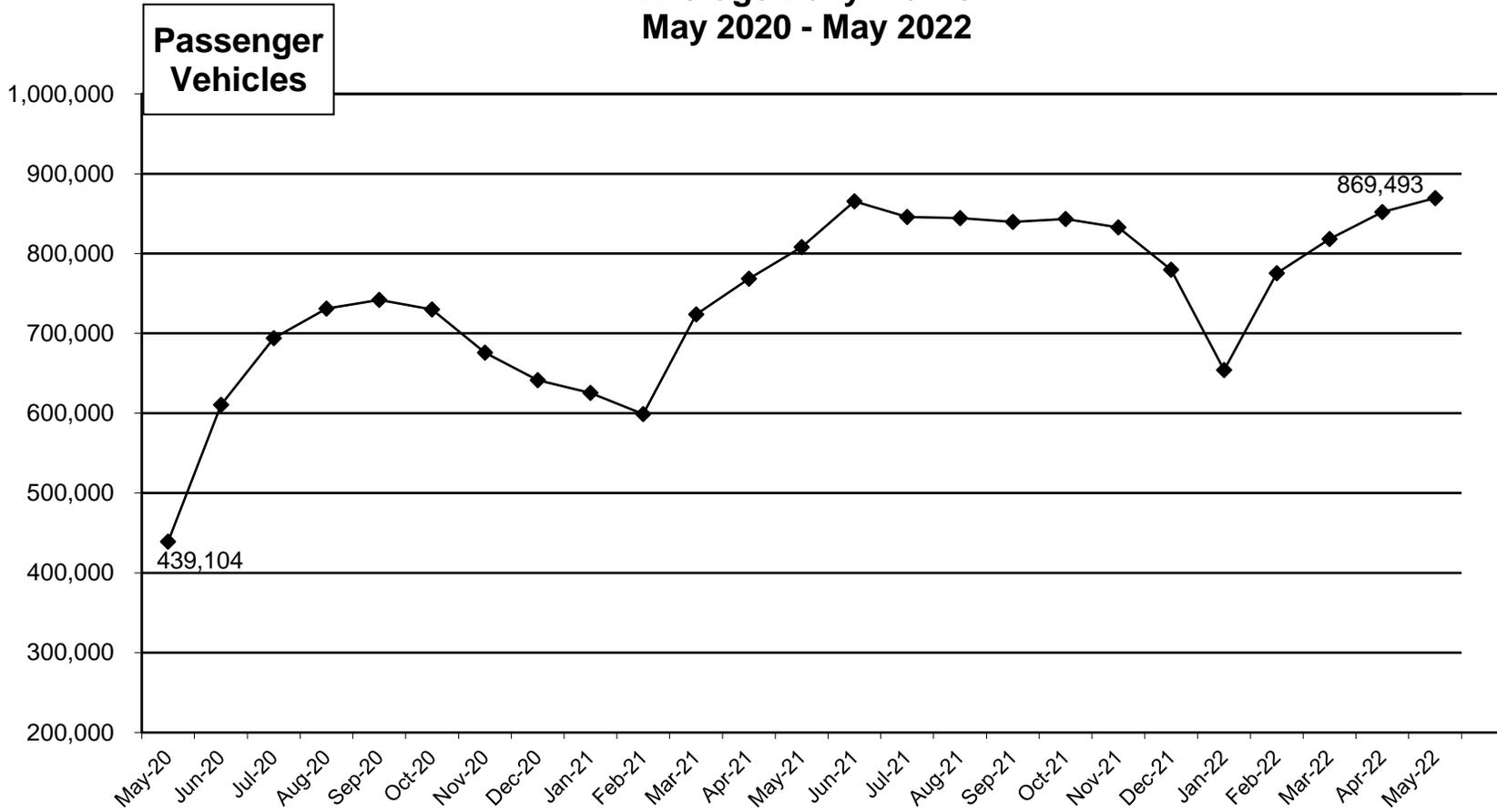


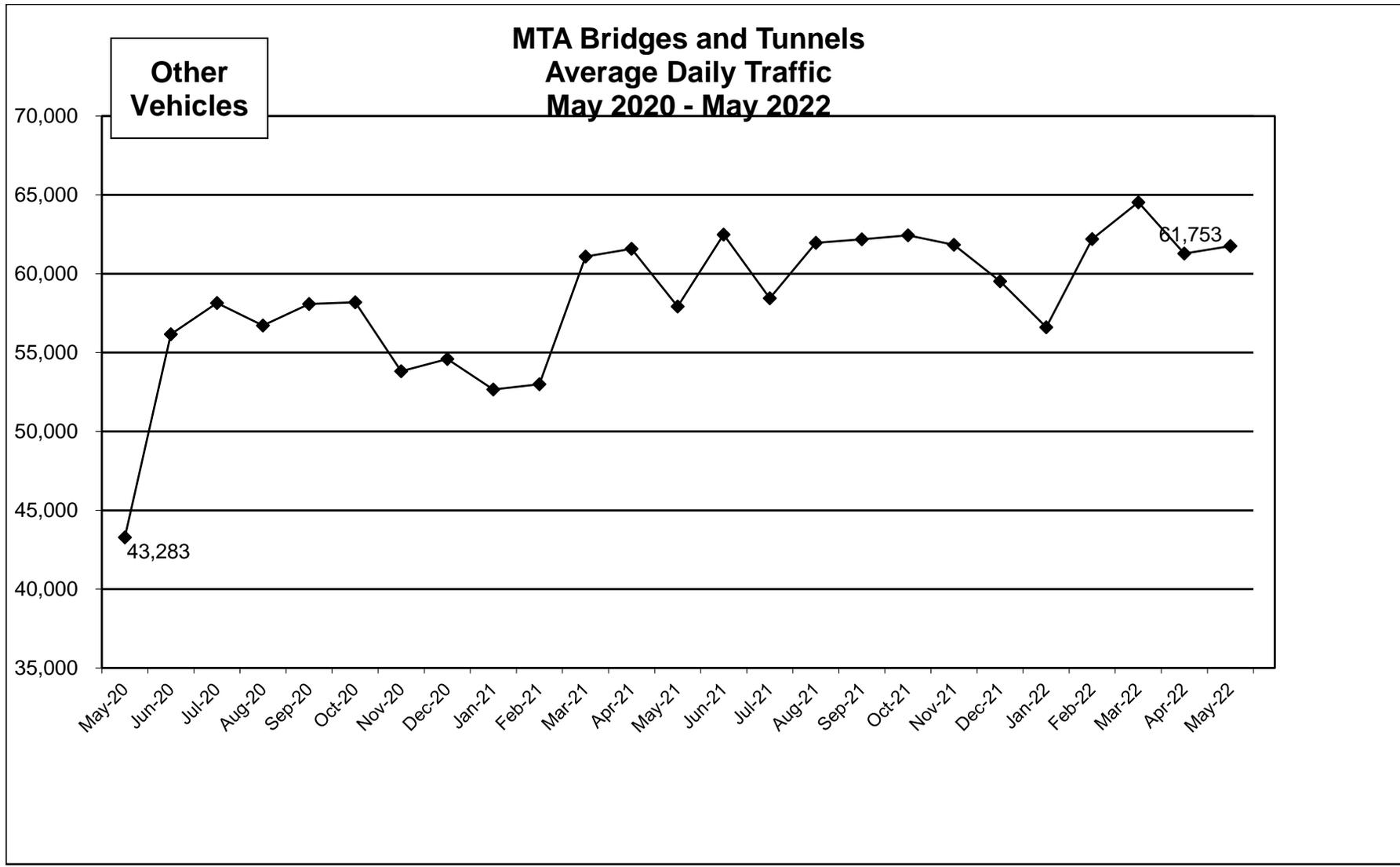
### MTA Bridges and Tunnels Average Daily Traffic May 2020- May 2022

Tolls by Mail  
Vehicles



### MTA Bridges and Tunnels Average Daily Traffic May 2020 - May 2022





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

Corridor	Toll Media	May(1)	3 Months(2) (Mar-May)	6 Months(3) (Dec -May)	9 Months(4) (Sep-May)	12 Months(5) (Jun-May)
All Facilities	Total Vehicles	7.5%	9.9%	13.3%	14.4%	16.7%
	E-ZPass	7.6%	10.0%	13.4%	14.7%	16.9%
	Tolls by Mail	6.4%	8.8%	10.3%	9.5%	13.0%
RFK Bridge	Total Vehicles	7.8%	9.9%	12.1%	13.0%	15.8%
	E-ZPass	7.7%	9.9%	12.2%	13.3%	16.2%
	Tolls by Mail	9.4%	10.9%	9.9%	7.0%	9.8%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	19.1%	22.6%	26.8%	27.1%	29.7%
	E-ZPass	19.6%	23.1%	27.4%	27.8%	30.3%
	Tolls by Mail	6.1%	10.4%	14.0%	11.5%	16.6%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	5.7%	8.0%	11.5%	15.0%	13.9%
	E-ZPass	5.5%	7.9%	11.5%	15.2%	14.0%
	Tolls by Mail	8.8%	10.4%	12.0%	10.3%	12.4%
Verrazano-Narrows Bridge	Total Vehicles	3.8%	6.2%	9.1%	10.7%	13.4%
	E-ZPass	4.0%	6.3%	9.3%	10.9%	13.4%
	Tolls by Mail	-1.0%	2.6%	4.3%	7.1%	13.4%
Henry Hudson Bridge	Total Vehicles	5.8%	9.1%	15.8%	19.6%	25.0%
	E-ZPass	5.7%	9.0%	15.7%	19.6%	24.9%
	Tolls By Mail	6.5%	10.8%	16.9%	19.8%	27.0%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	5.0%	3.5%	7.1%	7.8%	6.5%
	E-ZPass	4.8%	3.3%	7.1%	7.8%	6.8%
	Tolls by Mail	11.9%	9.3%	8.8%	6.1%	1.3%

(1) May 2022 vs. May 2021

(2) March 2022 to May 2022 vs. March 2021 to May 2021

(3) December 2021 to May 2022 vs. December 2020 to May 2021

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

(5) June 2021 to May 2022 vs. June 2020 to May 2021

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

Corridor	Toll Media	May(1)	3 Months(2) (Mar-May)	6 Months(3) (Dec-May)	9 Months(4) (Sep-May)	12 Months(5) (Jun-May)
All Facilities	Total Vehicles	7.5%	9.9%	13.3%	14.4%	16.7%
	Passenger	7.6%	10.4%	13.8%	14.9%	17.5%
	Other	6.6%	3.9%	7.2%	8.0%	7.7%
RFK Bridge	Total Vehicles	7.8%	9.9%	12.1%	13.0%	15.8%
	Passenger	7.9%	10.6%	12.6%	13.6%	16.8%
	Other	6.5%	2.2%	5.7%	5.5%	4.9%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	19.1%	22.6%	26.8%	27.1%	29.7%
	Passenger	19.5%	23.5%	27.9%	28.3%	31.2%
	Other	13.3%	10.3%	13.5%	12.6%	11.1%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	5.7%	8.0%	11.5%	15.0%	13.9%
	Passenger	5.8%	8.6%	12.0%	15.5%	14.7%
	Other	5.0%	3.2%	6.7%	8.7%	5.9%
Verrazzano-Narrows Bridge	Total Vehicles	3.8%	6.2%	9.1%	10.7%	13.4%
	Passenger	3.8%	6.5%	9.4%	11.0%	13.7%
	Other	4.2%	1.8%	4.1%	7.5%	9.6%
Henry Hudson Bridge	Total Vehicles	5.8%	9.1%	15.8%	19.6%	25.0%
	Passenger	5.6%	8.9%	15.5%	19.4%	24.8%
	Other	27.1%	29.3%	42.8%	40.3%	41.4%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	5.0%	3.5%	7.1%	7.8%	6.5%
	Passenger	4.9%	3.5%	7.0%	7.6%	6.4%
	Other	8.3%	4.1%	9.4%	10.8%	9.9%

(1) May 2022 vs. May 2021

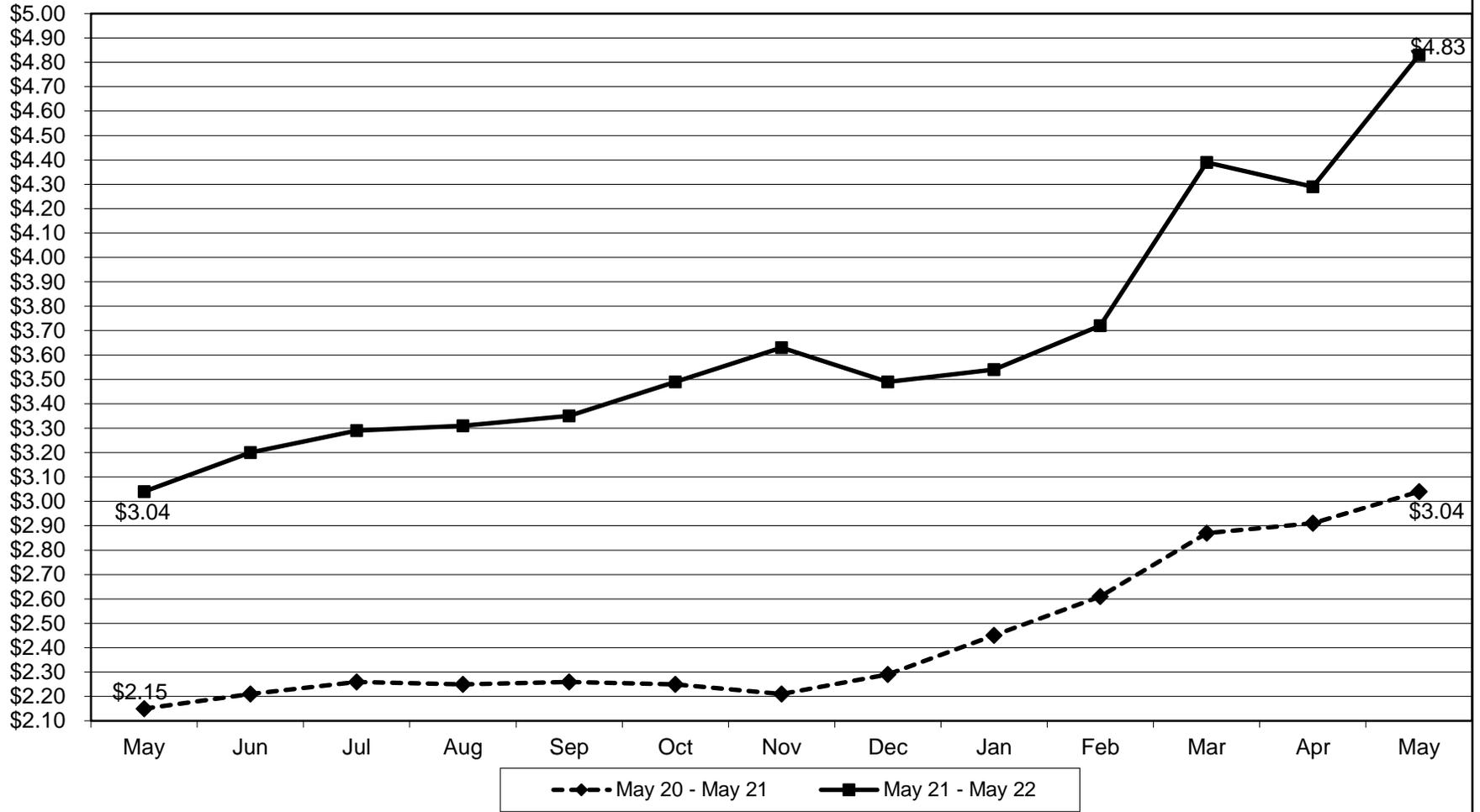
(2) March 2022 to May 2022 vs. March 2021 to May 2021

(3) December 2021 to May 2022 vs. December 2020 to May 2021

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

(5) June 2021 to May 2022 vs. June 2020 to May 2021

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



## Supplemental Data Page for the Report on Operations

<u>Month</u>	<u>Traffic &amp; Average Gas Price<sup>(1)</sup></u>		<u>Weather<sup>(2)</sup></u>			<u>Precipitation Days</u>
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	
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	21,014,716	\$2.45	37	2.2	1.6	9
Feb-21	18,255,564	\$2.61	35	4.1	23.2	14
Mar-21	24,335,629	\$2.87	46	3.1		7
Apr-21	24,896,449	\$2.91	55	2.8		10
May-21	26,848,127	\$3.04	64	3.9		12
Jun-21	27,835,062	\$3.20	76	2.4		7
Jul-21	28,032,603	\$3.29	78	8.5		17
Aug-21	28,090,238	\$3.31	79	6.9		11
Sep-21	27,057,244	\$3.35	73	8.8		9
Oct-21	28,079,713	\$3.49	65	4.0		11
Nov-21	26,841,772	\$3.63	49	0.8		9
Dec-21	26,015,011	\$3.49	45	1.4	0.6	13
<b>Jan-22</b>	<b>22,027,467</b>	<b>\$3.54</b>	<b>32</b>	<b>3.5</b>	<b>20.4</b>	<b>12</b>
<b>Feb-22</b>	<b>23,452,929</b>	<b>\$3.72</b>	<b>38</b>	<b>3.2</b>	<b>2.7</b>	<b>9</b>
<b>Mar-22</b>	<b>27,359,133</b>	<b>\$4.39</b>	<b>45</b>	<b>2.6</b>	<b>1.6</b>	<b>12</b>
<b>Apr-22</b>	<b>27,394,804</b>	<b>\$4.29</b>	<b>53</b>	<b>4.2</b>		<b>13</b>
<b>May-22</b>	<b>28,868,646</b>	<b>\$4.83</b>	<b>65</b>	<b>4.7</b>		<b>12</b>

Note: Bold numbers are preliminary.

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

<u>Month</u>	<u>Traffic &amp; Gas Monthly Inc/(Dec)</u>		<u>Weather Monthly Inc/(Dec)</u>			<u>Precipitation Days</u>
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	
<b>2021 vs. 2020</b>						
May	11,894,136	\$0.89	3	2.7	-	1
June	7,833,212	\$0.99	0	1.3	-	(1)
July	4,710,517	\$1.03	(5)	3.8	-	5
August	3,666,260	\$1.06	(1)	2.0	-	(2)
September	3,054,918	\$1.09	3	4.7	-	0
October	3,643,456	\$1.24	5	(1.2)	-	(2)
November	4,951,782	\$1.42	(5)	(3.6)	-	1
December	4,435,832	\$1.20	4	(2.1)	(10)	3
<b>2022 vs. 2021</b>						
January	1,012,751	\$1.09	(5)	1.3	19	3
February	5,197,365	\$1.11	3	(0.9)	(21)	(5)
March	3,023,504	\$1.52	(1)	(0.5)	2	5
April	2,498,355	\$1.38	(2)	1.4	-	3
May	2,020,519	\$1.79	1	0.8	-	0

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 Vehicles<sup>1</sup></u>	<u>E-ZPass</u>	<u>Non-E-ZPass<sup>2</sup></u>	<u>Passenger</u>	<u>Other</u>
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	677,894	646,097	31,797	625,231	52,663
Feb-21	651,984	622,856	29,128	598,995	52,990
Mar-21	785,020	748,314	36,706	723,930	61,090
Apr-21	829,882	789,570	40,311	768,301	61,581
May-21	866,069	823,275	42,794	808,144	57,925
Jun-21	927,835	881,244	46,591	865,347	62,489
Jul-21	904,278	855,768	48,510	845,837	58,441
Aug-21	906,137	858,363	47,774	844,176	61,961
Sep-21	901,908	857,102	44,806	839,719	62,190
Oct-21	905,797	861,856	43,941	843,356	62,442
Nov-21	894,726	852,031	42,695	832,891	61,835
Dec-21	839,194	798,986	40,208	779,674	59,520
Jan-22	710,563	678,631	31,933	653,957	56,607
Feb-22	837,605	799,260	38,345	775,405	62,200
Mar-22	882,553	841,884	40,669	818,015	64,537
Apr-22	913,160	868,984	44,176	851,879	61,282
May-22	931,247	885,722	45,524	869,493	61,753

*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**

<b><u>Month</u></b>	<b><u>All Other Vehicles<sup>1</sup></u></b>	<b><u>Small Trucks<sup>2</sup></u></b>	<b><u>Large Trucks<sup>3</sup></u></b>	<b><u>Franchise Buses</u></b>
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	62,489	40,944	17,002	4,542
Jul-21	58,441	38,507	15,607	4,326
Aug-21	61,961	41,714	15,890	4,356
Sep-21	62,190	41,953	15,963	4,274
Oct-21	62,442	42,344	15,867	4,230
Nov-21	61,835	41,419	16,173	4,244
Dec-21	59,520	39,353	15,935	4,231
Jan-22	56,607	38,267	14,181	4,158
Feb-22	62,200	42,289	15,500	4,410
Mar-22	64,537	43,227	16,624	4,686
Apr-22	61,282	40,457	16,399	4,426
May-22	61,753	41,198	16,385	4,169

*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

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## Safety Report May 2022

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**Eric Osnes**  
**Vice President and Chief Safety Officer**  
**Safety and Health**

## Safety Report

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

<b>Performance Indicator</b>				
<b>Performance Indicator</b>	<b>12-Month Average</b>			
	<b>June 2019 - May 2020</b>	<b>June 2020 - May 2021</b>	<b>June 2021 - May 2022</b>	
<b>Customer Collisions Rate per Million Vehicles</b>	<b>5.82</b>	<b>3.89</b>	<b>4.02</b>	
<b>Customer Injury Collisions Rate per Million Vehicles</b>	<b>0.90</b>	<b>0.62</b>	<b>0.74</b>	
<b>Employee Accident Reports</b>	<b>167</b>	<b>150</b>	<b>124</b>	
<b>Employee Lost Time Injuries Rate per 200,000 Hours Worked</b>	<b>5.4</b>	<b>6.5</b>	<b>5.0</b>	
<b>Leading Indicators</b>				
<b>Roadway Safety</b>	<b>2021</b>		<b>2022</b>	
	<b>May</b>	<b>Year End</b>	<b>May</b>	<b>Year to Date</b>
<b>Workforce Development (# of Participants)</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>277</b>
<b>Fleet Preventative Maintenance Insp.</b>	<b>123</b>	<b>1559</b>	<b>137</b>	<b>666</b>
<b>Safety Taskforce Inspections</b>	<b>1</b>	<b>14</b>	<b>2</b>	<b>6</b>
<b>Fire Safety</b>	<b>May</b>	<b>Year End</b>	<b>May</b>	<b>Year to Date</b>
<b>Fire Code Audits Completed</b>	<b>1</b>	<b>14</b>	<b>1</b>	<b>5</b>
<b>FDNY Liaison Visits</b>	<b>0</b>	<b>34</b>	<b>2</b>	<b>14</b>

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 (TMS, 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.

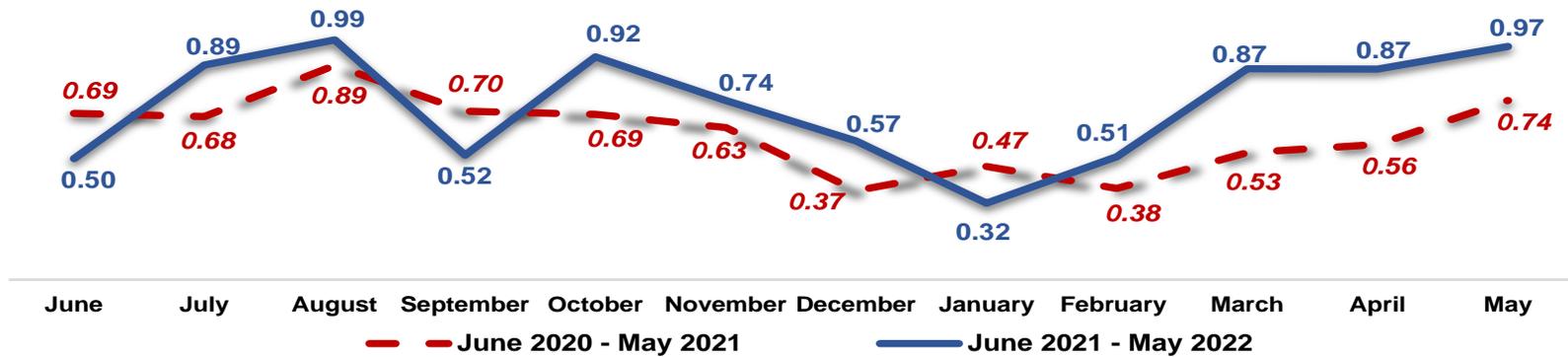
**Fire Code Audits** are required by the NYS Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

**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.

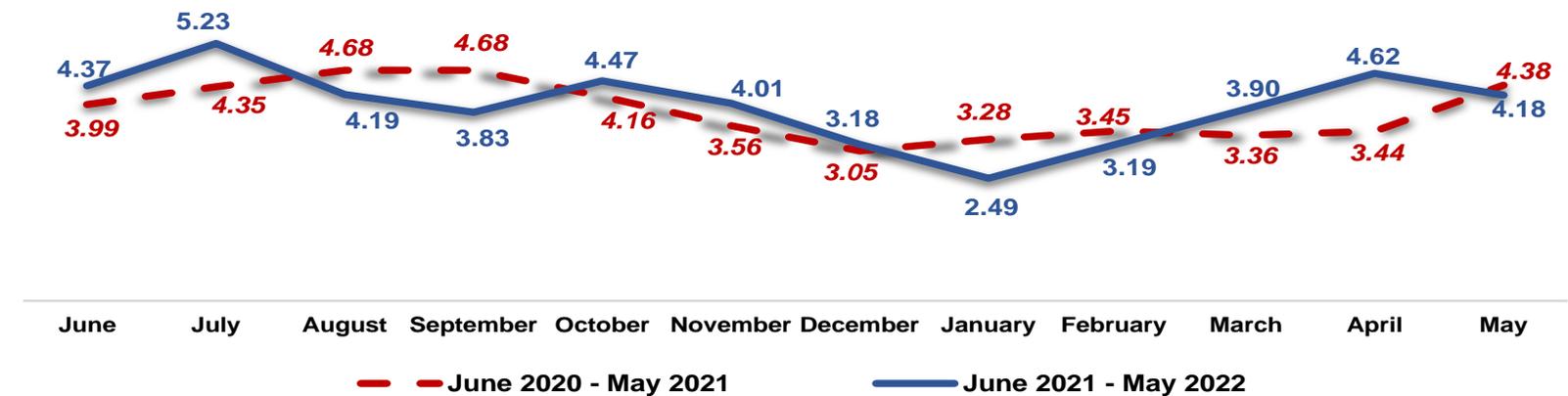


## Collision Rates – All Facilities Year over Year Comparison of Monthly Data

### Collisions with Injuries per Million Vehicles



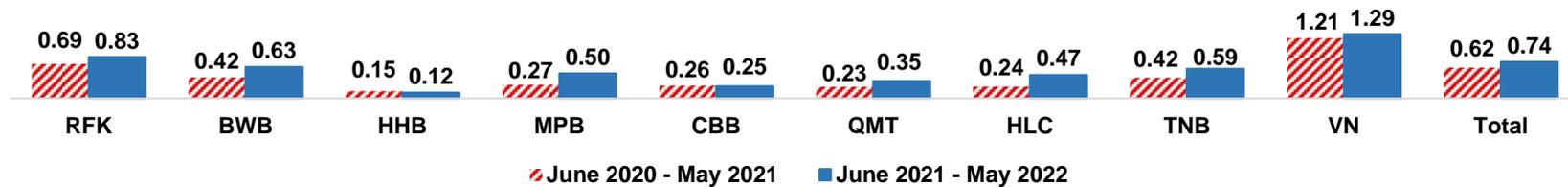
### Total Collisions per Million Vehicles



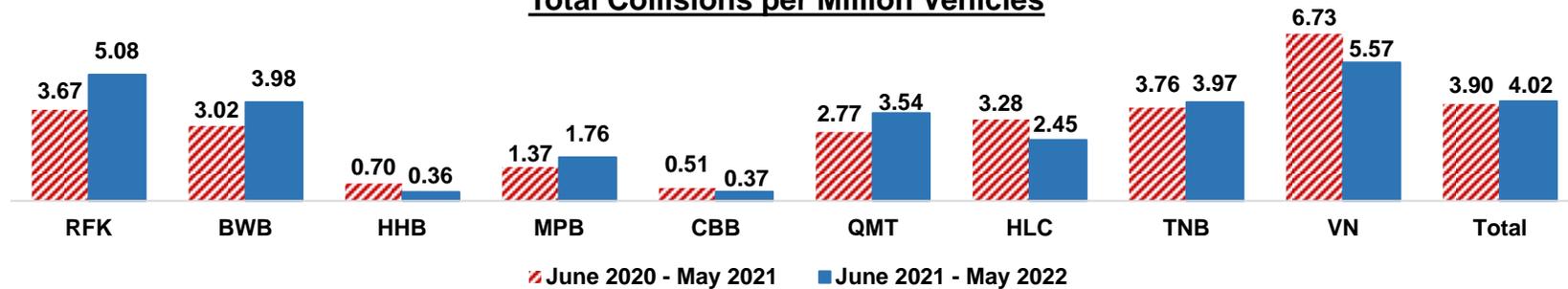


## Collision Rates by Facility Year over Year Comparison of 12-Month Averages

### Collisions with Injuries per Million Vehicles



### Total Collisions per Million Vehicles





## Collision Rates by Facility

Total Collisions per Million Vehicles: May 2021 – May 2022

	21-May	21-Jun	21-Jul	21-Aug	21-Sep	21-Oct	21-Nov	21-Dec	22-Jan	22-Feb	22-Mar	22-Apr	22-May
<b>RFK</b>	4.83	6.46	5.18	4.82	4.80	4.72	5.31	3.53	3.23	5.16	3.81	6.48	6.88
<b>BWB</b>	5.35	3.83	7.28	6.58	2.32	5.47	4.24	1.97	1.75	2.82	1.87	4.56	3.94
<b>TNB</b>	3.07	4.57	4.36	3.82	3.08	1.76	3.68	3.74	1.83	2.04	8.41	6.55	3.51
<b>VNB</b>	6.51	5.92	7.47	4.70	5.60	7.39	5.29	4.97	3.95	3.84	5.63	6.42	5.10
<b>QMT</b>	3.63	3.40	5.48	2.52	5.82	4.01	4.16	1.30	2.09	3.73	2.73	1.96	4.91
<b>HLC</b>	4.31	2.34	0.60	4.69	3.43	4.67	2.20	3.39	2.66	2.41	2.07	1.08	0.00
<b>HHB</b>	0.47	0.45	0.96	0.46	0.00	0.43	0.46	0.50	0.00	0.56	0.00	0.00	0.44
<b>MPB</b>	0.00	1.26	2.50	1.31	1.44	0.00	1.58	4.99	0.00	0.00	4.76	0.00	2.72
<b>CBB</b>	0.00	0.00	1.26	0.00	1.42	0.00	0.00	0.00	0.00	0.00	0.00	1.59	0.00
<b>Total</b>	4.38	4.37	5.23	4.19	3.83	4.47	4.01	3.18	2.49	3.19	3.90	4.62	4.18



# **Bridges and Tunnels**

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## **Financial Report June 2022**

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

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

As of June 30, 2022

(in thousands)

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

Cash-Unrestricted	10,207
Investments:	
Unrestricted	565,470
Restricted	695,824
Accrued interest receivable	1,694
Accounts receivable	435,799
Less allowance for uncollectible accounts	-336,220
Tolls due from other agencies	48,351
Prepaid expenses	7,326
	<hr/>
Total current assets	1,428,451

**NONCURRENT ASSETS:**

Investments:	
Unrestricted	
Restricted	-
Facilities, less acc.dep of \$2,252,190	7,490,855
Capital lease 2 Broadway net acc. dep.	33,881
Derivative Hedge Assets	3,467
	<hr/>
Total noncurrent assets	7,528,203

**TOTAL ASSETS:** 

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 8,956,654

**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	130,322
Defeasance costs	166,302
	<hr/>

**TOTAL DEFERRED OUTFLOWS OF RESOURCES:** 

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 512,978

**TOTAL ASSETS AND DEFERRED OUTFLOWS  
OF RESOURCES**

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 9,469,632

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

As of June 30, 2022

(in thousands)

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

Current portion-long term debt	296,800
Interest Payable	47,016
Accounts Payable	159,802
Accrued Pension Payable	-
Payable to MTA-CAP	388,745
Due to MTA-Operating Expenses	3,240
Due to NYCTA-Operating Expenses	56
Accrued salaries	33,519
Accrued Vac & Sick Benefits	19,624
Current portion of estimated liability arising from injury	3,370
Due to New York City Transit Authority	69,097
Due to Metropolitan Transportation Authority	80,604
Unearned Toll Revenue	222,341
Tolls due to other agencies	85,300
E-ZPass Airport Toll Liability	5,497
	<hr/>
Total current liabilities	1,415,013

**NONCURRENT LIABILITIES:**

Long term debt	9,316,528
Post Employment Benefits Other than Pensions	987,443
Estimated liability arising from injury	51,898
Capital lease obligations	59,704
Other long-term liabilities	-
Derivative Hedge Liabilities	101,915
Due (to)/from MTA - change in fair value of derivative	31,873
Net Pension Liability	59,821
	<hr/>
Total noncurrent liabilities	10,609,181

**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** 12,266,054

**NET POSITION** 

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 -2,796,422 \*

**TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET** 

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 9,469,632

\*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**  
**JUNE 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
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	201.260	206.881	5.621	2.8	0.000	0.000	0.000	-	201.260	206.881	5.621	2.8
Other Operating Revenue	1.689	2.269	0.581	34.4	0.000	0.000	0.000	-	1.689	2.269	0.581	34.4
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.195	1.310	0.115	9.6	1.195	1.310	0.115	9.6
Investment Income	0.111	0.149	0.038	34.3	0.000	0.000	0.000	-	0.111	0.149	0.038	34.3
<b>Total Revenue</b>	<b>\$203.059</b>	<b>\$209.299</b>	<b>\$6.240</b>	<b>3.1</b>	<b>\$1.195</b>	<b>\$1.310</b>	<b>\$0.115</b>	<b>9.6</b>	<b>\$204.253</b>	<b>\$210.608</b>	<b>\$6.355</b>	<b>3.1</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$9.933	\$7.937	\$1.996	20.1	\$0.561	\$0.447	\$0.114	20.3	10.494	\$8.384	\$2.110	20.1
Overtime	1.891	1.852	0.039	2.1	\$0.080	0.033	0.047	59.3	1.971	1.885	0.087	4.4
Health and Welfare	2.680	2.099	0.581	21.7	\$0.153	0.106	0.047	30.8	2.834	2.205	0.629	22.2
OPEB Current Payment	1.987	2.322	(0.336)	(16.9)	0.000	0.000	0.000	-	1.987	2.322	(0.336)	(16.9)
Pensions	3.198	2.801	0.397	12.4	\$0.195	0.132	0.063	32.3	3.393	2.934	0.460	13.5
Other Fringe Benefits	1.797	1.139	0.658	36.6	\$0.089	0.054	0.035	38.9	1.886	1.193	0.693	36.7
Reimbursable Overhead	(0.116)	(0.537)	0.421	*	\$0.116	0.537	(0.421)	*	0.000	0.000	0.000	100.0
<b>Total Labor Expenses</b>	<b>\$21.370</b>	<b>\$17.614</b>	<b>\$3.757</b>	<b>17.6</b>	<b>\$1.195</b>	<b>\$1.310</b>	<b>(\$0.115)</b>	<b>(9.6)</b>	<b>\$22.565</b>	<b>\$18.923</b>	<b>\$3.642</b>	<b>16.1</b>
<i>Non-Labor:</i>												
Electric Power	\$0.404	\$0.021	\$0.383	94.8	\$0.000	\$0.000	\$0.000	-	\$0.404	\$0.021	\$0.383	94.8
Fuel	0.206	0.529	(0.322)	*	0.000	0.000	0.000	-	0.206	0.529	(0.322)	*
Insurance	1.181	1.049	0.132	11.1	0.000	0.000	0.000	-	1.181	1.049	0.132	11.1
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	17.424	23.773	(6.348)	(36.4)	0.000	0.000	0.000	-	17.424	23.773	(6.348)	(36.4)
Professional Service Contracts	3.458	1.755	1.703	49.3	0.000	0.000	0.000	-	3.458	1.755	1.703	49.3
Materials & Supplies	0.264	0.497	(0.233)	(88.3)	0.000	0.000	0.000	-	0.264	0.497	(0.233)	(88.3)
Other Business Expenses	3.589	4.462	(0.874)	(24.4)	0.000	0.000	0.000	-	3.589	4.462	(0.874)	(24.4)
<b>Total Non-Labor Expenses</b>	<b>\$26.526</b>	<b>\$32.086</b>	<b>(\$5.560)</b>	<b>(21.0)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$26.526</b>	<b>\$32.086</b>	<b>(\$5.560)</b>	<b>(21.0)</b>
<b>Other Expense Adjustments:</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Gap Closing Actions:</b>												
<sup>1</sup> 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	-
<b>Total Gap Closing Actions</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$47.896</b>	<b>\$49.699</b>	<b>(\$1.803)</b>	<b>(3.8)</b>	<b>\$1.195</b>	<b>\$1.310</b>	<b>(\$0.115)</b>	<b>(9.6)</b>	<b>\$49.091</b>	<b>\$51.009</b>	<b>(\$1.918)</b>	<b>(3.9)</b>
Depreciation	\$15.141	\$16.619	(\$1.479)	(9.8)	\$0.000	\$0.000	\$0.000	-	15.141	\$16.619	(\$1.479)	(9.8)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$63.037</b>	<b>\$66.319</b>	<b>(\$3.282)</b>	<b>(5.2)</b>	<b>\$1.195</b>	<b>\$1.310</b>	<b>(\$0.115)</b>	<b>(9.6)</b>	<b>\$64.231</b>	<b>\$67.628</b>	<b>(\$3.397)</b>	<b>(5.3)</b>
Less: Depreciation	\$15.141	\$16.619	(\$1.479)	(9.8)	\$0.000	\$0.000	\$0.000	-	\$15.141	\$16.619	(\$1.479)	(9.8)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$47.896</b>	<b>\$49.699</b>	<b>(\$1.803)</b>	<b>(3.8)</b>	<b>\$1.195</b>	<b>\$1.310</b>	<b>(\$0.115)</b>	<b>(9.6)</b>	<b>\$49.091</b>	<b>\$51.009</b>	<b>(\$1.918)</b>	<b>(3.9)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$155.163</b>	<b>\$159.600</b>	<b>\$4.437</b>	<b>2.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$155.163</b>	<b>\$159.600</b>	<b>\$4.437</b>	<b>2.9</b>

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**  
**JUNE 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
<b>Net Income/(Deficit)</b>								<b>\$155.163</b>	<b>\$159.600</b>	<b>\$4.437</b>	<b>2.9</b>	
Less: Capitalized Assets								4.845	2.171	2.674	55.2	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
<b>Adjusted Net Income/(Deficit)</b>								<b>\$150.318</b>	<b>\$157.429</b>	<b>\$7.111</b>	<b>4.7</b>	
Less: Debt Service								58.726	55.693	3.033	5.2	
Less: Contribution to the Capital Program								0.000	0.000	0.000	-	
<b>Income Available for Distribution</b>								<b>\$91.592</b>	<b>\$101.735</b>	<b>\$10.143</b>	<b>11.1</b>	
Distributable To:												
MTA - Investment Income								0.111	0.149	0.038	34.3	
MTA - Distributable Income								50.361	54.513	4.152	8.2	
NYCTR - Distributable Income								41.121	47.074	5.953	14.5	
<b>Total Distributable Income</b>								<b>\$91.592</b>	<b>\$101.735</b>	<b>\$10.143</b>	<b>11.1</b>	
<b>Support to Mass Transit:</b>												
Total Revenues								204.253	210.608	6.355	3.1	
Less: Total Operating Expenses								<u>49.091</u>	<u>51.009</u>	<u>(1.918)</u>	(3.9)	
<b>Net Operating Income/(Deficit)</b>								<b>\$155.163</b>	<b>\$159.600</b>	<b>\$4.437</b>	<b>2.9</b>	
Deductions from Net Operating Income:												
Capitalized Assets								4.845	2.171	2.674	55.2	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								29.163	29.815	(0.653)	(2.2)	
Contribution to the Capital Program								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
<b>Total Deductions From Operating Income</b>								<b>\$34.008</b>	<b>\$31.986</b>	<b>\$2.021</b>	<b>5.9</b>	
<b>Total Support to Mass Transit</b>								<b>\$121.155</b>	<b>\$127.613</b>	<b>\$6.458</b>	<b>5.3</b>	

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

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JUNE Year-To-Date**

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	1,091.920	1,132.710	40.790	3.7	0.000	0.000	0.000	-	1,091.920	1,132.710	40.790	3.7
Other Operating Revenue	9.161	11.192	2.031	22.2	0.000	0.000	0.000	-	9.161	11.192	2.031	22.2
Capital & Other Reimbursements	0.000	0.000	0.000	-	6.720	7.862	1.141	17.0	6.720	7.862	1.141	17.0
Investment Income	0.600	0.325	(0.275)	(45.8)	0.000	0.000	0.000	-	0.600	0.325	(0.275)	(45.8)
<b>Total Revenue</b>	<b>\$1,101.681</b>	<b>\$1,144.227</b>	<b>\$42.546</b>	<b>3.9</b>	<b>\$6.720</b>	<b>\$7.862</b>	<b>\$1.141</b>	<b>17.0</b>	<b>\$1,108.401</b>	<b>\$1,152.089</b>	<b>\$43.688</b>	<b>3.9</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$64.875	\$52.777	\$12.098	18.6	3.334	\$2.682	\$0.652	19.6	68.209	\$55.459	\$12.750	18.7
Overtime	12.199	10.565	1.634	13.4	0.480	0.195	0.285	59.3	12.679	10.760	1.919	15.1
Health and Welfare	17.641	12.921	4.721	26.8	0.778	0.637	0.142	18.2	18.420	13.557	4.862	26.4
OPEB Current Payment	12.914	13.841	(0.927)	(7.2)	0.000	0.000	0.000	-	12.914	13.841	(0.927)	(7.2)
Pensions	21.084	16.783	4.301	20.4	0.972	0.794	0.178	18.4	22.056	17.577	4.479	20.3
Other Fringe Benefits	11.801	7.802	3.999	33.9	0.460	0.331	0.129	28.0	12.260	8.132	4.128	33.7
Reimbursable Overhead	(0.696)	(3.222)	2.527	*	0.696	3.222	(2.527)	*	0.000	0.000	0.000	100.0
<b>Total Labor Expenses</b>	<b>\$139.817</b>	<b>\$111.465</b>	<b>\$28.352</b>	<b>20.3</b>	<b>\$6.720</b>	<b>\$7.862</b>	<b>(\$1.141)</b>	<b>(17.0)</b>	<b>\$146.538</b>	<b>\$119.327</b>	<b>\$27.211</b>	<b>18.6</b>
<i>Non-Labor:</i>												
Electric Power	\$2.055	\$2.242	(\$0.187)	(9.1)	0.000	\$0.000	\$0.000	-	\$2.055	\$2.242	(\$0.187)	(9.1)
Fuel	0.939	1.627	(0.688)	(73.3)	0.000	0.000	0.000	-	0.939	1.627	(0.688)	(73.3)
Insurance	6.749	6.161	0.589	8.7	0.000	0.000	0.000	-	6.749	6.161	0.589	8.7
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	66.887	64.939	1.948	2.9	0.000	0.000	0.000	-	66.887	64.939	1.948	2.9
Professional Service Contracts	17.762	10.377	7.385	41.6	0.000	0.000	0.000	-	17.762	10.377	7.385	41.6
Materials & Supplies	1.272	1.507	(0.236)	(18.5)	0.000	0.000	0.000	-	1.272	1.507	(0.236)	(18.5)
Other Business Expenses	23.427	26.428	(3.001)	(12.8)	0.000	0.000	0.000	-	23.427	26.428	(3.001)	(12.8)
<b>Total Non-Labor Expenses</b>	<b>\$119.090</b>	<b>\$113.281</b>	<b>\$5.810</b>	<b>4.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$119.090</b>	<b>\$113.281</b>	<b>\$5.810</b>	<b>4.9</b>
<b>Other Expense Adjustments</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Gap Closing Actions:</b>												
<sup>1</sup> 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	-
<b>Total Gap Closing Actions</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$258.908</b>	<b>\$224.746</b>	<b>\$34.162</b>	<b>13.2</b>	<b>\$6.720</b>	<b>\$7.862</b>	<b>(\$1.141)</b>	<b>(17.0)</b>	<b>\$265.628</b>	<b>\$232.608</b>	<b>\$33.020</b>	<b>12.4</b>
Depreciation	\$90.844	\$98.327	(\$7.483)	(8.2)	0.000	\$0.000	\$0.000	-	90.844	\$98.327	(\$7.483)	(8.2)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$349.752</b>	<b>\$323.073</b>	<b>\$26.679</b>	<b>7.6</b>	<b>\$6.720</b>	<b>\$7.862</b>	<b>(\$1.141)</b>	<b>(17.0)</b>	<b>\$356.472</b>	<b>\$330.935</b>	<b>\$25.538</b>	<b>7.2</b>
Less: Depreciation	\$90.844	\$98.327	(\$7.483)	(8.2)	\$0.000	\$0.000	\$0.000	-	\$90.844	\$98.327	(\$7.483)	(8.2)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$258.908</b>	<b>\$224.746</b>	<b>\$34.162</b>	<b>13.2</b>	<b>\$6.720</b>	<b>\$7.862</b>	<b>(\$1.141)</b>	<b>(17.0)</b>	<b>\$265.628</b>	<b>\$232.608</b>	<b>\$33.020</b>	<b>12.4</b>
<b>Net Surplus/(Deficit)</b>	<b>\$842.773</b>	<b>\$919.481</b>	<b>\$76.708</b>	<b>9.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$842.773</b>	<b>\$919.481</b>	<b>\$76.708</b>	<b>9.1</b>

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**  
**JUNE Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Net Income/(Deficit)</b>								<b>\$842.773</b>	<b>\$919.481</b>	<b>\$76.708</b>	<b>9.1</b>	
Less: Capitalized Assets								6.517	4.730	\$1.787	27.4	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
<b>Adjusted Net Income/(Deficit)</b>								<b>\$836.256</b>	<b>\$914.752</b>	<b>\$78.495</b>	<b>9.4</b>	
Less: Debt Service								342.770	334.946	7.823	2.3	
Less: Contribution to the Capital Program								0.000	0.000	0.000	-	
<b>Income Available for Distribution</b>								<b>\$493.487</b>	<b>\$579.805</b>	<b>\$86.319</b>	<b>17.5</b>	
Distributable To:												
MTA - Investment Income								0.600	0.325	(0.275)	(45.8)	
MTA - Distributable Income								274.163	312.175	38.011	13.9	
NYCTR - Distributable Income								218.723	267.306	48.582	22.2	
<b>Total Distributable Income</b>								<b>\$493.487</b>	<b>\$579.805</b>	<b>\$86.319</b>	<b>17.5</b>	
<b>Support to Mass Transit:</b>												
Total Revenues								1,108.401	1,152.089	43.688	3.9	
Less: Total Operating Expenses								<u>265.628</u>	<u>232.608</u>	<u>33.020</u>	12.4	
<b>Net Operating Income/(Deficit)</b>								<b>\$842.773</b>	<b>\$919.481</b>	<b>\$76.708</b>	<b>9.1</b>	
Deductions from Net Operating Income:												
Capitalized Assets								6.517	4.730	1.787	27.4	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								165.391	178.998	(13.606)	(8.2)	
Contribution to the Capital Program								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
<b>Total Deductions From Operating Income</b>								<b>\$171.908</b>	<b>\$183.727</b>	<b>(\$11.819)</b>	<b>(6.9)</b>	
<b>Total Support to Mass Transit</b>								<b>\$670.865</b>	<b>\$735.754</b>	<b>\$64.889</b>	<b>9.7</b>	

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

**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		Jun-22	Favorable/ (Unfavorable) Variance		Year-to-Date
	\$	%	Reason for Variance	\$	%	Reason for Variance
<b>Nonreimbursable</b>						
Vehicle Toll Revenue	5.621	2.8%	Average toll revenue is higher than projected levels partially offset by lower-than-budgeted traffic volume.	40.790	3.7%	Average toll revenue is higher than projected levels partially offset by lower-than-budgeted traffic volume.
Other Operating Revenue	0.581	*	Higher revenue primarily due to the timing of income from E-ZPass administrative fees	2.031	22.2%	Higher revenue primarily due to the timing of income from E-ZPass administrative fees
Investment Income	0.038	34.3%	Higher than anticipated short-term investment returns on fund balances.	(0.275)	-45.8%	Lower than anticipated short-term investment returns on fund balances.
Payroll	1.996	20.1%	Lower payroll expenses primarily due to vacancies	12.098	18.6%	Lower payroll expenses primarily due to vacancies
Overtime	0.039	2.1%	See overtime chart	1.634	13.4%	See overtime chart
Health and Welfare	0.581	21.7%	Lower expenses primarily due to vacancies	4.721	26.8%	Lower expenses primarily due to vacancies
OPEB Current Payment	(0.336)	-16.9%	Higher expenses primarily due to timing against the budget allocation	(0.927)	-7.2%	Higher expenses primarily due to timing against the budget allocation
Pensions	0.397	12.4%	Lower non-reimbursable expenses primarily due to lower than allocated capital reimbursement offsets	4.301	20.4%	Lower non-reimbursable expenses primarily due to lower than allocated capital reimbursement offsets
Other Fringe Benefits	0.658	36.6%	Lower expenses primarily due to timing against the budget allocation.	3.999	33.9%	Lower expenses primarily due to timing against the budget allocation.
Electric Power	0.383	94.8%	Lower electricity expenses primarily due to timing against the budget allocation.	(0.187)	-9.1%	Higher electricity expenses due to higher than projected energy prices.
Fuel	(0.322)	-156.2%	Higher fuel expenses due to higher than projected energy prices.	(0.688)	-73.3%	Higher fuel expenses due to higher than projected energy prices.
Insurance	0.132	11.1%	Lower insurance expenses primarily due to timing against the monthly budget allocation	0.589	8.7%	Lower insurance expenses primarily due to timing against the YTD budget allocation
Maintenance and Other Operating Contracts	(6.348)	-36.4%	Higher expenses mainly due to timing against the monthly budget allocation for major maintenance and painting, (\$4.702 Mill), security and surveillance costs, (\$2.832 Mill), general maintenance costs, (\$0.366 Mill) and security services, (\$0.245 Mill), offset by lower E-ZPass customer service center, (\$1.622 Mill) and maintenance on E-ZPass equipment, (\$0.605 Mill).	1.948	2.9%	Lower expenses mainly due to timing against the YTD budget allocation for E-ZPass customer service center, (\$4.636 Mill), maintenance on E-ZPass equipment, (\$1.201 Mill) and general maintenance costs, (\$0.516 Mill), offset by higher major maintenance and painting, (\$2.933 Mill) and security and surveillance costs, (\$1.980 Mill).
Professional Service Contracts	1.703	49.3%	Lower expenses primarily due to timing against the monthly budget allocation for bond issuance costs, (\$1.242 Mill), professional service contracts, (\$0.281 Mill), planning studies, (\$0.159 Mill) and engineering services, (\$0.097 Mill), offset by higher legal fees, (\$0.426 Mill).	7.385	41.6%	Lower expenses primarily due to timing against the YTD budget allocation for bond issuance costs, (\$5.809 Mill), professional service contracts, (\$1.540 Mill), planning studies, (\$0.951 Mill) and other outside services, (\$0.130 Mill), offset by higher legal fees, (\$1.701 Mill) and engineering services, (\$0.575 Mill).
Materials & Supplies	(0.233)	-88.3%	Higher expenses across a variety of small equipment and supply categories, due to timing, against the monthly budget allocation	(0.236)	-18.5%	Higher expenses across a variety of small equipment and supply categories, due to timing, against the YTD budget allocation
Other Business Expense	(0.874)	-24.4%	Higher expenses primarily due to timing against the monthly budget allocation for credit card fees.	(3.001)	-12.8%	Higher expenses primarily due to timing against the YTD budget allocation for credit card fees.
Depreciation	(1.479)	-9.8%	Higher depreciation expense primarily due to timing against the monthly budget allocation.	(7.483)	-8.2%	Higher depreciation expense primarily due to timing against the YTD budget allocation.
Other Post Employment Benefits	0.000	-	No variance	0.000	-	No variance
<b>Reimbursable</b>						
Capital and Other Reimbursements	0.115	9.6%	Higher capital reimbursements due to timing against the monthly budget allocation	1.141	17.0%	Higher capital reimbursements due to timing against the YTD budget allocation
Payroll	0.114	20.3%	Lower capital reimbursements due to timing against the monthly budget allocation	0.652	19.6%	Lower capital reimbursements due to timing against the YTD budget allocation
Overtime	0.047	59.3%	See overtime tables	0.285	59.3%	See overtime tables
Health and Welfare	0.047	30.8%	Lower capital reimbursements due to timing against the monthly budget allocation	0.142	18.2%	Lower capital reimbursements due to timing against the YTD budget allocation
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	0.063	32.3%	Lower capital reimbursements due to timing against the monthly budget allocation	0.178	18.4%	Lower capital reimbursements due to timing against the YTD budget allocation
Other Fringe Benefits	0.035	38.9%	Lower capital reimbursements due to timing against the monthly budget allocation	0.129	28.0%	Lower capital reimbursements due to timing against the YTD budget allocation
Reimbursable Overhead	(0.421)	*	Higher capital reimbursements due to timing against the monthly budget allocation	(2.527)	*	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 June

Year to date ending June 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
4.4	\$34.3	4.5	\$35.6	1.6%	3.6%	Bronx-Whitestone	22.4	\$169.3	24.7	\$195.8	10.0%	15.7%
0.8	2.1	0.7	2.0	-6.0%	-2.7%	Cross Bay	3.8	9.7	3.8	10.5	0.1%	8.9%
2.2	8.4	2.2	8.8	1.6%	4.5%	Henry Hudson	10.9	39.7	12.1	47.0	10.7%	18.3%
1.7	11.7	1.9	13.4	12.9%	14.5%	Hugh L. Carey	8.7	58.3	10.7	74.8	22.6%	28.3%
0.8	2.1	0.8	2.1	-2.9%	-1.6%	Marine Parkway	3.5	8.8	3.8	10.2	7.5%	14.8%
2.3	17.2	2.6	19.6	12.4%	14.0%	Queens Midtown	11.7	83.2	14.4	107.4	23.3%	29.1%
5.6	42.2	5.7	44.4	3.1%	5.4%	RFK	28.8	211.4	31.5	244.8	9.4%	15.8%
3.3	30.4	3.5	32.8	6.1%	7.6%	Throgs Neck	17.6	158.1	18.9	178.8	7.4%	13.1%
6.7	46.4	6.8	48.2	1.5%	3.9%	Verrazzano-Narrows	35.6	234.7	38.0	263.3	6.7%	12.2%
<b>27.8</b>	<b>\$194.9</b>	<b>28.8</b>	<b>\$206.9</b>	<b>3.6%</b>	<b>6.2%</b>	<b>Total</b>	<b>143.2</b>	<b>\$973.3</b>	<b>158.0</b>	<b>\$1,132.7</b>	<b>10.3%</b>	<b>16.4%</b>
	<u><b>\$7.001</b></u>		<u><b>\$7.171</b></u>		<u><b>2.4%</b></u>	<b>Revenue Per Vehicle</b>		<u><b>\$6.797</b></u>		<u><b>\$7.171</b></u>		<u><b>5.5%</b></u>

1) Toll increase implemented April 11, 2021

2) Numbers may not add due to rounding.

**Comparison Actual vs. Adopted Budget:**

June Budget		June Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
29.3	\$201.3	28.8	206.9	-1.5%	2.8%	Total All	160.1	\$1,091.9	158.0	1132.7	-1.3%	3.7%
	<u><b>\$6.870</b></u>		<u><b>\$7.171</b></u>		<u><b>4.4%</b></u>	<b>Revenue Per Vehicle</b>		<u><b>\$6.821</b></u>		<u><b>\$7.171</b></u>		<u><b>5.1%</b></u>

3) 2022 June traffic is 0.1M above and revenue is 25.8M above June 2019, an increase of 0.2% and an increase 14.2% respectively

4) 2022 June YTD traffic and revenue is 3.4M below and \$136.8M above June YTD 2019, a decline of 2.1% and an increase of 13.7% respectively

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

Facility	Revenue Collection Rate June 2021 <sup>4</sup>
Henry Hudson Bridge	96.5%
Hugh L. Carey Tunnel	96.3%
Queens Midtown Tunnel	98.1%
Marine Parkway Bridge	96.8%
Cross Bay Bridge	94.3%
Robert F. Kennedy Bridge	94.6%
Verrazzano-Narrows Bridge	92.7%
Bronx-Whitestone Bridge	94.4%
Throgs Neck Bridge	95.1%
<b>All Facilities</b>	<b>94.7%</b>

1. Represents total revenue collections from transactions in July 2020 through June 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**  
June 2022

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	13	7	6	2 Managerial and 4 Professional vacancies
Law <sup>(1)</sup>	12	6	6	2 Managerial and 4 Professional vacancies
Budget & Finance <sup>(2)</sup>	17	12	5	3 Managerial and 2 Professional vacancies
Administration <sup>(3)</sup>	34	23	11	5 Managerial and 6 Professional vacancies
EEO	1	-	1	1 Professional vacancy
<b>Total Administration</b>	<b>77</b>	<b>48</b>	<b>29</b>	
<b>Operations</b>				
ITS & Tolling	66	50	16	9 Managerial and 7 Professional vacancies
Central Business District Tolling Program	41	7	34	2 Managerial and 32 Professional vacancies
Operations (Non-Security)	54	40	14	14 Managerial vacancies
<b>Total Operations</b>	<b>161</b>	<b>97</b>	<b>64</b>	
<b>Maintenance</b>				
Maintenance	205	184	21	3 Managerial, 7 Professional, and 11 Maintainer vacancies
Operations - Maintainers	183	142	41	41 Maintainer vacancies
<b>Total Maintenance</b>	<b>388</b>	<b>326</b>	<b>62</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	123	112	11	11 Professional vacancies
Health & Safety	9	7	2	1 Managerial and 1 Professional vacancy
Law <sup>(1)</sup>	18	11	7	3 Managerial and 4 Professional vacancies
Planning & Budget Capital	8	6	2	1 Managerial and 1 Professional vacancy
<b>Total Engineering/Capital</b>	<b>158</b>	<b>136</b>	<b>22</b>	
<b>Public Safety</b>				
Operations (Security)	540	432	108	56 Managerial and 52 Operational vacancies
Internal Security - Operations	45	28	17	3 Managerial and 14 Professional vacancies
<b>Total Public Safety</b>	<b>585</b>	<b>460</b>	<b>125</b>	
<b>Total Positions</b>	<b>1,369</b>	<b>1,067</b>	<b>302</b>	
Non-Reimbursable	<b>1,244</b>	<b>942</b>	<b>302</b>	
Reimbursable	125	125	-	
<b>Total Full-Time</b>	<b>1,369</b>	<b>1,067</b>	<b>302</b>	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

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

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	26	14	12	5 vacancies in Administration, 2 in Executive, 3 in Budget & Finance, and 2 in Law
Professional, Technical, Clerical	51	34	17	6 vacancies in Administration, 4 in Executive, 4 in Law, 2 in Budget & Finance, and 1 vacancy in EEO
Operational Hourlies	-	-	-	
<b>Total Administration</b>	<b>77</b>	<b>48</b>	<b>29</b>	
<b>Operations</b>				
Managers/Supervisors	73	48	25	14 vacancies in Operations, 9 in ITS & Tolling, and 2 in CBDTP
Professional, Technical, Clerical	88	49	39	7 vacancies in ITS & Tolling and 32 in CBDTP
Operational Hourlies	-	-	-	
<b>Total Operations</b>	<b>161</b>	<b>97</b>	<b>64</b>	
<b>Maintenance</b>				
Managers/Supervisors	27	24	3	3 vacancies in Maintenance
Professional, Technical, Clerical	11	4	7	7 vacancies in Maintenance
Operational Hourlies <sup>(1)</sup>	350	298	52	11 vacancies in Maintenance and 41 in Operations
<b>Total Maintenance</b>	<b>388</b>	<b>326</b>	<b>62</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	34	29	5	3 vacancies in Law and 1 vacancy in Health & Safety and 1 in Planning & Budget Capital
Professional, Technical, Clerical	124	107	17	11 vacancies in Engineering, 4 in Law, 1 vacancy in Health & Safety, and 1 in P&B Capital
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>158</b>	<b>136</b>	<b>22</b>	
<b>Public Safety</b>				
Managers/Supervisors	179	120	59	56 vacancies in Operations and 3 in Internal Security
Professional, Technical, Clerical	36	22	14	14 vacancies in Internal Security
Operational Hourlies <sup>(2)</sup>	370	318	52	52 BTO vacancies in Operations
<b>Total Public Safety</b>	<b>585</b>	<b>460</b>	<b>125</b>	
<b>Total Positions</b>				
Managers/Supervisors	339	235	104	
Professional, Technical, Clerical	310	216	94	
Operational Hourlies	720	616	104	
<b>Total Positions</b>	<b>1,369</b>	<b>1,067</b>	<b>302</b>	

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

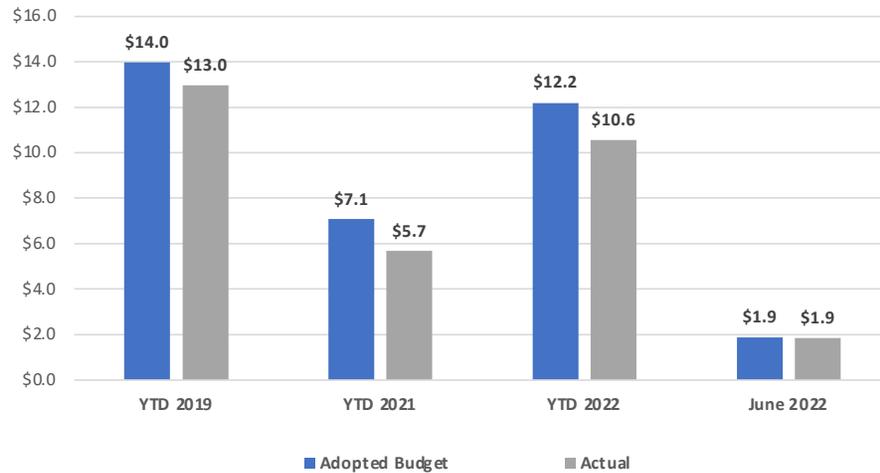
(2) Represents Bridge and Tunnel Officers performing public safety. These positions are paid annually, not hourly.

## BRIDGES AND TUNNELS- NON-REIMBURSABLE OVERTIME

### Overview

- Decrease of \$2.4 M vs YTD 2019 due to reductions in Vacancy/Absentee coverage because of enhanced staffing flexibility.
- Increase of \$4.9 M vs YTD 2021 mainly due to higher Vacancy/Absentee coverage from an increase in vacancies due to attrition; absentee coverage due to the Omicron variant; Weather-related overtime; and Maintenance requirements.
- Underspending of \$1.6M (-13%) vs Adopted Budget YTD due to continued efficiencies with Vacancy/Absentee Coverage and Routine and Unscheduled Maintenance.
- Underspending of \$39 thousand (2%) vs June month only budget mainly due to efficiencies in the scheduling of Routine Maintenance.

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



### Agency Detail

- **Vacancy/Absentee Coverage** increased compared to 2021 due to the COVID-19 Omicron variant surge, an increase in vacancies due to attrition, 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

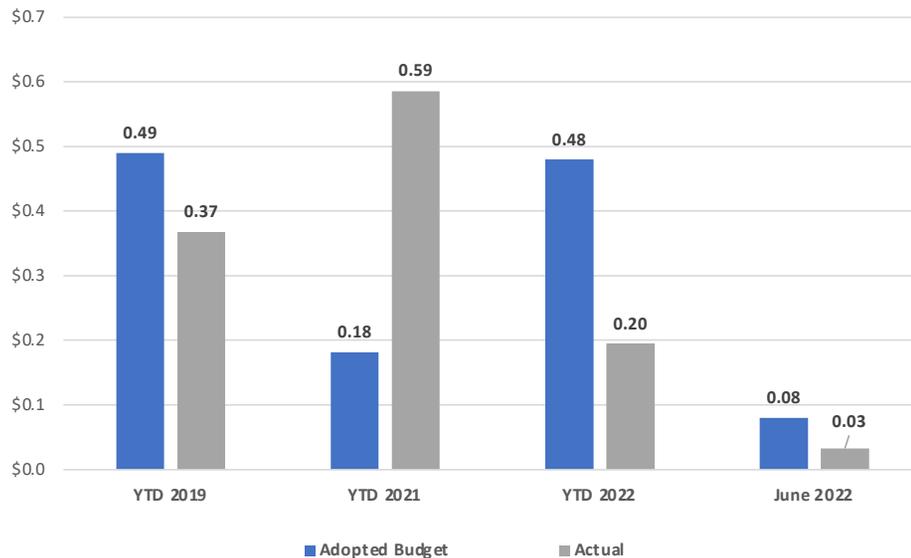
### Overview

- Decrease of \$173 K vs YTD 2019 due to the timing of billing and overtime needed on projects eligible for reimbursement from the capital program.
- Decrease of \$391K vs YTD 2021 due to the timing of billing and overtime needed on projects eligible for reimbursement from the capital program.
- Underspending of \$285K 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.
- Underspending of \$47K vs June month only budget due to billing delays from the Kronos outage.

### 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.

**Reimbursable Overtime - YTD June Variance**  
*(all dollars in millions)*



- 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

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## Procurement July 2022



# Staff Summary



**Subject:** Request for Authorization to Award Procurement

**Department:** Procurement

**Department Head Name:** Louis Montanti

**Department Head Signature:**

**Project Manager Name:** Various

**Date:** 7/14//2022

**Vendor Name:**

**Contract Number:**

**Contract Manager Name:**

**Table of Contents Ref #:**

Board Action					
Order	To	Date	Approval	Info	Other
1	President	7/14/2022			
2	MTA B&T Committee	7/25/2022			
3	MTA Board	7/27/2022			

Internal Approvals			
Order	Approval	Order	Approval
	President		<i>[Signature]</i> 7/15/22
	General Counsel & Corporate Secretary		<i>[Signature]</i> 7/15/22
	MTA Deputy Chief Procurement Officer		<i>[Signature]</i> 7/15/22

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

**PURPOSE:**

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

**DISCUSSION:**

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

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

<u>Schedules Requiring Majority Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts	1	\$113.4M
<b>SUBTOTAL</b>	<b>1</b>	<b>\$113.4M</b>

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

<b>TOTAL</b>	<b>1</b>	<b>\$113.4M</b>
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**BUDGET IMPACT:**

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

**RECOMMENDATION:**

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

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

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

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

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

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

NOW, the Board resolves as follows:

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

11/23/2020

JULY 2022

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

MTA BRIDGES & TUNNELS

Procurements Requiring Majority Vote:

Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded  
(Staff Summaries requiring Board approval)

			<u>Staff Summary Attached</u>
1.	Conduent State & Local Solutions, Inc. Contract No. PSC-05-2741	\$113,383,077	1

15 years – Competitive RFP

B&T is seeking Board approval to amend this personal service contract with Conduent State & Local Solutions, Inc. to extend the contract term for seventeen (17) months with supporting funding to provide customer service center services for E-ZPass New York customers.

**Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts**
**Item Number: 1**

<b>Vendor Name (Location)</b> Conduent State & Local Solutions, Inc (Richardson, Texas)	<b>Contract Number</b> PSC-05-2741	<b>AWO/Modification</b> 17
<b>Description:</b> E-ZPass New York Customer Service Center Services	<b>Original Amount:</b>	\$ 184,000,000
<b>Contract Term (including Options, if any)</b> October 5, 2007–October 4, 2022	<b>Prior Modifications:</b>	\$ 419,768,991
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	<b>Prior Budgetary Increases:</b>	0
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	<b>Current Amount:</b>	\$ 603,768,991
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	<b>This Request:</b>	\$ 113,383,077
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b>	18.8%
<b>Requesting Department:</b> ITS & Tolling, Nichola Angel, VP	<b>% of Modifications (including This Request) to Original Amount:</b>	290%

**Discussion:**

MTA Bridges and Tunnels (“the Authority”) is seeking Board approval to amend Contract PSC-05-2741 with Conduent State & Local Solutions, Inc. (“Conduent”) to add funding in the amount of \$113,383,077 and to extend the duration of the contract for an additional 17 months. This contract was competitively awarded to Conduent in October 2007 in the amount of \$184 million for a duration of 10 years to provide customer service center services for E-ZPass customers.

In October 2007, pursuant to a competitively procured joint solicitation, the Authority, the New York State Thruway Authority (“NYSTA”), and the Port Authority of New York and New Jersey (collectively “NYCSC agencies”) each executed contracts with Conduent to operate a single E-ZPass New York Customer Service Center (“NYCSC”) that would provide services to customers of all NYCSC agencies. The base contract was for a period of 10 years with one three-year option to renew. Currently, the NYCSC manages over 7.7 million active E-ZPass accounts with more than 13 million active tags; processes over one billion toll transactions; collects more than \$4.2 billion in payments; handles nearly 12 million telephone calls, and processes more than one million pieces of correspondence on an annual basis for all three agencies. The Authority accounts for approximately 55 percent of the volume in these categories and collects over \$2.2 billion in payments. Since the Board approved the original contract, 16 amendments have been issued including amendments to add open-road cashless tolling to the contract, exercise an option to extend the contract for a duration of three years, add services to support the Central Business District Tolling Program (“CBDTP”) and extend the duration of the contract for an additional two years to October 4, 2022. This modification is to extend the duration of the contract for an additional 17 months and provide additional funding in the amount of \$113,383,077.

In anticipation of the contract’s expiration, NYSCS agencies participated in a joint competitive Request for Proposals process and awarded three new NYCSC contracts. Although all NYCSC agencies received approval from their respective Boards to enter into the new agreements (the Authority obtained Board approval in May 2021), the NYCSC agencies could not give notice to proceed until NYSTA registered its contracts with the New York State Comptroller’s Office. Conduent, the system contractor, was given formal notice to proceed (“NTP”) in February 2022. After NTP, approximately 24 months are required to complete the transition to the new contracts. Given the complexity of the transition, which includes migrating from the current system to a new proposed system, system development and testing, build-out of new customer service centers, and relocating and hiring new personnel, the Authority is requesting a contract extension for the existing service through February 2024. If the transition is completed earlier, the contract will be terminated. To support a contract through February 2024, the Authority is requesting approval to add funding in the amount of \$113,383,077 to continue NYCSC operations.

## **Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts**

The NYCSC agencies initiated negotiations with Conduent for the requested 17-month extension. As consideration for extending the contract, Conduent agreed to the same prices and terms in the contract. Conduent also agreed to provide an alternate overflow CSC center in the event of a backlog or high call volume at no additional cost to the NYCSC agencies.

The total amount of this modification shall not exceed \$113,383,077. This amount includes \$34,488,547 to support the CBDTP operations for 12 months, \$47,526,892 to operate the E-ZPass programs, \$29,083,360 to support the Tolls by Mail program for 17 months, and \$2,284,278 for transition support to the new CSC contracts. Prices are in accordance with the contract and have been determined fair and reasonable.

The contract is currently being evaluated to determine the necessity and appropriate scope, if any, for cybersecurity requirements, including any requirements under federal, state, and local law or regulation. The Authority is working with the vendor to include applicable cybersecurity requirements prior to issuance of the change order.

### **Impact on Funding**

Funding for this modification is available in the Operating Budget.