



Metropolitan Transportation Authority

Bridges and Tunnels Committee Meeting

October 2022

Committee Members

D. Mack, Chair

A. Albert

J. Barbas

N. Brown

R. Glucksman

F. Miranda

J. Samuelson

L. Sorin

V. Tessitore

M. Valdivia

Bridges & Tunnels Committee Meeting

2 Broadway, 20th Floor Board Room

New York, NY 10004

Monday, 10/24/2022

9:00 - 9:30 AM ET

1. Summary of Actions - None

2. Public Comments Period

3. Approval of Minutes - September 2022

B&T Committee Minutes - September 2022 - Page 3

4. Approval of Committee Work Plan

B&T Committee Work Plan - Page 8

5. Report on Operations - August 2022

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

6. Safety Report - August 2022

B&T Safety Report - August 2022 - Page 26

7. Financial Report - September 2022

B&T Finance Report - September 2022 - Page 31

8. 2023 Preliminary Budget - Materials Submitted

9. Procurements - None



Bridges and Tunnels

Minutes of Committee Meeting September 2022



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

September 19, 2022

9:00 a.m.

In attendance were the Honorable:

David Mack, Chair
Andrew Albert
Randolph Glucksman
Frankie Miranda (virtual)
Vincent Tessitore, Jr.
Midori Valdivia

In Person:

Pashko Camaj, Senior Director, Safety and Health Compliance
Paul L. Friman, Acting General Counsel and Corporate Secretary – TBTA, MTA
Richard Hildebrand, Vice President and Chief of Operations
Donald E. Look, Vice President and Chief Security Officer
Michael Minunni, Assistant Vice President, Tolling Operations and Customer Service Center Contracts
Charles J. Passarella, Vice President of Maintenance and Operations Support

Virtual:

Nichola Angel, Vice President of Intelligent Transportation Systems
Allison L. C. de Cerreño, Ph.D., Deputy Chief Operating Officer, MTA
Daniel F. DeCrescenzo, Jr., President
Joseph Keane, P.E., Senior Vice President and Chief Engineer – TBTA, MTA Construction & Development

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

September 19, 2022

Minutes of TBTA Committee held September 19, 2022 at 9:00 a.m. A list of those in attendance is attached.

Public Speakers

The following speakers commented during the public speakers' session:

- Murray Bodin about roadway lines.
- Charlton D'souza about congestion pricing.
- Jason Anthony about congestion pricing.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on July 25, 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 sent his thoughts and prayers and those of the agency to those being impacted by Hurricane Fiona in Puerto Rico and their families and friends here in the region.

President DeCrescenzo gave recognition to a remarkable team effort. Showing a photograph and video clip, he described how, at the tail-end of morning rush hour on Friday, August 26th, a 16-foot-long, 37,000-pound concrete slab had become unsecured and fallen off a moving flat-bed truck, landing squarely across the Queens-bound right lane and part of the center lane of the Throgs Neck Bridge. Facility-based Operations sprang into action, setting a perimeter to allow traffic to safely move around the debris. This, while MTA Construction & Development (C&D) Engineers quickly responded to inspect the roadway and underside of the bridge for any structural damage. TBTA Maintenance crews determined that a specialized crane would be required to remove the slab due to its size and weight. C&D enlisted TBTA's resident contractor Judlau, which joined the team effort and arranged for the crane required to lift the slab. Traffic remained moderate-to-heavy, but Facility Operations coordinated with TBTA's regional partners to message TBTA's customers, and this joint effort enabled TBTA to clear the roadway prior to the start of the Friday afternoon rush. President DeCrescenzo commended the Throgs Neck Bridge team -- including its Operations Director, Mike Barnwell, and Operations Superintendent, Roselyn Martin -- and all others who joined forces across departments and agencies to manage and resolve this incident.

President DeCrescenzo shared that, as the calendar crossed into September, TBTA prepared for the seasonal shift of post-Labor Day traffic, as well as the full return of back-to-school, the U.S. Open Tennis Tournament, the 9/11 Anniversary, the United Nations General Assembly, the Tunnel-to-Towers Siller Run, and other events during September that impact TBTA's facilities. TBTA is seeing thus far more of a traditional post-Labor Day traffic pattern than seen in the past two years.

President DeCrescenzo displayed a photograph of the new class of Bridge and Tunnel Maintainers and welcomed them to the TBTA team. These 20 employees are currently undergoing a robust six-week program of training that will equip them to take up multiple duties handled by TBTA's Maintenance Department.

Finally, President DeCrescenzo noted that September marks five years since TBTA completed the conversion of its seven bridges and two tunnels to Open Road Tolling (ORT). That proud achievement in 2017 resulted from a relatively short period of accelerated and intense work involving coordination among departments: Engineering, Operations, Maintenance, Tolling, Procurement, Legal, and Internal Security, plus others. ORT was a dramatic physical change to our facilities, and an equally notable change in the way TBTA does business. Five years later the benefits of ORT remain evident: chiefly, safer and more efficient movement of traffic, reduced vehicle emissions, and an improved customer experience. A brief time-lapse video from June 2017 was played, showing the conversion to ORT at the RFK Bridge.

In response to Commissioner Albert's question as to whether the driver of the flat-bed truck from which the concrete slab had fallen on the Throgs Neck Bridge remained on the scene, Vice President and Chief of Operations Hildebrand explained that the driver did remain on the scene and was issued the appropriate summonses after TBTA's Motor Carrier Safety Unit performed a full inspection of the truck, which had extensive damage to the back of its cab, and took it out of service. In response to Commissioner Glucksman's follow up question as to whether TBTA will be reimbursed for the expenses it incurred, Vice President Hildebrand and Acting General Counsel Paul L. Friman stated that where appropriate TBTA explores the possibility of seeking restitution.

Report on Operations

With regard to the Reports on Operations for June and July 2022, Vice President and Chief of Operations Hildebrand stated that as the school year came to a close in 2022 and summer moved into full swing, TBTA traffic continued to see strong traffic counts. June 2022 averaged more than 29,000 additional vehicle trips per day over May 2022, and July 2022 saw more than 24,000 additional crossings per day when compared to July 2021. This leads to TBTA reporting traffic counts for 2022 that were stronger than in both June and July of last year, and well above the traffic counts for those months in 2020.

Paid vehicle traffic in June 2022 was 28.8 million vehicles, which reflects an increase of 3.6% over the 27.8 million crossings in June 2021 and was 44.2% higher than in June 2020 with 8.8 million more crossings. When compared to June 2019 when there were 28.8 million paid crossings, a slight increase of 0.2% was recorded for June 2022. E-Z Pass market share was 95.0% for June of this year which matches both last year and two years ago.

Paid vehicle traffic for July 2022 was 28.7 million vehicles, which reflects an increase of 2.4% over the 28.0 million crossings in July 2021 and was 23.1% higher than in July 2020 with 5.4 million more crossings. When compared to July of 2019 when there were 28.9 million paid crossings, which is a slight decrease of -0.5% recorded for July 2022. E-Z Pass market share was 94.6% for July of this year, which also matches both last year and two years ago.

For August 2022, preliminary TBTA traffic was 4.0% higher than in August 2021 and 19.5% higher than in August 2020. According to preliminary traffic data, traffic for August 2022 was -0.9% lower when compared to traffic for August 2019.

The continued rise of the cost of gasoline did not affect TBTA's traffic counts for June 2022, nor did the subsequent decrease in gas prices appreciably affect TBTA's traffic counts for July 2022. Weather conditions did not have an adverse impact upon TBTA traffic for the months of June and July.

Operations shifts its focus at the end of every summer and eyes are now on post-Labor Day and return-to-school-and-work traffic patterns. As we look at daily traffic counts, changing traffic patterns, and rush hour trends, necessary adjustments are being made to our operational posture. Metrics are compared to both summer traffic and pre-pandemic return-to-school traffic counts. TBTA staff remain engaged with the customer experience as TBTA's teams routinely drive TBTA's bridges and tunnels to observe, record, report, and react to

any on- or off-property traffic changes and incidents. During the first week of post-Labor Day operations, TBTA is seeing stronger traffic counts when compared with last year's return-to-school-and-work. Operations will continue to work with its internal and external partners as TBTA continues to evaluate traffic and adjust accordingly.

Safety Report

Focusing on the Safety Report for July 2022, Safety and Health Compliance Senior Director Camaj stated that the total collision rate was 3.92 per million vehicles, which is about 30% better than in rolling year 2019/2020, representing the beginning of the COVID-19 pandemic period. When compared to last year, the results are about 2% better. The collisions with injury rate was 0.80 per million vehicles, the same as in rolling year 2019/2020 and 20% higher than last year. The employee lost time injury rate in July was 5.5 incidents per 200,000 work hours, reflecting a small decrease compared to rolling year 2019/2020 and about a 13% decrease compared to last year.

In response to Commissioner Albert's question as to why TBTA's statistics repeatedly indicate that the Verrazzano-Narrows Bridge has the relatively highest number of collisions, Senior Director Camaj stated that there has been a historical issue concerning the traffic exiting the Brooklyn side of the bridge and merging onto the Belt Parkway. Vice President Hildebrand added that off-property delays backing up traffic onto the bridge cause a stop-and-go pattern. As TBTA moves traffic more efficiently, it feeds more downstream causing backups. TBTA has an aggressive plan for signage, enforcement, education, and exploring engineering improvements. In response to Commissioner Valdivia's follow up questions as to whether TBTA has been coordinating with DOT and what the options are, Vice President Hildebrand stated that TBTA is working with its regional partners to improve that Brooklyn-bound area where the combination of two lanes from the Leif Ericson Drive and two lanes from the bridge reduce into three lanes to merge onto the Belt Parkway. President DeCrescenzo added that DOT and MTA Construction & Development (C&D) have been studying that specific off-property area and a project is going to be started to improve it. Because of accidents on the Brooklyn side, during the COVID-19 pandemic period there was an accelerated job completed last year that extended the Gowanus Expressway from the lower level of the bridge to 65th Street, providing an extra lane of traffic as vehicles come off of the bridge. TBTA and C&D are now working with DOT to extend the drop-off on the Belt Parkway so that more vehicles can flow off the bridge. President DeCrescenzo also pointed out that overall traffic collisions are lower this year than in 2019, which at the time had the most traffic ever recorded and this year the traffic is right up there. The Verrazzano-Narrows Bridge presents a challenge because of its higher capacity and complexity, and TBTA will continue addressing that specific area where vehicles exit its Brooklyn side toward the Belt Parkway.

Procurements

President DeCrescenzo stated that there are no procurements.

Adjournment

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

Respectfully submitted,



Paul L. Friman
Acting General Counsel and Corporate Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

TOPIC

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

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

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

July 2023

No items scheduled

August 2023

No meeting scheduled

September 2023

2024 Preliminary Budget

Planning & Budget

BRIDGES & TUNNELS COMMITTEE WORK PLAN

Detailed Summary

I. RECURRING

Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

Report on Operations

Summary of major B&T service indicators, including graphs and tables depicting total traffic for all facilities, average daily traffic by method of payment and vehicle type, traffic by facility, and data on factors that can impact B&T traffic such as weather and gasoline prices. The Report on Operations is provided on a two-month lag, except in September when it includes reports with June and July data.

Safety Report

A compilation of key leading and lagging customer and employee safety indicators, including collision rates, employee lost time injury rates, and leading indicators for roadway and fire safety. The Safety Report is provided on a two month lag, except in September when it includes reports with June and July data.

Financial Report

Summary presentation of the financial indicators for the month, which includes the Balance Sheet for the reported month, Accrual Statement of Operations for the month and year-to-date, variance analysis, traffic volume and ridership information, toll collection rates, and headcount charts. The Financial Report is provided on a one-month lag, except in the month of September, at which time it includes the July and August reports.

Procurements

List of procurement action items requiring Board approval. The non-competitive items are listed first, followed by competitive items, and then ratifications. The list will indicate items that require a 2/3 vote and a majority vote of the Board for approval. Procurements are for the current month; in the month of September, the August and September procurements are included.

Staff summary documents presented to the Board for approval for items affecting business standards and practices.

II. SPECIFIC AGENDA ITEMS

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.

MARCH 2023

Annual Procurement Contracts Report

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

APRIL 2023Final Review of 2022 Year-End Operating Results

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

May 2023

No items scheduled

JUNE 2023

No items scheduled

JULY 2023

No items scheduled

AUGUST 2023

No meeting scheduled

SEPTEMBER 20232024 Preliminary Budget

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



Bridges and Tunnels

Report on Operations August 2022

Richard Hildebrand
Vice President
Operations

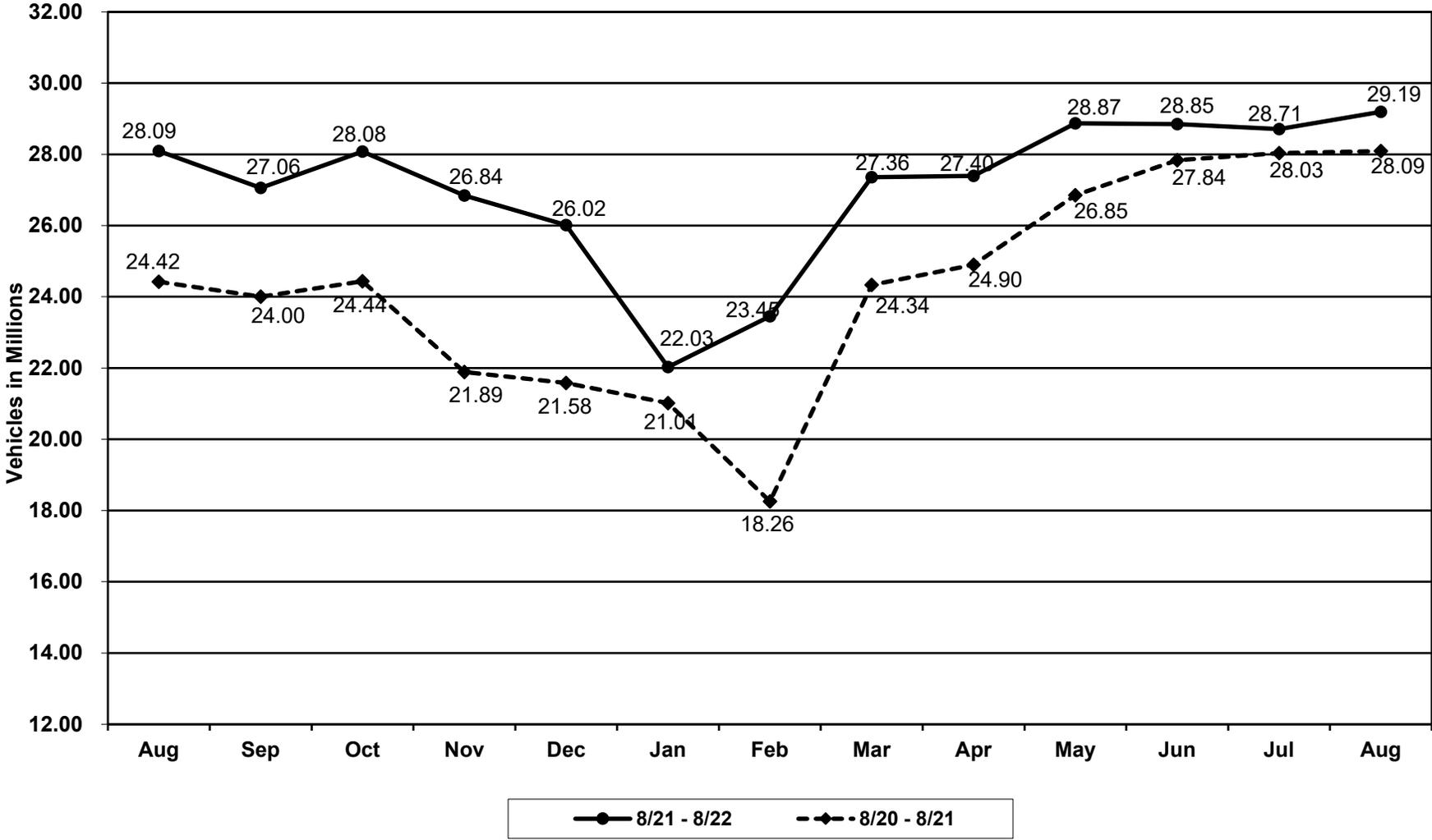
MTA Bridges and Tunnels August 2022 Traffic Trends

Summary

B&T's traffic numbers are closely resembling pre-pandemic levels. For the month of August, 29.2 million paid vehicles crossed B&T facilities, an increase of 3.9% compared to 28.1 million in August 2021. Compared to August 2020, B&T paid traffic was 19.5% higher with an increase of 4.8 million more crossings. E-ZPass market share was 95.4% in August, slightly above last year and two years ago.

Gasoline prices decreased in August to an averaged \$4.32 per gallon. Gasoline prices and weather condition were not significant factors on August traffic.

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



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

All B&T Facilities by Method of Payment				
	August 2022	August 2021	August 2020	2022 YTD
E-ZPass1	27,845,549	26,609,257	23,096,880	205,761,872
Tolls by Mail1	1,348,239	1,480,981	1,327,098	10,102,372
Total	29,193,788	28,090,238	24,423,978	215,864,244
E-ZPass Market Share:				
Total	95.4%	94.7%	94.6%	95.3%
Cars	95.2%	94.6%	94.4%	95.2%
Trucks	97.6%	96.0%	96.4%	97.3%

Facility	Average Weekday ²								Average Weekend ²							
	August 2022			E-ZPass Market Share					August 2022			E-ZPass Market Share				
	Total	E-ZPass	TBM	August 2022	August 2021	August 2020	2022 vs 2021	2022 vs 2020	Total	E-ZPass	TBM	August 2022	August 2021	August 2020	2022 vs 2021	2022 vs 2020
Bronx-Whitestone Bridge	149,597	142,013	7,584	94.9%	94.0%	93.9%	0.9%	1.0%	153,438	143,965	9,473	93.8%	92.7%	92.4%	1.2%	1.4%
Cross Bay Bridge	24,200	23,191	1,009	95.8%	95.3%	95.3%	0.5%	0.6%	23,028	21,754	1,274	94.5%	94.4%	93.8%	0.1%	0.6%
Henry Hudson Bridge	70,830	67,362	3,469	95.1%	94.9%	95.2%	0.2%	0.0%	66,633	62,403	4,230	93.7%	93.7%	93.9%	-0.1%	-0.3%
Hugh L. Carey Tunnel	63,719	61,338	2,380	96.3%	96.2%	96.3%	0.1%	0.0%	54,393	51,507	2,886	94.7%	94.7%	94.4%	0.0%	0.3%
Marine Parkway Bridge	25,424	24,616	808	96.8%	96.6%	96.2%	0.3%	0.6%	25,143	24,091	1,053	95.8%	95.8%	94.7%	0.0%	1.1%
Queens Midtown Tunnel	85,870	82,678	3,193	96.3%	95.8%	95.3%	0.4%	1.0%	82,845	78,672	4,173	95.0%	94.4%	93.3%	0.6%	1.6%
Robert F. Kennedy Bridge	189,584	179,746	9,838	94.8%	94.9%	94.5%	0.0%	0.3%	186,347	173,812	12,535	93.3%	93.5%	92.8%	-0.2%	0.4%
Throgs Neck Bridge	111,224	105,183	6,041	94.6%	94.6%	94.6%	-0.1%	0.0%	121,164	112,447	8,717	92.8%	93.1%	92.9%	-0.3%	-0.1%
Verrazzano-Narrows Bridge ¹	<u>223,231</u>	<u>217,198</u>	<u>6,033</u>	<u>97.3%</u>	<u>95.6%</u>	<u>95.9%</u>	<u>1.7%</u>	<u>1.4%</u>	<u>223,154</u>	<u>214,984</u>	<u>8,169</u>	<u>96.3%</u>	<u>94.1%</u>	<u>94.1%</u>	<u>2.2%</u>	<u>2.2%</u>
All Facilities¹	943,680	903,325	40,355	95.7%	95.1%	95.1%	0.6%	0.7%	936,145	883,635	52,510	94.4%	93.7%	93.4%	0.7%	1.0%

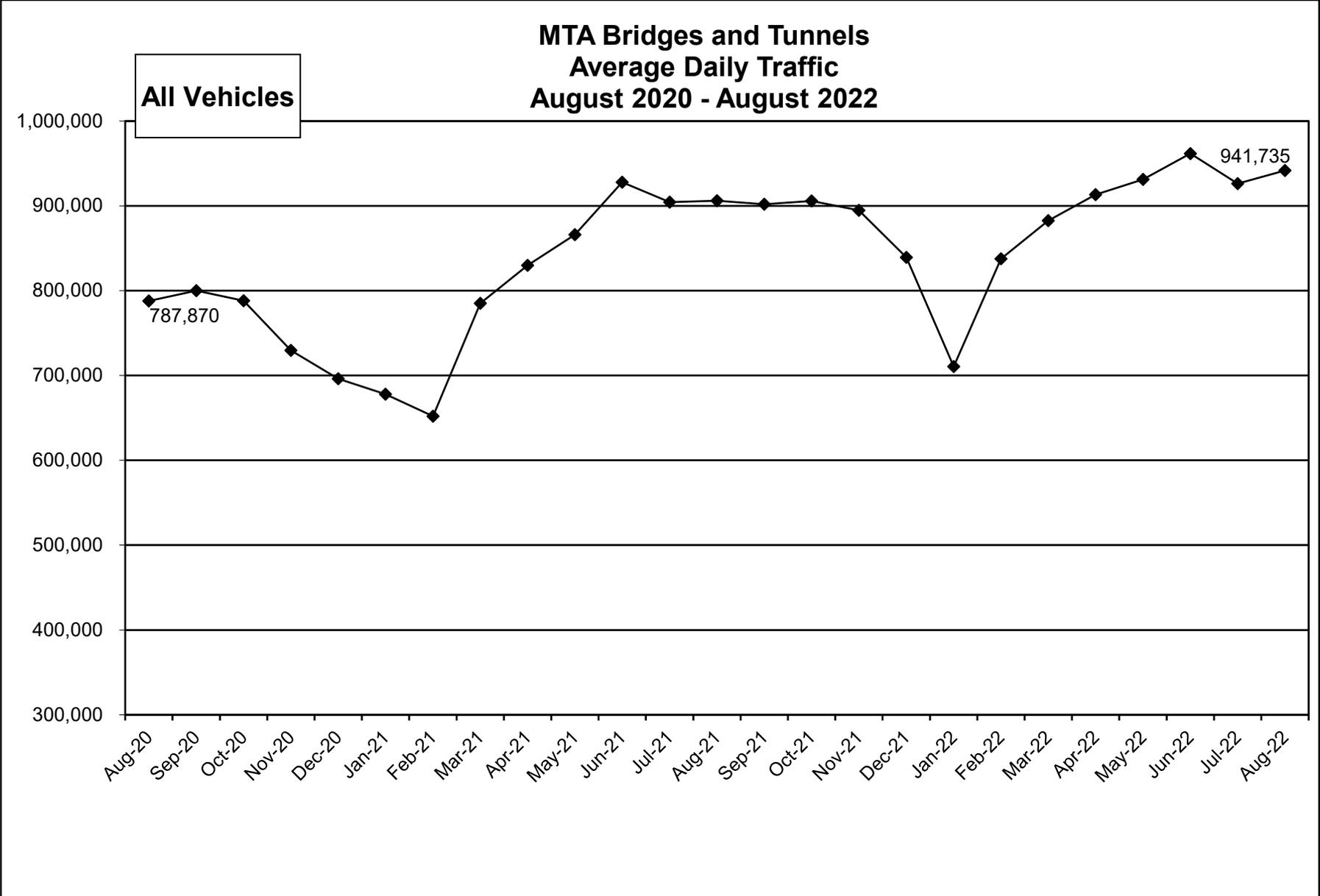
Notes:

- 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
August 2022
Preliminary data subject to final audit

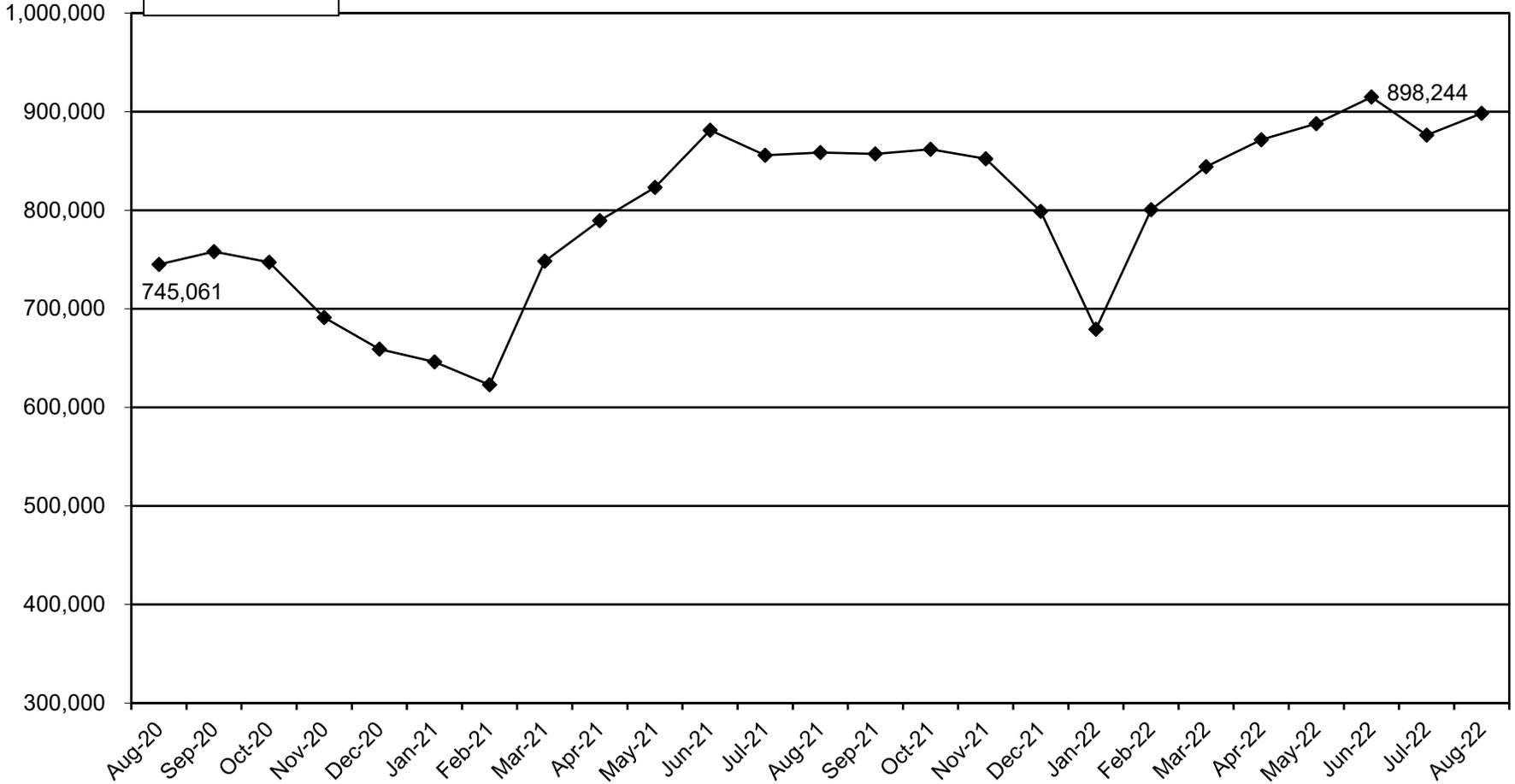
Distribution by Facility & Time Period			
Facility	August 2022		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	21.7%	22.2%	56.1%
Cross Bay Bridge	19.6%	26.1%	54.3%
Henry Hudson Bridge	21.2%	27.5%	51.2%
Hugh L. Carey Tunnel	23.2%	24.3%	52.5%
Marine Parkway Bridge	20.1%	27.2%	52.7%
Queens Midtown Tunnel	20.5%	22.4%	57.1%
Robert F. Kennedy Bridge	23.0%	21.7%	55.2%
Throgs Neck Bridge	22.4%	24.6%	53.0%
Verrazzano-Narrows Bridge	21.6%	23.8%	54.6%
All Facilities	21.9%	23.6%	54.5%

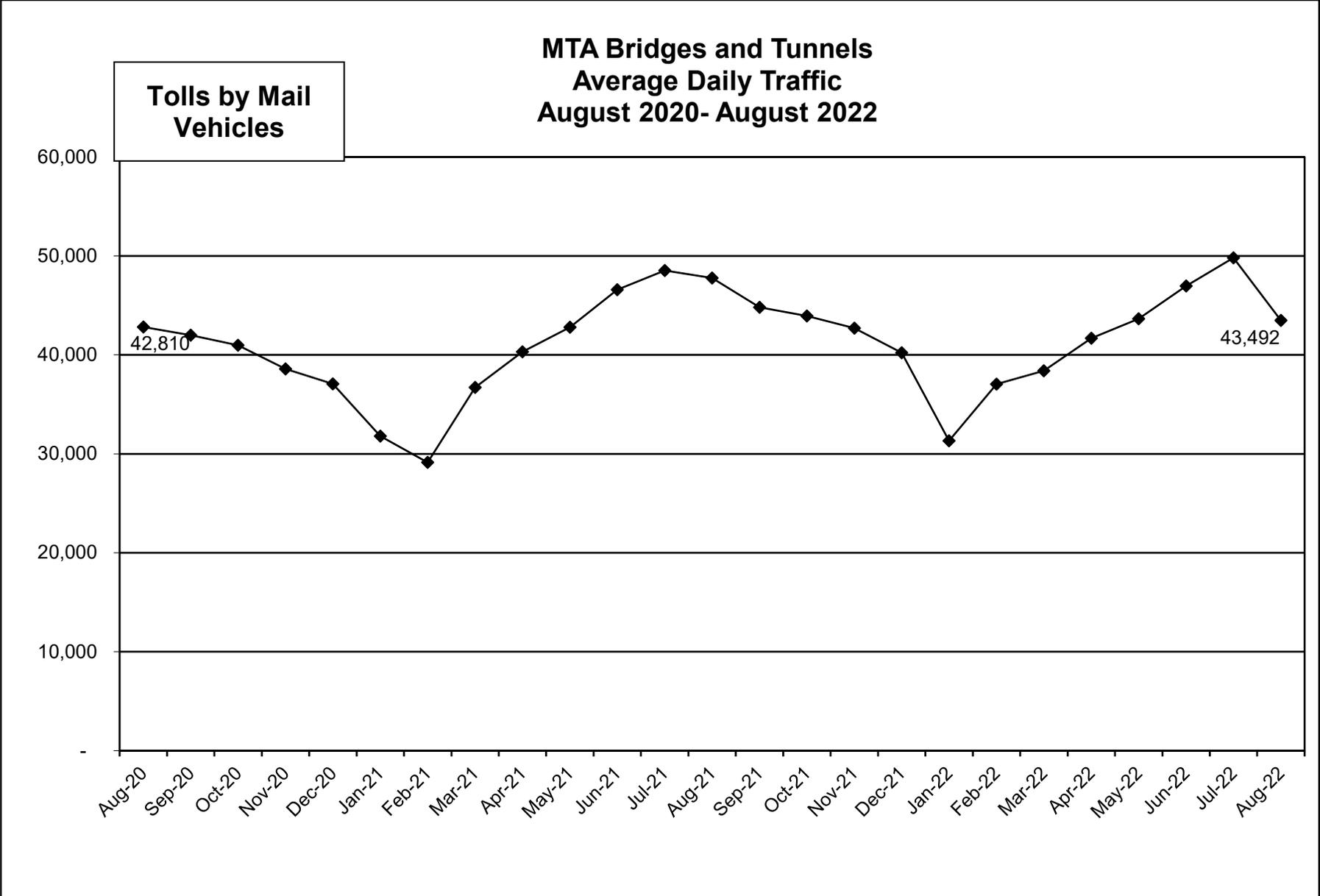
Payment Method by Facility (Transactions)			
Facility	August 2022		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	89.4%	5.2%	5.4%
Cross Bay Bridge	93.4%	2.0%	4.5%
Henry Hudson Bridge	81.4%	13.4%	5.3%
Hugh L. Carey Tunnel	89.3%	6.7%	4.1%
Marine Parkway Bridge	92.6%	3.9%	3.4%
Queens Midtown Tunnel	89.4%	6.6%	4.0%
Robert F. Kennedy Bridge	87.1%	7.3%	5.6%
Throgs Neck Bridge	86.0%	8.1%	5.9%
Verrazzano-Narrows Bridge	86.8%	10.2%	2.9%
All Facilities	87.5%	7.9%	4.6%



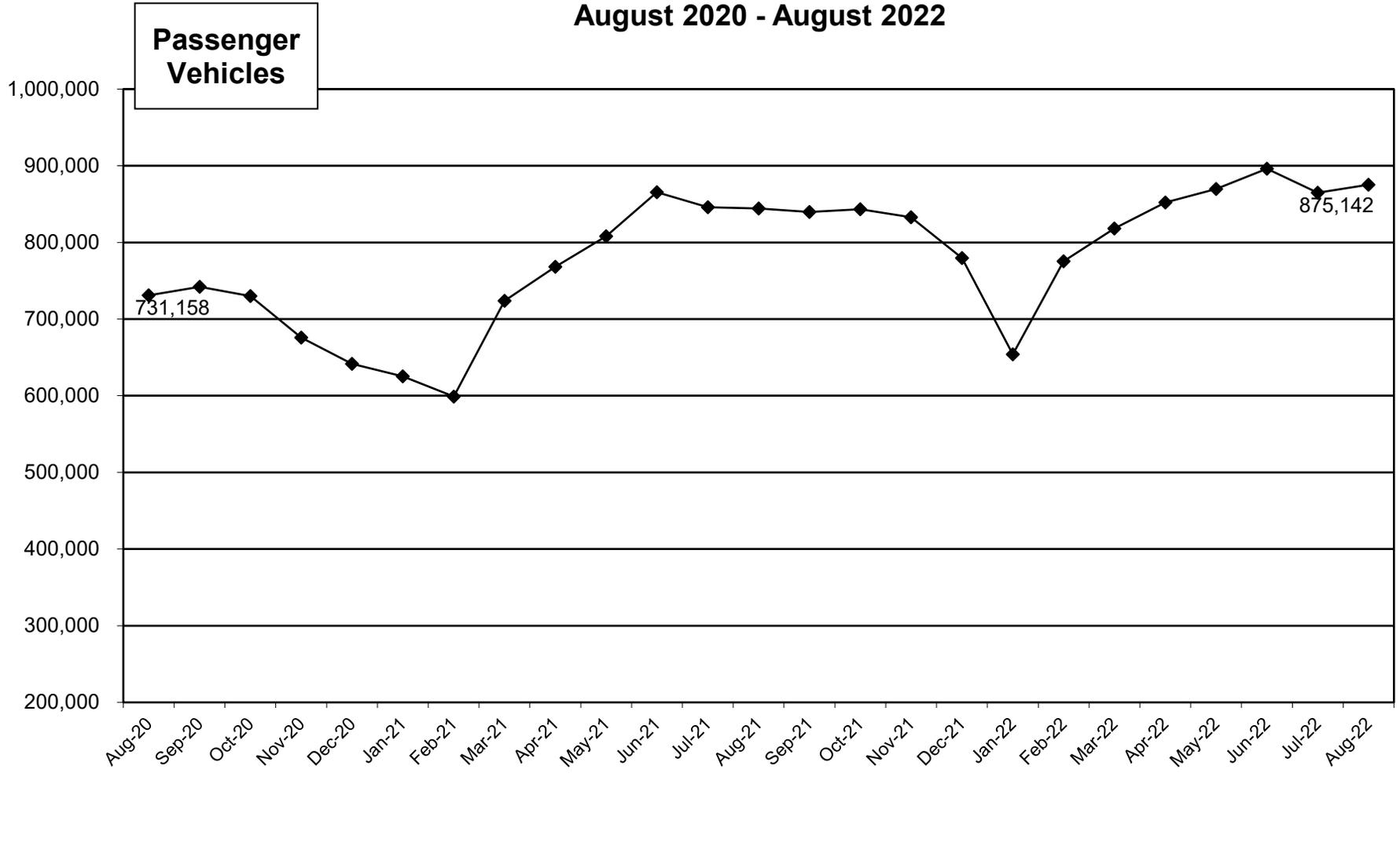
MTA Bridges and Tunnels Average Daily Traffic August 2020 - August 2022

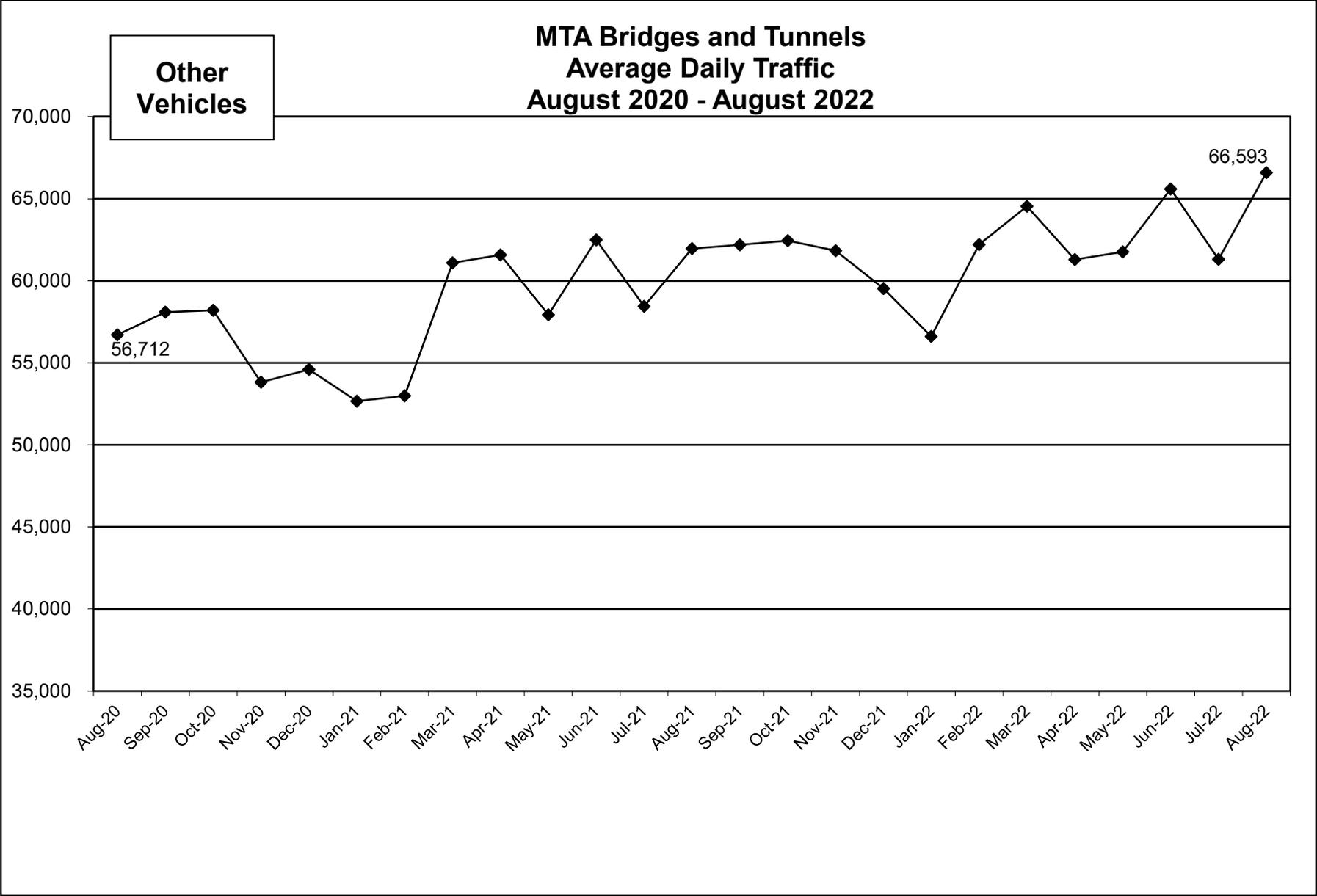
**E-ZPass
Vehicles**





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





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

Corridor	Toll Media	Aug(1)	3 Months(2) (Jun-Aug)	6 Months(3) (Mar -Aug)	9 Months(4) (Dec-Aug)	12 Months(5) (Sep-Aug)
All Facilities	Total Vehicles	3.9%	3.3%	6.5%	9.5%	11.2%
	E-ZPass	4.6%	3.6%	6.8%	9.8%	11.6%
	Tolls by Mail	-9.0%	-1.9%	0.5%	3.1%	4.4%
RFK Bridge	Total Vehicles	4.8%	3.1%	6.4%	8.7%	10.2%
	E-ZPass	4.7%	3.0%	6.5%	8.9%	10.5%
	Tolls by Mail	6.2%	4.5%	4.8%	5.4%	4.5%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	11.5%	11.0%	16.5%	20.8%	22.4%
	E-ZPass	11.8%	11.4%	17.1%	21.4%	23.1%
	Tolls by Mail	3.7%	3.0%	3.3%	6.7%	6.8%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	3.2%	2.9%	5.3%	10.0%	9.4%
	E-ZPass	3.7%	3.0%	5.5%	10.4%	9.6%
	Tolls by Mail	-5.9%	1.8%	3.1%	2.8%	6.0%
Verrazzano-Narrows Bridge	Total Vehicles	1.8%	1.2%	3.6%	6.2%	8.0%
	E-ZPass	3.7%	2.1%	4.2%	6.7%	8.5%
	Tolls by Mail	-37.4%	-16.0%	-9.6%	-5.6%	-1.3%
Henry Hudson Bridge	Total Vehicles	-1.4%	0.5%	4.6%	9.8%	14.0%
	E-ZPass	-1.2%	0.5%	4.7%	10.0%	14.1%
	Tolls By Mail	-3.8%	-0.3%	2.2%	7.3%	11.6%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	1.9%	-0.5%	1.3%	4.0%	5.2%
	E-ZPass	2.3%	-0.3%	1.4%	4.2%	5.4%
	Tolls by Mail	-5.8%	-3.4%	-0.7%	0.9%	1.1%

(1) August 2022 vs. August 2021

(2) June 2022 to August 2022 vs. June 2021 to August 2021

(3) March 2022 to August 2022 vs. March 2021 to August 2021

(4) December 2021 to August 2022 vs. December 2020 to August 2021

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

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

Corridor	Toll Media	Aug(1)	3 Months(2) (Jun -Aug)	6 Months(3) (Mar-Aug)	9 Months(4) (Dec-Aug)	12 Months(5) (Sep-Aug)
All Facilities	Total Vehicles	3.9%	3.3%	6.5%	9.5%	11.2%
	Passenger	3.7%	3.2%	6.6%	9.7%	11.5%
	Other	7.5%	5.8%	4.9%	6.7%	7.4%
RFK Bridge	Total Vehicles	4.8%	3.1%	6.4%	8.7%	10.2%
	Passenger	4.7%	3.0%	6.6%	9.0%	10.6%
	Other	5.9%	4.8%	3.5%	5.4%	5.3%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	11.5%	11.0%	16.5%	20.8%	22.4%
	Passenger	11.3%	10.9%	16.9%	21.3%	23.2%
	Other	14.0%	13.1%	11.7%	13.4%	12.7%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	3.2%	2.9%	5.3%	10.0%	9.4%
	Passenger	2.9%	2.8%	5.5%	10.2%	9.7%
	Other	6.1%	4.6%	3.9%	7.2%	6.4%
Verrazzano-Narrows Bridge	Total Vehicles	1.8%	1.2%	3.6%	6.2%	8.0%
	Passenger	1.5%	1.1%	3.7%	6.3%	8.2%
	Other	5.9%	3.2%	2.5%	3.8%	6.3%
Henry Hudson Bridge	Total Vehicles	-1.4%	0.5%	4.6%	9.8%	14.0%
	Passenger	-1.5%	0.2%	4.4%	9.6%	13.7%
	Other	21.6%	28.6%	29.0%	38.0%	37.3%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	1.9%	-0.5%	1.3%	4.0%	5.2%
	Passenger	1.4%	-0.9%	1.1%	3.7%	5.0%
	Other	13.0%	8.9%	6.5%	9.2%	10.3%

(1) August 2022 vs. August 2021

(2) June 2022 to August 2022 vs. June 2021 to August 2021

(3) March 2022 to August 2022 vs. March 2021 to August 2021

(4) December 2021 to August 2022 vs. December 2020 to August 2021

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



Bridges and Tunnels

Safety Report August 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		
	September 2019 - August 2020	September 2020 - August 2021	September 2021 - August 2022
Customer Collisions Rate per Million Vehicles	4.98	3.96	3.93
Customer Injury Collisions Rate per Million Vehicles	0.81	0.63	0.80
Employee Accident Reports	157	146	119
Employee Lost Time Injuries Rate per 200,000 Hours Worked	5.5	6.4	5.6

Leading Indicators				
Roadway Safety	2021		2022	
	August	Year End	August	Year to Date
Workforce Development (# of Participants)	0	0	25	377
Fleet Preventative Maintenance Insp.	115	1559	107	1035
Safety Taskforce Inspections	0	14	1	10
Fire Safety	July	Year End	July	Year to Date
Fire Code Audits Completed	1	14	1	8
FDNY Liaison Visits	0	34	0	15

Definitions:

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

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

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

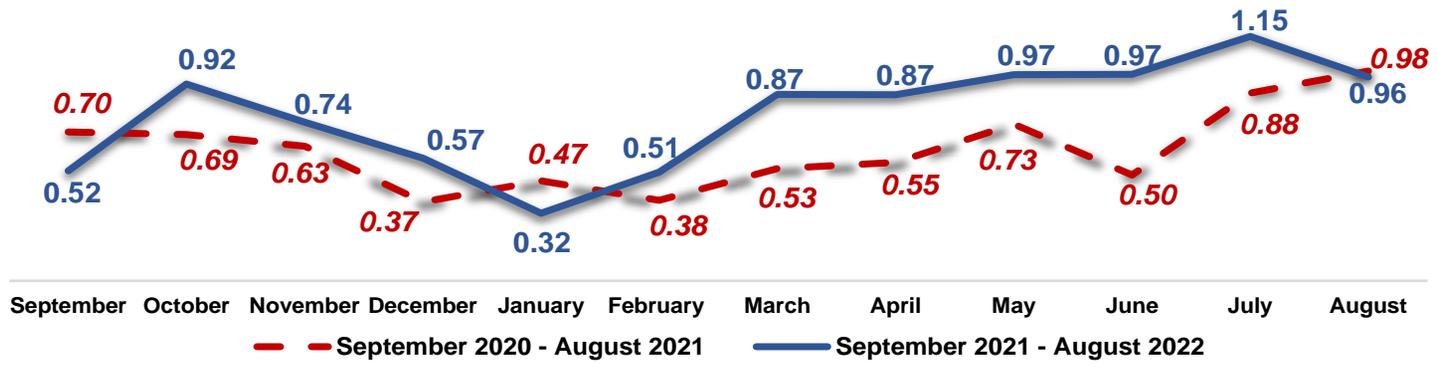
Fire Code Audits are required by the NY'S Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

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

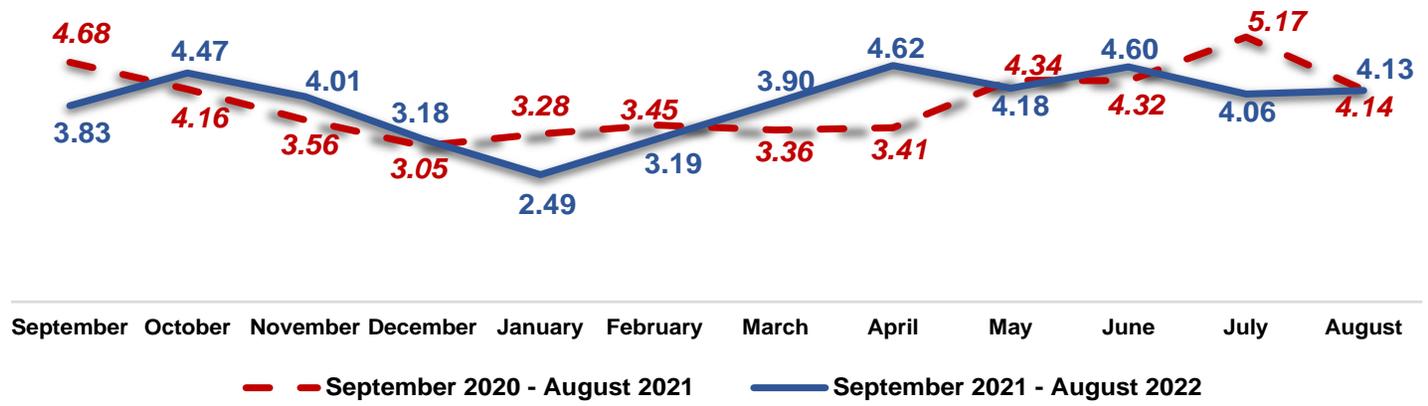


Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



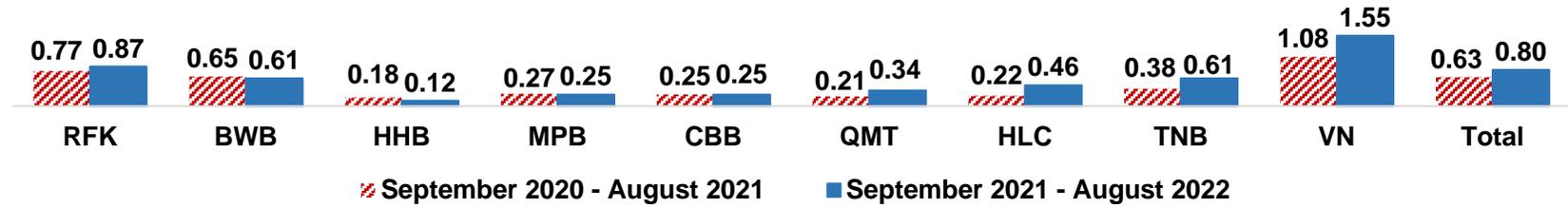
Total Collisions per Million Vehicles



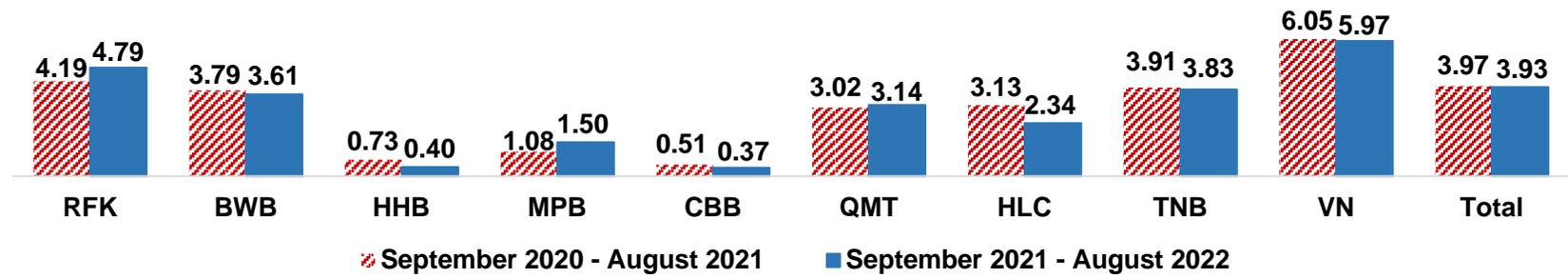


Collision Rates by Facility Year over Year Comparison of 12-Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





Collision Rates by Facility

Total Collisions per Million Vehicles: August 2021 – August 2022

	21-Aug	21-Sep	21-Oct	21-Nov	21-Dec	22-Jan	22-Feb	22-Mar	22-Apr	22-May	22-Jun	22-Jul	22-Aug
RFK	4.82	4.80	4.72	5.31	3.53	3.23	5.16	3.81	6.48	6.88	3.65	4.23	5.28
BWB	6.58	2.32	5.47	4.24	1.97	1.75	2.82	1.87	4.56	3.94	5.54	3.47	4.49
TNB	3.82	3.08	1.76	3.68	3.74	1.83	2.04	8.41	6.55	3.51	2.87	3.97	4.24
VNB	4.50	5.60	7.39	5.29	4.97	3.95	3.84	5.62	6.42	5.10	8.60	7.28	6.77
QMT	2.52	5.82	4.01	4.16	1.30	2.09	3.72	2.73	1.96	4.91	3.79	1.56	1.51
HLC	4.69	3.43	4.67	2.20	3.39	2.66	2.41	2.07	1.08	0.00	2.59	3.28	0.52
HHB	0.46	0.00	0.43	0.46	0.50	0.00	0.56	0.00	0.00	0.44	1.34	0.47	0.46
MPB	1.31	1.44	0.00	1.58	4.99	0.00	0.00	4.76	0.00	2.72	0.00	1.19	1.27
CBB	0.00	1.42	0.00	0.00	0.00	0.00	0.00	0.00	1.59	0.00	0.00	1.29	0.00
Total	4.14	3.83	4.47	4.01	3.18	2.49	3.19	3.90	4.62	4.18	4.60	4.06	4.13



Bridges and Tunnels

Financial Report September 2022



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

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of September 30, 2022
(in thousands)

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

CURRENT ASSETS:

Cash-Unrestricted	8,148
Investments:	
Unrestricted	605,889
Restricted	1,188,224
Accrued interest receivable	29,709
Accounts receivable	474,634
Less allowance for uncollectible accounts	-353,417
Tolls due from other agencies	33,729
Prepaid expenses	6,404
	8,148
Total current assets	1,993,321

NONCURRENT ASSETS:

Investments:	
Unrestricted	
Restricted	-
Facilities, less acc.dep of \$2,268,473	7,525,266
Capital lease 2 Broadway net acc. dep.	33,606
Derivative Hedge Assets	3,467
	3,467
Total noncurrent assets	7,562,338

TOTAL ASSETS:	9,555,660
----------------------	------------------

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	105,005
Defeasance costs	161,679
	161,679

TOTAL DEFERRED OUTFLOWS OF RESOURCES:	483,038
----------------------------------------------	----------------

TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	10,038,698
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MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of September 30, 2022
(in thousands)

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

Current portion-long term debt	296,800
Interest Payable	163,680
Accounts Payable	143,784
Accrued Pension Payable	7,129
Payable to MTA-CAP	370,454
Due to MTA-Operating Expenses	3,626
Due to NYCTA-Operating Expenses	52
Accrued salaries	38,924
Accrued Vac & Sick Benefits	19,624
Current portion of estimated liability arising from injury	1,685
Due to New York City Transit Authority	77,280
Due to Metropolitan Transportation Authority	92,121
Unearned Toll Revenue	215,699
Tolls due to other agencies	101,515
E-ZPass Airport Toll Liability	6,964
	<hr/>
Total current liabilities	1,539,338

NONCURRENT LIABILITIES:

Long term debt	9,732,762
Post Employment Benefits Other than Pensions	987,443
Estimated liability arising from injury	53,576
Capital lease obligations	59,704
Other long-term liabilities	-
Derivative Hedge Liabilities	73,527
Due (to)/from MTA - change in fair value of derivative	34,944
Net Pension Liability	59,821
	<hr/>
Total noncurrent liabilities	11,001,776

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 12,782,975

NET POSITION -2,744,277 *

TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET 10,038,698

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

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2022 MID-YEAR FORECAST
ACCUAL STATEMENT of OPERATIONS by CATEGORY
SEPTEMBER 2022

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	196.183	196.150	(0.033)	(0.0)	0.000	0.000	0.000	-	196.183	196.150	(0.033)	(0.0)
Other Operating Revenue	1.618	2.296	0.678	41.9	0.000	0.000	0.000	-	1.618	2.296	0.678	41.9
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.649	(2.333)	(3.982)	*	1.649	(2.333)	(3.982)	*
Investment Income	0.106	0.504	0.398	*	0.000	0.000	0.000	-	0.106	0.504	0.398	*
Total Revenue	\$197.908	\$198.950	\$1.042	0.5	\$1.649	(\$2.333)	(\$3.982)	*	\$199.557	\$196.617	(\$2.940)	(1.5)
Expenses												
<i>Labor:</i>												
Payroll	\$10.142	\$9.497	\$0.646	6.4	\$0.528	(\$0.585)	\$1.113	*	10.671	\$8.912	\$1.759	16.5
Overtime	1.890	2.336	(0.446)	(23.6)	0.141	(0.455)	0.596	*	2.031	1.882	0.149	7.4
Health and Welfare	2.580	2.309	0.271	10.5	0.254	(0.136)	0.390	*	2.834	2.173	0.661	23.3
OPEB Current Payment	2.349	2.407	(0.058)	(2.5)	0.000	0.000	0.000	-	2.349	2.407	(0.058)	(2.5)
Pensions	2.383	2.731	(0.348)	(14.6)	0.132	(0.310)	0.442	*	2.515	2.421	0.094	3.7
Other Fringe Benefits	1.830	1.269	0.561	30.7	0.056	(0.073)	0.129	*	1.886	1.196	0.690	36.6
Reimbursable Overhead	(0.537)	0.775	(1.312)	*	0.537	(0.775)	1.312	*	0.000	0.000	0.000	-
Total Labor Expenses	\$20.637	\$21.324	(\$0.687)	(3.3)	\$1.649	(\$2.333)	\$3.982	*	\$22.286	\$18.991	\$3.295	14.8
<i>Non-Labor:</i>												
Electric Power	\$0.356	\$0.266	\$0.090	25.3	\$0.000	\$0.000	\$0.000	-	\$0.356	\$0.266	\$0.090	25.3
Fuel	0.272	0.177	0.095	34.8	0.000	0.000	0.000	-	0.272	0.177	0.095	34.8
Insurance	1.052	1.041	0.011	1.0	0.000	0.000	0.000	-	1.052	1.041	0.011	1.0
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	21.217	19.930	1.288	6.1	0.000	0.000	0.000	-	21.217	19.930	1.288	6.1
Professional Service Contracts	3.914	3.120	0.794	20.3	0.000	0.000	0.000	-	3.914	3.120	0.794	20.3
Materials & Supplies	0.246	0.414	(0.169)	(68.6)	0.000	0.000	0.000	-	0.246	0.414	(0.169)	(68.6)
Other Business Expenses	3.265	4.941	(1.676)	(51.3)	0.000	0.000	0.000	-	3.265	4.941	(1.676)	(51.3)
Total Non-Labor Expenses	\$30.322	\$29.889	\$0.434	1.4	\$0.000	\$0.000	\$0.000	-	\$30.322	\$29.889	\$0.434	1.4
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$50.959	\$51.213	(\$0.254)	(0.5)	\$1.649	(\$2.333)	\$3.982	*	\$52.608	\$48.879	\$3.729	7.1
Depreciation	\$17.146	\$16.540	\$0.606	3.5	\$0.000	\$0.000	\$0.000	-	17.146	\$16.540	\$0.606	3.5
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	(0.342)	0.000	(0.342)	(100.0)	0.000	0.000	0.000	-	(0.342)	0.000	(0.342)	(100.0)
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$67.764	\$67.753	\$0.011	0.0	\$1.649	(\$2.333)	\$3.982	*	\$69.413	\$65.420	\$3.993	5.8
Less: Depreciation	\$17.146	\$16.540	\$0.606	3.5	\$0.000	\$0.000	\$0.000	-	\$17.146	\$16.540	\$0.606	3.5
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	(0.342)	0.000	(0.342)	(100.0)	0.000	0.000	0.000	-	(0.342)	0.000	(0.342)	(100.0)
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$50.959	\$51.213	(\$0.254)	(0.5)	\$1.649	(\$2.333)	\$3.982	*	\$52.608	\$48.879	\$3.729	7.1
Net Surplus/(Deficit)	\$146.948	\$147.737	\$0.789	0.5	\$0.000	\$0.000	\$0.000	-	\$146.948	\$147.737	\$0.789	0.5

Results are preliminary and subject to audit review.

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2022 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
SEPTEMBER 2022
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)								\$146.948	\$147.737	\$0.789	0.5	
Less: Capitalized Assets								1.688	3.403	(1.715)	*	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Adjusted Net Income/(Deficit)								\$145.260	\$144.334	(\$0.926)	(0.6)	
Less: Debt Service								60.148	57.329	2.820	4.7	
Less: Contribution to the Capital Program								0.000	0.000	0.000	-	
Income Available for Distribution								\$85.112	\$87.006	\$1.894	2.2	
Distributable To:												
MTA - Investment Income								0.106	0.504	0.398	*	
MTA - Distributable Income								46.316	46.950	0.633	1.4	
NYCTR - Distributable Income								38.690	39.552	0.862	2.2	
Total Distributable Income								\$85.112	\$87.006	\$1.894	2.2	
Support to Mass Transit:												
Total Revenues								199.557	196.617	(2.940)	(1.5)	
Less: Total Operating Expenses								<u>52.608</u>	<u>48.879</u>	<u>3.729</u>	7.1	
Net Operating Income/(Deficit)								\$146.948	\$147.737	\$0.789	0.5	
Deductions from Net Operating Income:												
Capitalized Assets								1.688	3.403	(1.715)	*	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								33.818	31.586	2.233	6.6	
Contribution to the Capital Program								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Total Deductions From Operating Income								\$35.506	\$34.988	\$0.518	1.5	
Total Support to Mass Transit								\$111.442	\$112.749	\$1.307	1.2	

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

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2022 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
SEPTEMBER Year-To-Date

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	1,735.811	1,743.168	7.358	0.4	0.000	0.000	0.000	-	1,735.811	1,743.168	7.358	0.4
Other Operating Revenue	16.249	17.610	1.361	8.4	0.000	0.000	0.000	-	16.249	17.610	1.361	8.4
Capital & Other Reimbursements	0.000	0.000	0.000	-	13.618	9.803	(3.814)	(28.0)	13.618	9.803	(3.814)	(28.0)
Investment Income	0.656	1.483	0.826	*	0.000	0.000	0.000	-	0.656	1.483	0.826	*
Total Revenue	\$1,752.716	\$1,762.262	\$9.546	0.5	\$13.618	\$9.803	(\$3.814)	(28.0)	\$1,766.334	\$1,772.065	\$5.731	0.3
Expenses												
<i>Labor:</i>												
Payroll	\$82.817	\$79.602	\$3.215	3.9	4.620	\$3.514	\$1.106	23.9	87.437	\$83.117	\$4.321	4.9
Overtime	16.215	17.447	(1.232)	(7.6)	0.619	0.119	0.501	80.8	16.834	17.565	(0.731)	(4.3)
Health and Welfare	20.203	19.164	1.039	5.1	1.856	0.837	1.018	54.9	22.059	20.002	2.057	9.3
OPEB Current Payment	20.887	20.994	(0.107)	(0.5)	0.000	0.000	0.000	-	20.887	20.994	(0.107)	(0.5)
Pensions	23.931	23.827	0.103	0.4	1.191	0.903	0.287	24.1	25.122	24.731	0.391	1.6
Other Fringe Benefits	13.293	11.461	1.832	13.8	0.498	0.433	0.066	13.2	13.791	11.894	1.897	13.8
Reimbursable Overhead	(4.834)	(3.997)	(0.837)	(17.3)	4.834	3.997	0.837	17.3	0.000	0.000	0.000	-
Total Labor Expenses	\$172.512	\$168.499	\$4.013	2.3	\$13.618	\$9.803	\$3.814	28.0	\$186.129	\$178.302	\$7.828	4.2
<i>Non-Labor:</i>												
Electric Power	\$3.581	\$3.407	\$0.174	4.9	0.000	\$0.000	\$0.000	-	\$3.581	\$3.407	\$0.174	4.9
Fuel	2.311	2.031	0.281	12.1	0.000	0.000	0.000	-	2.311	2.031	0.281	12.1
Insurance	9.316	9.219	0.097	1.0	0.000	0.000	0.000	-	9.316	9.219	0.097	1.0
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	108.182	101.597	6.585	6.1	0.000	0.000	0.000	-	108.182	101.597	6.585	6.1
Professional Service Contracts	19.480	18.932	0.548	2.8	0.000	0.000	0.000	-	19.480	18.932	0.548	2.8
Materials & Supplies	2.011	2.250	(0.239)	(11.9)	0.000	0.000	0.000	-	2.011	2.250	(0.239)	(11.9)
Other Business Expenses	36.694	40.381	(3.688)	(10.0)	0.000	0.000	0.000	-	36.694	40.381	(3.688)	(10.0)
Total Non-Labor Expenses	\$181.575	\$177.817	\$3.758	2.1	\$0.000	\$0.000	\$0.000	-	\$181.575	\$177.817	\$3.758	2.1
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	-
Total Expenses before Non-Cash Liability Adjs.	\$354.087	\$346.316	\$7.771	2.2	\$13.618	\$9.803	\$3.814	28.0	\$367.705	\$356.119	\$11.585	3.2
Depreciation	\$149.766	\$147.616	\$2.150	1.4	0.000	\$0.000	\$0.000	-	149.766	\$147.616	\$2.150	1.4
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	(1.025)	0.000	(1.025)	(100.0)	0.000	0.000	0.000	-	(1.025)	0.000	(1.025)	(100.0)
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$502.828	\$493.932	\$8.896	1.8	\$13.618	\$9.803	\$3.814	28.0	\$516.446	\$503.736	\$12.710	2.5
Less: Depreciation	\$149.766	\$147.616	\$2.150	1.4	\$0.000	\$0.000	\$0.000	-	\$149.766	\$147.616	\$2.150	1.4
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	(1.025)	0.000	(1.025)	(100.0)	0.000	0.000	0.000	-	(1.025)	0.000	(1.025)	(100.0)
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$354.087	\$346.316	\$7.771	2.2	\$13.618	\$9.803	\$3.814	28.0	\$367.705	\$356.119	\$11.585	3.2
Net Surplus/(Deficit)	\$1,398.629	\$1,415.946	\$17.317	1.2	\$0.000	\$0.000	\$0.000	-	\$1,398.629	\$1,415.946	\$17.317	1.2

Results are preliminary and subject to audit review.

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2022 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
SEPTEMBER Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)								\$1,398.629	\$1,415.946	\$17.317	1.2	
Less: Capitalized Assets								7.470	9.775	(\$2.305)	(30.9)	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Adjusted Net Income/(Deficit)								\$1,391.159	\$1,406.170	\$15.012	1.1	
Less: Debt Service								515.391	504.019	11.372	2.2	
Less: Contribution to the Capital Program								0.000	0.000	0.000	-	
Income Available for Distribution								\$875.768	\$902.152	\$26.384	3.0	
Distributable To:												
MTA - Investment Income								0.656	1.483	0.826	*	
MTA - Distributable Income								471.430	483.838	12.408	2.6	
NYCTR - Distributable Income								403.682	416.831	13.150	3.3	
Total Distributable Income								\$875.768	\$902.152	\$26.384	3.0	
Support to Mass Transit:												
Total Revenues								1,766.334	1,772.065	5.731	0.3	
Less: Total Operating Expenses								<u>367.705</u>	<u>356.119</u>	<u>11.585</u>	3.2	
Net Operating Income/(Deficit)								\$1,398.629	\$1,415.946	\$17.317	1.2	
Deductions from Net Operating Income:												
Capitalized Assets								7.470	9.775	(2.305)	(30.9)	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								280.452	270.963	9.489	3.4	
Contribution to the Capital Program								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Total Deductions From Operating Income								\$287.923	\$280.738	\$7.185	2.5	
Total Support to Mass Transit								\$1,110.706	\$1,135.207	\$24.501	2.2	

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

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2022 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Sep-22	Favorable/ (Unfavorable) Variance		Year-to-Date
	\$	%	Reason for Variance	\$	%	Reason for Variance
Nonreimbursable						
Vehicle Toll Revenue	(0.033)	0.0%	Average toll revenue was slightly below projected levels, partially offset by higher-than-forecasted traffic volume	7.358	0.4%	Traffic volumes were above the forecast levels
Other Operating Revenue	0.678	*	Higher revenue primarily due to the timing of income from E-ZPass administrative fees	1.361	8.4%	Higher revenue primarily due to the timing of income from E-ZPass administrative fees
Investment Income	0.398	*	Higher than anticipated short-term investment returns on fund balances.	0.826	*	Higher than anticipated short-term investment returns on fund balances.
Payroll	0.646	6.4%	Lower payroll expenses primarily due to vacancies	3.215	3.9%	Lower payroll expenses primarily due to vacancies
Overtime	(0.446)	-23.6%	See overtime chart	(1.232)	-7.6%	See overtime chart
Health and Welfare	0.271	10.5%	Lower expenses primarily due to vacancies	1.039	5.1%	Lower expenses primarily due to vacancies
OPEB Current Payment	(0.058)	-2.5%	Higher expenses primarily due to timing against the budget allocation	(0.107)	-0.5%	Higher expenses primarily due to timing against the budget allocation
Pensions	(0.348)	-14.6%	Higher non-reimbursable expenses primarily due to higher than allocated capital reimbursement offsets	0.103	0.4%	Lower non-reimbursable expenses primarily due to lower than allocated capital reimbursement offsets
Other Fringe Benefits	0.561	30.7%	Lower expenses primarily due to timing against the budget allocation.	1.832	13.8%	Lower expenses primarily due to timing against the budget allocation.
Electric Power	0.090	25.3%	Lower electricity expenses primarily due to timing against the budget allocation.	0.174	4.9%	Lower electricity expenses primarily due to timing against the YTD budget allocation.
Fuel	0.095	34.8%	Lower fuel expenses primarily due to timing against the monthly budget allocation	0.281	12.1%	Lower fuel expenses primarily due to timing against the YTD budget allocation
Insurance	0.011	1.0%	Lower insurance expenses primarily due to timing against the monthly budget allocation	0.097	1.0%	Lower insurance expenses primarily due to timing against the YTD budget allocation
Maintenance and Other Operating Contracts	1.288	6.1%	Lower expenses mainly due to timing against the monthly budget allocation for major maintenance and painting, (\$0.900 Mill), E-ZPass customer service center, (\$0.874 Mill) and E-ZPass tags, (\$0.277 Mill), offset by higher security and surveillance costs, (\$0.372 Mill) and general maintenance costs, (\$0.283 Mill).	6.585	6.1%	Lower expenses mainly due to timing against the YTD budget allocation for E-ZPass customer service center, (\$2.483 Mill), major maintenance and painting, (\$2.479 Mill), E-ZPass tags, (0.981 Mill), security services (\$0.426 Mill) and general maintenance costs, (\$0.132 Mill).
Professional Service Contracts	0.794	20.3%	Lower expenses primarily due to timing against the monthly budget allocation for bond issuance costs, (\$0.697 Mill), other professional services, (\$0.652 Mill), professional service contracts, (\$0.356 Mill) and procurement card costs, (\$0.187 Mill), offset by higher engineering services, (\$0.463 Mill), legal fees, (\$0.401 Mill) and other outside services, (\$0.237 Mill).	0.548	2.8%	Lower expenses primarily due to timing against the YTD budget allocation for professional service contracts, (\$0.952 Mill), planning studies consultants, (\$0.462 Mill), other professional services, (\$0.421 Mill) and procurement card costs, (\$0.357 Mill), offset by higher bond issuance costs, (\$0.709 Mill), engineering services, (\$0.601 Mill), legal fees, (\$0.297 Mill) and other outside services, (\$0.177 Mill).
Materials & Supplies	(0.169)	-68.6%	Higher expenses across a variety of small equipment and supply categories, due to timing, against the monthly budget allocation	(0.239)	-11.9%	Higher expenses across a variety of small equipment and supply categories, due to timing, against the YTD budget allocation
Other Business Expense	(1.676)	-51.3%	Higher expenses primarily due to timing against the monthly budget allocation for credit card processing fees.	(3.688)	-10.0%	Higher expenses primarily due to timing against the YTD budget allocation for credit card processing fees.
Depreciation	0.606	3.5%	Lower depreciation expense primarily due to timing against the monthly budget allocation.	2.150	1.4%	Lower depreciation expense primarily due to timing against the YTD budget allocation.
Other Post Employment Benefits	0.000	-	No variance	0.000	-	No variance
Reimbursable						
Capital and Other Reimbursements	(3.982)	*	Lower capital reimbursements due to timing against the monthly budget allocation	(3.814)	-28.0%	Lower capital reimbursements due to timing against the YTD budget allocation
Payroll	1.113	*	Lower capital reimbursements due to timing against the monthly budget allocation	1.106	23.9%	Lower capital reimbursements due to timing against the YTD budget allocation
Overtime	0.596	*	See overtime tables	0.501	80.8%	See overtime tables
Health and Welfare	0.390	*	Lower capital reimbursements due to timing against the monthly budget allocation	1.018	54.9%	Lower capital reimbursements due to timing against the YTD budget allocation
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	0.442	*	Lower capital reimbursements due to timing against the monthly budget allocation	0.287	24.1%	Lower capital reimbursements due to timing against the YTD budget allocation
Other Fringe Benefits	0.129	*	Lower capital reimbursements due to timing against the monthly budget allocation	0.066	13.2%	Lower capital reimbursements due to timing against the YTD budget allocation
Reimbursable Overhead	1.312	*	Lower capital reimbursements due to timing against the monthly budget allocation	0.837	*	Lower capital reimbursements due to timing against the YTD budget allocation

*Variance exceeds 100%

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

Month of September

Year to date ending September 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
4.3	\$34.0	4.4	\$33.3	1.8%	-2.1%	Bronx-Whitestone	35.8	\$274.3	38.3	\$301.4	7.0%	9.9%
0.7	1.9	0.7	1.8	-3.4%	-4.4%	Cross Bay	6.1	15.8	6.0	16.5	-0.5%	4.9%
2.2	8.6	2.2	8.1	-1.4%	-5.4%	Henry Hudson	17.4	65.4	18.5	72.2	6.5%	10.4%
1.7	12.1	1.9	12.7	7.4%	5.5%	Hugh L. Carey	13.8	93.6	16.3	113.7	17.9%	21.5%
0.7	1.9	0.7	1.8	0.2%	-3.1%	Marine Parkway	5.8	15.0	6.1	16.4	5.7%	9.4%
2.4	17.8	2.6	18.8	8.4%	5.8%	Queens Midtown	18.8	136.5	22.2	165.3	18.0%	21.1%
5.4	41.8	5.7	42.3	4.8%	1.4%	RFK	45.4	338.7	48.7	376.6	7.3%	11.2%
3.2	30.5	3.5	30.7	6.7%	0.7%	Throgs Neck	27.7	251.8	29.4	275.1	6.3%	9.2%
6.4	44.4	6.7	46.5	4.0%	4.8%	Verrazzano-Narrows	55.7	373.5	58.5	406.0	5.0%	8.7%
27.1	\$192.9	28.1	\$196.1	4.0%	1.7%	Total	226.4	\$1,564.6	244.0	\$1,743.2	7.8%	11.4%
	<u>\$7.128</u>		<u>\$6.970</u>		<u>-2.2%</u>	Revenue Per Vehicle		<u>\$6.912</u>		<u>\$7.144</u>		<u>3.4%</u>

1) Toll increase implemented April 11, 2021

2) Numbers may not add due to rounding.

Comparison Actual vs. September Forecast:

September Forecast		September Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
27.8	\$196.2	28.1	\$196.1	1.3%	0.0%	Total All	242.9	\$1,735.8	244.0	\$1,743.2	0.5%	0.4%
	<u>\$7.060</u>		<u>\$6.970</u>		<u>-1.3%</u>	Revenue Per Vehicle		<u>\$7.147</u>		<u>\$7.144</u>		<u>0.0%</u>

3) 2022 September traffic is 0.4 M above and revenue is 19.9M above September 2019, an increase of 1.3% and an increase 11.3% respectively

4) 2022 September YTD traffic and revenue is 3.4M below and \$194.9M above September YTD 2019, a decline of 1.4% and an increase of 12.6% respectively

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

Facility	Revenue Collection Rate September 2021 ⁴
Henry Hudson Bridge	96.0%
Hugh L. Carey Tunnel	95.6%
Queens Midtown Tunnel	97.6%
Marine Parkway Bridge	96.0%
Cross Bay Bridge	93.4%
Robert F. Kennedy Bridge	94.0%
Verrazzano-Narrows Bridge	92.6%
Bronx-Whitestone Bridge	94.1%
Throgs Neck Bridge	94.8%
All Facilities	94.3%

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

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

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	13	7	6	4 Managerial and 2 Professional vacancies
Law ⁽¹⁾	12	6	6	2 Managerial and 4 Professional vacancies
Budget & Finance ⁽²⁾	17	11	6	4 Managerial and 2 Professional vacancies
Administration ⁽³⁾	34	23	11	5 Managerial and 6 Professional vacancies
EEO	1	-	1	1 Professional vacancy
Total Administration	77	47	30	
Operations				
ITS & Tolling	60	50	10	5 Managerial and 5 Professional vacancies
Central Business District Tolling Program	47	9	38	3 Managerial and 35 Professional vacancies
Operations (Non-Security)	54	39	15	14 Managerial vacancies and 1 Professional vacancy
Total Operations	161	98	63	
Maintenance				
Maintenance	205	195	10	3 Managerial and 7 Professional vacancies
Operations - Maintainers	183	143	40	40 Maintainer vacancies
Total Maintenance	388	338	50	
Engineering/Capital				
Engineering & Construction	123	109	14	4 Managerial and 10 Professional vacancies
Health & Safety	9	7	2	1 Managerial and 1 Professional vacancy
Law ⁽¹⁾	18	10	8	3 Managerial and 5 Professional vacancies
Planning & Budget Capital	8	6	2	1 Managerial and 1 Professional vacancy
Total Engineering/Capital	158	132	26	
Public Safety				
Operations (Security)	540	425	115	57 Managerial and 58 Operational vacancies
Internal Security - Operations	45	28	17	3 Managerial and 14 Professional vacancies
Total Public Safety	585	453	132	
Total Positions	1,369	1,068	301	
Non-Reimbursable	1,238	937	301	
Reimbursable	131	131	-	
Total Full-Time	1,369	1,068	301	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2022 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
September 2022

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	28	13	15	5 vacancies in Administration, 4 in Executive, 4 in Budget & Finance, and 2 in Law
Professional, Technical, Clerical	49	34	15	6 vacancies in Administration, 2 in Executive, 4 in Law, 2 in Budget & Finance, and 1 vacancy in EEO
Operational Hourlies	-	-	-	
Total Administration	77	47	30	
Operations				
Managers/Supervisors	73	51	22	14 vacancies in Operations, 5 in ITS & Tolling, and 3 in CBDTP
Professional, Technical, Clerical	88	47	41	5 vacancies in ITS & Tolling, 35 in CBDTP, and 1 vacancy in Operations
Operational Hourlies	-	-	-	
Total Operations	161	98	63	
Maintenance				
Managers/Supervisors	27	24	3	3 vacancies in Maintenance
Professional, Technical, Clerical	11	4	7	7 vacancies in Maintenance
Operational Hourlies ⁽¹⁾	350	310	40	40 vacancies in Operations
Total Maintenance	388	338	50	
Engineering/Capital				
Managers/Supervisors	34	25	9	4 vacancies in Engineering, 3 in Law, 1 vacancy in Health & Safety and 1 in Planning & Budget Capital
Professional, Technical, Clerical	124	107	17	10 vacancies in Engineering, 5 in Law, 1 vacancy in Health & Safety, and 1 in P&B Capital
Operational Hourlies	-	-	-	
Total Engineering/Capital	158	132	26	
Public Safety				
Managers/Supervisors	179	119	60	57 vacancies in Operations and 3 in Internal Security
Professional, Technical, Clerical	36	22	14	14 vacancies in Internal Security
Operational Hourlies ⁽²⁾	370	312	58	58 BTO vacancies in Operations
Total Public Safety	585	453	132	
Total Positions				
Managers/Supervisors	341	232	109	
Professional, Technical, Clerical	308	214	94	
Operational Hourlies	720	622	98	
Total Positions	1,369	1,068	301	

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

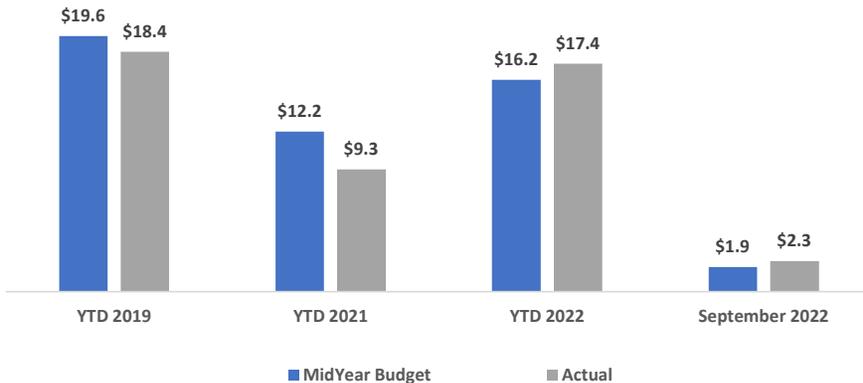
(2) Represents Bridge and Tunnel Officers performing public safety. These positions are paid annually, not hourly.

BRIDGES AND TUNNELS

THE BIG PICTURE

- Decrease of \$0.9 M vs YTD 2019 due to reductions in Vacancy/Absentee coverage because of enhanced staffing flexibility.
- Increase of \$8.1 M vs YTD 2021 due mainly 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.
- Overspending of \$1.2M vs MidYear Budget YTD due to Vacancy/Absentee coverage for employee’s personal leave time during the summer vacation period, an overpayment in August, and delays in reimbursable billings due to the Kronos outage.
- Overspending of \$0.4M vs September month only budget due to Vacancy/Absentee coverage for employee’s personal leave time during the summer vacation period and delays in reimbursable billings due to the Kronos outage.

Budget Performance
Non-Reimbursable Overtime - YTD September Variance
(all dollars in millions)



NON-REIMBURSABLE OVERTIME

Agency Detail

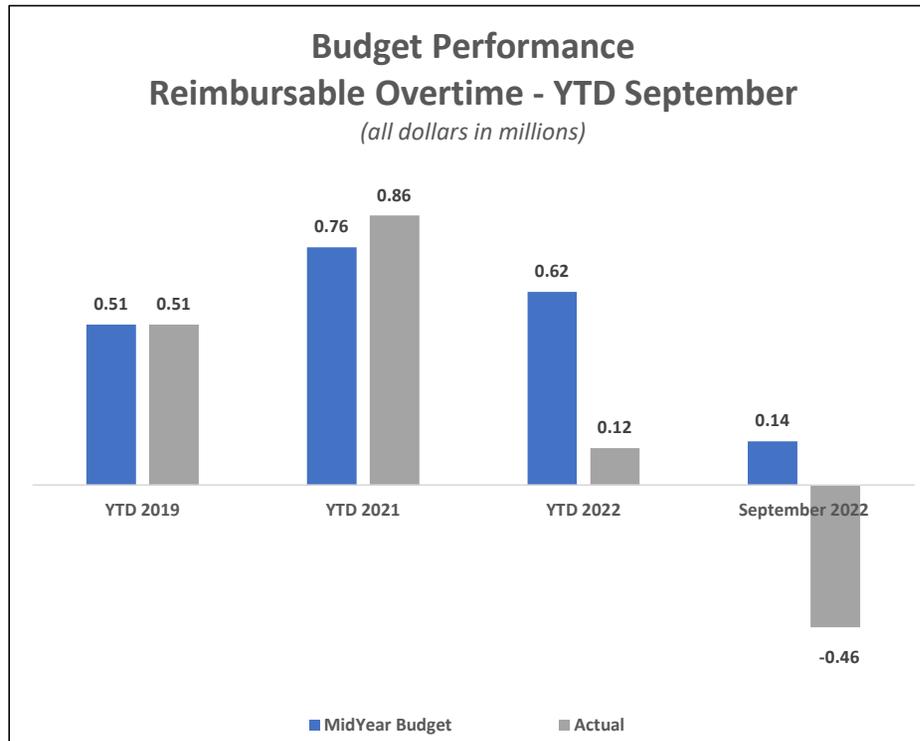
- **Vacancy/Absentee Coverage** increased compared to 2021 due to the COVID-19 Omicron variant surge, an increase in vacancies due to attrition, and use of employee’s personal leave time during the summer vacation period. Scheduling changes have been enacted and personnel has been realigned strategically 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.
- Non-reimbursable totals for 2022 may include overtime performed on capital projects due to billing delays from the Kronos outage. Retro billings for 2022 have begun in September and any necessary corrections will be made over the upcoming months, likely decreasing the YTD non-reimbursable overtime and increasing the reimbursable total.
- 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

THE BIG PICTURE

- YTD overtime is lower than 2019 and 2021 due to timing of billing and overtime needed on projects eligible for reimbursement from the capital program.
- Underspending of \$501K vs YTD MidYear 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.
- September actual reflects a correction to billings due to over-estimating actuals through February 2022 from the Kronos outage.



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