



Metropolitan Transportation Authority

Bridges and Tunnels Committee Meeting

March 2023

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, 3/27/2023
9:00 - 9:30 AM ET**

1. Summary of Actions - None

2. Public Comments

3. Approval of Minutes - February 2023

B&T Committee Minutes - February 2023 - Page 3

4. Committee Work Plan

B&T Committee Work Plan - Page 10

5. Report on Operations - January 2023

B&T Report on Operations - January 2023 - Page 16

6. Safety Report - January 2023

B&T Safety Report - January 2023 - Page 28

7. Financial Report - February 2023

B&T Financial Report - February 2023 - Page 33

8. Procurements - None



Bridges and Tunnels

Minutes of Committee Meeting February 2023



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

February 21, 2023

9:00 a.m.

In attendance were the Honorable:

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

Also in Attendance:
Haeda B. Mihaltses

In Person:

Nichola Angel, Vice President of Intelligent Transportation Systems
Allison L. C. de Cerreño, Ph.D., Chief Operating Officer
Daniel F. DeCrescenzo, Jr., President
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
Eric Osnes, Vice President and Chief Safety Officer
Charles J. Passarella, Vice President of Maintenance and Operations Support
Jai Patel, Deputy Chief Financial Officer, MTA

Virtual:

Joseph Keane, P.E., Senior Vice President and Chief Engineer – TBTA, MTA Construction & Development

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

February 21, 2023

Minutes of TBTA Committee held February 21, 2023 at 9:00 a.m. A list of those in attendance is attached.

Public Speakers

The following speakers commented during the public speakers' session:

- Lisa Daglian expressing appreciation for President DeCrescenzo's service to TBTA.
- Jason Anthony about toll evasion.
- Aleta Dupree about E-ZPass market share, toll evasion, and electric bicycles.
- Charlton D'souza about bus service and congestion pricing.
- Murray Bodin expressing appreciation to TBTA staff for the knowledge he has gained from them.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on January 30, 2023 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 started the meeting by recognizing the recent appointment of Dr. Allison de Cerreño as Chief Operating Officer. She originally joined TBTA in 2018 as Senior Vice President of Business Operations before moving over to MTA Headquarters as Deputy Chief Operating Officer. Her expertise in tolling, transportation policy, finance, and research will support and benefit TBTA's business operations and mission.

Narrating a slide presentation, President DeCrescenzo reflected on a major milestone of 2022 -- the five-year anniversary of TBTA's conversion to Open Road Tolling (ORT), and shared a review of how that dramatic change to TBTA's business set the stage for where TBTA is today.

As to customer improvements:

- TBTA undertook an accelerated schedule to bring ORT to all its facilities in 2017. Customers have experienced shorter travel times, reduced congestion, fewer collisions, and higher traffic throughput at TBTA's crossings. The conversion to ORT has paid off in significant benefits and sustained improvements, which translates to enhanced safety and increased revenue that is reinvested in TBTA's bridges and tunnels, and provides critical support to mass transit.

As to safety:

- ORT allowed for a safer customer and employee experience at all TBTA's crossings, as toll booth removal has eliminated the need for merging and last-minute lane changes, which resulted in an immediate reduction of collisions of over 60% in the old toll plaza areas.
- Starting in 2015, collisions per million vehicles were going up as TBTA traffic was going up,

with the peak in 2017. Immediately following ORT, TBTA saw an improvement in collisions as traffic continued to increase but collisions were reduced. Fast-forward through the Covid pandemic, where in 2022 TBTA is still seeing record numbers of traffic, but TBTA's collisions are basically cut in half from the peak of 2017.

- ORT has allowed for a smoother, quicker and more continuous commute across all TBTA facilities. This benefits all TBTA customers, as well as those who are passengers on MTA and NYC Transit Buses that use TBTA crossings.

President DeCrescenzo then reviewed some projects that enhanced the original benefits of ORT, improving on the already-seen customer experience and safety improvements:

- On the immediate heels of converting to ORT and working with TBTA's Construction and Development (C&D) partners, in September 2017 TBTA began operating a reversible HOV/bus lane over the upper level of the Verrazzano-Narrows Bridge. This lane provided a non-stop link through this busy travel corridor from the Staten Island Expressway, over the Verrazzano bridge, through Brooklyn, and up to the entrance of the Hugh L. Carey Tunnel, connecting to Manhattan. Since then, TBTA's customers and commuters on MTA and NYC Transit Buses using the bridge's HOV lane save additional travel time during the AM and PM rush hours, and it has truly been a game-changer in this region.
- A traffic safety improvement project was completed at the Bronx-Whitestone Bridge in July 2020 along the Queens approach to the Cross Island Parkway Queens exit ramp, which eliminated a merge point at that location.
- Continuing to take advantage of the low-traffic volume during the pandemic lockdown, C&D advanced completion in October 2020 of a roadway realignment from the Verrazzano-Narrows Bridge to the eastbound 65th Street exit on the Gowanus Expressway. This extended the exit and eliminated a merge point. This was both a safety and travel time improvement for TBTA's drivers and bus commuters.
- In November 2020 a newly constructed ramp from the RFK Bridge's Manhattan span to the northbound Harlem River Drive opened to customers. This ramp was the longtime "missing link," providing a direct connection for drivers who previously had no choice but to detour through local City streets. It benefits the community and the environment and it is a win-win for TBTA's customers in reducing travel time.

President DeCrescenzo noted that TBTA's Operations and Maintenance teams are always monitoring conditions at TBTA's facilities, looking for ways to improve safety and ease travel for TBTA's customers. Looking forward, he assured that now, as TBTA looks to its facilities in the future, TBTA remains committed with continued collaborative efforts with its C&D partners to further advance additional customer experience and safety improvement projects. For example, two upcoming projects of note involve widening of the eastbound Belt Parkway from the Verrazzano Bridge to Bay 8th Street, and the other is at the RFK Bridge, which will realign a merge from the bridge onto the southbound FDR Drive.

All the aforementioned projects, whether completed or anticipated, are customer experience projects, trying to reduce congestion post-ORT. President DeCrescenzo extended thanks to all TBTA employees and business partners who planned, adjusted, worked through, and delivered ORT. He expressed his pride in all that TBTA has accomplished, including keeping its employees and customers safe, its core business operating, and allowing for smooth and efficient movement of traffic.

In response to Commissioner Valdivia's question as to what the next set of challenges are related to ORT, President DeCrescenzo responded that it is to continue to identify areas on the approaches to and/or egresses from its facilities where there is congestion, and to work with its City and State Department of Transportation partners and other regional resources to improve such areas.

Turning to more current developments, President DeCrescenzo reported that TBTA's 2022 traffic came very close to the 2019 record -- 327.3 million crossings, which is just under the 330 million in 2019. One of TBTA's primary missions is to provide financial support to MTA's mass transit, so President DeCrescenzo was extremely pleased to note that TBTA's 2022 toll revenue did break a record at nearly \$2.4 billion. Due to TBTA's record-breaking revenue and operation efficiencies, TBTA will provide nearly \$1.2 billion in 2022 in surplus revenue that will benefit mass transit.

Report on Operations

Vice President and Chief of Operations Hildebrand started by mentioning a banner day of targeted revenue enforcement by TBTA's Bridge and Tunnel Officers. On February 9th, TBTA's Officers interdicted 28 vehicles at the Bronx-Whitestone Bridge, and 32 vehicles agency-wide within a 24-hour period. These vehicles had their New York State registrations suspended due to persistent toll violations, and accounted for nearly \$900,000 in unpaid tolls and fees. Vice President Hildebrand commended TBTA's Officers and the full TBTA team who worked tirelessly to enable these impressive operations.

With regard to the Report on Operations for December 2022, Vice President Hildebrand stated that at TBTA's vehicular crossings TBTA continued to experience strong traffic counts that closely resembled pre-pandemic levels.

Paid vehicle traffic for December 2022 was 27.1 million vehicles, an increase of 4% over the 26 million crossings in December 2021, and was 25.4% higher than December 2020 with 5.5 million more crossings. E-ZPass market share was 94.2% for December of 2022.

For January 2023, preliminary B&T traffic was 16.9% higher than January 2022.

Gasoline prices decreased to an average of \$3.60 per gallon in December 2022. Neither gasoline prices nor weather conditions were contributing factors to B&T's delivery of service in December.

Safety Report

With regard to the Report on Safety for December 2022, Vice President and Chief Safety Officer Osnes stated that the total collision rate was 3.97 per million vehicles, representing the lowest sustained trend going back to 2015, with traffic volume indicative of 2019 pre-pandemic record volumes. The collisions with injury rate was 0.82 per million vehicles, which is below recent years having similar average daily traffic counts, and representing less than one collision-with-injury per million crossings. The employee lost time injury rate was 5.4 incidents per 200,000 work hours, on par with last year and less than rolling year 2019/2020.

2022 Customer Environment Report

With regard to the annual Customer Environment Report for 2022, Vice President of Maintenance Charles Passarella stated that the key customer service areas for TBTA are to improve delivery of service and traffic mobility at all facilities, ensure the safety and security of customers crossing TBTA's bridges and tunnels, and enhance the customer experience and environment at bridge and tunnel facilities.

Narrating a slideshow presentation, Vice President Passarella highlighted the following:

- *Customer Travel Time* -- The majority of 2022 travel times at TBTA facilities have improved or remain

unchanged compared to pre-pandemic levels.

- *Roadway Striping* -- Roadway striping and other pavement markings enhance the ability of customers to safely and expeditiously cross TBTA facilities. In 2022, TBTA striped more than 469,000 linear feet of roadway, which is 20.2% more than in 2021. All TBTA exit ramps were upgraded to conform with revised New York State Department of Transportation safety requirements by installing additional “Wrong Way” signage and arrows on the pavements.
- *Signage* -- Bridge and Tunnel Maintainers started the upgrade of all Authority Variable Message Signs (VMS). To date, four VMS were upgraded at the Bronx-Whitestone Bridge, two at the Rockaways, and three at the Verrazzano Bridge.
- *Potholes Repaired* -- To improve the driving experience and overall customer environment at TBTA’s crossings, TBTA repaired 1,027 potholes, which was 13% less than in 2021, and with traffic volumes resuming pre-pandemic levels. This reduction can be attributed to improvements in roadway maintenance and materials, upgrades such as deck replacement projects, and milder temperatures.
- *Roadway Sweeping* -- TBTA’s annual target goal to sweep is 13,000 miles of roadway. TBTA Maintenance swept 13,901 miles of roadway in 2022, which was 5.9% more than the 13,122 miles swept in 2021.
- *Tunnel Washing* -- TBTA Maintenance washed over 9 million linear feet in 2022 at the Queens Midtown and Hugh L. Carey Tunnels.
- *Lighting* -- In 2022 over 98.1% of TBTA roadway lights were in service. TBTA Maintenance continues to upgrade its conventional roadway lighting to high efficiency LED lighting. As of year-end 2022, TBTA has upgraded over 95% of its lighting to LED.
- *Storm Drains* -- Regular storm drain maintenance helps reduce flooding situations during heavy rain events and reduces corrosion of vital steel bridge components. More than 2,500 storm drains were cleaned in 2022.
- *Emergency Wrecker Response* -- TBTA Emergency Wreckers responded to 8,223 roadway incidents in 2022. The average emergency response time was 7 minutes and 39 seconds. Incidents included disabled vehicles, collisions, and debris in the roadway.
- *Storm Preparedness* -- TBTA Maintenance responds to all weather events including snow, rain, high wind, and icing conditions. In addition, the New York State Vehicle and Traffic Law was amended in November 2022 to allow for municipal snowplows to have green and amber flashing lights. This integrated lighting feature offers a higher degree of contrast against the white background of snow and is more visible to the human eye than just amber lights alone. TBTA initiated a pilot program to add green lights to its fleet of snowplowing vehicles.

2022 TBTA Operating Surplus – Action Item

MTA Deputy Chief Financial Officer Jai Patel introduced resolutions associated with transferring the 2022 TBTA Operating Surplus as follows:

- Resolutions to certify and transfer \$1.185 billion in 2022 operating surplus to the MTA and New York City Transit, pursuant to Section 1219-a(2)(b) of the Public Authorities Law of the State of New York; and,

- Resolutions recognizing \$3.718 million in 2022 TBTA investment income to be transferred to the MTA pursuant to Section 569-c of the Public Authorities Law.
- Resolutions pursuant to the Public Authorities Law to advance monthly the FY 2022 TBTA surplus to the MTA and NYCT, in an aggregate amount not to exceed 90% of the estimate of the sum of that month's operations, if available, with the first \$2 million going to NYCT and the remaining sum split 50% to NYCT (less applicable bond service) and 50% to the MTA (less applicable bond service).

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

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

2023 Adopted Budget and Financial Plan

MTA Deputy Chief Financial Officer Patel referred the Committee to the 2023 Adopted Budget and Financial Plan contained in the Committee materials, which includes a schedule detailing the monthly allocation of revenues and expenses for the purposes of reporting.

Procurements

President DeCrescenzo stated that there are no procurements.

Prior to closing the meeting, President DeCrescenzo stated that he will soon be leaving TBTA after 33 years of service, and acknowledged Cathy Sheridan, who will moving over from C&D to serve as the Interim TBTA President after his departure. Her engineering and transportation background with the New York State Thruway Authority and Canal Corporation, including deep knowledge of bridges and roadways, will greatly benefit TBTA. In his farewell remarks, President DeCrescenzo thanked all the people he has worked with over the years. In turn, Chair Mack and Commissioners Glucksman, Barbas, Mihaltses, Brown, Valdivia, and Albert each thanked President DeCrescenzo for his leadership, accomplishments, and service, and wished him all the best in his future endeavors.

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

March 2023

Annual Procurement Contracts Report

Procurement & Materials/
Finance

April 2023

No items scheduled

May 2023

Final Review of 2022 Year-End Operating Results

Planning & Budget

June 2023

No items scheduled

July 2023

No items scheduled

August 2023

No meeting scheduled

September 2023

2024 Preliminary Budget

Planning & Budget

October 2023

2024 Preliminary Budget

Planning & Budget

November 2023

No items scheduled

December 2023

2024 Proposed Committee Work Plan
2024 Proposed Final Budget

Committee Chair & Members
Planning & Budget

January 2024

Approval of 2024 Work Plan

Committee Chair & Members

February 2024

2024 Adopted Budget/Financial Plan 2024-2027

2023 B&T Operating Surplus

2023 Customer Environment Report

Planning & Budget

Controller

Operations

BRIDGES & TUNNELS COMMITTEE WORK PLAN

Detailed Summary

I. RECURRING

Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

Report on Operations

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

Safety Report

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

Financial Report

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

Procurements

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

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

II. SPECIFIC AGENDA ITEMS

MARCH 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

No items scheduled

MAY 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.

JUNE 2023

No items scheduled

JULY 2023

No items scheduled

AUGUST 2023

No meeting scheduled

SEPTEMBER 2023

2024 Preliminary Budget

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

OCTOBER 2023

2024 Preliminary Budget

Public comment will be accepted on the 2024 Preliminary Budget.

NOVEMBER 2023

No items scheduled.

DECEMBER 2023

2024 Proposed Committee Work Plan

The Committee Chair will present a draft Bridges and Tunnels Committee Work Plan for 2024 that will address initiatives to be reported throughout the year.

2024 Proposed Final Budget

The Committee will recommend action to the Board.

JANUARY 2024

Approval of Work Plan for 2024

The committee will have already received a draft work plan for 2024 at the December 2023 meeting. The committee will be requested to approve the amended work plan for the year.

FEBRUARY 2024

2024 Adopted Budget and February Financial Plan 2024-2027

The Agency will present its revised 2024 Adopted Budget and Financial Plan which incorporates any changes made by the Board at the December 2023 meeting and any Agency technical adjustments is included for information.

2023 B&T Operating Surplus

The Committee will recommend action to the Board.

2023 Customer Environment Report

Review and discuss key customer service areas: improve customer service and traffic mobility at all facilities; ensure the safety of customers traveling over the bridges and tunnels; and enhance the customer environment of bridge and tunnel facilities.



Bridges and Tunnels

Report on Operations January 2023



Richard Hildebrand
Vice President
Operations

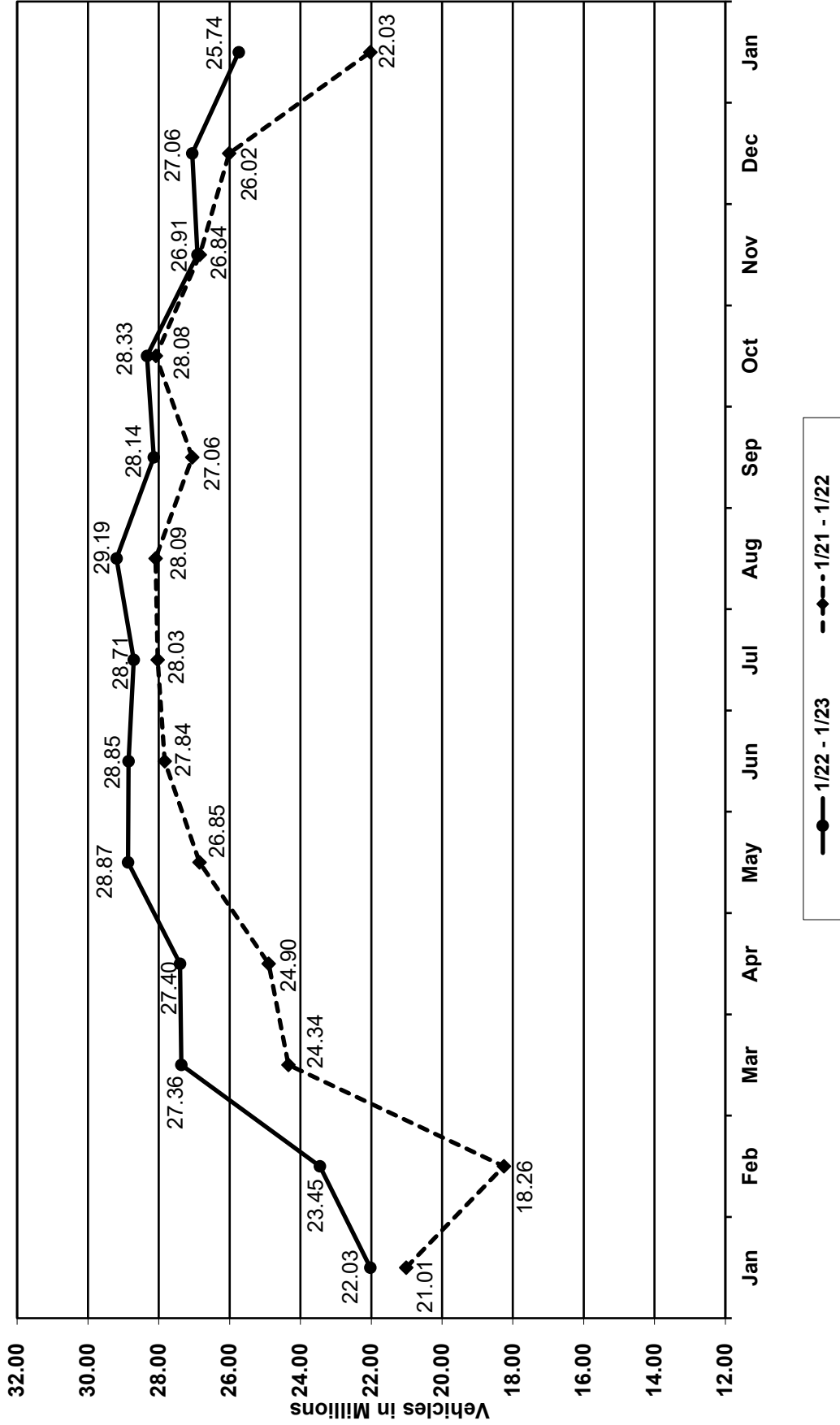
MTA Bridges and Tunnels January 2023 Traffic Trends

Summary

B&T's traffic numbers have rebound from the direct pandemic effects. For the month of January, 25.7 million paid vehicles crossed B&T facilities, an increase of 16.9% compared to 22.0 million in January 2022. Compared to January 2021, B&T paid traffic was 22.5% higher with an increase of 4.7 million more crossings. E-ZPass market share was 94.4% in January, slightly lower than last year and two years ago.

Gasoline prices decreased in January to an average of \$3.57 per gallon, which is \$0.03 above 2022 and \$1.12 higher than two years ago. Gasoline prices and weather conditions were not significant factors on January traffic.

**MTA Bridges and Tunnels
Traffic Volume - All Facilities
Two Years Ending January 2023**



MTA Bridges and Tunnels
E-ZPass and Tolls by Mail Traffic
January 2023
Preliminary data subject to final audit

All B&T Facilities by Method of Payment	2023 YTD		
	January 2023	January 2022	January 2021
E-ZPass ¹	24,309,002	21,064,553	20,029,012
Tolls by Mail	1,432,727	962,632	955,704
Total	25,741,729	22,027,185	21,014,716
E-ZPass Market Share:			
Total	94.4%	95.6%	95.3%
Cars	94.3%	95.5%	95.1%
Trucks	96.2%	96.7%	97.4%

Facility	Average Weekday ²				Average Weekend ²				E-ZPass Market Share				E-ZPass Market Share					
	January 2023		January 2022		January 2022		2023 vs 2022		2023 vs 2021		Jan 2022		Jan 2023		Jan 2023		Jan 2023	
	Total	TBM	Total	TBM	Total	TBM	%	%	%	%	Total	TBM	Total	TBM	%	%	%	%
Bronx-Whitestone Bridge	128,754	8,576	120,177	8,576	124,936	10,168	94.6%	-1.3%	-1.2%	15,311	764	15,311	764	91.9%	93.4%	93.1%	-1.5%	
Cross Bay Bridge	21,157	887	20,270	887	15,311	764	96.5%	-0.7%	-0.7%	14,546	764	15,311	764	95.0%	95.9%	95.8%	-0.9%	
Henry Hudson Bridge	65,377	2,980	62,397	2,980	54,219	3,052	96.3%	-0.8%	-0.8%	51,167	3,052	54,219	3,052	94.4%	95.5%	95.1%	-1.2%	
Hugh L. Carey Tunnel	60,652	2,420	58,232	2,420	49,150	2,461	97.0%	-0.9%	-0.9%	46,689	2,461	49,150	2,461	95.0%	96.1%	95.6%	-1.1%	
Manne Parkway Bridge	20,359	618	19,740	618	14,676	586	97.5%	-0.6%	-0.4%	14,091	586	14,676	586	96.0%	96.9%	96.7%	-0.9%	
Queens Midtown Tunnel	78,179	3,325	74,854	3,325	71,828	3,714	96.6%	-0.8%	-0.4%	68,114	3,714	71,828	3,714	94.8%	95.8%	94.6%	-1.0%	
Robert F. Kennedy Bridge	173,012	10,216	162,797	10,216	155,578	11,132	95.5%	-1.4%	-1.2%	144,447	11,132	155,578	11,132	92.8%	94.6%	94.0%	-1.7%	
Throgs Neck Bridge	103,630	6,310	97,320	6,310	105,730	8,025	95.3%	-1.4%	-1.3%	97,704	8,025	105,730	8,025	92.4%	93.9%	93.5%	-1.5%	
Verrazano-Narrows Bridge ¹	209,676	8,618	200,659	8,618	194,589	10,593	96.6%	-0.8%	-0.6%	184,066	10,593	194,589	10,593	94.6%	95.5%	94.9%	-0.9%	
All Facilities¹	860,796	44,151	816,646	44,151	786,016	50,405	95.9%	-1.1%	-0.9%	735,611	50,405	786,016	50,405	93.6%	94.9%	94.3%	-1.3%	

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

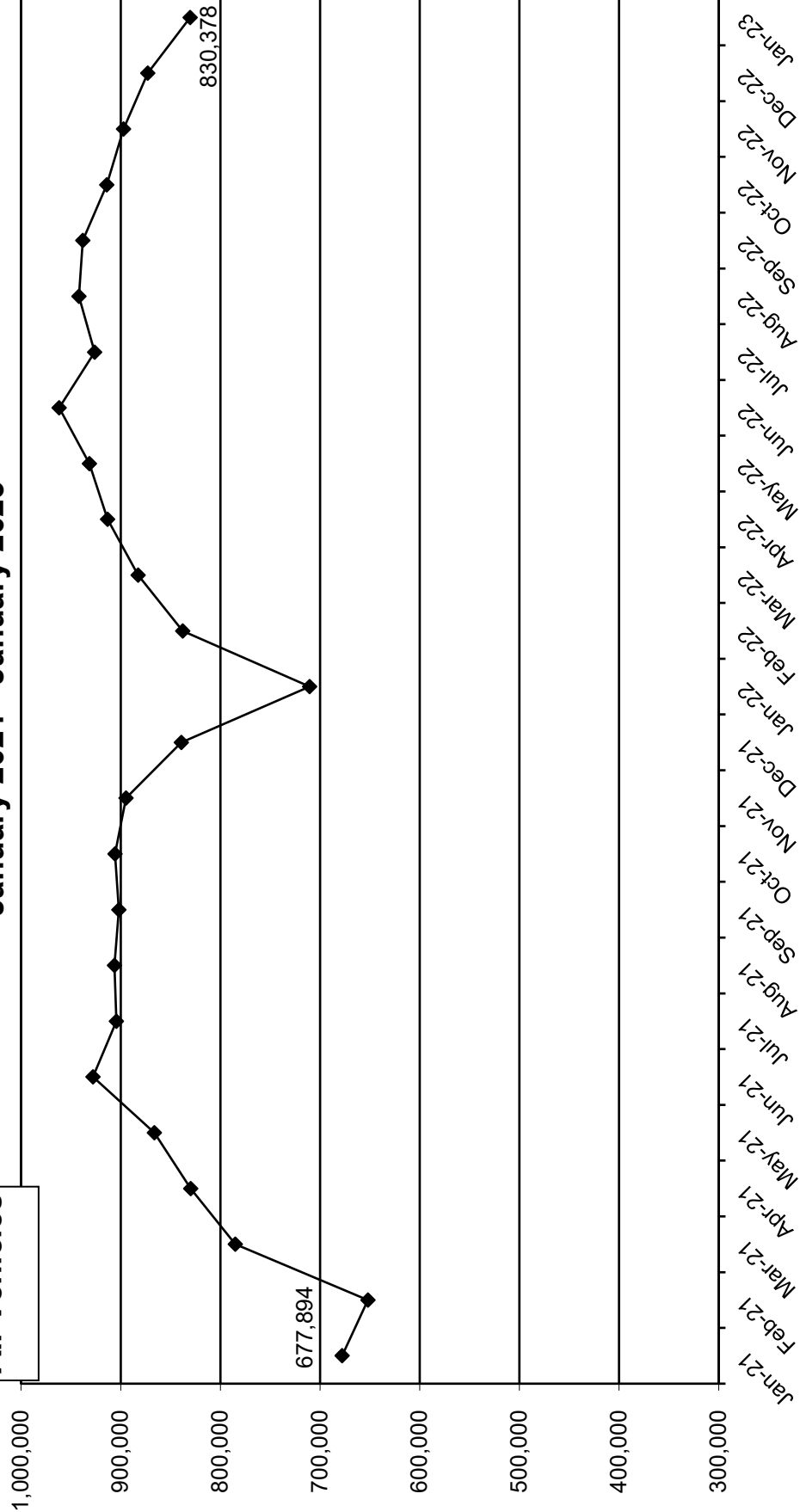
MTA Bridges and Tunnels
E-ZPass and Tolls by Mail Traffic
January 2023
Preliminary data subject to final audit

Distribution by Facility & Time Period			
Facility	January 2023		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	23.0%	22.8%	54.2%
Cross Bay Bridge	25.5%	24.2%	50.3%
Henry Hudson Bridge	24.6%	28.6%	46.8%
Hugh L. Carey Tunnel	24.8%	25.4%	49.8%
Marine Parkway Bridge	26.7%	25.6%	47.7%
Queens Midtown Tunnel	22.0%	22.7%	55.3%
Robert F. Kennedy Bridge	24.5%	21.6%	54.0%
Throgs Neck Bridge	23.6%	23.6%	52.8%
Verrazzano-Narrows Bridge	23.1%	23.2%	53.7%
All Facilities	23.7%	23.5%	52.8%

Payment Method by Facility (Transactions)			
Facility	January 2023		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	87.7%	5.2%	7.2%
Cross Bay Bridge	94.1%	1.4%	4.4%
Henry Hudson Bridge	85.1%	10.0%	4.9%
Hugh L. Carey Tunnel	89.5%	6.2%	4.3%
Marine Parkway Bridge	94.0%	2.7%	3.3%
Queens Midtown Tunnel	90.0%	5.4%	4.6%
Robert F. Kennedy Bridge	87.4%	6.3%	6.3%
Throgs Neck Bridge	85.5%	7.9%	6.6%
Verrazzano-Narrows Bridge	85.0%	10.4%	4.6%
All Facilities	87.1%	7.3%	5.6%

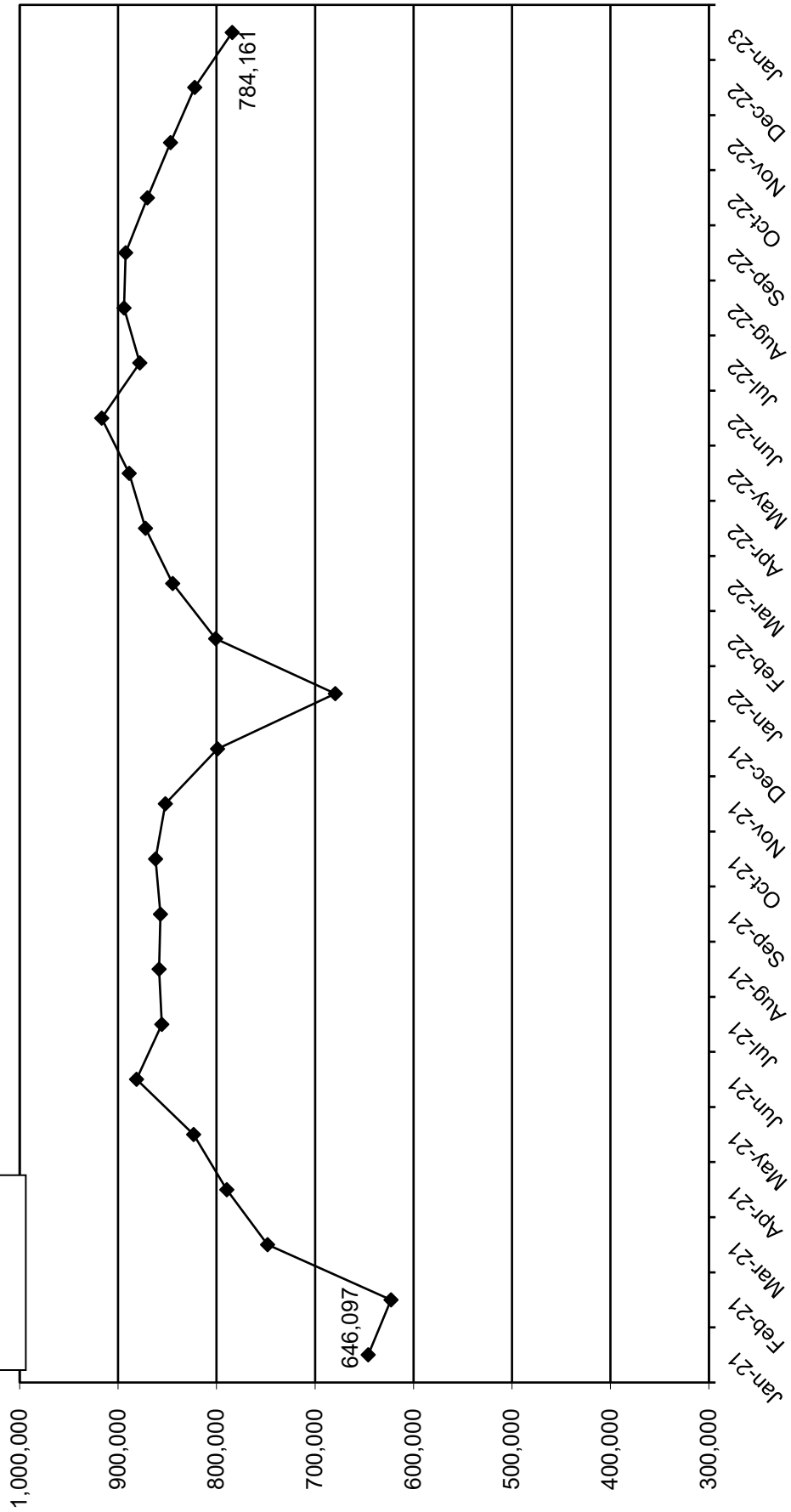
**MTA Bridges and Tunnels
Average Daily Traffic
January 2021 - January 2023**

All Vehicles



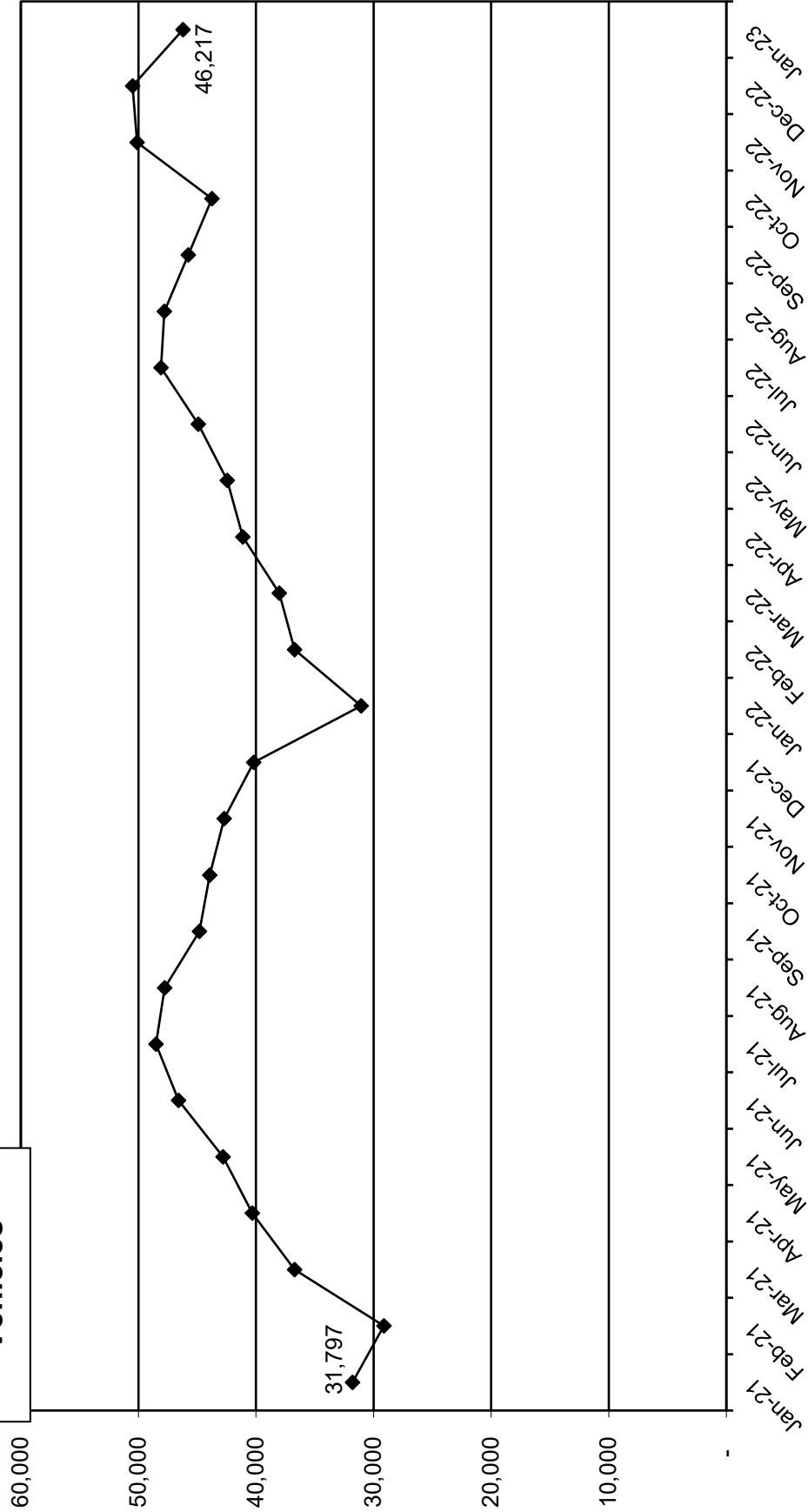
**MTA Bridges and Tunnels
Average Daily Traffic
January 2021 - January 2023**

**E-ZPass
Vehicles**



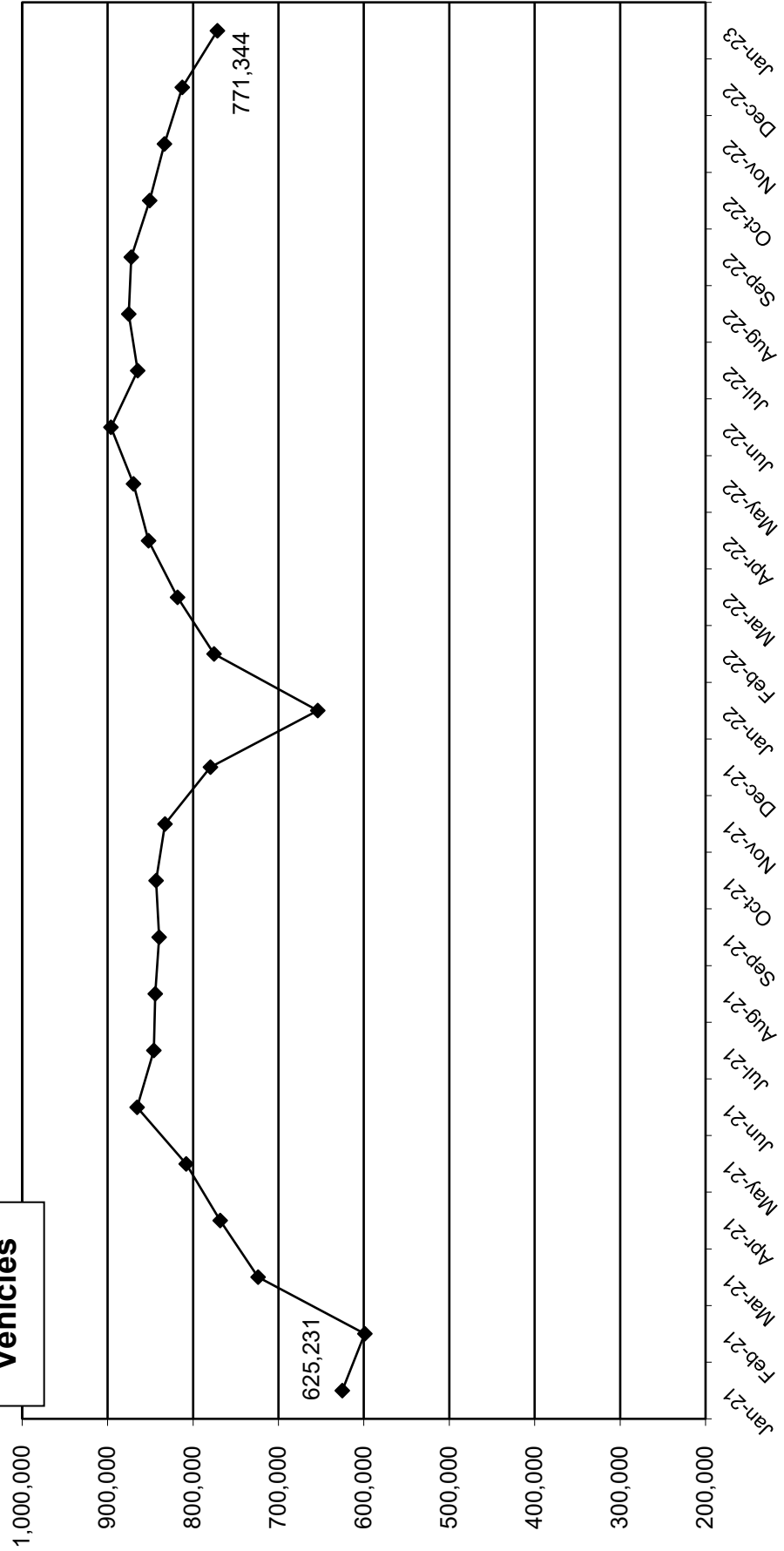
**MTA Bridges and Tunnels
Average Daily Traffic
January 2021 - December 2023**

**Tolls by Mail
Vehicles**



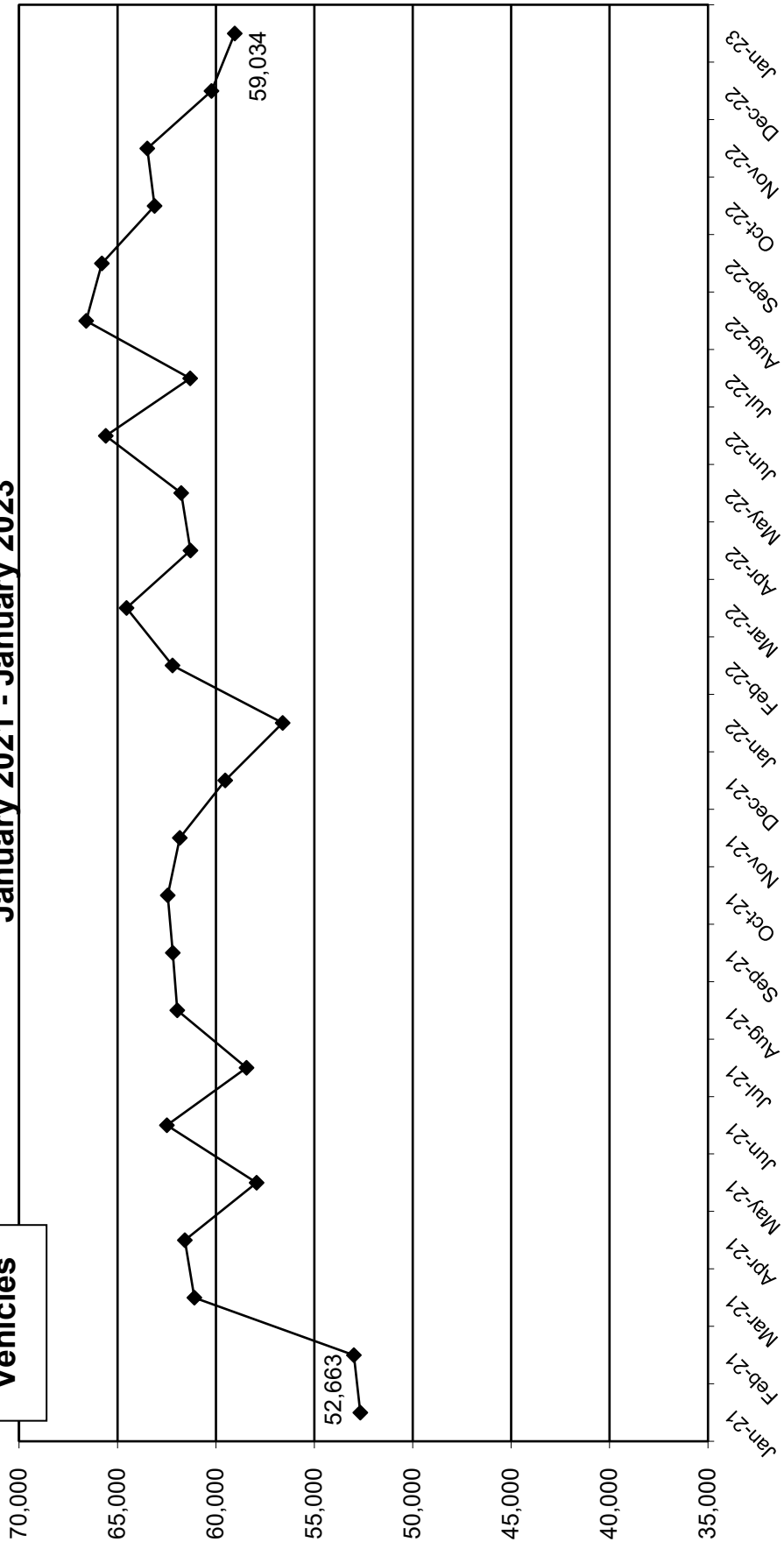
**MTA Bridges and Tunnels
Average Daily Traffic
January 2021 - January 2023**

**Passenger
Vehicles**



**MTA Bridges and Tunnels
Average Daily Traffic
January 2021 - January 2023**

**Other
Vehicles**



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

Corridor	Toll Media	Jan(1)	3 Months(2) (Nov-Jan)	6 Months(3) (Aug -Jan)	9 Months(4) (May-Jan)	12 Months(5) (Feb-Jan)
All Facilities	Total Vehicles	16.9%	6.4%	4.6%	4.6%	7.0%
	E-ZPass	15.4%	5.3%	4.1%	4.4%	7.0%
	Tolls by Mail	48.8%	29.0%	13.5%	8.1%	8.2%
RFK Bridge	Total Vehicles	19.0%	9.1%	6.6%	5.7%	7.8%
	E-ZPass	17.1%	7.5%	5.9%	5.3%	7.6%
	Tolls by Mail	56.5%	37.5%	19.8%	12.9%	12.1%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	19.8%	8.5%	8.2%	9.9%	14.3%
	E-ZPass	18.6%	7.7%	7.9%	10.0%	14.5%
	Tolls by Mail	54.6%	30.8%	15.0%	8.9%	9.6%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	16.5%	5.7%	4.0%	4.8%	6.2%
	E-ZPass	14.8%	4.3%	3.4%	4.6%	5.9%
	Tolls by Mail	47.3%	29.3%	15.0%	7.4%	10.2%
Verrazzano-Narrows Bridge	Total Vehicles	13.8%	5.5%	3.5%	2.9%	4.8%
	E-ZPass	12.7%	4.7%	3.3%	2.9%	4.9%
	Tolls by Mail	41.9%	23.3%	8.1%	2.3%	2.7%
Henry Hudson Bridge	Total Vehicles	21.5%	5.0%	1.3%	1.8%	5.2%
	E-ZPass	20.3%	4.2%	1.0%	1.7%	5.1%
	Tolls By Mail	50.7%	21.6%	7.2%	4.2%	6.1%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	9.6%	0.4%	-0.8%	-0.4%	1.3%
	E-ZPass	8.8%	-0.2%	-1.0%	-0.4%	1.3%
	Tolls by Mail	34.8%	18.2%	2.4%	0.0%	1.2%

- (1) January 2023 vs. January 2022
- (2) November 2022 to January 2023 vs. November 2021 to January 2022
- (3) August 2022 to January 2023 vs. August 2021 to January 2022
- (4) May 2022 to January 2023 vs. May 2021 to January 2022
- (5) February 2022 to January 2023 vs. February 2021 to January 2022

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

Corridor	Toll Media	Jan(1)	3 Months(2) (Nov-Jan)	6 Months(3) (Aug -Jan)	9 Months(4) (May-Jan)	12 Months(5) (Feb-Jan)
All Facilities	Total Vehicles	16.9%	6.4%	4.6%	4.6%	7.0%
	Passenger	18.0%	6.7%	4.7%	4.6%	7.2%
	Other	4.3%	2.7%	3.7%	4.3%	4.9%
RFK Bridge	Total Vehicles	19.0%	9.1%	6.6%	5.7%	7.8%
	Passenger	20.1%	9.3%	6.7%	5.8%	8.0%
	Other	7.5%	6.2%	5.8%	5.5%	5.4%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	19.8%	8.5%	8.2%	9.9%	14.3%
	Passenger	20.8%	8.6%	8.1%	9.9%	14.5%
	Other	7.9%	7.8%	9.3%	10.5%	11.3%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	16.5%	5.7%	4.0%	4.8%	6.2%
	Passenger	18.2%	6.4%	4.4%	4.8%	6.5%
	Other	2.0%	-1.1%	0.2%	4.3%	2.8%
Verrazzano-Narrows Bridge	Total Vehicles	13.8%	5.5%	3.5%	2.9%	4.8%
	Passenger	14.8%	5.8%	3.6%	3.0%	5.0%
	Other	1.7%	0.9%	2.3%	2.4%	2.7%
Henry Hudson Bridge	Total Vehicles	21.5%	5.0%	1.3%	1.8%	5.2%
	Passenger	21.6%	4.8%	1.0%	1.6%	4.9%
	Other	15.9%	22.9%	25.9%	27.2%	29.8%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	9.6%	0.4%	-0.8%	-0.4%	1.3%
	Passenger	9.8%	0.2%	-1.3%	-0.8%	1.0%
	Other	6.4%	4.8%	7.8%	7.6%	7.1%

(1) January 2023 vs. January 2022
(2) November 2022 to January 2023 vs. November 2021 to January 2022
(3) August 2022 to January 2023 vs. August 2021 to January 2022
(4) May 2022 to January 2023 vs. May 2021 to January 2022
(5) February 2022 to January 2023 vs. February 2021 to January 2022



Bridges and Tunnels

Safety Report January 2023

Eric Osnes
Vice President and Chief Safety Officer
Safety and Health

Safety Report

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

Performance Indicator				
Performance Indicator	12-Month Average			
	February 2020 - January 2021	February 2021 - January 2022	February 2022 - January 2023	
Customer Collisions Rate per Million Vehicles	3.94	3.93	4.02	
Customer Injury Collisions Rate per Million Vehicles	0.65	0.66	0.85	
Employee Accident Reports	136	142	111	
Employee Lost Time Injuries Rate per 200,000 Hours Worked	5.6	5.6	5.1	
Leading Indicators				
Roadway Safety	2022		2023	
	January	Year End	January	Year to Date
Workforce Development (# of Participants)	0	486	0	0
Fleet Preventative Maintenance Insp.	163	1531	153	153
Safety Taskforce Inspections	0	14	0	0
Fire Safety	January	Year End	January	Year to Date
Fire Code Audits Completed	0	14	0	0
FDNY Liaison Visits	0	29	0	0

Definitions:

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

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

Safety Taskforce Inspections are conducted by the joint Labor and Management Committee at each facility throughout the year on a rotating basis. The inspections 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.

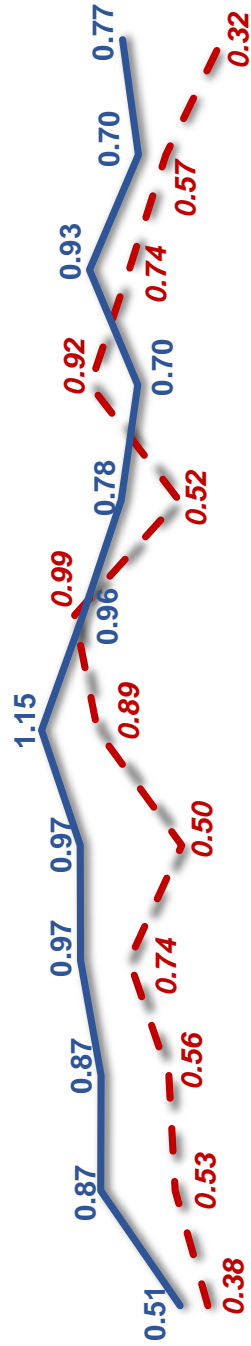
Fire Code Audits are required by the NY'S Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

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.



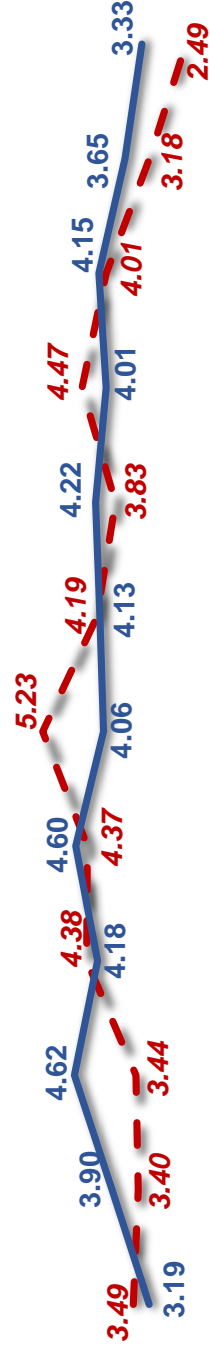
Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



February March April May June July August September October November December January
 -- February 2021 - January 2022 — February 2022 - January 2023

Total Collisions per Million Vehicles

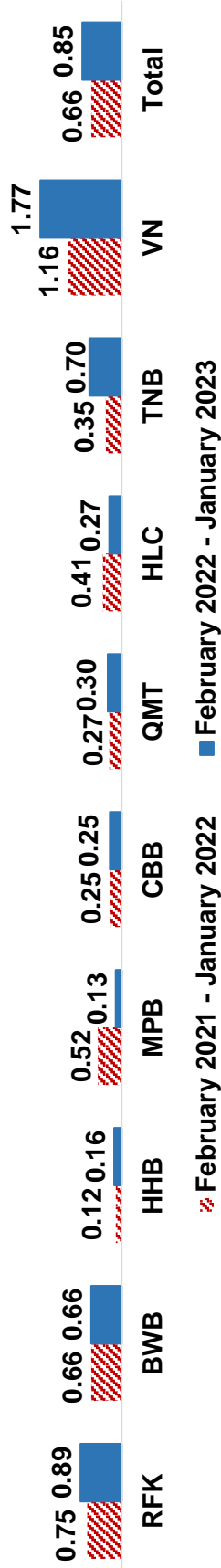


February March April May June July August September October November December January
 -- February 2021 - January 2022 — February 2022 - January 2023

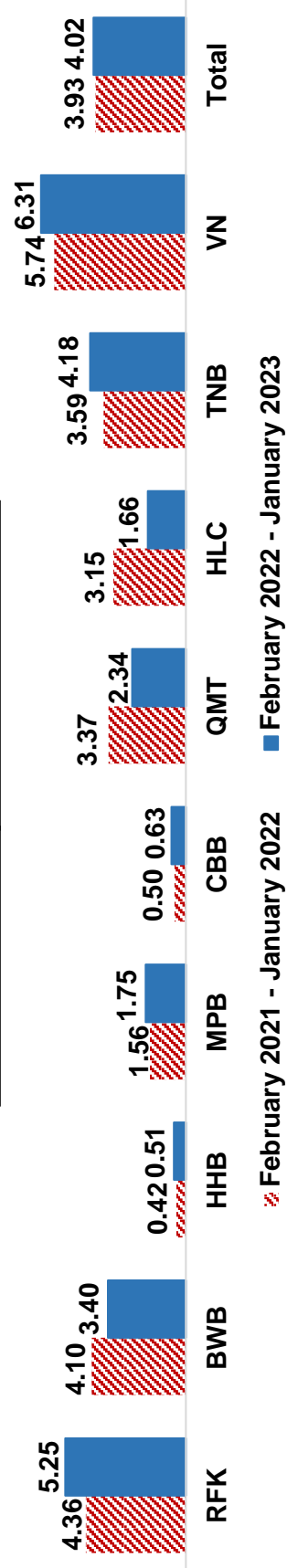


Collision Rates by Facility Year over Year Comparison of 12-Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





Collision Rates by Facility
Total Collisions per Million Vehicles: January 2022 – January 2023

	22-Jan	22-Feb	22-Mar	22-Apr	22-May	22-Jun	22-Jul	22-Aug	22-Sep	22-Oct	22-Nov	22-Dec	23-Jan
RFK	3.23	5.16	3.81	6.48	6.88	3.65	4.23	5.28	6.17	6.47	6.45	4.22	4.07
BWB	1.75	2.82	1.87	4.56	3.94	5.54	3.47	4.49	2.74	3.01	1.44	1.94	4.56
TNB	1.83	2.04	8.41	6.55	3.51	2.87	3.97	4.24	3.46	3.12	4.79	3.61	3.72
VNB	3.95	3.84	5.62	6.42	5.10	8.60	7.28	6.77	7.49	5.81	6.99	6.74	4.58
QMT	2.09	3.72	2.73	1.96	4.91	3.79	1.56	1.51	1.92	2.60	0.80	1.22	1.28
HLC	2.66	2.41	2.07	1.08	0.00	2.59	3.28	0.52	1.60	1.04	2.19	3.23	0.00
HHB	0.00	0.56	0.00	0.00	0.44	1.34	0.47	0.46	0.00	1.34	0.48	0.49	0.53
MPB	0.00	0.00	4.76	0.00	2.72	0.00	1.19	1.27	1.44	1.59	3.32	1.67	3.49
CBB	0.00	0.00	0.00	1.59	0.00	0.00	1.29	0.00	1.47	1.53	1.64	0.00	0.00
Total	2.49	3.19	3.90	4.62	4.18	4.60	4.06	4.13	4.22	4.01	4.15	3.65	3.33



Bridges and Tunnels

Financial Report February 2023

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 February 28, 2023
(in thousands)

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

CURRENT ASSETS:

Cash-Unrestricted	8,491
Investments:	
Unrestricted	511,823
Restricted	2,059,405
Accrued interest receivable	-28,453
Accounts receivable	485,936
Less allowance for uncollectible accounts	-401,501
Tolls due from other agencies	35,568
Loan receivable from MTA	8,845,181
Prepaid expenses	3,090
	11,519,540
Total current assets	11,519,540

NONCURRENT ASSETS:

Investments:	
Unrestricted	
Restricted	-
Facilities, less acc.dep of \$2,154,235	7,537,449
Capital lease 2 Broadway net acc. dep.	63,560
Derivative Hedge Assets	3,446
	7,604,455
Total noncurrent assets	7,604,455

TOTAL ASSETS: 19,123,995

DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to pension	75,153
Deferred outflow of resources related to other post-employment benefits	175,636
Accumulated decreases in fair value of derivative instruments	70,933
Defeasance costs	92,665
	414,387

TOTAL DEFERRED OUTFLOWS OF RESOURCES: 414,387

TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES 19,538,382

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of February 28, 2023
(in thousands)

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

Current portion-long term debt	360,285
Interest Payable	210,649
Accounts Payable	106,945
Accrued Pension Payable	0
Payable to MTA-CAP	373,658
Due to MTA-Operating Expenses	4,188
Due to NYCTA-Operating Expenses	80
Accrued salaries	43,152
Accrued Vac & Sick Benefits	18,278
Current portion of estimated liability arising from injury	4,062
Due to New York City Transit Authority	34,933
Due to Metropolitan Transportation Authority	47,096
Unearned Toll Revenue	215,602
Tolls due to other agencies	83,800
E-ZPass Airport Toll Liability	-6,281
	<hr/>
Total current liabilities	1,496,446

NONCURRENT LIABILITIES:

Long term debt	19,172,622
Post Employment Benefits Other than Pensions	987,443
Estimated liability arising from injury	52,656
Capital lease obligations	71,260
Other long-term liabilities	-
Derivative Hedge Liabilities	34,608
Due (to)/from MTA - change in fair value of derivative	39,771
Net Pension Liability	167,407
	<hr/>
Total noncurrent liabilities	20,525,766

DEFERRED INFLOW OF RESOURCES

Deferred Inflow of resources related to Pension	9,035
Deferred Inflow of resources related to other post-employment benefits	127,957

TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES 22,159,204

NET POSITION

-2,620,822 *

TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET

19,538,382

*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 - 2023 ADOPTED BUDGET
ACCURAL STATEMENT OF OPERATIONS by CATEGORY
FEBRUARY 2023

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)	
	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget
Revenue												
Facebox Revenue	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000
Vehicle Toll Revenue	161.207	8.350	5.2	0.000	0.000	0.000	-	161.207	169.557	8.350	5.2	
Other Operating Revenue	1.314	0.312	23.8	0.000	0.000	0.000	-	1.314	1.626	0.312	23.8	
Capital & Other Reimbursements	0.000	0.000	-	1.517	1.018	(0.499)	(32.9)	1.517	1.018	(0.499)	(32.9)	
Investment Income	0.086	0.919	*	0.000	0.000	0.000	-	0.086	1.005	0.919	*	
Total Revenue	\$162.607	\$172.188	5.9	\$1,517	\$1,018	(\$0.499)	(32.9)	\$164.124	\$173.206	\$9.081	5.5	
Expenses												
Labor:												
Payroll	\$11.204	\$7.969	28.9	\$0.512	\$0.353	\$0.159	31.1	11.716	\$8.323	\$3.394	29.0	
Overtime	1.835	2.159	(0.324)	\$0.072	0.049	0.023	31.9	1.907	2.208	(0.301)	(15.8)	
Health and Welfare	3.171	2.197	0.974	\$0.122	0.084	0.037	30.8	3.292	2.281	1.011	30.7	
OPEB Current Payment	2.634	2.575	0.059	0.000	0.000	0.000	-	2.634	2.575	0.059	2.2	
Pensions	4.043	2.261	1.782	0.152	0.091	0.060	39.8	4.195	2.352	1.843	43.9	
Other Fringe Benefits	1.972	1.431	0.541	0.063	0.044	0.020	30.8	2.035	1.475	0.560	27.5	
Reimbursable Overhead	(0.597)	(0.396)	(0.200)	0.597	0.396	0.200	33.5	0.000	0.000	0.000	100.0	
Total Labor Expenses	\$24.262	\$18.196	25.0	\$1,517	\$1,018	\$0.499	32.9	\$25.779	\$19.213	\$6.566	25.5	
Non-Labor:												
Electric Power	\$0.373	\$0.339	0.034	\$0.000	\$0.000	\$0.000	-	\$0.373	\$0.339	\$0.034	9.1	
Fuel	0.335	0.286	0.049	0.000	0.000	0.000	-	0.335	0.286	0.049	14.6	
Insurance	1.075	1.037	0.038	0.000	0.000	0.000	-	1.075	1.037	0.038	3.5	
Claims	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	-	
Maintenance and Other Operating Contracts	8.421	6.385	2.035	0.000	0.000	0.000	-	8.421	6.385	2.035	24.2	
Professional Service Contracts	1.860	4.972	(3.112)	0.000	0.000	0.000	-	1.860	4.972	(3.112)	*	
Materials & Supplies	0.073	0.176	(0.103)	0.000	0.000	0.000	-	0.073	0.176	(0.103)	*	
Other Business Expenses	5.133	4.297	0.836	0.000	0.000	0.000	-	5.133	4.297	0.836	16.3	
Total Non-Labor Expenses	\$17.271	\$17.493	(1.3)	\$0.000	\$0.000	\$0.000	-	\$17.271	\$17.493	(\$0.223)	(1.3)	
Other Expense Adjustments:												
Other	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	-	
Total Expenses before Non-Cash Liability Adjs.	\$41.533	\$35.689	\$5.844	\$1,517	\$1,018	\$0.499	32.9	\$43.050	\$36.707	\$6.343	14.7	
Depreciation	\$17.531	\$16.510	\$1.022	\$0.000	\$0.000	\$0.000	-	17.531	\$16.510	\$1.022	5.8	
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	-	
GASB 87 Net Adjustment	0.194	0.000	0.194	0.000	0.000	0.000	-	0.194	0.000	0.194	100.0	
Total Expenses after Non-Cash Liability Adjs.	\$59.258	\$52.198	\$7.059	\$1,517	\$1,018	\$0.499	32.9	\$60.775	\$53.216	\$7.559	12.4	
Less: Depreciation	\$17.531	\$16.510	\$1.022	\$0.000	\$0.000	\$0.000	-	\$17.531	\$16.510	\$1.022	5.8	
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	-	
Less: GASB 87 Net Adjustment	0.194	0.000	0.194	0.000	0.000	0.000	-	0.194	0.000	0.194	100.0	
Total Expenses	\$41.533	\$35.689	\$5.844	\$1,517	\$1,018	\$0.499	32.9	\$43.050	\$36.707	\$6.343	14.7	
Net Surplus/(Deficit)	\$121.075	\$136.499	\$15.425	\$0.000	\$0.000	\$0.000	-	\$121.075	\$136.499	\$15.425	12.7	

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

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2023 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
FEBRUARY 2023
(\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent
Net Income/(Deficit)									
Less: Capitalized Assets Reserves									
GASB Reserves									
Adjusted Net Income/(Deficit)									
Less: Debt Service									
Less: Contribution to the Capital Program									
Income Available for Distribution									
Distributable To:									
MTA - Investment Income									
MTA - Distributable Income									
NYCTR - Distributable Income									
Total Distributable Income									
Support to Mass Transit:									
Total Revenues									
Less: Total Operating Expenses									
Net Operating Income/(Deficit)									
Deductions from Net Operating Income:									
Capitalized Assets Reserves									
B&T Debt Service									
Contribution to the Capital Program									
GASB Reserves									
Total Deductions From Operating Income									
Total Support to Mass Transit									
Total									

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 - 2023 ADOPTED BUDGET
ACCURAL STATEMENT OF OPERATIONS by CATEGORY
FEBRUARY Year-To-Date
(\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Adopted Budget	Actual	Percent	Adopted Budget	Actual	Percent	Adopted Budget	Actual	Percent
Revenue									
Farebox Revenue	\$0.000	\$0.000	-	\$0.000	\$0.000	0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	334.105	354.161	6.0	0.000	0.000	0.000	334.105	354.161	6.0
Other Operating Revenue	2.724	3.282	20.5	0.000	0.000	0.000	2.724	3.282	20.5
Capital & Other Reimbursements	0.000	0.000	-	3.034	2.035	(32.9)	3.034	2.035	(32.9)
Investment Income	0.178	1.948	*	0.000	0.000	0.000	0.178	1.948	*
Total Revenue	\$337.007	\$359.391	6.6	\$3.034	\$2.035	(32.9)	\$340.041	\$361.426	6.3
Expenses									
Labor:									
Payroll	\$22.281	\$16.904	24.1	1.025	\$0.706	31.1	23.306	\$17.611	24.4
Overtime	3.783	4.310	(14.0)	0.143	0.098	0.046	3.926	4.408	(12.3)
Health and Welfare	6.572	4.499	31.5	0.243	0.168	0.075	6.815	4.668	2.148
OPEB Current Payment	5.277	6.529	(23.7)	0.000	0.000	0.000	5.277	6.529	(23.7)
Pensions	8.086	4.522	44.1	0.303	0.183	0.121	8.389	4.704	3.685
Other Fringe Benefits	3.863	3.426	11.3	0.126	0.087	0.039	3.989	3.513	0.477
Reimbursable Overhead	(1.193)	(0.793)	(33.5)	1.193	0.793	0.400	0.000	0.000	100.0
Total Labor Expenses	\$48.668	\$39.397	19.1	\$3.034	\$2.035	\$0.999	\$51.703	\$41.432	19.9
Non-Labor:									
Electric Power	\$0.640	\$0.452	29.4	0.000	\$0.000	0.000	\$0.640	\$0.452	29.4
Fuel	0.395	0.286	27.6	0.000	0.000	0.000	0.395	0.286	27.6
Insurance	2.151	2.074	3.5	0.000	0.000	0.000	2.151	2.074	3.5
Claims	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	-
Maintenance and Other Operating Contracts	15.277	12.597	17.5	0.000	0.000	0.000	15.277	12.597	17.5
Professional Service Contracts	3.768	6.169	(63.7)	0.000	0.000	0.000	3.768	6.169	(63.7)
Materials & Supplies	0.119	0.256	(137)	0.000	0.000	0.000	0.119	0.256	(137)
Other Business Expenses	10.113	8.302	17.9	0.000	0.000	0.000	10.113	8.302	17.9
Total Non-Labor Expenses	\$32.463	\$30.136	7.2	\$0.000	\$0.000	\$0.000	\$32.463	\$30.136	7.2
Other Expense Adjustments									
Other	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	-
Total Expenses before Non-Cash Liability Adjs.	\$81.131	\$69.533	14.3	\$3.034	\$2.035	\$0.999	\$84.165	\$71.568	15.0
Depreciation	\$35.063	\$33.019	5.8	0.000	\$0.000	0.000	35.063	\$33.019	5.8
OPEB Obligation	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	-
GASB 68 Pension Adjustment	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	-
GASB 87 Net Adjustment	0.387	0.000	100.0	0.000	0.000	0.000	0.387	0.000	100.0
Total Expenses after Non-Cash Liability Adjs.	\$116.581	\$102.552	12.0	\$3.034	\$2.035	\$0.999	\$119.615	\$104.587	12.6
Less: Depreciation	\$35.063	\$33.019	5.8	0.000	\$0.000	0.000	\$35.063	\$33.019	5.8
Less: OPEB Obligation	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	-
Less: GASB 68 Pension Adjustment	0.000	0.000	-	0.000	0.000	0.000	0.000	0.000	-
Less: GASB 87 Net Adjustment	0.387	0.000	100.0	0.000	0.000	0.000	0.387	0.000	100.0
Total Expenses	\$81.131	\$69.533	14.3	\$3.034	\$2.035	\$0.999	\$84.165	\$71.568	15.0
Net Surplus/(Deficit)	\$255.876	\$289.857	13.3	\$0.000	\$0.000	\$0.000	\$255.876	\$289.857	13.3

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

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2023 ADOPTED BUDGET
ACCURAL STATEMENT of OPERATIONS by CATEGORY
FEBRUARY Year-To-Date
(\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent
Net Income/(Deficit)									
Less: Capitalized Assets Reserves									
GASB Reserves									
Adjusted Net Income/(Deficit)									
Less: Debt Service									
Less: Contribution to the Capital Program									
Income Available for Distribution									
Distributable To:									
MTA - Investment Income									
MTA - Distributable Income									
NYCTR - Distributable Income									
Total Distributable Income									
Support to Mass Transit:									
Total Revenues									
Less: Total Operating Expenses									
Net Operating Income/(Deficit)									
Deductions from Net Operating Income:									
Capitalized Assets Reserves									
B&T Debt Service									
Contribution to the Capital Program									
GASB Reserves									
Total Deductions From Operating Income									
Total Support to Mass Transit									

Total Support to Mass Transit **\$182,784** **\$225,125** **\$42,342** **23.2**
Note (d) : 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 - 2023 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
 (\$ in millions)

Generic Revenue or Expense Category	Feb-23		Year-to-Date	
	Favorable/ (Unfavorable) Variance		Favorable/ (Unfavorable) Variance	
	\$	%	\$	%
Nonreimbursable				
Vehicle Toll Revenue	8,350	5.2%	20,068	6.0%
Other Operating Revenue	0,312	23.8%	0,558	20.5%
Investment Income	0,919	1,067.4%	1,770	992.0%
Payroll	3,234	28.9%	5,377	24.1%
Overtime	(0,324)	-17.6%	(0,528)	-14.0%
Health and Welfare	0,974	30.7%	2,073	31.5%
OPEB Current Payment	0,059	2.2%	(1,252)	-23.7%
Pensions	1,782	44.1%	3,565	44.1%
Other Fringe Benefits	0,541	27.4%	0,437	11.3%
Electric Power	0,034	9.1%	0,188	29.4%
Fuel	0,049	14.6%	0,109	27.6%
Insurance	0,038	3.5%	0,076	3.5%
Maintenance and Other Operating Contracts	2,035	24.2%	2,679	17.5%
Professional Service Contracts	(3,112)	-167.3%	(2,400)	-63.7%
Materials & Supplies	(0,103)	-139.6%	(0,137)	-115.8%
Other Business Expense	0,836	16.3%	1,811	17.9%
Depreciation	1,022	5.8%	2,044	5.8%
Other Post Employment Benefits	0,000	-	0,000	-
Reimbursable				
Capital and Other Reimbursements	(0,499)	-32.9%	(0,999)	-32.9%
Payroll	0,159	31.1%	0,318	31.1%
Overtime	0,023	31.9%	0,046	31.9%
Health and Welfare	0,037	30.8%	0,075	30.8%
OPEB Current Payment	0,000	-	0,000	-
Pensions	0,060	39.8%	0,121	39.8%
Other Fringe Benefits	0,020	30.8%	0,039	31.1%
Reimbursable Overhead	0,200	33.5%	0,400	33.5%

*Variance exceeds 100%

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

Month of Feb

Year to date ending Feb 2023

Comparison Current Year vs. Prior Year:

	*Current Year		Prior Year		*Current Year		Prior Year		Percentage Change	
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
	3.5	\$28.1	3.6	\$28.4	7.0	\$56.0	7.5	\$59.8	8.4%	6.8%
	0.5	1.5	0.5	1.4	1.1	3.0	1.1	3.0	2.5%	-0.2%
	1.8	6.9	1.8	6.9	3.3	12.9	3.7	14.2	10.0%	10.3%
	1.6	11.4	1.7	11.4	3.1	22.0	3.4	23.7	8.4%	7.7%
	0.5	1.4	0.5	1.3	1.0	2.8	1.1	2.8	5.0%	1.6%
	2.1	15.9	2.2	16.4	4.0	30.4	4.5	33.9	12.2%	11.2%
	4.6	35.8	4.8	36.7	9.0	70.2	9.9	76.6	11.1%	9.1%
	2.9	27.0	3.0	27.2	5.7	53.2	6.2	56.6	10.3%	6.5%
	5.7	38.9	5.8	39.8	11.3	77.5	12.1	83.7	7.6%	8.0%
Total	23.5	\$167.0	23.9	\$169.6	45.5	\$327.8	49.7	\$354.2	9.2%	8.0%
Revenue Per Vehicle	\$7.119		\$7.086		\$7.208		\$7.130			-1.1%

Comparison Actual vs. Adopted Budget:

	February Actual		YTD Budget		YTD Actual		Percentage Change			
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		
	23.0	\$161.2	23.9	\$169.6	47.6	\$334.1	49.7	\$354.2	4.4%	6.0%
Revenue Per Vehicle	\$7.023		\$7.086		\$7.023		\$7.130			1.5%

1) Toll increase implemented April 11, 2021

2) Numbers may not add due to rounding.

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

Facility	Revenue Collection Rate January 2022 ⁴
Henry Hudson Bridge	95.3%
Hugh L. Carey Tunnel	95.2%
Queens Midtown Tunnel	97.0%
Marine Parkway Bridge	95.5%
Cross Bay Bridge	93.0%
Robert F. Kennedy Bridge	93.4%
Verrazzano-Narrows Bridge	92.4%
Bronx-Whitestone Bridge	93.6%
Throgs Neck Bridge	94.4%
All Facilities	93.9%

1. Represents total revenue collections from transactions in February 2021 through January 2022

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2023 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
February 2023

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	13	8	5	4 Managerial and 1 Professional vacancies
Law ⁽¹⁾	12	6	6	2 Managerial and 4 Professional vacancies
Budget & Finance ⁽²⁾	17	9	8	6 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	46	31	
Operations				
ITS & Tolling	66	50	16	7 Managerial and 9 Professional vacancies
Central Business District Tolling Program Operations (Non-Security)	47	10	37	5 Managerial and 32 Professional vacancies
	54	37	17	17 Managerial vacancies
Total Operations	167	97	70	
Maintenance				
Maintenance Operations - Maintainers	205	186	19	7 Managerial, 2 Professional and 10 Maintainer vacancies
	183	152	31	31 Maintainer vacancies
Total Maintenance	388	338	50	
Engineering/Capital				
Engineering & Construction	123	106	17	3 Managerial and 14 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	129	29	
Public Safety				
Operations (Security)	540	397	143	60 Managerial and 83 Operational vacancies
Internal Security - Operations	45	28	17	5 Managerial and 12 Professional vacancies
Total Public Safety	585	425	160	
Total Positions	1,375	1,035	340	
Non-Reimbursable Reimbursable	1,244	904	340	
	131	131	-	
Total Full-Time	1,375	1,035	340	

(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 - 2023 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
 February 2023

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	28	11	17	5 vacancies in Administration, 4 in Executive, 6 in Budget & Finance, and 2 in Law
Professional, Technical, Clerical Operational Hours	49	35	14	6 vacancies in Administration, 1 in Executive, 4 in Law, 2 in Budget & Finance, and 1 vacancy in EEO
Total Administration	77	46	31	
Operations				
Managers/Supervisors	73	33	40	27 vacancies in Operations, 8 in ITS & Tolling, and 5 in CBDTP
Professional, Technical, Clerical Operational Hours	94	64	30	8 vacancies in ITS & Tolling, 22 in CBDTP
Total Operations	167	97	70	
Maintenance				
Managers/Supervisors	27	20	7	7 vacancies in Maintenance
Professional, Technical, Clerical Operational Hours ⁽¹⁾	11	9	2	2 vacancies in Maintenance
	350	309	41	41 vacancies in Operations
Total Maintenance	388	338	50	
Engineering/Capital				
Managers/Supervisors	34	26	8	3 vacancies in Engineering, 3 in Law, 1 vacancy in Health & Safety and 1 in Capital Budget
Professional, Technical, Clerical Operational Hours	124	103	21	14 vacancies in Engineering, 5 in Law, 1 vacancy in Health & Safety, and 1 in Capital Budget
Total Engineering/Capital	158	129	29	
Public Safety				
Managers/Supervisors	179	114	65	60 vacancies in Operations and 5 in Internal Security
Professional, Technical, Clerical Operational Hours ⁽²⁾	36	24	12	12 vacancies in Internal Security
	370	287	83	83 BTO vacancies in Operations
Total Public Safety	585	425	160	
Total Positions				
Managers/Supervisors	341	204	137	
Professional, Technical, Clerical Operational Hours	314	235	79	
	720	596	124	
Total Positions	1,375	1,035	340	

(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.