



Metropolitan Transportation Authority

Bridges and Tunnels Committee Meeting

April 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 and Tunnels Committee Meeting
2 Broadway, 20th Floor Board Room
New York, NY 10004
Monday, 4/24/2023
9:00 - 9:30 AM ET

1. Summary of Actions

B&T Summary of Actions - Page 3

2. Public Comments

3. Approval of Minutes - February 2023, March 2023

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4. Committee Work Plan

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5. Report on Operations - February 2023

B&T Report on Operations - February 2023 - Page 23

6. Safety Report - February 2023

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7. Financial Report - March 2023

B&T Financial Report - March 2023 - Page 40

8. Nassau County Bridge Authority E-ZPass Program (Action Item)

Nassau County Bridge Authority E-ZPass Program (Action Item) - Page 54

9. Procurements - None

10. B&T Diversity Report - Fourth Quarter 2022

B&T Diversity Report - Fourth Quarter 2022 - Page 56



Bridges and Tunnels

Summary of Actions

**MTA BRIDGES AND TUNNELS
COMMITTEE ACTIONS and PRESENTATIONS
SUMMARY for APRIL 2023**

Responsible Department	Vendor Name	Total Amount	Summary of Action
Intelligent Transportation Systems & Tolling	N/A	N/A	Approval to take steps necessary to support the Nassau County Bridge Authority E-ZPass Program



Bridges and Tunnels

Minutes of Committee Meeting February 2023 March 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

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

March 27, 2023

9:00 a.m.

In attendance were the Honorable:

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

Also in Attendance:
Gerard Bringmann

In Person:

Joyce Brown, Agency Chief Equal Opportunity Officer
Allison L. C. de Cerreño, Ph.D., Chief Operating Officer
Paul L. Friman, General Counsel and Corporate Secretary – TBTA, MTA
Richard Hildebrand, Vice President and Chief of Operations
Joseph Keane, P.E., Senior Vice President and Chief Engineer – TBTA, MTA Construction & Development
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
Catherine T. Sheridan, P.E., Interim President

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

March 27, 2023

Minutes of TBTA Committee held March 27, 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:

- Liam Blank about toll enforcement.
- Murray Bodin about traffic safety.
- Jesse Figueroa about traffic safety.
- Iris Kelly about pedestrian crosswalk signals for visually impaired people.

Minutes

Acting Chair Sorin postponed the approval of the minutes of the Committee Meeting held on February 21, 2023 because a quorum of the Committee was not in attendance.

Committee Work Plan

Interim President Sheridan stated that there are no changes to the TBTA Committee Work Plan and that the Annual Procurement Contracts Report and the February 2023 Financial Report would be discussed at the Finance Committee meeting.

Acting Chair Sorin's Remarks

Acting Chair Sorin congratulated Interim President Sheridan on her appointment and stated that before joining TBTA, President Sheridan was Chief Engineer for the New York State Thruway Authority; that she had also worked at the New York State Canal Corporation and at the New York State Department of Transportation.

Interim President Sheridan's Remarks

Interim President Sheridan stated that she is pleased to have joined TBTA in her new role earlier this month, thanking former President DeCrescenzo, not only for his leadership and many years of service to TBTA and the MTA, but also for his strong support to ensure a smooth transition. President Sheridan also thanked MTA Chair Lieber for entrusting her with this role, and acknowledged the TBTA Committee and Chair Mack for their support of TBTA.

President Sheridan stated that she already feels at home at TBTA, due in part to her longtime professional background, but also because of the engaged team of TBTA employees who have welcomed her. She expressed excitement for this opportunity to continue the impressive work of TBTA while it looks ahead to new achievements, as she is firmly committed to building on its success with renewed focus on the goals of safety, revenue protection/recovery, and the customer experience.

Narrating a slide presentation, President Sheridan stated that TBTA's customers are entitled to the safest and most efficient travel environment it can provide. The winning formula for achieving these goals is working closely with TBTA's Construction & Development partners on engineering projects that improve the customer experience, combined with TBTA's own customer education and enforcement measures.

March being Women's History Month, President Sheridan congratulated two TBTA employees who are among those women being spotlighted by MTA's Empowering Women in Transportation Leadership group for outstanding leadership: Assistant Vice President of Field Operations Cassandra Edghill and TBTA Special Archive Manager Mary Hedge.

Finally, President Sheridan touted TBTA's upcoming 90th anniversary on April 3rd. TBTA's rich and complex history will be acknowledged that day and throughout the year. On April 6th the TBTA Special Archive in partnership with the New York Transit Museum is having a public presentation and this fall an exhibit focusing on the history of the Triborough Bridge (now the Robert F. Kennedy bridge) will be on display in the public space of the New York City Municipal Archives.

Commissioner Valdivia welcomed Interim President Sheridan to her new role and expressed excitement and appreciation for her and other TBTA senior staff who are exemplary of Women's History Month. Commissioner Valdivia looks forward to partnering with TBTA as it continues to innovate in the region.

Report on Operations

Vice President and Chief of Operations Hildebrand started by mentioning another productive day of toll violator enforcement by TBTA's Bridge and Tunnel Officers. Narrating a slide presentation, he stated that on March 20th TBTA Officers and Maintainers partnered to stop and tow 20 vehicles in a six-hour period at the Verrazzano-Narrows Bridge during a targeted enforcement initiative. Each of these vehicles had previously had its New York State registration suspended by the New York State Department of Motor Vehicles due to persistent toll violations, and together accounted for nearly \$600,000 in unpaid tolls and administrative violation fees. Through the fourth week of March this year, TBTA interdicted and had towed the vehicles of 529 persistent toll violators, which is 37% higher than during the same period last year. Vice President Hildebrand commended TBTA's Officers and Maintainers and the full TBTA team for their effort in coordinating these important operations.

With regard to the Report on Operations for January 2023, Vice President Hildebrand stated that TBTA continued to experience strong traffic counts that were slightly above pre-pandemic levels in both 2019 and 2020. Paid vehicular traffic for January 2023 was 25.7 million vehicles, an increase of 16.9% over the 22 million crossings in January 2022, and was 22.5% higher than January 2021 with 4.7 million more crossings.

E-Z Pass market share was 94.4% in January of this year.

Weather conditions were not a contributing factor to TBTA's delivery of service in January.

Preliminary TBTA traffic for February 2023 was 2.0% higher than February 2022.

Safety Report

With regard to the Report on Safety for January 2023, Vice President and Chief Safety Officer Osnes stated that the upward safety trend presented in last month's seven-year timeline representing the conversion to Open Road Tolling remains steady, as January's total collision rate was 4.02 per million vehicles and collisions-with-injury rate was 0.85 per million vehicles, with traffic volumes at pre-COVID levels.

Displaying a chart showing trends for three of TBTA's major facilities -- the Bronx-Whitestone, Verrazzano-Narrows, and RFK bridges -- Vice President Osnes reiterated Interim President Sheridan's remarks that TBTA has always combined engineering, education, and enforcement as a safety strategy. These trends are attributed to a combination of law enforcement, real-time communications to TBTA customers on roadway conditions, and the implementation of engineering controls that enhance travel efficiencies and reduce the frequency of roadway collisions. Through regular safety monitoring and working closely with TBTA's colleagues in Construction & Development, the following controls were implemented at those three facilities:

1. *Bronx-Whitestone Bridge* -- the southbound exit lanes to the Cross Island Parkway and Whitestone Expressway were realigned, eliminating a merge point, which improved safety for TBTA customers;

2. *RFK Bridge's Manhattan span* -- a newly constructed ramp to the northbound Harlem River Drive improved mobility by eliminating the need to interface with local City street traffic; and
3. *Verrazzano-Narrows Bridge* -- roadway improvements increased surface friction and decreased stopping times. Additionally, the realignment from the bridge to the eastbound Gowanus Expressway eliminated a merge point and improved traffic flow.

Turning to employee safety, Vice President Osnes stated that the employee lost time injury rate was 5.1 incidents per 200,000 work hours, slightly lower than the last two rolling years.

Responding to Commissioner Valdivia's question as to the statistical significance of what appears to be a slightly higher collision rate from February 2022 to January 2023 of 4.02 per million vehicles as compared to the rate in 2022 and 2021, Vice President Osnes clarified that 2020 through 2022 was not a normal operation period due to the pandemic and that a more fitting comparison to the 2019 peak traffic year with its collision rate of 6.2 per million vehicles demonstrates that there has since been a significant reduction in that rate due to engineering controls, communication, and enforcement.

In response to Commissioner Brown's follow-up question as to what the comparative collision rate is on the MTA-region limited access highways, Vice President Osnes stated that the Verrazzano-Narrows Bridge is doing well in comparison given its average daily traffic of 220,000 vehicles, two levels, thirteen lanes, left-handed ramps, and downstream bottlenecks.

Procurements

Interim President Sheridan stated that there are no procurements.

In response to Commissioner Bringmann inquiring as to the painting schedule for TBTA bridge facilities, Senior Vice President and Chief Engineer Keane stated that Construction & Development's painting program is done on a cyclical basis. A full coating replacement is done every thirty years and in between that there is an overcoat cycle and some maintenance cycles that are done at ten, fifteen, and twenty year intervals to preserve and maximize the service life of the coating system. The various bridge facilities are in various stages of that cycle, which varies based on environmental conditions. For example, because the Marine Parkway Bridge is low to the water and in a very harsh marine environment, the cycle times there are relatively more frequent.

In response to Commissioner Bringmann's follow-up question as to the timeline for painting the towers of the Verrazzano-Narrows Bridge, Senior Vice President Keane stated that there is a procurement underway to award a design-build project at the bridge in the fourth quarter of 2023 and that a complete painting of its towers is anticipated in connection with the planned implementation of that project.

In response to Commissioner Brown's favorable comparison of TBTA bridge painting relative to the condition of certain New York State Department of Transportation highway locations in the region, Interim President Sheridan stated that TBTA does coordinate with all of its regional partners on all of its capital projects, largely for traffic mobility but also based on a need to keep the region moving as a whole.

Adjournment

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

Respectfully submitted,



Paul L. Friman
General Counsel and Corporate Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

<u>TOPIC</u>	<u>Responsibility</u>
Approval of Minutes	Committee Chair & Members
Committee Work Plan	Committee Chair & Members
Report on Operations	ITS & Tolling
Safety Report	Safety & Health
Financial Report	Controller/Planning & Budget
Procurements	Procurement & Materials
Action Items (if any)	

II. SPECIFIC AGENDA ITEMS

	<u>Responsibility</u>
<u>April 2023</u>	
Diversity Report – 4th Quarter 2022	EEO
<u>May 2023</u>	
Final Review of 2022 Year-End Operating Results	Planning & Budget
<u>June 2023</u>	
No items scheduled	
<u>July 2023</u>	
No items scheduled	
<u>August 2023</u>	
No meeting scheduled	
<u>September 2023</u>	
2024 Preliminary Budget	Planning & Budget
<u>October 2023</u>	
2024 Preliminary Budget	Planning & Budget
<u>November 2023</u>	
No items scheduled	
<u>December 2023</u>	
2024 Proposed Committee Work Plan	Committee Chair & Members
2024 Proposed Final Budget	Planning & Budget
<u>January 2024</u>	
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

March 2024

Annual Procurement Contracts Report

Procurement & Materials/
Finance

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

April 2023

Diversity Report – 4th Quarter 2022

Review and discuss workforce analysis and activities as presented to the Board's Diversity Committee Quarterly meeting.

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.

MARCH 2024

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.



Bridges and Tunnels

Report on Operations February 2023



Richard Hildebrand
Vice President
Operations

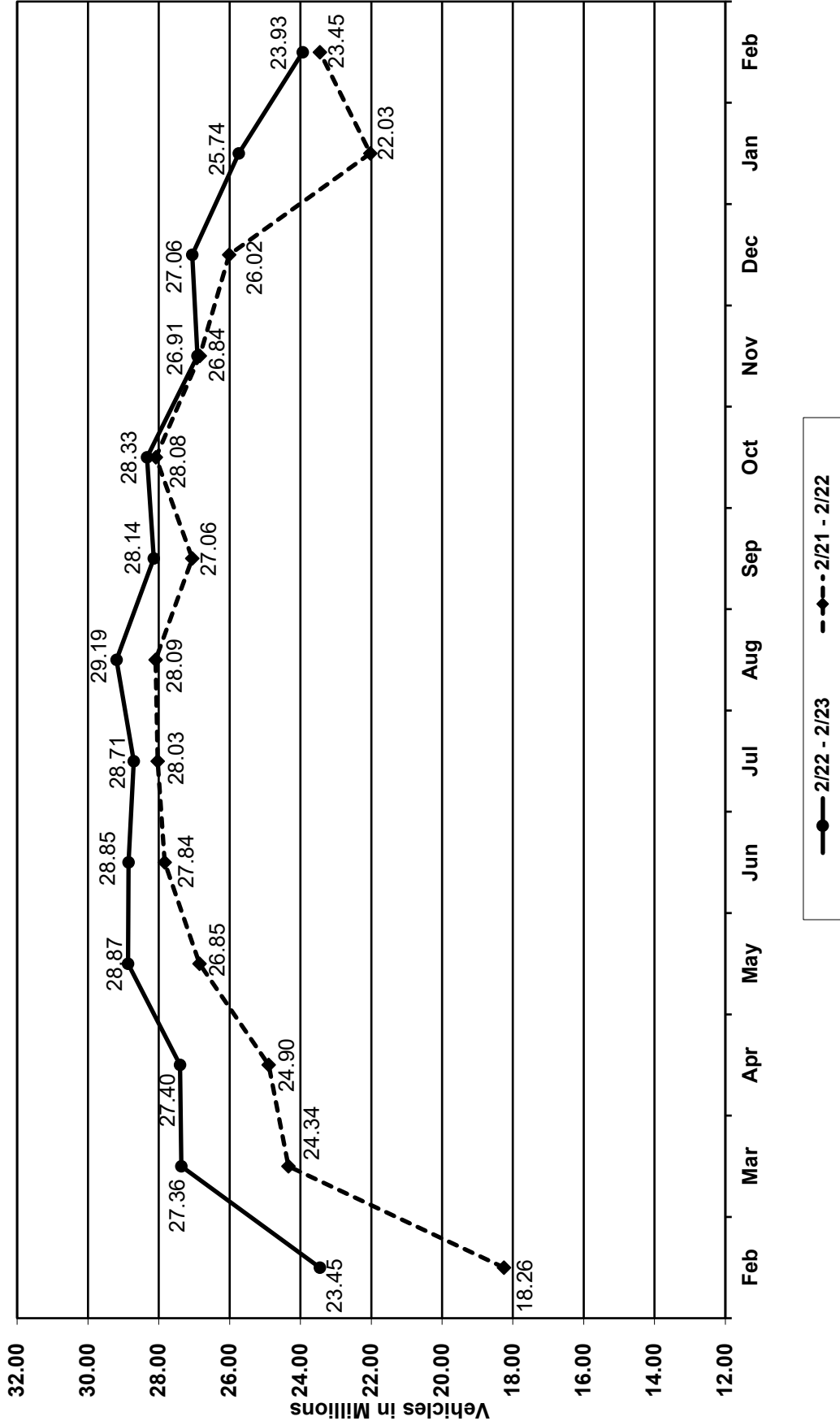
MTA Bridges and Tunnels February 2023 Traffic Trends

Summary

B&T's traffic numbers have rebound from the direct pandemic effects. For the month of February, 23.9 million paid vehicles crossed B&T facilities, an increase of 2.0% compared to 23.5 million in February 2022. Compared to February 2021, B&T paid traffic was 31.1% higher with an increase of 5.7 million more crossings. E-ZPass market share was 94.5% in February, lower than last year and slightly lower than two years ago.

Gasoline prices slightly increased in February to an average of \$3.58 per gallon, which is \$0.14 below 2022 and \$0.97 lower than two years ago. Gasoline prices and weather conditions were not significant factors in February traffic.

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



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

All B&T Facilities by Method of Payment	2023 YTD		
	February 2023	February 2022	February 2021
E-ZPass ¹	22,610,235	22,425,624	17,439,867
Tolls by Mail	1,324,542	1,028,260	815,597
Total	23,934,777	23,453,884	18,255,464
E-ZPass Market Share:			
Total	94.5%	95.6%	95.5%
Cars	94.3%	95.5%	95.4%
Trucks	96.3%	96.6%	97.2%

Facility	Average Weekday ²				Average Weekend ²				E-ZPass Market Share				E-ZPass Market Share			
	February 2023		February 2022		February 2023		February 2022		Feb 2023	Feb 2022	Feb 2021	Feb 2020	Feb 2023	Feb 2022	Feb 2021	Feb 2020
	Total	E-ZPass	TBM	%	Total	E-ZPass	TBM	%	%	%	%	%	%	%	%	%
Bronx-Whitestone Bridge	129,918	121,354	8,564	8.564	127,126	116,692	10,434	8.564	93.4%	94.7%	94.1%	93.3%	91.8%	93.4%	93.3%	-1.6%
Cross Bay Bridge	20,739	19,874	866	866	15,212	14,432	780	780	95.8%	96.5%	96.5%	95.6%	94.9%	95.8%	95.6%	-0.9%
Henry Hudson Bridge	67,365	64,172	3,193	3,193	55,250	51,998	3,252	3,252	95.3%	96.2%	96.2%	95.1%	94.1%	95.2%	95.1%	-1.1%
Hugh L. Carey Tunnel	63,306	60,816	2,489	2,489	51,036	48,380	2,657	2,657	96.1%	97.0%	97.1%	95.9%	94.8%	95.9%	95.8%	-1.1%
Manne Parkway Bridge	20,128	19,485	643	643	14,482	13,920	562	562	96.8%	97.3%	97.5%	96.8%	96.1%	96.8%	96.8%	-0.7%
Queens Midtown Tunnel	81,594	78,069	3,525	3,525	74,195	70,312	3,883	3,883	95.7%	96.6%	96.2%	95.7%	94.8%	95.7%	94.7%	-1.0%
Robert F. Kennedy Bridge	177,492	167,074	10,418	10,418	158,403	147,047	11,357	11,357	94.1%	95.5%	95.4%	94.3%	92.8%	94.3%	94.1%	-1.5%
Throgs Neck Bridge	107,972	101,301	6,671	6,671	106,578	98,305	8,274	8,274	93.8%	95.3%	95.4%	93.9%	92.2%	93.9%	93.8%	-1.7%
Verrazano-Narrows Bridge ¹	212,559	203,591	8,968	8,968	195,591	185,007	10,584	10,584	95.8%	96.5%	96.5%	95.4%	94.4%	95.4%	95.3%	-1.0%
All Facilities¹	881,112	835,736	45,376	45,376	798,174	746,092	52,082	52,082	94.9%	95.9%	95.9%	94.8%	93.5%	94.8%	94.5%	-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.

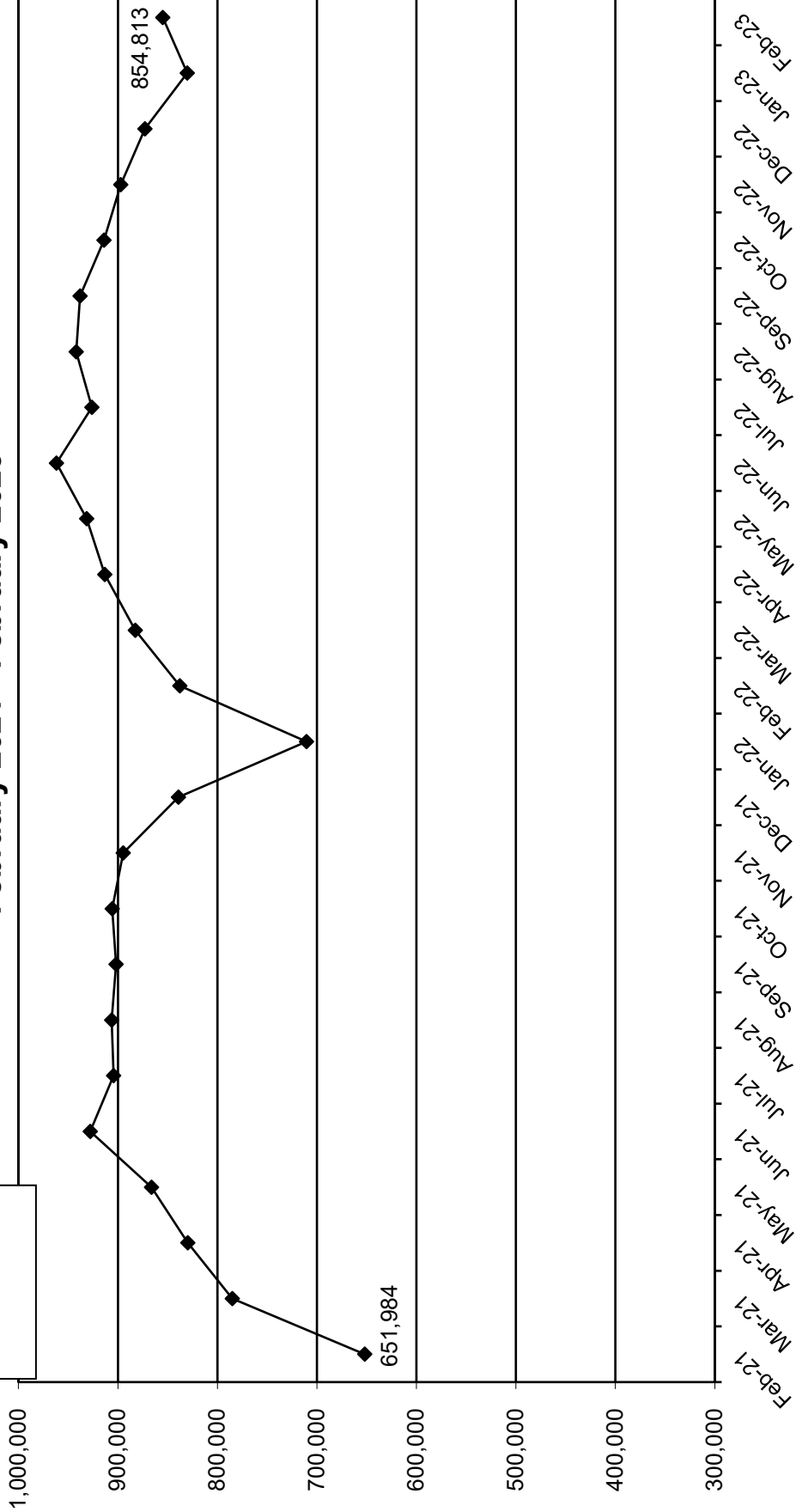
MTA Bridges and Tunnels
E-ZPass and Tolls by Mail Traffic
February 2023
Preliminary data subject to final audit

Distribution by Facility & Time Period			
Facility	February 2023		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	23.1%	22.9%	54.0%
Cross Bay Bridge	25.1%	24.5%	50.4%
Henry Hudson Bridge	24.0%	28.8%	47.2%
Hugh L. Carey Tunnel	24.6%	24.9%	50.6%
Marine Parkway Bridge	26.3%	25.9%	47.8%
Queens Midtown Tunnel	21.5%	22.8%	55.7%
Robert F. Kennedy Bridge	24.3%	22.0%	53.7%
Throgs Neck Bridge	23.7%	23.6%	52.8%
Verrazzano-Narrows Bridge	23.2%	23.8%	53.1%
All Facilities	23.6%	23.7%	52.7%

Payment Method by Facility (Transactions)			
Facility	February 2023		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	87.8%	5.1%	7.1%
Cross Bay Bridge	94.1%	1.4%	4.4%
Henry Hudson Bridge	84.8%	10.2%	5.0%
Hugh L. Carey Tunnel	89.5%	6.2%	4.3%
Marine Parkway Bridge	94.0%	2.7%	3.4%
Queens Midtown Tunnel	90.0%	5.4%	4.6%
Robert F. Kennedy Bridge	87.5%	6.3%	6.2%
Throgs Neck Bridge	85.6%	7.8%	6.6%
Verrazzano-Narrows Bridge	85.2%	10.2%	4.6%
All Facilities	87.2%	7.3%	5.5%

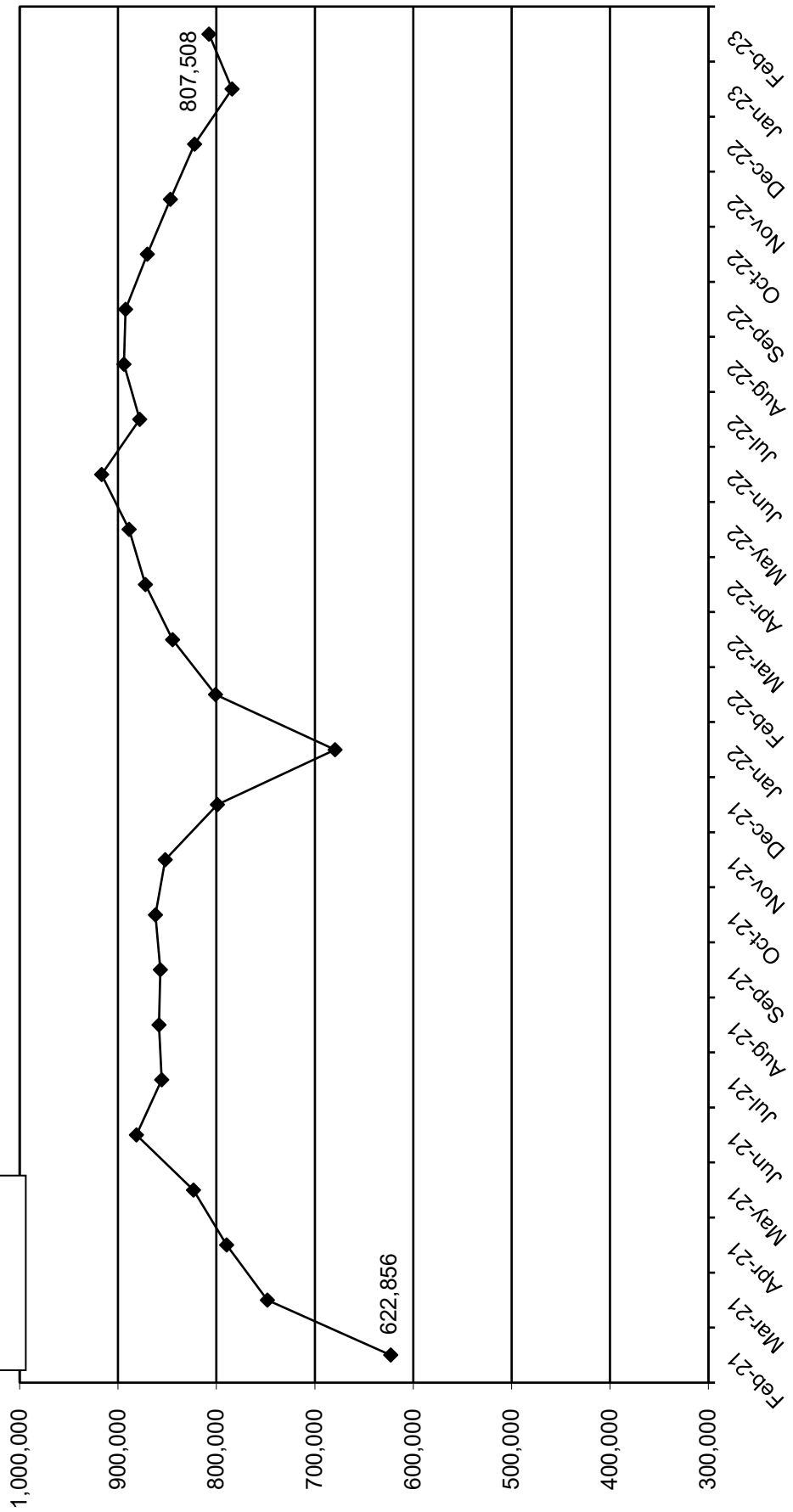
**MTA Bridges and Tunnels
Average Daily Traffic
February 2021 - February 2023**

All Vehicles



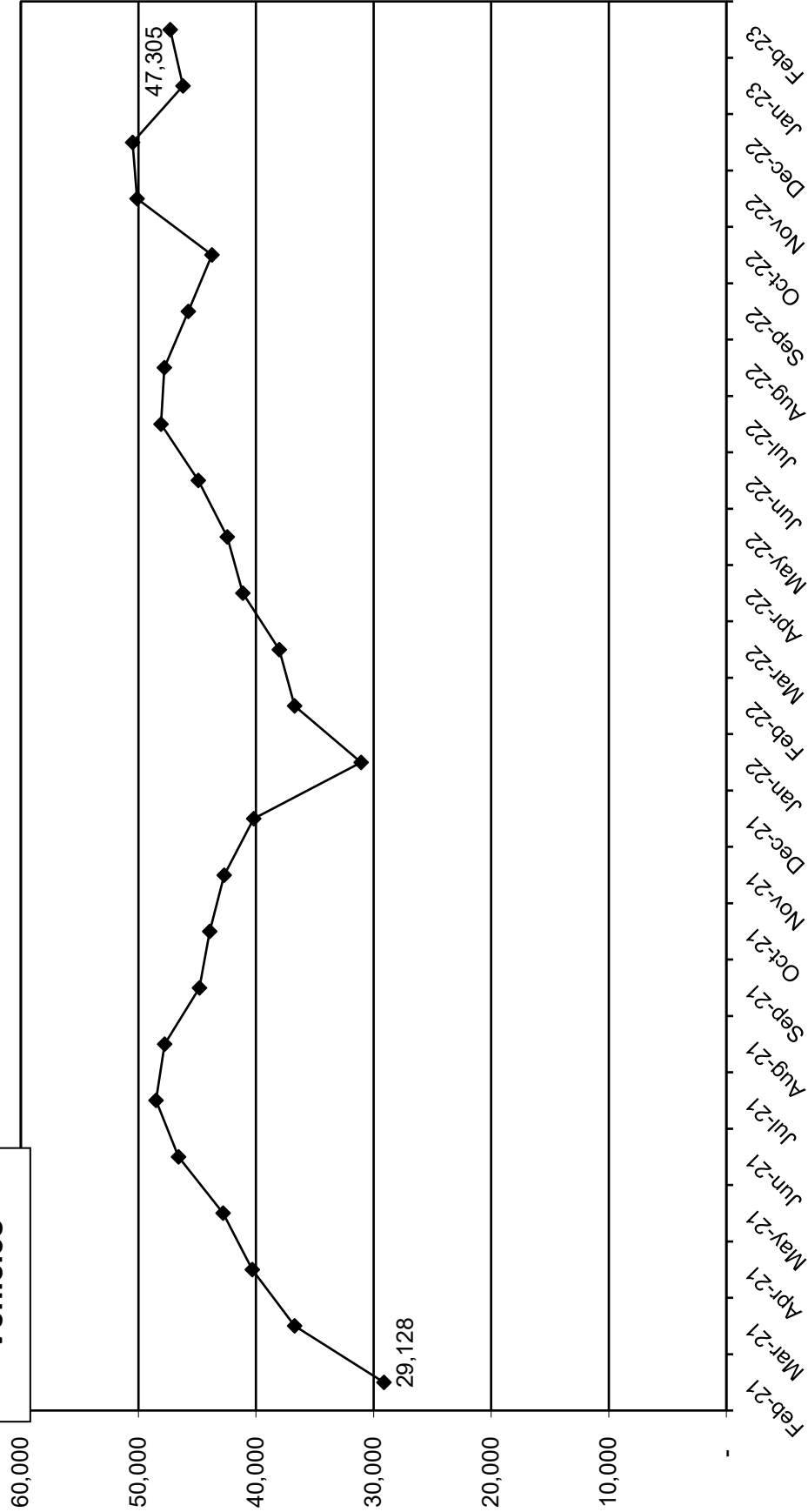
**MTA Bridges and Tunnels
Average Daily Traffic
February 2021 - February 2023**

**E-ZPass
Vehicles**



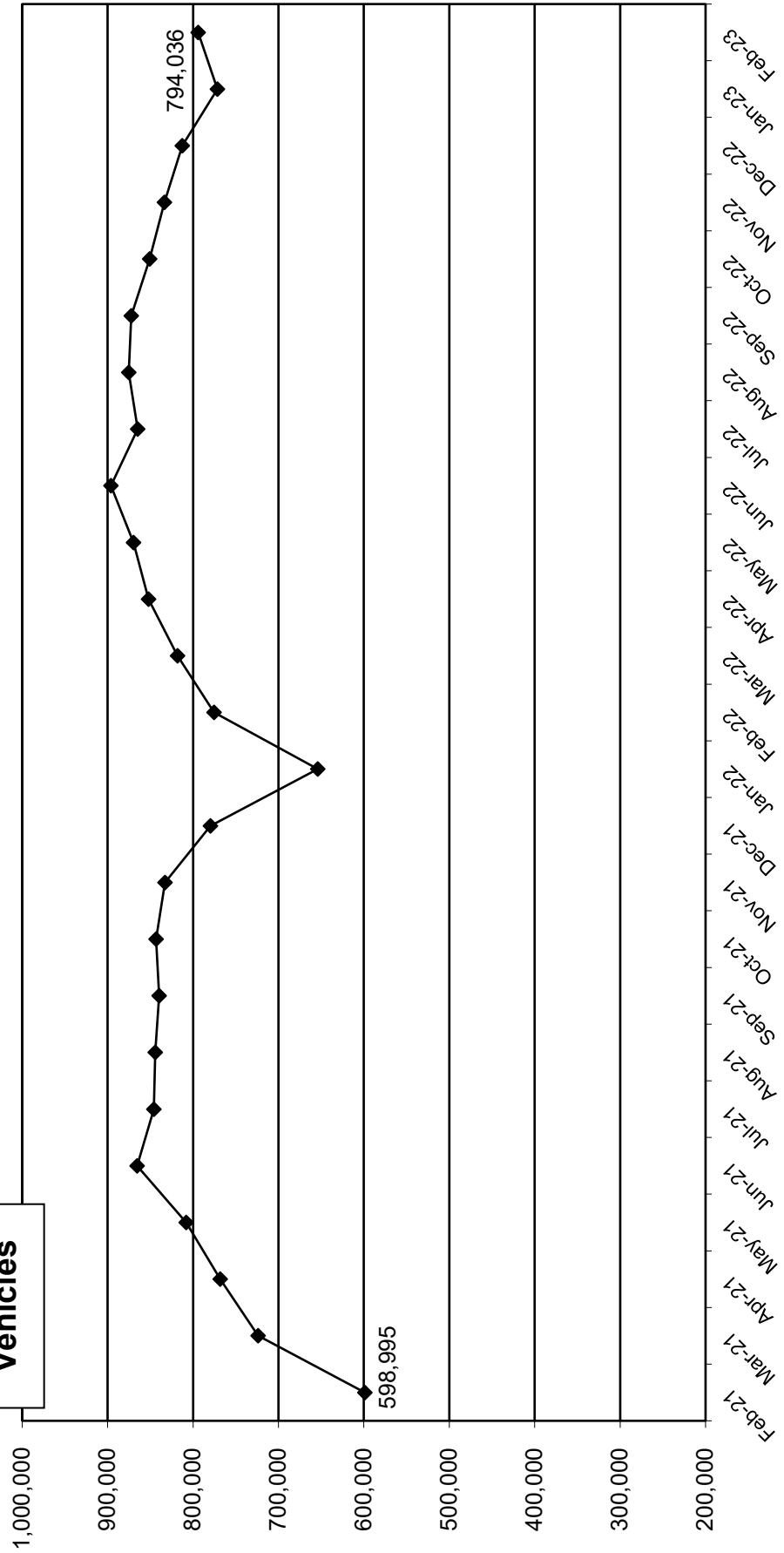
**MTA Bridges and Tunnels
Average Daily Traffic
February 2021 - February 2023**

**Tolls by Mail
Vehicles**



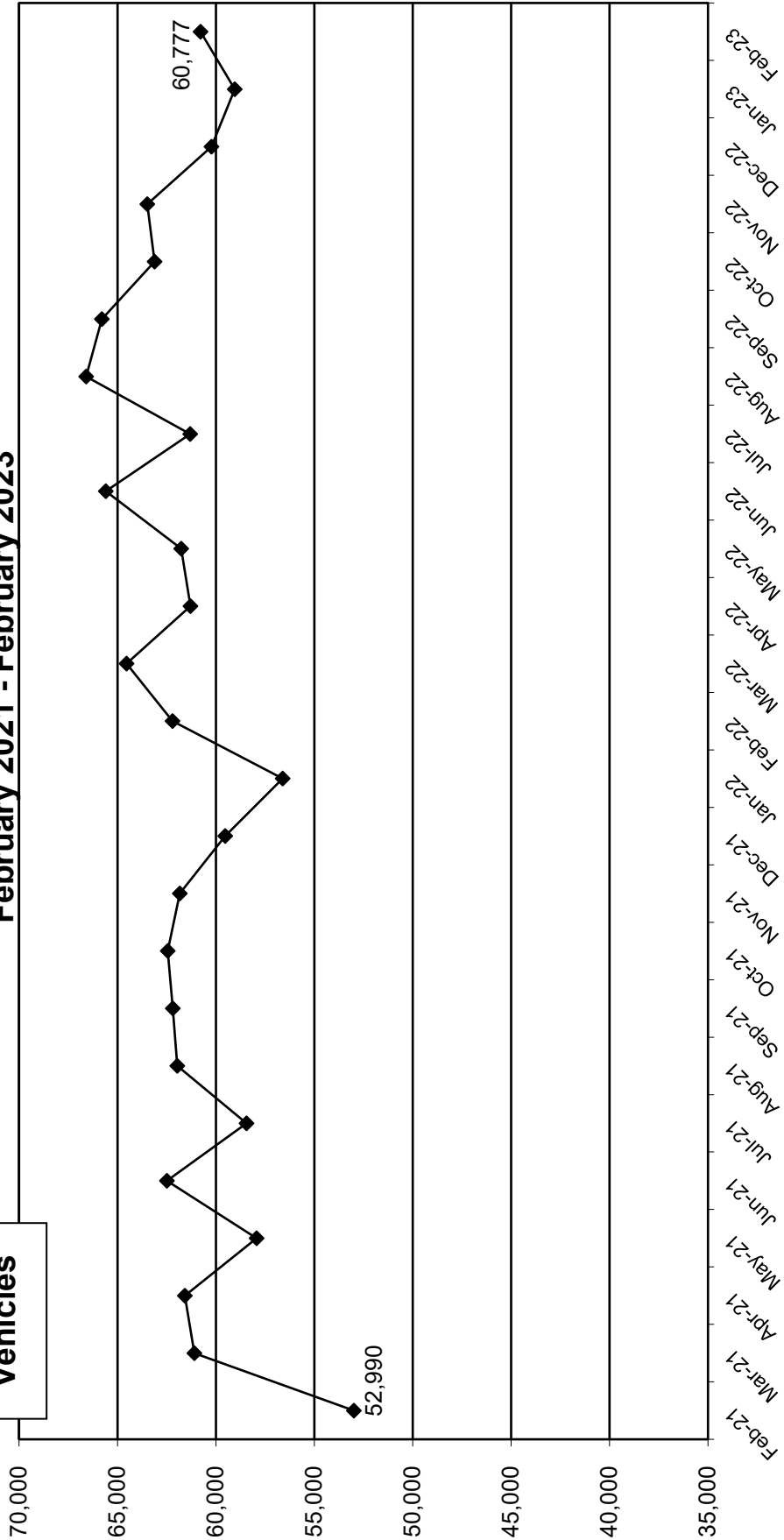
**MTA Bridges and Tunnels
Average Daily Traffic
February 2021 - February 2023**

**Passenger
Vehicles**



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

**Other
Vehicles**



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

Corridor	Toll Media	Feb(1)	3 Months(2) (Dec-Feb)	6 Months(3) (Sep -Feb)	9 Months(4) (Jun-Feb)	12 Months(5) (Mar-Feb)
All Facilities	Total Vehicles	2.1%	7.3%	4.3%	4.0%	5.4%
	E-ZPass	0.8%	6.1%	3.6%	3.6%	5.3%
	Tolls by Mail	28.8%	33.5%	18.4%	10.9%	8.6%
RFK Bridge	Total Vehicles	3.7%	9.6%	6.5%	5.3%	6.4%
	E-ZPass	2.2%	7.9%	5.5%	4.7%	6.1%
	Tolls by Mail	32.9%	40.7%	24.7%	16.0%	12.9%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	2.3%	8.9%	6.7%	8.2%	11.5%
	E-ZPass	1.3%	7.9%	6.2%	8.0%	11.6%
	Tolls by Mail	30.4%	36.0%	19.9%	12.2%	9.6%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.4%	6.9%	4.0%	4.1%	4.7%
	E-ZPass	0.8%	5.3%	3.0%	3.8%	4.3%
	Tolls by Mail	30.6%	33.7%	19.9%	10.2%	10.7%
Verrazzano-Narrows Bridge	Total Vehicles	1.6%	6.2%	3.5%	2.7%	3.6%
	E-ZPass	0.7%	5.3%	3.1%	2.6%	3.6%
	Tolls by Mail	25.8%	28.4%	13.5%	5.4%	3.3%
Henry Hudson Bridge	Total Vehicles	-0.1%	7.1%	1.5%	1.2%	3.1%
	E-ZPass	-1.0%	6.1%	1.1%	0.9%	3.0%
	Tolls By Mail	20.7%	28.0%	11.5%	6.1%	5.5%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-2.0%	1.7%	-1.6%	-1.1%	0.0%
	E-ZPass	-2.6%	1.0%	-1.9%	-1.2%	0.0%
	Tolls by Mail	14.2%	21.5%	6.3%	0.7%	0.9%

(1) February 2023 vs. February 2022
(2) December 2022 to February 2023 vs. December 2021 to February 2022
(3) September 2022 to February 2023 vs. September 2021 to February 2022
(4) June 2022 to February 2023 vs. June 2021 to February 2022
(5) March 2022 to February 2023 vs. March 2021 to February 2022

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

Corridor	Toll Media	Feb(1)	3 Months(2) (Dec-Feb)	6 Months(3) (Sep -Feb)	9 Months(4) (Jun-Feb)	12 Months(5) (Mar-Feb)
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) February 2023 vs. February 2022
(2) December 2022 to February 2023 vs. December 2021 to February 2022
(3) September 2022 to February 2023 vs. September 2021 to February 2022
(4) June 2022 to February 2023 vs. June 2021 to February 2022
(5) March 2022 to February 2023 vs. March 2021 to February 2022



Bridges and Tunnels

Safety Report February 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			
	March 2020 - February 2021	March 2021 - February 2022	March 2022 - February 2023	
Customer Collisions Rate per Million Vehicles	3.88	3.90	3.98	
Customer Injury Collisions Rate per Million Vehicles	0.63	0.66	0.86	
Employee Accident Reports	137	137	112	
Employee Lost Time Injuries Rate per 200,000 Hours Worked	6.0	5.5	5.2	
Leading Indicators				
Roadway Safety	2022		2023	
	February	Year End	February	Year to Date
Workforce Development (# of Participants)	19	486	19	19
Fleet Preventative Maintenance Insp.	99	1531	95	248
* Safety Taskforce Inspections	0	14	0	0
Fire Safety	February	Year End	February	Year to Date
	* Fire Code Audits Completed	0	14	0
* FDNY Liaison Visits	0	29	0	0

*Safety Taskforce Inspections and Fire Code Audits occur annually and usually commence during the month of March.

* FDNY Liaison Visits are scheduled by the local responding authorities and typically occur seasonally during spring and fall.

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: 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.

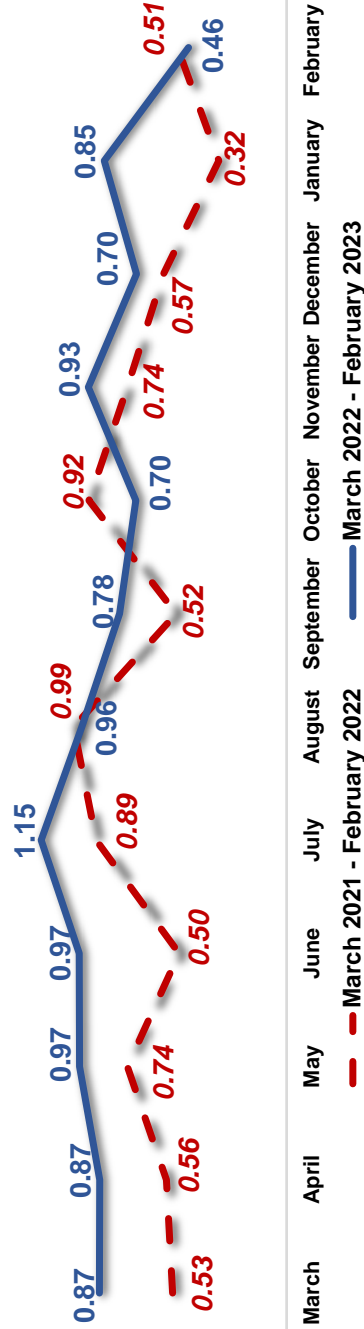
Fire Code Audits are required by the NY'S Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

FDNY Annual FDNY liaison visits are scheduled by the local responding authorities and typically occur seasonally during spring and fall and 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.

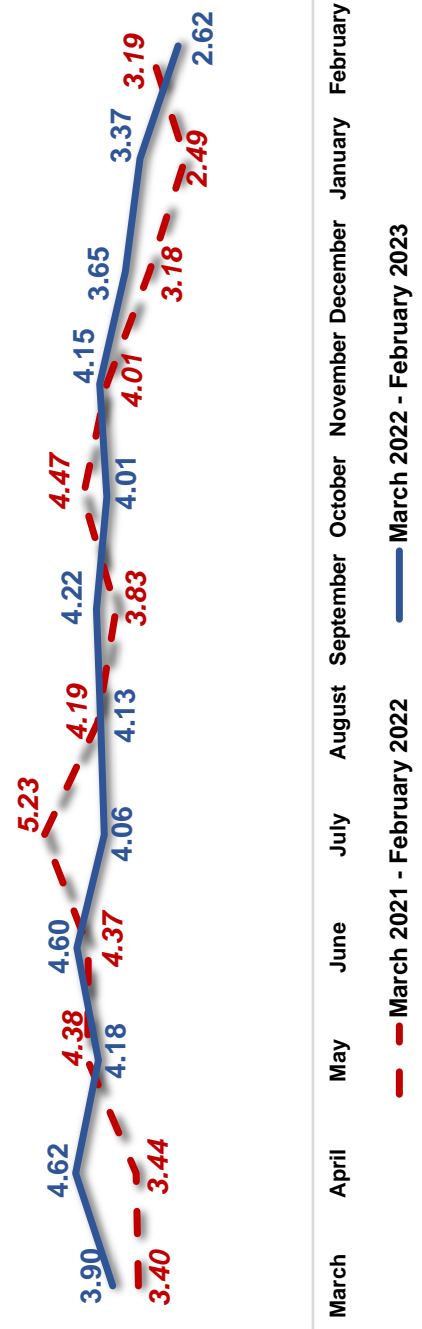


Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



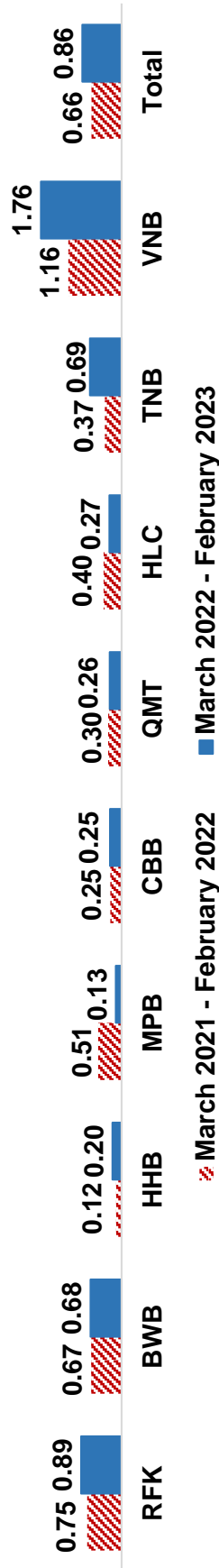
Total Collisions per Million Vehicles



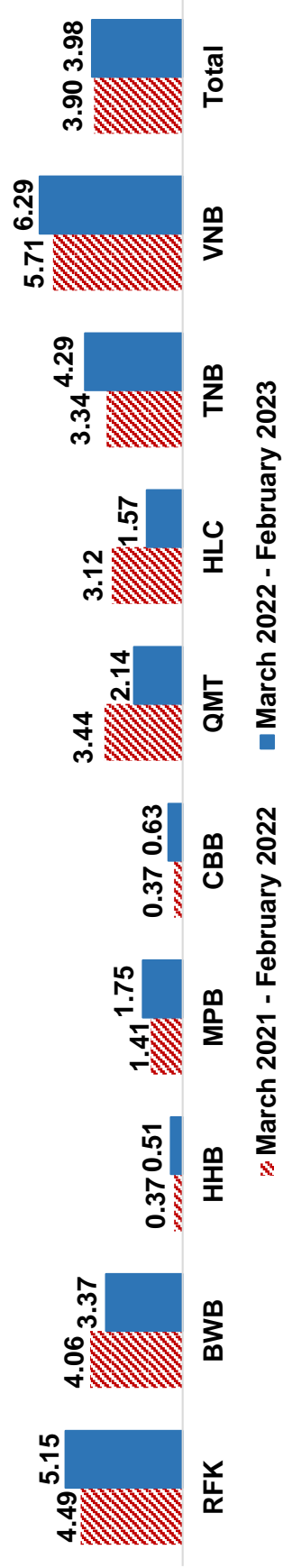


Collision Rates by Facility Year over Year Comparison of 12-Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





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

	22-Feb	22-Mar	22-Apr	22-May	22-Jun	22-Jul	22-Aug	22-Sep	22-Oct	22-Nov	22-Dec	23-Jan	23-Feb
RFK	5.16	3.81	6.48	6.88	3.65	4.23	5.28	6.17	6.47	6.45	4.22	4.07	3.74
BWB	2.82	1.87	4.56	3.94	5.54	3.47	4.49	2.74	3.01	1.44	1.94	4.56	2.49
TNB	2.04	8.41	6.55	3.51	2.87	3.97	4.24	3.46	3.12	4.79	3.61	3.72	3.64
VNB	3.84	5.62	6.42	5.10	8.60	7.28	6.77	7.49	5.81	6.99	6.74	4.73	3.43
QMT	3.72	2.73	1.96	4.91	3.79	1.56	1.51	1.92	2.60	0.80	1.22	1.28	0.90
HLC	2.41	2.07	1.08	0.00	2.59	3.28	0.52	1.60	1.04	2.19	3.23	0.00	1.20
HHB	0.56	0.00	0.00	0.44	1.34	0.47	0.46	0.00	1.34	0.48	0.49	0.53	0.56
MPB	0.00	4.76	0.00	2.72	0.00	1.19	1.27	1.44	1.59	3.32	1.67	3.49	0.00
CBB	0.00	0.00	1.59	0.00	0.00	1.29	0.00	1.47	1.53	1.64	0.00	0.00	0.00
Total	3.19	3.90	4.62	4.18	4.60	4.06	4.13	4.22	4.01	4.15	3.65	3.37	2.62



Bridges and Tunnels

Financial Report March 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 March 31, 2023
(in thousands)

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

CURRENT ASSETS:

Cash-Unrestricted	9,952
Investments:	
Unrestricted	779,107
Restricted	1,230,925
Accrued interest receivable	-298,179
Accounts receivable	397,992
Accounts receivable-Other	78,204
Less allowance for uncollectible accounts	-390,487
Tolls due from other agencies	40,824
Loan receivable from MTA	9,707,066
Prepaid expenses	6,464
	6,464
 Total current assets	 11,561,868

NONCURRENT ASSETS:

Investments:	
Unrestricted	
Restricted	-
Facilities, less acc.dep of \$2,154,235	7,569,561
Capital lease 2 Broadway net acc. dep.	67,626
Derivative Hedge Assets	3,446
	3,446
 Total noncurrent assets	 7,640,633

TOTAL ASSETS: 19,202,501

DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to pension	72,777
Deferred outflow of resources related to other post-employment benefits	155,800
Deferred outflow of resources related to capital Lease	11,267
Accumulated decreases in fair value of derivative instruments	70,933
Defeasance costs	92,295
	92,295

TOTAL DEFERRED OUTFLOWS OF RESOURCES: 403,072

TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES 19,605,573

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of March 31, 2023
(in thousands)

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

Current portion-long term debt	360,285
Interest Payable	271,479
Accounts Payable	135,217
Accrued Pension Payable	0
Payable to MTA-CAP	32,032
Due to MTA-Operating Expenses	4,322
Due to NYCTA-Operating Expenses	82
Accrued salaries	21,504
Accrued Vac & Sick Benefits	18,278
Current portion of estimated liability arising from injury	3,655
Due to New York City Transit Authority	-64,878
Due to Metropolitan Transportation Authority	-78,623
Unearned Toll Revenue	233,298
Tolls due to other agencies	50,042
E-ZPass Airport Toll Liability	-11,048
	<hr/>
Total current liabilities	975,646

NONCURRENT LIABILITIES:

Long term debt	18,992,945
Post Employment Benefits Other than Pensions	908,111
Estimated liability arising from injury	53,100
Capital lease obligations	84,895
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
Security deposits-Contra	-
	<hr/>
Total noncurrent liabilities	20,280,837

DEFERRED INFLOW OF RESOURCES

Deferred Inflow of resources related to Pension	54,456
Deferred Inflow of resources related to other post-employment benefits	167,013
Deferred Inflow of resources related to Capital Lease	12,166

TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES 21,490,118

NET POSITION -1,884,545 *

TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET 19,605,573

*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
MARCH 2023

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Revenue												
Facebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	182.618	198.493	15.875	8.7	0.000	0.000	0.000	-	182.618	198.493	15.875	8.7
Other Operating Revenue	1.489	2.283	0.794	53.3	0.000	0.000	0.000	-	1.489	2.283	0.794	53.3
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.517	1.665	0.148	9.8	1.517	1.665	0.148	9.8
Investment Income	0.098	0.603	0.505	*	0.000	0.000	0.000	-	0.098	0.603	0.505	*
Total Revenue	\$184.204	\$201.378	\$17.173	9.3	\$1,517	\$1,665	\$0.148	9.8	\$185.721	\$203.043	\$17.321	9.3
Expenses												
Labor:												
Payroll	\$11.388	\$8.592	\$2.796	24.6	\$0.512	\$0.463	\$0.050	9.7	11.900	\$9.055	\$2.845	23.9
Overtime	1.836	2.481	(0.645)	(35.1)	\$0.072	0.266	(0.195)	*	1.908	2.747	(0.839)	(44.0)
Health and Welfare	3.313	2.387	0.926	27.9	\$0.122	0.112	0.009	7.7	3.434	2.499	0.935	27.2
OPEB Current Payment	2.575	2.569	0.006	0.2	0.000	0.000	0.000	-	2.575	2.569	0.006	0.2
Pensions	4.043	2.279	1.764	43.6	0.152	0.085	0.067	44.1	4.195	2.363	1.831	43.7
Other Fringe Benefits	1.856	1.210	0.646	34.8	0.063	0.047	0.017	26.2	1.920	1.257	0.663	34.5
Reimbursable Overhead	(0.597)	(0.692)	0.096	16.0	0.597	0.692	(0.096)	(16.0)	0.000	0.000	0.000	100.0
Total Labor Expenses	\$24.415	\$18.825	\$5.589	22.9	\$1,517	\$1,665	(\$0.148)	(9.8)	\$25.932	\$20.490	\$5.441	21.0
Non-Labor:												
Electric Power	\$0.467	\$0.520	(\$0.053)	(11.3)	\$0.000	\$0.000	\$0.000	-	\$0.467	\$0.520	(\$0.053)	(11.3)
Fuel	0.430	0.422	0.008	1.8	0.000	0.000	0.000	-	0.430	0.422	0.008	1.8
Insurance	1.075	1.038	0.038	3.5	0.000	0.000	0.000	-	1.075	1.038	0.038	3.5
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	13.848	13.909	(0.061)	(0.4)	0.000	0.000	0.000	-	13.848	13.909	(0.061)	(0.4)
Professional Service Contracts	3.848	2.299	1.549	40.3	0.000	0.000	0.000	-	3.848	2.299	1.549	40.3
Materials & Supplies	0.539	0.460	0.079	14.7	0.000	0.000	0.000	-	0.539	0.460	0.079	14.7
Other Business Expenses	5.142	4.268	0.874	17.0	0.000	0.000	0.000	-	5.142	4.268	0.874	17.0
Total Non-Labor Expenses	\$25.349	\$22.915	\$2.434	9.6	\$0.000	\$0.000	\$0.000	-	\$25.349	\$22.915	\$2.434	9.6
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.	\$49.764	\$41.740	\$8.023	16.1	\$1,517	\$1,665	(\$0.148)	(9.8)	\$51.281	\$43.406	\$7.875	15.4
Depreciation	\$17.531	\$16.510	\$1.022	5.8	\$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	100.0	0.000	0.000	0.000	-	0.194	0.000	0.194	100.0
Total Expenses after Non-Cash Liability Adjs.	\$67.489	\$58.250	\$9.239	13.7	\$1,517	\$1,665	(\$0.148)	(9.8)	\$69.006	\$59.915	\$9.091	13.2
Less: Depreciation	\$17.531	\$16.510	\$1.022	5.8	\$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	100.0	0.000	0.000	0.000	-	0.194	0.000	0.194	100.0
Total Expenses	\$49.764	\$41.740	\$8.023	16.1	\$1,517	\$1,665	(\$0.148)	(9.8)	\$51.281	\$43.406	\$7.875	15.4
Net Surplus/(Deficit)	\$134.440	\$159.637	\$25.197	18.7	\$0.000	\$0.000	\$0.000	-	\$134.440	\$159.637	\$25.197	18.7

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
MARCH 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)				\$134,440	\$159,637	\$25,197			18.7
Less: Capitalized Assets Reserves				0.496	0.855	(0.358)			(72.2)
GASB Reserves				0.000	0.000	0.000			-
				0.000	0.000	0.000			-
Adjusted Net Income/(Deficit)				\$133,944	\$158,783	\$24,839			18.5
Less: Debt Service				65.660	54.347	11.313			17.2
Less: Contribution to the Capital Program				0.000	0.000	0.000			-
Income Available for Distribution				\$68,284	\$104,436	\$36,151			52.9
Distributable To:									
MTA - Investment Income				0.098	0.603	0.505			*
MTA - Distributable Income				38.446	53.391	14.945			38.9
NYCTR - Distributable Income				29.740	50.442	20.701			69.6
Total Distributable Income				\$68,284	\$104,436	\$36,151			52.9
Support to Mass Transit:									
Total Revenues				185.721	203.043	17.321			9.3
Less: Total Operating Expenses				<u>51,281</u>	<u>43,406</u>	<u>7,875</u>			15.4
Net Operating Income/(Deficit)				\$134,440	\$159,637	\$25,197			18.7
Deductions from Net Operating Income:									
Capitalized Assets Reserves				0.496	0.855	(0.358)			(72.2)
B&T Debt Service				0.000	0.000	0.000			-
Contribution to the Capital Program				36.502	30.640	5.863			16.1
GASB Reserves				0.000	0.000	0.000			-
Total Deductions From Operating Income				\$36,999	\$31,494	\$5,504			14.9
Total Support to Mass Transit				\$97,442	\$128,143	\$30,701			31.5

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
MARCH 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	516.723	552.654	7.0	0.000	0.000	0.000	516.723	552.654	7.0
Other Operating Revenue	4.212	5.564	32.1	0.000	0.000	0.000	4.212	5.564	32.1
Capital & Other Reimbursements	0.000	0.000	-	4.551	3.700	(0.851)	4.551	3.700	(0.851)
Investment Income	0.276	2.551	*	0.000	0.000	0.000	0.276	2.551	*
Total Revenue	\$521.211	\$560.768	7.6	\$4.551	\$3.700	(0.851)	\$525.762	\$564.468	7.4
Expenses									
<i>Labor:</i>									
Payroll	\$33.669	\$25.496	24.3	1.537	\$1.169	0.368	35.206	\$26.665	24.3
Overtime	5.619	6.791	(1.172)	0.215	0.364	(0.149)	5.834	7.155	(1.321)
Health and Welfare	9.885	6.886	30.3	0.365	0.280	0.084	10.250	7.167	30.3
OPEB Current Payment	7.852	9.098	(15.9)	0.000	0.000	0.000	7.852	9.098	(15.9)
Pensions	12.129	6.800	43.9	0.455	0.267	0.188	12.584	7.068	43.8
Other Fringe Benefits	5.719	4.636	19.0	0.190	0.134	0.056	5.909	4.769	19.3
Reimbursable Overhead	(1.790)	(1.485)	(17.0)	1.790	1.485	0.304	0.000	0.000	100.0
Total Labor Expenses	\$73.083	\$58.222	20.3	\$4.551	\$3.700	\$0.851	\$77.634	\$61.922	20.2
<i>Non-Labor:</i>									
Electric Power	\$1.108	\$0.972	12.2	0.000	\$0.000	0.000	\$1.108	\$0.972	12.2
Fuel	0.825	0.708	14.1	0.000	0.000	0.000	0.825	0.708	14.1
Insurance	3.226	3.112	3.5	0.000	0.000	0.000	3.226	3.112	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	29.125	26.506	9.0	0.000	0.000	0.000	29.125	26.506	9.0
Professional Service Contracts	7.617	8.468	(11.2)	0.000	0.000	0.000	7.617	8.468	(11.2)
Materials & Supplies	0.658	0.716	(8.8)	0.000	0.000	0.000	0.658	0.716	(8.8)
Other Business Expenses	15.254	12.569	17.6	0.000	0.000	0.000	15.254	12.569	17.6
Total Non-Labor Expenses	\$57.812	\$53.051	8.2	\$0.000	\$0.000	\$0.000	\$57.812	\$53.051	8.2
<i>Other Expense Adjustments</i>									
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.	\$130.895	\$111.274	15.0	\$4.551	\$3.700	\$0.851	\$135.446	\$114.974	15.1
Depreciation	\$52.594	\$49.529	5.8	0.000	\$0.000	0.000	52.594	\$49.529	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	0.581	0.000	100.0	0.000	0.000	0.000	0.581	0.000	100.0
Total Expenses after Non-Cash Liability Adjs.	\$184.070	\$160.802	12.6	\$4.551	\$3.700	\$0.851	\$188.621	\$164.502	12.8
Less: Depreciation	\$52.594	\$49.529	5.8	0.000	\$0.000	0.000	\$52.594	\$49.529	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	0.581	0.000	100.0	0.000	0.000	0.000	0.581	0.000	100.0
Total Expenses	\$130.895	\$111.274	15.0	\$4.551	\$3.700	\$0.851	\$135.446	\$114.974	15.1
Net Surplus/(Deficit)	\$390.316	\$449.495	15.2	\$0.000	\$0.000	\$0.000	\$390.316	\$449.495	15.2

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
MARCH 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									

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	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Nonreimbursable						
Vehicle Toll Revenue	15,875	8.7%	Traffic volumes were above budgeted levels	35,931	7.0%	Traffic volumes were above budgeted levels
Other Operating Revenue	0.794	53.3%	Higher revenue primarily due to the timing of income from E-ZPass administrative fees	1,352	32.1%	Higher revenue primarily due to the timing of income from E-ZPass administrative fees
Investment Income	0.505	*	Higher than anticipated short-term investment returns on fund balances.	2,275	*	Higher than anticipated short-term investment returns on fund balances.
Payroll	2,796	24.6%	Lower payroll expenses primarily due to vacancies	8,173	24.3%	Lower payroll expenses primarily due to vacancies
Overtime	(0.645)	-35.1%	Higher overtime due to the timing of the budget allocation as well as coverage for vacancies. Results continue to be reviewed.	(1,172)	-20.9%	Higher overtime due to the timing of the budget allocation as well as coverage for vacancies. Results continue to be reviewed.
Health and Welfare	0.926	27.9%	Lower expenses primarily due to vacancies	2,998	30.3%	Lower expenses primarily due to vacancies
OPEB Current Payment	0.006	0.2%	Lower expenses primarily due to timing against the budget allocation	(1,246)	-15.9%	Higher expenses primarily due to timing against the budget allocation
Pensions	1,764	43.6%	Lower non-reimbursable expenses primarily due to lower than allocated capital reimbursement offsets	5,329	43.9%	Lower non-reimbursable expenses primarily due to lower than allocated capital reimbursement offsets
Other Fringe Benefits	0.646	34.8%	Lower expenses primarily due to timing against the budget allocation.	1,084	19.0%	Lower expenses primarily due to timing against the budget allocation.
Electric Power	(0.053)	-11.3%	Higher electricity expenses primarily due to timing against the budget allocation.	0.135	12.2%	Lower electricity expenses primarily due to timing against the budget allocation.
Fuel	0.008	1.8%	Lower fuel expenses primarily due to favorable winter weather condition	0.117	14.1%	Lower fuel expenses primarily due to favorable winter weather condition
Insurance	0.038	3.5%	Lower insurance expenses primarily due to timing against the monthly budget allocation	0.114	3.5%	Lower insurance expenses primarily due to timing against the monthly budget allocation
Maintenance and Other Operating Contracts	(0.061)	-0.4%	Higher expenses mainly due to timing against the monthly budget allocation for major maintenance and painting, \$0.719 Mill, Non-Revenue Vehicle Repair, \$0.541 Mill, Security Surveillance Equipment, \$0.151 Mill, partially offset by maintenance of E-ZPass equipment, (\$0.985 Mill) and E-ZPass Customer Service Center costs, (0.212 Mill).	2,619	9.0%	Lower expenses mainly due to timing against the monthly budget allocation for E-ZPass tags, (\$0.979 Mill), and maintenance of E-ZPass equipment, (\$1.472 Mill).
Professional Service Contracts	1,549	40.3%	Lower expenses primarily due to the timing against the monthly budget allocation for bond issuance costs, (\$1.700 Mill), partially offset by Procurement card purchases, \$0.182 Mill.	(0.851)	-11.2%	Higher expenses primarily due to the timing against the monthly budget allocation for bond issuance costs, \$1,341 Mill, partially offset by professional service contracts, (\$0.386 Mill).
Materials & Supplies	0.079	14.7%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly budget allocation	(0.058)	-8.8%	Higher expenses across a variety of small equipment and supply categories, due to timing, against the monthly budget allocation
Other Business Expense	0.874	17.0%	Lower expenses primarily due to timing against the monthly budget allocation for credit card processing fees.	2,685	17.6%	Lower expenses primarily due to timing against the monthly budget allocation for credit card processing fees.
Depreciation	1,022	5.8%	Lower depreciation expense primarily due to timing against the monthly budget allocation.	3,066	5.8%	Lower depreciation expense primarily due to timing against the monthly budget allocation.
Other Post-Employment Benefits	0.000	-	No variance	0.000	-	No variance
Reimbursable						
Capital and Other Reimbursements	0.148	9.8%	Lower capital reimbursements due to timing against the monthly budget allocation	(0.851)	-18.7%	Higher capital reimbursements due to timing against the monthly budget allocation
Payroll	0.050	9.7%	Lower capital reimbursements due to timing against the monthly budget allocation	0.368	23.9%	Lower capital reimbursements due to timing against the monthly budget allocation
Overtime	(0.195)	*	Higher overtime primarily due to the timing of expenses.	(0.149)	-69.3%	Higher overtime primarily due to the timing of expenses.
Health and Welfare	0.009	7.7%	Lower capital reimbursements due to timing against the monthly budget allocation	0.084	23.1%	Lower capital reimbursements due to timing against the monthly budget allocation
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	0.067	44.1%	Lower capital reimbursements due to timing against the monthly budget allocation	0.188	41.2%	Lower capital reimbursements due to timing against the monthly budget allocation
Other Fringe Benefits	0.017	26.2%	Lower capital reimbursements due to timing against the monthly budget allocation	0.056	29.4%	Lower capital reimbursements due to timing against the monthly budget allocation
Reimbursable Overhead	(0.096)	-16.0%	Higher capital reimbursements due to timing against the monthly budget allocation	0.304	17.0%	Lower capital reimbursements due to timing against the monthly budget allocation

*Variance exceeds 100%

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

Month of Mar

Year to date ending Mar 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
	4.3	\$34.1	4.2	\$33.1	11.2	\$90.1	11.7	\$92.8	4.4%	3.0%
Bronx-Whitestone	0.6	1.8	0.6	1.7	1.7	4.8	1.8	4.8	1.1%	-1.1%
Cross Bay	2.1	8.2	2.1	8.2	5.4	21.0	5.8	22.4	6.5%	6.4%
Henry Hudson	1.9	13.4	1.9	13.3	5.1	35.3	5.3	37.0	5.6%	4.6%
Hugh L. Carey	0.6	1.7	0.6	1.6	1.7	4.5	1.7	4.5	2.9%	-0.4%
Marine Parkway	2.6	19.1	2.6	19.1	6.6	49.5	7.1	52.9	7.8%	6.9%
Queens Midtown	5.5	42.9	5.6	43.3	14.4	113.1	15.6	119.9	7.9%	6.0%
RFK	3.2	30.7	3.5	31.7	8.9	83.9	9.7	88.4	9.7%	5.4%
Throgs Neck	6.6	45.2	6.7	46.4	17.8	122.7	18.8	130.0	5.7%	6.0%
Verrazzano-Narrows										
Total	27.4	\$197.1	27.9	\$198.5	72.8	\$524.9	77.6	\$552.7	6.5%	5.3%
Revenue Per Vehicle	\$7.202		\$7.115		\$7.206		\$7.124			-1.1%

1) Toll increase implemented April 11, 2021

2) Numbers may not add due to rounding.

Comparison Actual vs. Adopted Budget:

	March Actual		YTD Actual		YTD Budget		Percentage Change			
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		
	26.0	\$182.6	27.9	\$198.5	73.5	\$516.7	77.6	\$552.7	5.5%	7.0%
Total All	26.0	\$182.6	27.9	\$198.5	73.5	\$516.7	77.6	\$552.7	5.5%	7.0%
Revenue Per Vehicle	\$7.034		\$7.115		\$7.027		\$7.124			1.4%

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

Facility	Revenue Collection Rate March 2022 ⁴
Henry Hudson Bridge	95.1%
Hugh L. Carey Tunnel	95.2%
Queens Midtown Tunnel	96.9%
Marine Parkway Bridge	95.4%
Cross Bay Bridge	92.9%
Robert F. Kennedy Bridge	93.3%
Verrazzano-Narrows Bridge	92.5%
Bronx-Whitestone Bridge	93.5%
Throgs Neck Bridge	94.4%
All Facilities	93.9%

1. Represents total revenue collections from transactions in April 2021 through March 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
March 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	22	12	5 Managerial and 7 Professional vacancies
EEO	1	-	1	1 Professional vacancy
Total Administration	77	45	32	
Operations				
ITS & Tolling	66	51	15	7 Managerial and 8 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	98	69	
Maintenance				
Maintenance Operations - Maintainers	205	182	23	7 Managerial, 2 Professional and 14 Maintainer vacancies
	183	152	31	31 Maintainer vacancies
Total Maintenance	388	334	54	
Engineering/Capital				
Engineering & Construction	123	105	18	3 Managerial and 15 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	128	30	
Public Safety				
Operations (Security)	540	391	149	60 Managerial and 89 Operational vacancies
Internal Security - Operations	45	28	17	5 Managerial and 12 Professional vacancies
Total Public Safety	585	419	166	
Total Positions	1,375	1,024	351	
Non-Reimbursable	1,244	893	351	
Reimbursable	131	131	-	
Total Full-Time	1,375	1,024	351	

(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
 March 2023

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	28	12	16	5 vacancies in Administration, 4 in Executive, 5 in Budget & Finance, and 2 in Law
Professional, Technical, Clerical	49	33	16	7 vacancies in Administration, 1 in Executive, 4 in Law, 3 in Budget & Finance, and 1 vacancy in EEO
Operational Hours	-	-	-	
Total Administration	77	45	32	
Operations				
Managers/Supervisors	73	33	40	27 vacancies in Operations, 8 in ITS & Tolling, and 5 in CBDTP
Professional, Technical, Clerical	94	65	29	8 vacancies in ITS & Tolling, 21 in CBDTP
Operational Hours	-	-	-	
Total Operations	167	98	69	
Maintenance				
Managers/Supervisors	27	20	7	7 vacancies in Maintenance
Professional, Technical, Clerical	11	9	2	2 vacancies in Maintenance
Operational Hours ⁽¹⁾	350	305	45	45 vacancies in Operations
Total Maintenance	388	334	54	
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	124	102	22	15 vacancies in Engineering, 5 in Law, 1 vacancy in Health & Safety, and 1 in Capital Budget
Operational Hours	-	-	-	
Total Engineering/Capital	158	128	30	
Public Safety				
Managers/Supervisors	179	113	66	60 vacancies in Operations and 6 in Internal Security
Professional, Technical, Clerical	36	25	11	11 vacancies in Internal Security
Operational Hours ⁽²⁾	370	281	89	89 BTO vacancies in Operations
Total Public Safety	585	419	166	
Total Positions				
Managers/Supervisors	341	204	137	
Professional, Technical, Clerical	314	234	80	
Operational Hours	720	586	134	
Total Positions	1,375	1,024	351	

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

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

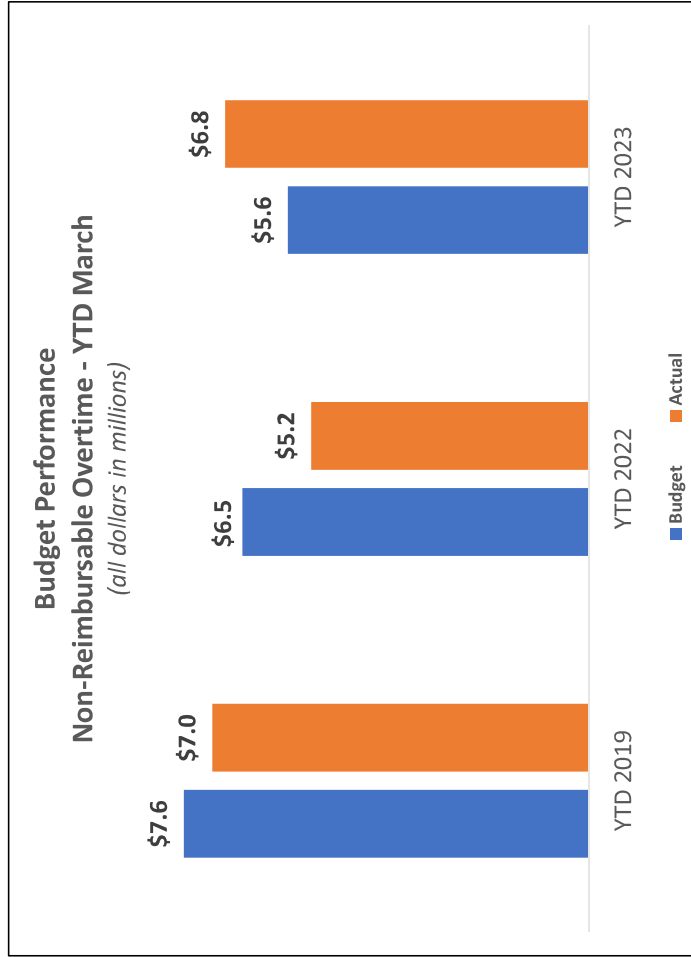
BRIDGES AND TUNNELS- NON-REIMBURSABLE OVERTIME

Overview

- Increase of \$1.6 M vs YTD 2022 due mainly to an increase in Vacancy/Absentee coverage, and Maintenance.
- Decrease of \$0.2 M vs YTD 2019 due to reductions in Vacancy/Absentee coverage because of enhanced staffing flexibility.
- Overspending of \$1.2M (-21%) vs Adopted Budget YTD largely due to the timing of the first quarter budget allocation along with coverage for vacancies.

Agency Detail

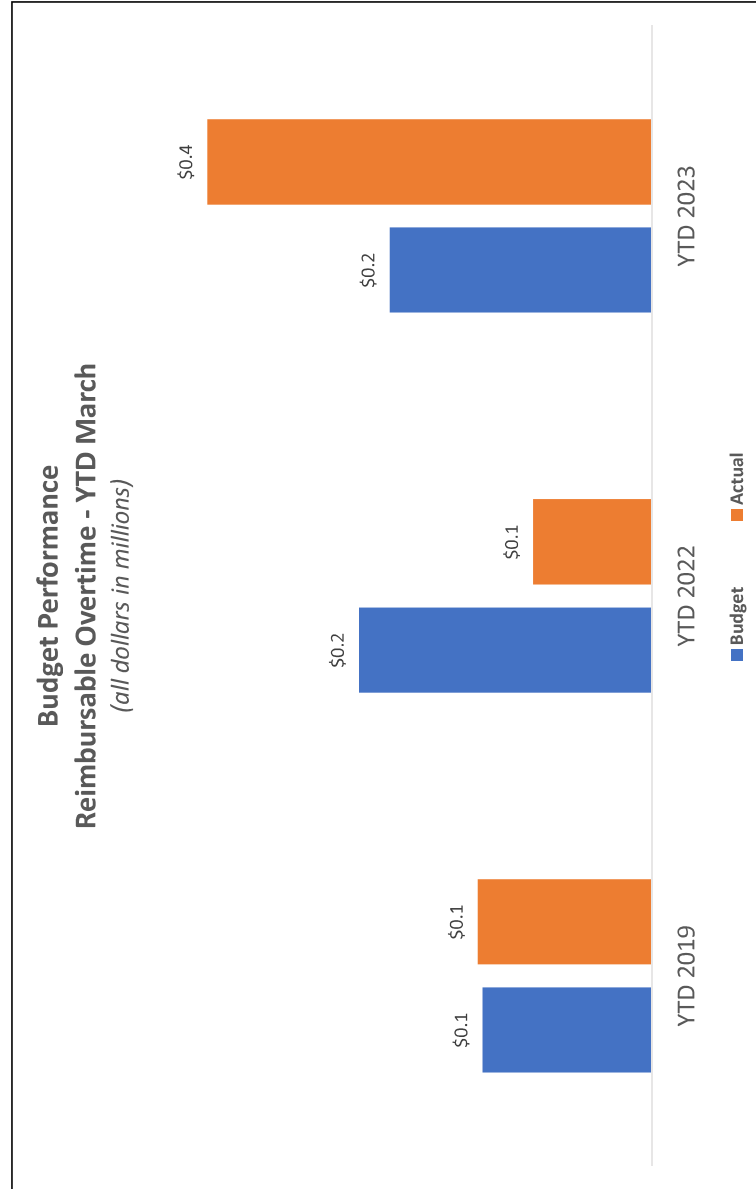
- **Vacancy/Absentee Coverage** increased compared to 2022 due to higher vacancy rates resulting from unplanned absences and an increase in attrition. B&T's Operations Department Management Team utilizes discretion regarding the use of overtime to cover operationally vital work assignments. Scheduling strategies remain dynamic with updated schedules developed and implemented as required to ensure delivery of service needs are met.
- **Maintenance** increased as B&T resumes more traditional maintenance duties as it moves into a "post COVID era" and resumes more routine maintenance schedules seen pre-2020. These costs were partially offset by scheduling efficiencies through the shift of some Maintenance personnel to straight-time overnight coverage during the winter months as well as less roadway maintenance due to the mild winter weather.



BRIDGES AND TUNNELS- REIMBURSABLE OVERTIME

Overview

- YTD overtime is \$149k higher than the Adopted Budget largely due to timing of billings and project activity.
- YTD overtime is higher than 2019 and 2022 due to timing of billing and overtime needed on projects eligible for reimbursement from the capital program.





Bridges and Tunnels

Nassau County Bridge Authority E-ZPass Program (Action Item)



Staff Summary

Subject: Approval to take steps necessary to support the Nassau County Bridge Authority E-ZPass Program
Department: Intelligent Transportation Systems & Tolling
Department Head Name: Nichola Angel, Vice President, ITS&T
Department Head Signature <i>Nichola Angel</i>
Project Manager Name: Michael Minunni, AVP, Tolling Operations <i>Michael Minunni</i>

Date April 24, 2023
Vendor Name N/A
Contract Number N/A
Contract Manager Name N/A
Table of Contents Ref. # N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	MTA B&T Committee	4/24/23			
2	Board	4/26/23			

Internal Approvals			
Order	Approval	Order	Approval
1	Allison C. de Cerreto, Chief Operating Officer	1	<i>ALCC</i>
2	Paul Friman, General Counsel	2	<i>PF</i>
3	Catherine Sheridan, Interim President	3	<i>[Signature]</i>

PURPOSE:

Nassau County Bridge Authority (NCBA) intends to implement E-ZPass at its Atlantic Beach Bridge facility, which connects Lawrence and Atlantic Beach, New York.

Accordingly, MTA Bridges and Tunnels (MTA B&T) is seeking approval to take necessary steps to support NCBA participation in the New York E-ZPass program. These steps include entering into an agreement with NCBA for back office services from NY E-ZPass.

DISCUSSION:

MTA B&T plans to support the NCBA participation in the New York E-ZPass Program, and would sponsor their affiliate (non-voting) membership in the E-ZPass Inter-Agency Group of toll entities that operate the E-ZPass electronic toll collection program. The Sponsored Affiliate Member category is appropriate for a tolling agency the size of NCBA. This sponsorship would benefit NCBA customers and MTA E-ZPass account holders who cross the Atlantic Beach Bridge, and promotes E-ZPass market share in the region.

IMPACT ON FUNDING:

Any MTA B&T costs, including but not limited to back office services and staffing, will be reimbursed by NCBA. The details of this cost reimbursement will be provided in the agreement.

RECOMMENDATION:

It is recommended that the Board authorize the MTA B&T Interim President and her designees to take the necessary steps to support the NCBA E-ZPass Program implementation.



Bridges and Tunnels

Diversity Report Fourth Quarter 2022

**Joyce Brown
Chief Equal Opportunity Officer
MTA Bridges and Tunnels**

MTA Bridges and Tunnels

EEO Report – 4th Quarter 2022

April 24, 2023



Executive Summary

□ EEO

As of **December 31, 2022**, MTA Bridges and Tunnels' workforce consisted of 904 employees of which females represented 19% (172) and minorities represented 58% (520) of the total workforce.

In comparison with the 3rd Quarter 2022 (3Q22):

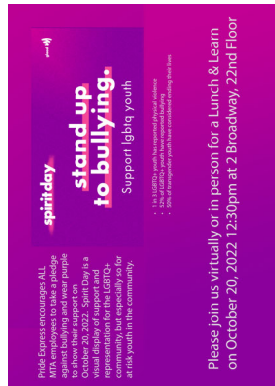
- B&T's 4th Quarter workforce decreased by **15** employees.
- Female representation remained constant at **19%** with a net change of **negative 4** female employees.
- Minority representation increased by **1%** with a net change of **negative 28** minority employees.
- There were **0** employees hired who self identified as a veteran and **2** male veteran employees separated.



Executive Summary Cont.

□ D&I in Motion – All Agency Employee Resource Groups Quarterly Highlights

MTA Employee Resource Groups (ERGs) help foster a diverse and inclusive workplace aligned with our mission, values and goals, and offer a sense of community and belonging to all MTA employees.



Pride Express hosted a lunch and learn to raise awareness and support for Spirit Day. Spirit Day is observed on the third Thursday in October and calls attention to the bullying and harassment the LGBTQIA+ community faces in an effort to stop the marginalization of this community.

B.E.G.I.N. sponsored a session researching your family history. Art Guidry, B.E.G.I.N. member, and MTA employee provided tools and resources such as the library, courthouse, and clerks office to assist in investigating your family history. B.E.G.I.N. also held a Domestic Violence Awareness Session.



October



Veterans held a ceremony to commemorate Veterans Day and honor those who served in the Armed Forces. Chairman Lieber was the featured speaker. MTA Pipes and Drums, as well as The Color Guard, participated in the observance. Additionally, Veterans took part in the New York City Veterans Day Parade.

November

All Generational hosted an Open Mic Poetry event in which employees performed their own pieces in an effort to continue to elevate employees' morale through a shared cross-cultural experience of written and spoken words. They also held an Agency-wide Toy and Coat Drive in which they were able to donate eighty eight (88) coats and thirty (30) pieces of clothing to the Bronx Defenders as well as one hundred ninety seven (197) brand new toys, six (6) stuffed animals, and eighteen (18) books, to the Henry Street settlement.



December



Executive Summary Cont.

□ D&I in Motion – All Agency Employee Resource Groups Quarterly Highlights

MTA Employee Resource Groups (ERGs) help foster a diverse and inclusive workplace aligned with our mission, values and goals, and offer a sense of community and belonging to all MTA employees.

B.E.G.I.N. ushered in the Kwanzaa Season with a presentation detailing the seven principles of the cultural holiday which was displayed on agency monitors to celebrate the observance, December 26 - January 1.

They also celebrated Black History Month with an article highlighting the founder, origin, and purpose of Black History Month. Furthermore, they created a presentation to honor Black Historians, Politicians, and Civil Rights Activists who have made significant contributions that aren't widely known. This presentation was displayed on the monitors throughout February.

Empowering Women in Transportation (EWT) celebrated Women's History Month with a month long series "Breaking Glass Ceilings". The series began with International Women's Day featuring transportation industry leaders from three transit organizations; followed by a session discussing the book "Stop Self-Sabotage" featuring Author Dr. Judy Ho; the third session focused on using LinkedIn as a tool to catapult your career; and ended with a ceremony honoring "The Women of MTA" for their outstanding leadership and mentorship.



December 2022 – February 2023



March 2023



Executive Summary Cont.

□ D&I in Motion – All Agency Employee Resource Groups Quarterly Highlights

MTA Employee Resource Groups (ERGs) help foster a diverse and inclusive workplace aligned with our mission, values and goals, and offer a sense of community and belonging to all MTA employees.

Abilities shared the wonders of yoga with us through the incredibly talented instructor, Jo Sgammato aka Chandra. The session was extremely relaxing and energizing. We learned how to breathe and take a moment out of our day to reenergize and check-in with ourselves.

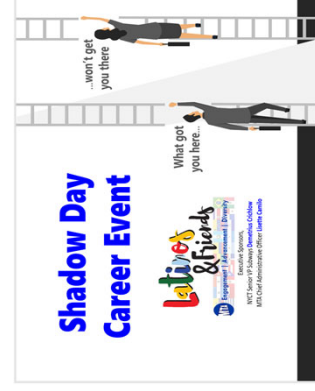


April

All Generational held a Health and Wellness Seminar "It's a workplace thing. Let's get working!" Motivational speakers, nutritionists, and doctors provided employees with guidance on how to improve their lifestyle to include physical and mental health, as well as self-care tips.

April

Latinos & Friends hosted a Shadow day which provided its members with the opportunity to gain insight into their colleagues' roles, responsibilities, and special projects throughout the MTA. Job shadowing gives you a small but critical window into the day-to-day operations of your ideal career.



April



MTA B&T

Workforce

as of December 31, 2022



MTA B&T Workforce

JOB CATEGORY	TOTAL		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN*		NHOPI**		2+ RACES		VETERANS		PWD***	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	107		57	53%	50	47%	31	29%	10	9%	10	9%	0	0%	0	0%	6	6%	2	2%	5	5%
	F 33	31%	25	23%	8	7%	19	18%	2	2%	4	4%	0	0%	0	0%	0	0%	0	0%	3	3%
M 74	69%	32	30%	42	39%	12	11%	8	7%	6	6%	0	0%	0	0%	6	6%	2	2%	2	2%	
Professionals	86		64	74%	22	26%	23	27%	23	27%	10	12%	0	0%	0	0%	8	9%	1	1%	2	2%
	F 40	47%	32	37%	8	9%	16	19%	12	14%	2	2%	0	0%	0	0%	2	2%	0	0%	2	2%
M 46	53%	32	37%	14	16%	7	8%	11	13%	8	9%	0	0%	0	0%	6	7%	1	1%	0	0%	
Technicians	85		41	48%	44	52%	12	14%	20	24%	5	6%	2	2%	0	0%	2	2%	0	0%	0	0%
	F 14	16%	12	14%	2	2%	3	4%	5	6%	1	1%	1	1%	0	0%	2	2%	0	0%	0	0%
M 71	84%	29	34%	42	49%	9	11%	15	18%	4	5%	1	1%	0	0%	0	0%	0	0%	0	0%	
Protective Services	301		200	66%	101	34%	99	33%	77	26%	10	3%	1	0%	0	0%	13	4%	5	2%	1	0%
	F 59	20%	52	17%	7	2%	40	13%	9	3%	0	0%	1	0%	0	0%	2	1%	0	0%	1	0%
M 242	80%	148	49%	94	31%	59	20%	68	23%	10	3%	0	0%	0	0%	11	4%	5	2%	0	0%	
Paraprofessionals	6		4	67%	2	33%	0	0%	0	0%	3	50%	0	0%	0	0%	1	17%	0	0%	0	0%
	F 6	100%	4	67%	2	33%	0	0%	0	0%	3	50%	0	0%	0	0%	1	17%	0	0%	0	0%
M 0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
Administrative Support	11		9	82%	2	18%	7	64%	1	9%	1	9%	0	0%	0	0%	0	0%	1	9%	0	0%
	F 9	82%	9	82%	0	0%	7	64%	1	9%	1	9%	0	0%	0	0%	0	0%	1	9%	0	0%
M 2	18%	0	0%	2	18%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
Skilled Craft	291		128	44%	163	56%	55	19%	44	15%	11	4%	3	1%	0	0%	15	5%	6	2%	0	0%
	F 4	1%	2	1%	2	1%	1	0%	1	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M 287	99%	126	43%	161	55%	54	19%	43	15%	11	4%	3	1%	0	0%	15	5%	6	2%	0	0%	
Service Maintenance	17		17	100%	0	0%	9	53%	7	41%	1	6%	0	0%	0	0%	0	0%	0	0%	0	0%
	F 7	41%	7	41%	0	0%	1	6%	6	35%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M 10	59%	10	59%	0	0%	8	47%	1	6%	1	6%	0	0%	0	0%	0	0%	0	0%	0	0%	
Total	904		520	58%	384	42%	236	26%	182	20%	51	6%	6	1%	0	0%	45	5%	15	2%	8	1%

Due to employee movements, resulting from the transformation, all utilization goals will require recalculation to be provided later.

* American Indian/Alaskan Native

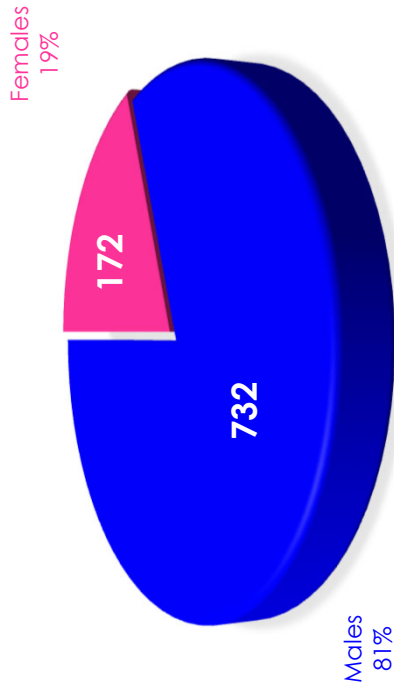
**Native Hawaiian Other Pacific Islander

Note: All percentages have been rounded up to the nearest whole number.

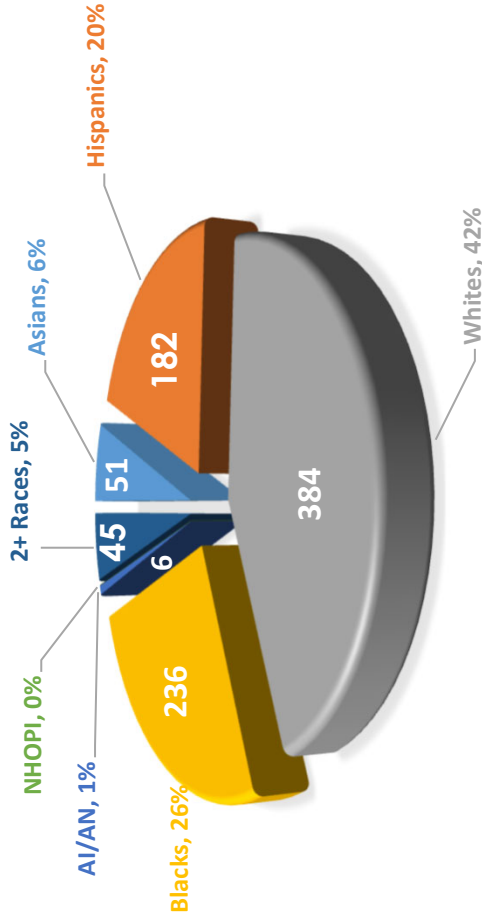


B&T Workforce as of December 31, 2022

Workforce By Sex



Workforce By Race/Ethnicity



MTA B&T employed **904** employees, **19%** of the workforce were females, **58%** minorities, and veterans comprised **2%**.

- ❑ The percentage of females employed in the workforce remained **constant** when compared to 3rd Quarter 2022.
- ❑ The percentage of minorities in the workforce has **increased** by 1% when compared to 3rd Quarter 2022.



MTA B&T

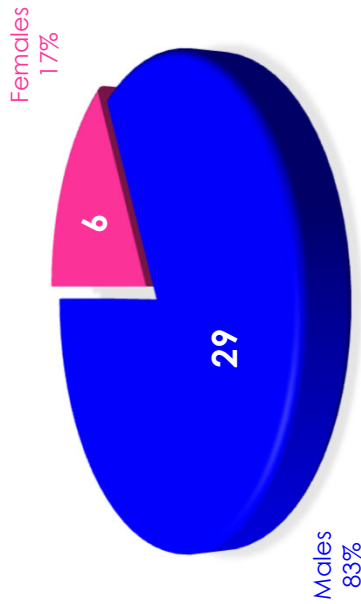
New Hires and Separation

January 1, 2022 – December 31, 2022

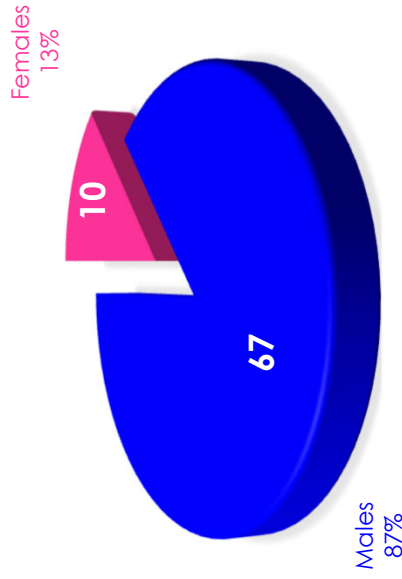


MTA B&T New Hires and Separations by Sex

New Hires By Sex



Separations By Sex

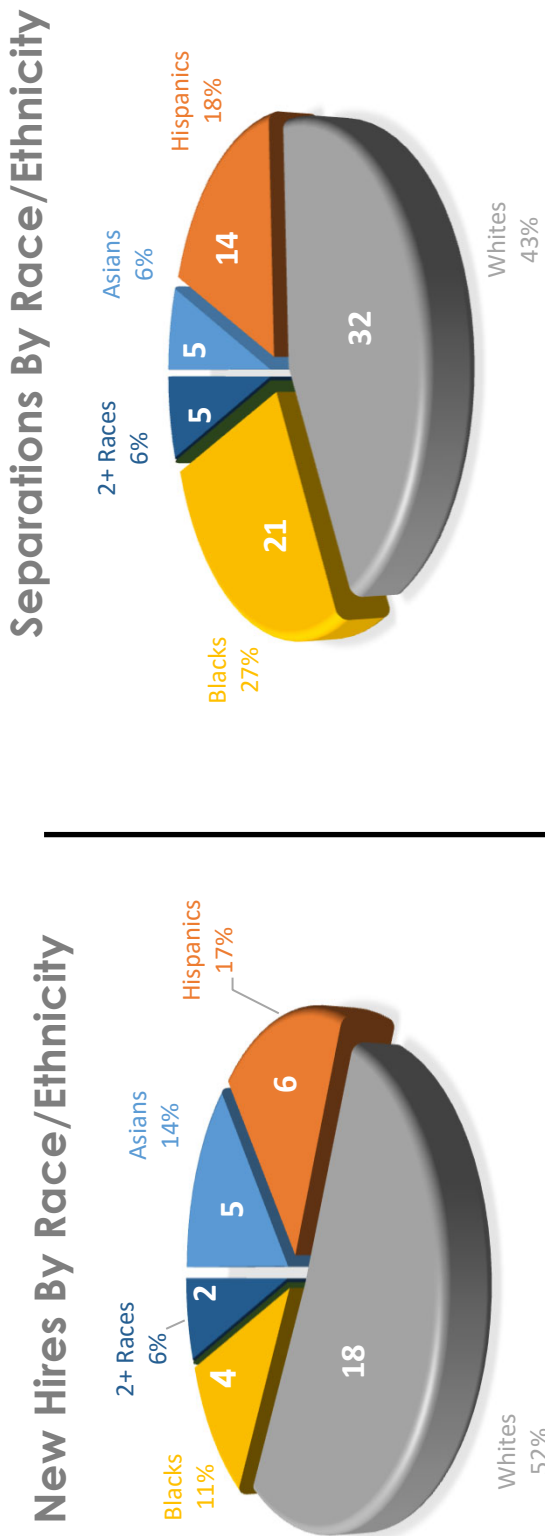


As of the 4th Quarter 2022, B&T **hired 35** employees, **6** females and **29** males. During this same time period, **77** employees **separated** from B&T, **10** females and **67** males.

- ❑ The net change for female was a **negative 4** employees.
- ❑ The net change for males was a **negative 38** employees.
- ❑ The net change for employees who self-identified as veterans was a **negative 2** male employees.



MTA B&T New Hires and Separations by Race/Ethnicity



During the 4th Quarter 2022, B&T **hired 35** employees, **17** minorities and **18** non-minorities. During this same time period **77** employees **separated** from B&T, **45** minorities and **32** non-minorities.

- The net change for **minority** employees during the 4th Quarter 2022 was **a negative 28** employees.
- There were **0** veterans hired and **2** veteran(s) separated during 4th Quarter 2022.



Metropolitan Transportation Authority
Department of Diversity and
Civil Rights

MTA B&T Complaints and Lawsuits
Fourth Quarter 2022

April 24, 2023



MTA B&T
 EEO Internal/External Discrimination Complaints by Bases
 January 1, 2022, to December 31, 2022

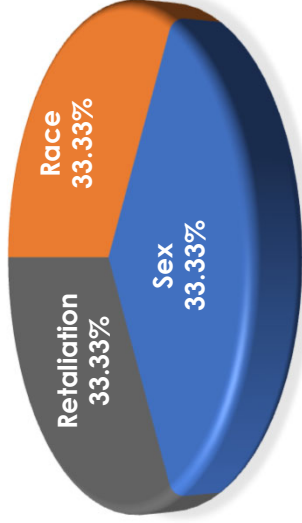
INTERNAL EEO COMPLAINTS BY BASES



EXTERNAL EEO COMPLAINTS BASES

There were **no** External EO complaints filed.

LAWSUIT(S) BY BASES



- 1 EEO complaint filed internal citing 1 separate bases*.
- 0 filed external complaint(s).
- 1 lawsuit filed citing 3 separate bases*.

Note: *Formal complaints and lawsuits can be filed alleging multiple bases. Additionally, numerous incoming matters were also handled during this time



MTA B&T Internal/External
Title VI and Related Discrimination Complaints by Bases
January 1, 2022, to December 31, 2022

There were no Title VI and related discrimination complaints filed at B&T during this time period.

Note: *Formal complaints can be filed alleging multiple bases.
Note: **Related Discrimination complaints are filed by customers based on age, disability, religion and sex.

