



Metropolitan Transportation Authority

Bridges and Tunnels Committee Meeting

June 2022

Committee Members

D. Mack, Chair

A. Albert

J. Barbas

N. Brown

R. Glucksman

F. Miranda

J. Samuelson

L. Sorin

V. Tessitore

M. Valdivia

Bridges & Tunnels Committee Meeting

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

**Monday, 6/27/2022
8:30 - 9:00 AM ET**

1. Summary of Actions - None

2. Public Comments

3. B&T Committee Minutes - May 2022

B&T Committee Minutes - May 2022 - Page 3

4. Committee Work Plan

B&T Committee Work Plan - Page 9

5. Report on Operations - April 2022

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

6. Safety Report - April 2022

B&T Safety Report - April 2022 - Page 31

7. Financial Report - May 2022

B&T Financial Report - May 2022 - Page 36

8. Procurements - None

9. Diversity Report - First Quarter 2022

B&T Diversity Report - First Quarter 2022 - Page 50



Bridges and Tunnels

Minutes of Committee Meeting May 2022



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

May 23, 2022

8:30 a.m.

In attendance were the Honorable:

Jamey Barbas, Acting Chair
Andrew Albert
Norman Brown
Randolph Glucksman
Neal Zuckerman

Also in Attendance:
Michael Fleischer

In Person:

Daniel F. DeCrescenzo, Jr., President
Paul L. Friman, Acting General Counsel and Corporate Secretary – TBTA, MTA
Richard Hildebrand, Vice President and Chief of Operations
Eric Osnes, Vice President and Chief Safety Officer

Virtual:

Nichola Angel, Vice President of Intelligent Transportation Systems
Marissa Krinis, Financial Liaison TBTA, MTA Finance
Donald E. Look, Vice President and Chief Security Officer

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

May 23, 2022

Minutes of TBTA Committee held May 23, 2022 at 8:30 a.m. A list of those in attendance is attached.

Public Speakers

The following speakers commented during the public speakers' session:

- Jason Anthony about creating a bike path at the Verrazzano-Narrows Bridge;
- Murray Bodin about roadway lines at the Henry Hudson Bridge; and
- Omar Vera about eliminating tolling on the Cross Bay Veterans Memorial Bridge.

Minutes

Acting Chair Barbas stated that the minutes of the Committee Meeting held on April 25, 2022 will be presented for approval at next month's meeting.

Committee Work Plan

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

President DeCrescenzo's Remarks

President DeCrescenzo opened his remarks by thanking Commissioner Barbas for chairing the meeting and, as the approaching Memorial Day weekend traditionally kicks off TBTA's busy summer travel season, he shared that TBTA's first "one-million traffic day" of 2022 occurred on April 29th and its second such day on May 20th. Traffic continues to trend close to pre-pandemic levels. Staff is closely monitoring traffic conditions.

President DeCrescenzo stated that the TD Five-Boro Bike Tour on May 1, 2022 marked the first full-capacity City-permitted event impacting service at our facilities since before the pandemic lockdown two years ago. Some 32,000 cyclists registered for this event, crossing the Verrazzano-Narrows Bridge at the tail-end of the 40-mile journey. He commended the many TBTA employees who were involved in the substantial preparation and who were on-site contributing to the success of the event day. President DeCrescenzo noted that our standard protocol training and planning came into play during that afternoon when a participant suffered what appeared to be cardiac arrest on the Verrazzano-Narrows Bridge's lower level. TBTA's law enforcement personnel were quick to respond with one of TBTA's automated external defibrillators (AED), as emergency responders and others joined forces to save a person's life. Special Operations Sergeant Giovanni Saravia was commended for his quick action, coordination efforts, and calm under pressure, for which he will be honored with TBTA's Life-Saving Award. In response to Commissioner Albert's question President DeCrescenzo provided his understanding that the person is still alive, and expressed his appreciation for the Operations team's foresight in having AEDs there for use by TBTA as the likely first responder.

President DeCrescenzo stated that MTA held a press conference on May 20, 2022 at the Bronx-Whitestone Bridge with TBTA's regional law enforcement partners to raise public awareness of our coordinated efforts in cracking down on covered and forged license plates, an issue that impacts not only TBTA toll revenue but also impacts other agencies as well. President DeCrescenzo thanked MTA Chair Janno Lieber, TBTA's law enforcement members, the New York State Police, the NYPD, the Sheriff's office, and the Port Authority for their participation, as well as the Press Office and the TBTA team for this successful event.

President DeCrescenzo announced the appointment of Nichola Angel as Vice President of Intelligent Transportation Systems and Tolling ("ITST"), effective May 5, 2022. Vice President Angel, who had been serving in the Acting Vice President role since December 2021, stated that she is looking forward to being part

of the TBTA senior staff team.

Finally, as Memorial Day approaches, President DeCrescenzo expressed TBTA's thanks to all of our veterans as we remember their sacrifices.

Report on Operations

With regard to the Report on Operations for March 2022, Chief Hildebrand stated that as winter turned to spring, B&T traffic continued its growth through March 2022 with an average increase of more than 40,000 vehicles per day versus February. The post-winter uptick in traffic is an annual occurrence at TBTA crossings, and traffic counts for 2022 were stronger than March of last year, as well as March of 2020, during which the first major COVID-19 restrictions were put into place. Paid vehicle traffic in March 2022 was 27.4 million vehicles, which is 12.4% higher than the 24.3 million crossings in March 2021, and 44.5% higher than in March 2020 with 8.4 million more crossings. E-ZPass market share was 95.3% in March of this year, consistent with last month and last year but lower than two years ago.

Preliminary figures indicate that traffic was 10.0% higher in April 2022 as compared to the same month in 2021 and 181.5% higher than April 2020. According to preliminary traffic data, traffic for April 2022 was 0.1% lower when compared to traffic for April 2019.

Gasoline prices increased in March 2022 for the 15th time in 16 months and averaged \$4.39 per gallon, which was \$0.67 cents per gallon higher than in February 2022 and \$1.51 more than in March 2021 and \$1.91 more than in March 2020. Slightly unfavorable weather conditions in March of this year as compared to 2021 had minimal impact on TBTA traffic, with 1.6 inches of snowfall in March 2022 as compared to no snowfall in March of the past two years. In closing, Chief Hildebrand wished everyone a safe Memorial Day weekend.

Safety Report

With regard to the Safety Report for March 2022, Vice President Osnes stated that the total collision rate was 3.94 per million vehicles, or 36% better than in rolling years 2019 and 2020 representing the very beginning of the COVID-19 pandemic period. When compared to last year, results are slightly higher. The collisions with injuries rate was 0.69 per million vehicles, or 28% better than in 2019, and is also slightly higher than last year. To underscore facility-specific trends, the Throgs Neck Bridge compared to prior months shows a proportionally higher collision rate. This observation may be correlated with a new traffic pattern that included a cattle-chute traffic configuration commencing on February 27th designed to accommodate roadway deck replacement at this facility. In response, the management team instituted enforcement and education strategies to communicate with customers and paced traffic to modify driver behavior. Communication strategies to promote the neighboring Bronx-Whitestone Bridge proved effective as that crossing absorbed traffic volume from the Throgs Neck Bridge, eliminating conditions that may have exacerbated additional collisions. Improvements were observed at the end of March and April as this stage of construction came to an end in early May. The employee lost time injury rate in March was 5.9 incidents per 200,000 work hours, reflecting a decrease of 6% as compared to rolling years 2019 and 2020 and about a 7% increase compared to rolling year 2021.

In response to Commissioner Albert's observation of an increase in accidents at the RFK Bridge, Vice President Osnes stated that TBTA had some off-property issues (work on the Bruckner Expressway) that could explain primarily why that uptick is being observed, and that TBTA is working on its enforcement and education strategies to try to mitigate that as much as possible.

In response to Commissioner Zuckerman's question as to the reason for an increase in March at the Throgs Neck Bridge from 2 up to 8 collisions (400%), Vice President Osnes explained that there was a change in traffic patterns because of construction. MPT (maintenance, protection and traffic), which is part of the design function, was in place to acclimate driver behavior to the construction. In response to Commissioner Zuckerman's request for a description of the MPT that was done, Vice President Osnes described that TBTA metered traffic in the

cattle chute because a queueing pattern was occurring within it. Vice President Osnes underscored that in the beginning of MPT being executed this is part of the design process. TBTA has a designer of record that develops the MPT based on MUTCD guidelines. Modifications of driver behavior are unpredictable so as MPT designs are executed they are evaluated as to whether they are producing the desired effect. When TBTA observed the changes that were occurring within the cattle chute area strategic actions were undertaken to improve driver behavior.

Chief Hildebrand clarified that TBTA traffic engineers and Director of Operations Barnwell looked at the traffic patterns on day one. Based on Chief Hildebrand and others personally driving it, TBTA started making changes right away, including slight adjustments to the lines and barrels, additional signage, and an aggressive messaging program to let drivers know there was a new construction pattern ahead. TBTA also partnered with the contractors to minimize the impact of potential driver distractions from contractor activity in the two cattle chutes or in the closed area between them. As TBTA made improvements the numbers generally improved to the point where a much smoother pattern resulted. Commissioner Zuckerman said that Chief Hildebrand's clarification makes perfect sense and that he looks forward to seeing such improved number at the next Committee Meeting.

President DeCrescenzo added that when a construction project begins TBTA has a public information outreach (PIO) process including notifications to community leaders and the public via email and VMS signage that there is a new traffic pattern coming. TBTA works closely with its C&D partners. Following regulations, the traffic pattern is created specific to the designer and the proper MPT. Here, TBTA adjusted to the driver behavior, which nowadays is affected by multiple distractions not just outside but inside the vehicles as well due in part to technology. President DeCrescenzo applauded Operations and Safety for working together because once TBTA reacted to the driver behavior component, the decrease in collisions demonstrated that the pattern was safe in comparison to the driver behavior. In addition to driver education TBTA took enforcement steps, including strategic location of patrol cars whose presence, along with VMS signs, slowed drivers down in this area.

In response to Commissioner Albert's question as to the linear distances between signage and new traffic patterns, President DeCrescenzo responded that the basic distances follow MPT and MUTCD guidelines provided by the engineers and contractors, and get enhanced based on observed driver behavior. There are signs both on the approach to the facility before the construction area and at the end of the construction area.

In response to Commissioner Glucksman's questions as to the direction of the traffic pattern change and whether it was still occurring, Chief Hildebrand stated that the two single-lane cattle chutes were in the Bronx bound direction of the Throgs Neck Bridge and that the pattern has shifted over now to accommodate right lane work. Chief Hildebrand added in response to Commissioner Albert that TBTA utilizes its partnerships with NYSDOT and NYCDOT to request regional messaging via the TRANSCOM network when feasible.

In response to Commissioner Brown's request for the number of vehicles that were fed into the area, Chief Hildebrand stated that the Throgs Neck Bridge in both directions combined experienced approximately 728,000 vehicles in week one and 700,000 vehicles in week two, adding that some of the traffic shifted over to the Bronx-Whitestone Bridge. TBTA maintained most of the traffic but experienced a slight decrease at the Throgs Neck Bridge. Commissioner Brown stated that the 400% increase in March at the Throgs Neck Bridge from 2 up to 8 collisions is not upsetting to him because in raw numbers it represents six additional collisions out of 3 million vehicles; he wished that people drove better.

President DeCrescenzo summed up that with COVID-19 there was less traffic, which in turn creates less congestion, which in turn creates less stop-and-go traffic. TBTA compares this year's numbers to those of last year and the year before, and acts accordingly.

Procurements

President DeCrescenzo stated that there are no procurements.

Adjournment

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

Respectfully submitted,



Paul L. Friman
Acting General Counsel and Corporate Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

TOPIC

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

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

June 2022

No items scheduled

July 2022

No items scheduled

August 2022

No meeting scheduled

September 2022

2023 Preliminary Budget

Planning & Budget

October 2022

2023 Preliminary Budget

Planning & Budget

November 2022

No items scheduled

December 2022

2023 Proposed Committee Work Plan
2023 Proposed Final Budget

Committee Chair & Members
Planning & Budget

January 2023

Approval of 2023 Work Plan

Committee Chair & Members

February 2023

Preliminary Review of 2022 Operating Budget Results
2023 Adopted Budget/Financial Plan 2023-2026
2022 B&T Operating Surplus
2022 Customer Environment Report

Planning & Budget
Planning & Budget
Controller
Operations

March 2023

Annual Procurement Contracts Report

Procurement & Materials/
Finance

April 2023

Final Review of 2022 Year-End Operating Results

Planning & Budget

May 2023

No items scheduled

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

JUNE 2022

No items scheduled

JULY 2022

No items scheduled

AUGUST 2022

No meeting scheduled

SEPTEMBER 2022

2023 Preliminary Budget

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

OCTOBER 2022

2023 Preliminary Budget

Public comment will be accepted on the 2023 Preliminary Budget.

NOVEMBER 2022

No items scheduled.

DECEMBER 2022

2023 Proposed Committee Work Plan

The Committee Chair will present a draft Bridges and Tunnels Committee Work Plan for 2023 that will address initiatives to be reported throughout the year.

2023 Proposed Final Budget

The Committee will recommend action to the Board.

JANUARY 2023

Approval of Work Plan for 2023

The committee will have already received a draft work plan for 2023 at the December 2022 meeting. The committee will be requested to approve the amended work plan for the year.

FEBRUARY 2023

Preliminary Review of 2022 Operating Budget Results

The agency will present a brief review of its 2021 Operating Budget results.

FEBRUARY 2023 (cont'd)

2023 Adopted Budget and February Financial Plan 2023-2026

The Agency will present its revised 2022 Adopted Budget and Financial Plan which will incorporate any changes made by the Board at the December 2022 meeting and any Agency technical adjustments.

2022 B&T Operating Surplus

The Committee will recommend action to the Board.

2022 Customer Environment Report

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

MARCH 2023

Annual Procurement Contracts Report

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

APRIL 2023

Final Review of 2022 Year-End Operating Results

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

May 2023

No items scheduled



Bridges and Tunnels

Report on Operations April 2022

Richard Hildebrand
Vice President
Operations

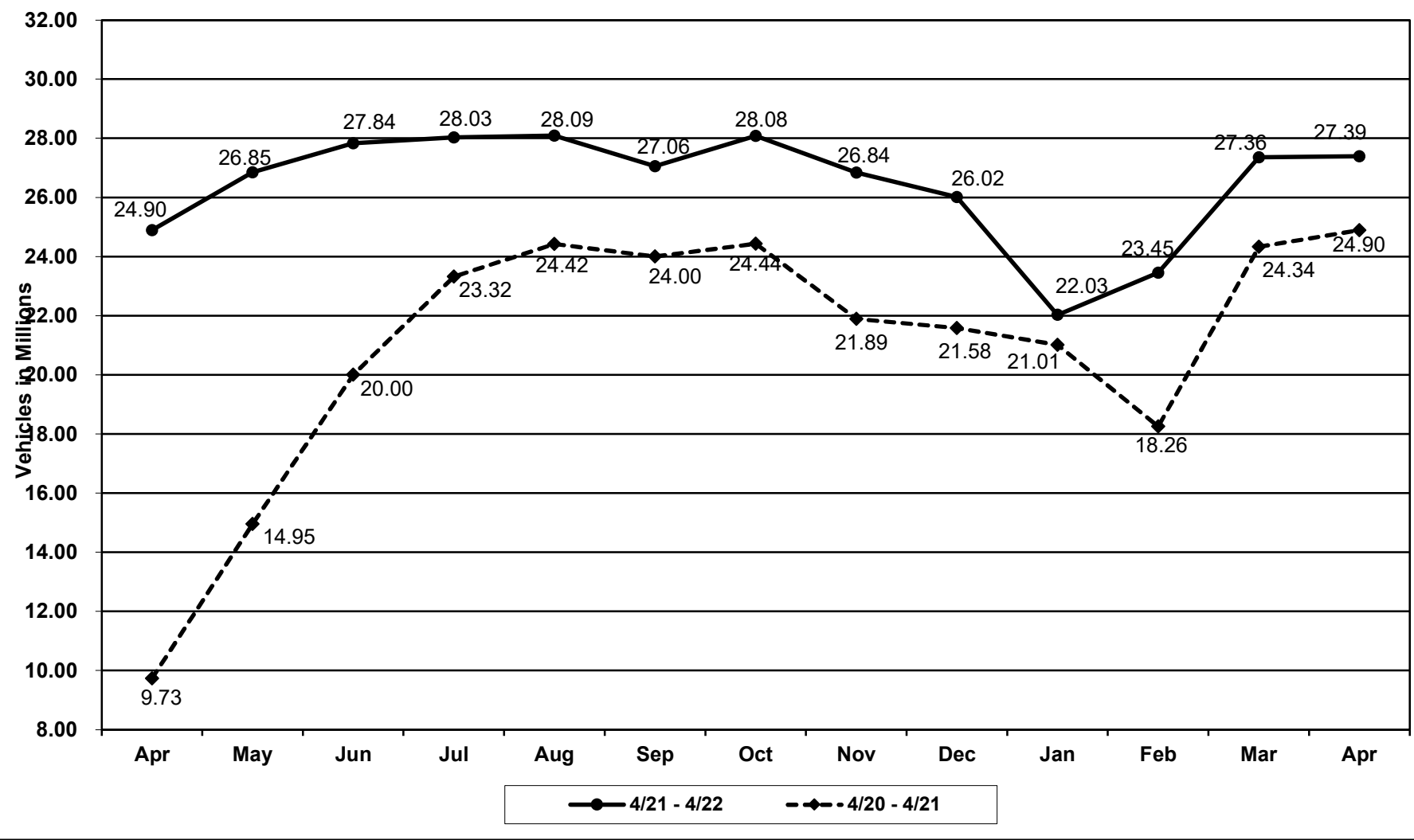
MTA Bridges and Tunnels April 2022 Traffic Trends

Summary

B&T's traffic numbers remain strong as the region continues to recover from the COVID-19 pandemic. For the month of April, 27.4 million paid vehicles crossed B&T facilities, an increase of 10.0% compared to 24.9 million in April 2021. Compared to April 2020, B&T paid traffic was 181.5% higher with an increase of 17.7 million more crossings.

Gasoline prices fell slightly from March 2022, following a period of increases in fifteen of the previous sixteen months. Gas prices averaged \$4.29 per gallon in April, which is \$1.38 higher than 2021 and \$2.03 higher than two years ago. Although the temperature was two degrees lower than last year with three more rainy days, the weather condition impact on April traffic was insignificant. E-ZPass market share was 95.1% in April, on par with last year but lower than two years ago.

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



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

All B&T Facilities by Method of Payment				
	April 2022	April 2021	April 2020	2022 YTD
E-ZPass1	26,060,503	23,687,113	9,298,179	95,514,071
Tolls by Mail1	1,332,722	1,209,336	432,212	4,718,434
Total	27,393,225	24,896,449	9,730,391	100,232,505
E-ZPass Market Share:				
Total	95.1%	95.1%	95.6%	95.3%
Cars	95.0%	95.0%	95.4%	95.2%
Trucks	97.2%	97.0%	96.9%	96.9%

Facility	Average Weekday ²			E-ZPass Market Share					Average Weekend ²			E-ZPass Market Share				
	Apr 2022			Apr 2022	Apr 2021	Apr 2020	2022 vs 2021	2022 vs 2020	Apr 2022			Apr 2022	Apr 2021	Apr 2020	2022 vs 2021	2022 vs 2020
	Total	E-ZPass	TBM						Total	E-ZPass	TBM					
Bronx-Whitestone Bridge	146,034	137,664	8,370	94.2%	94.3%	94.2%	-0.1%	0.1%	145,035	134,528	10,507	92.8%	92.6%	93.0%	0.1%	-0.3%
Cross Bay Bridge	22,302	21,431	870	96.1%	96.4%	96.0%	-0.3%	0.1%	17,833	17,045	788	95.6%	95.6%	95.7%	0.0%	-0.1%
Henry Hudson Bridge	74,259	70,956	3,303	95.7%	95.9%	96.6%	-0.2%	-0.9%	65,252	61,711	3,541	94.6%	94.4%	96.3%	0.2%	-1.8%
Hugh L. Carey Tunnel	64,904	62,774	2,131	96.7%	96.9%	96.8%	-0.2%	-0.2%	54,646	52,194	2,452	95.5%	95.3%	95.9%	0.2%	-0.4%
Marine Parkway Bridge	21,783	21,150	633	97.1%	97.3%	96.9%	-0.2%	0.2%	16,694	16,074	620	96.3%	96.8%	96.8%	-0.5%	-0.5%
Queens Midtown Tunnel	86,056	83,135	2,921	96.5%	95.9%	95.8%	0.6%	0.7%	82,593	78,893	3,700	95.5%	94.5%	94.9%	1.0%	0.6%
Robert F. Kennedy Bridge	186,417	177,080	9,337	95.1%	95.1%	95.0%	0.0%	0.1%	178,995	167,877	11,118	93.8%	93.7%	94.2%	0.1%	-0.5%
Throgs Neck Bridge	105,871	100,410	5,461	95.0%	95.1%	94.9%	-0.1%	0.1%	105,872	98,814	7,059	93.3%	93.5%	93.8%	-0.2%	-0.5%
Verrazzano-Narrows Bridge ¹	219,887	211,634	8,253	96.4%	96.3%	96.4%	0.0%	0.0%	210,971	200,185	10,786	94.9%	94.6%	95.5%	0.3%	-0.6%
All Facilities¹	927,512	886,234	41,278	95.6%	95.6%	95.6%	0.0%	0.1%	877,890	827,321	50,569	94.2%	94.0%	94.7%	0.2%	-0.5%

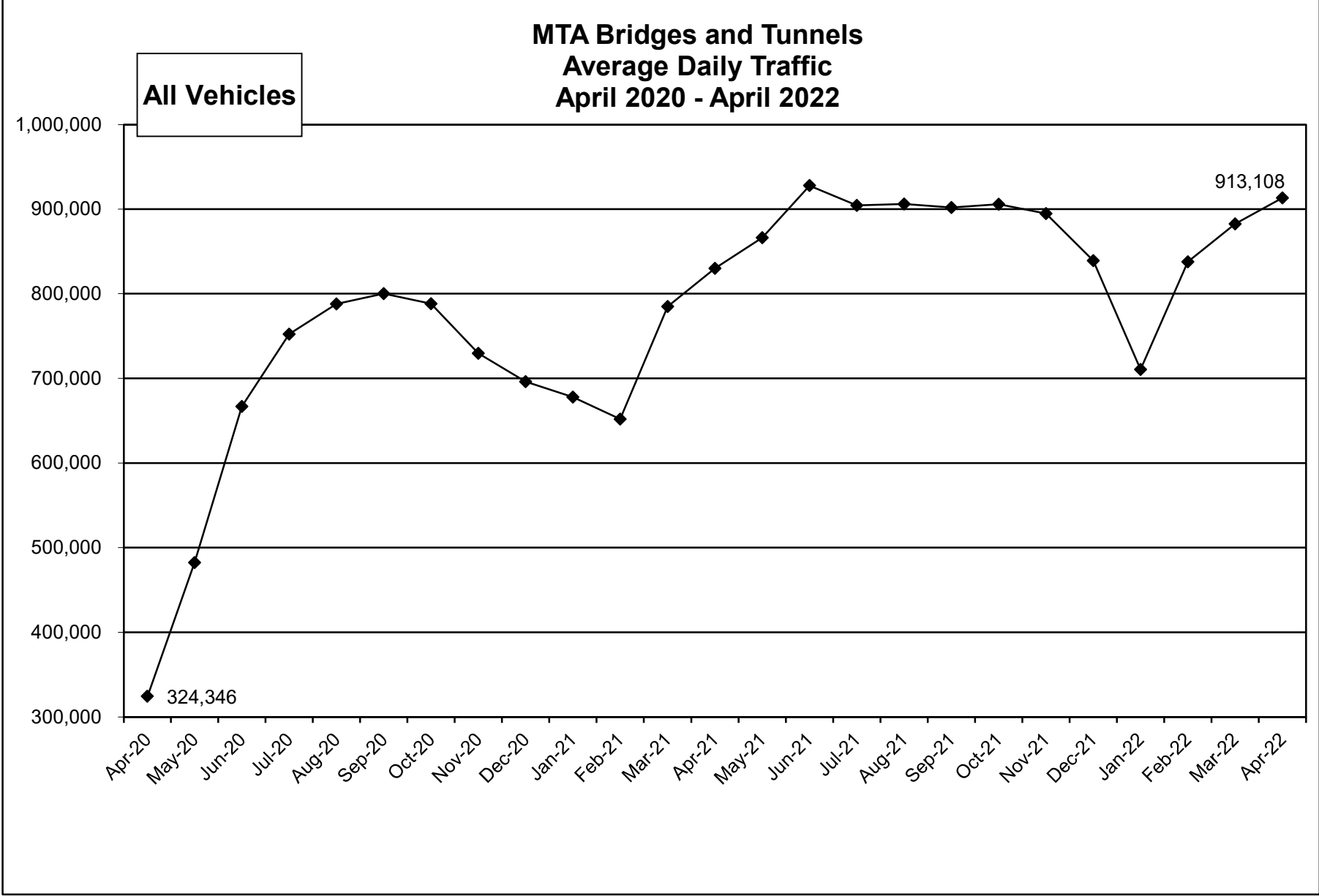
Notes:

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

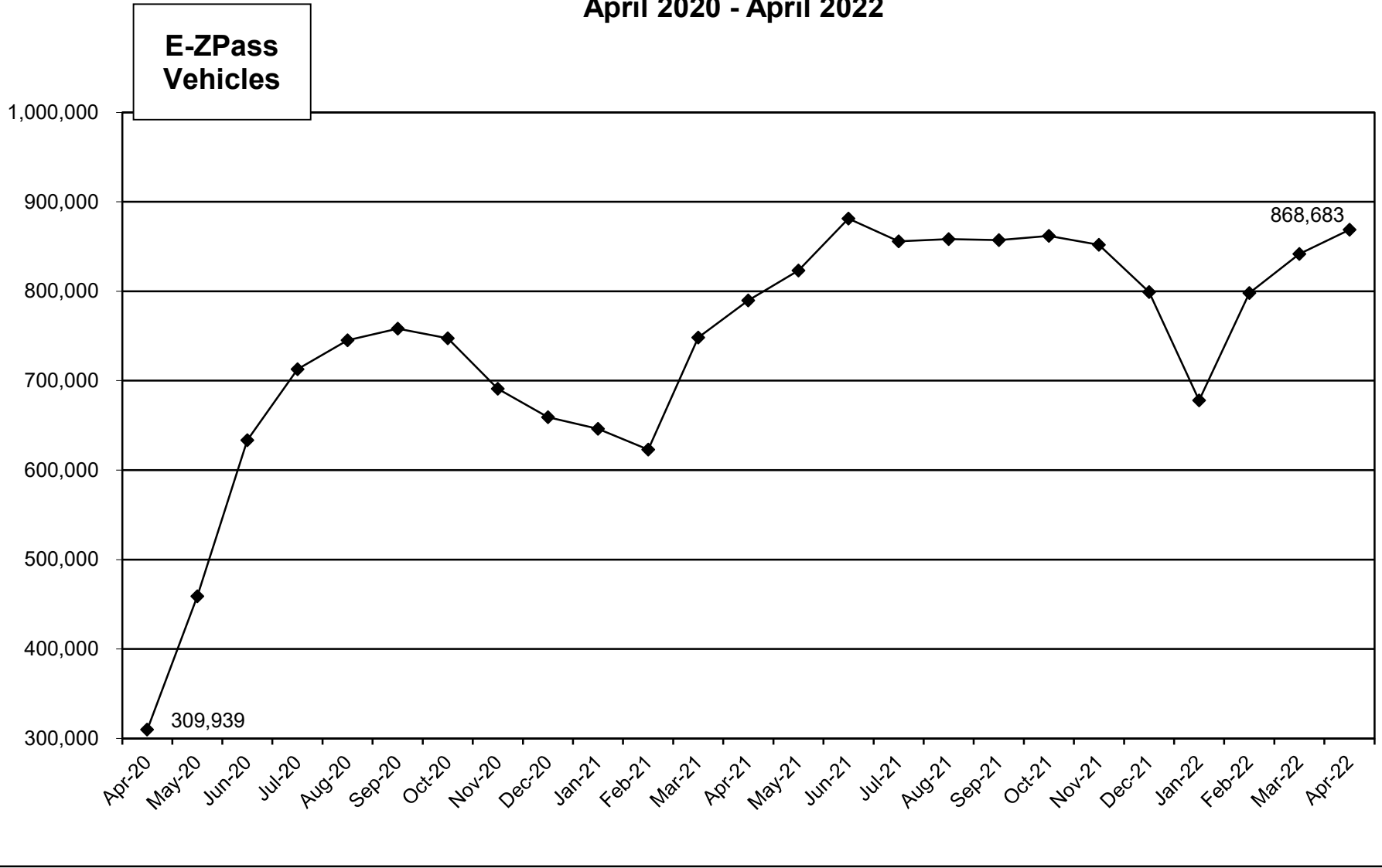
MTA Bridges and Tunnels
E-ZPass and Tolls by Mail Traffic
April 2022
Preliminary data subject to final audit

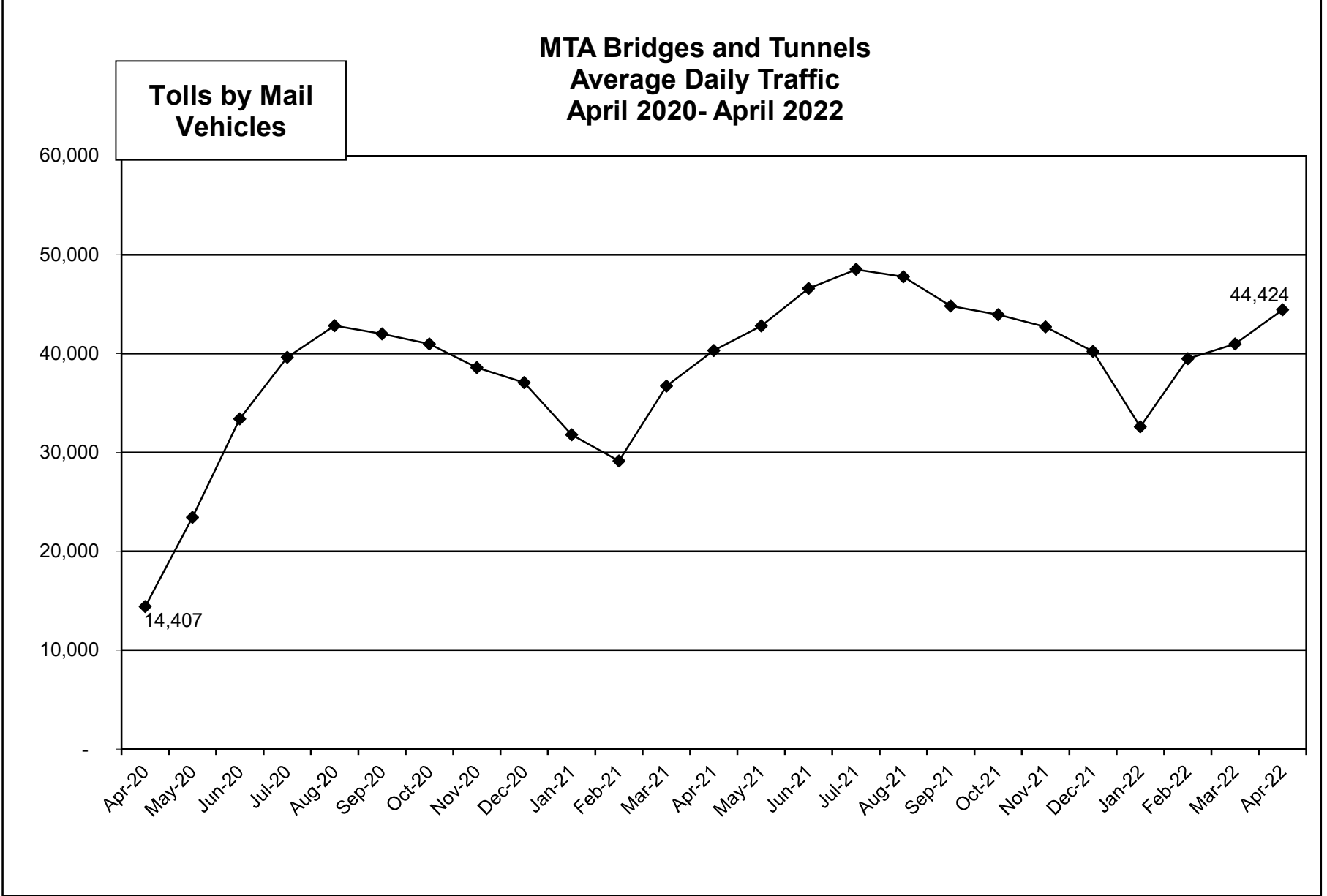
Distribution by Facility & Time Period			
Facility	April 2022		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	22.1%	22.7%	55.2%
Cross Bay Bridge	23.7%	24.9%	51.5%
Henry Hudson Bridge	22.2%	28.8%	49.0%
Hugh L. Carey Tunnel	24.1%	24.7%	51.2%
Marine Parkway Bridge	24.9%	26.4%	48.7%
Queens Midtown Tunnel	21.2%	22.7%	56.1%
Robert F. Kennedy Bridge	23.4%	21.9%	54.6%
Throgs Neck Bridge	23.1%	24.6%	52.2%
Verrazzano-Narrows Bridge	22.5%	23.8%	53.7%
All Facilities	22.7%	23.8%	53.5%

Payment Method by Facility (Transactions)			
Facility	April 2022		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	88.4%	5.4%	6.2%
Cross Bay Bridge	94.3%	1.6%	4.1%
Henry Hudson Bridge	84.0%	11.2%	4.8%
Hugh L. Carey Tunnel	90.2%	6.1%	3.7%
Marine Parkway Bridge	93.8%	3.1%	3.1%
Queens Midtown Tunnel	90.7%	5.6%	3.7%
Robert F. Kennedy Bridge	88.0%	6.6%	5.4%
Throgs Neck Bridge	86.4%	8.0%	5.6%
Verrazzano-Narrows Bridge	85.5%	10.3%	4.2%
All Facilities	87.6%	7.5%	4.9%



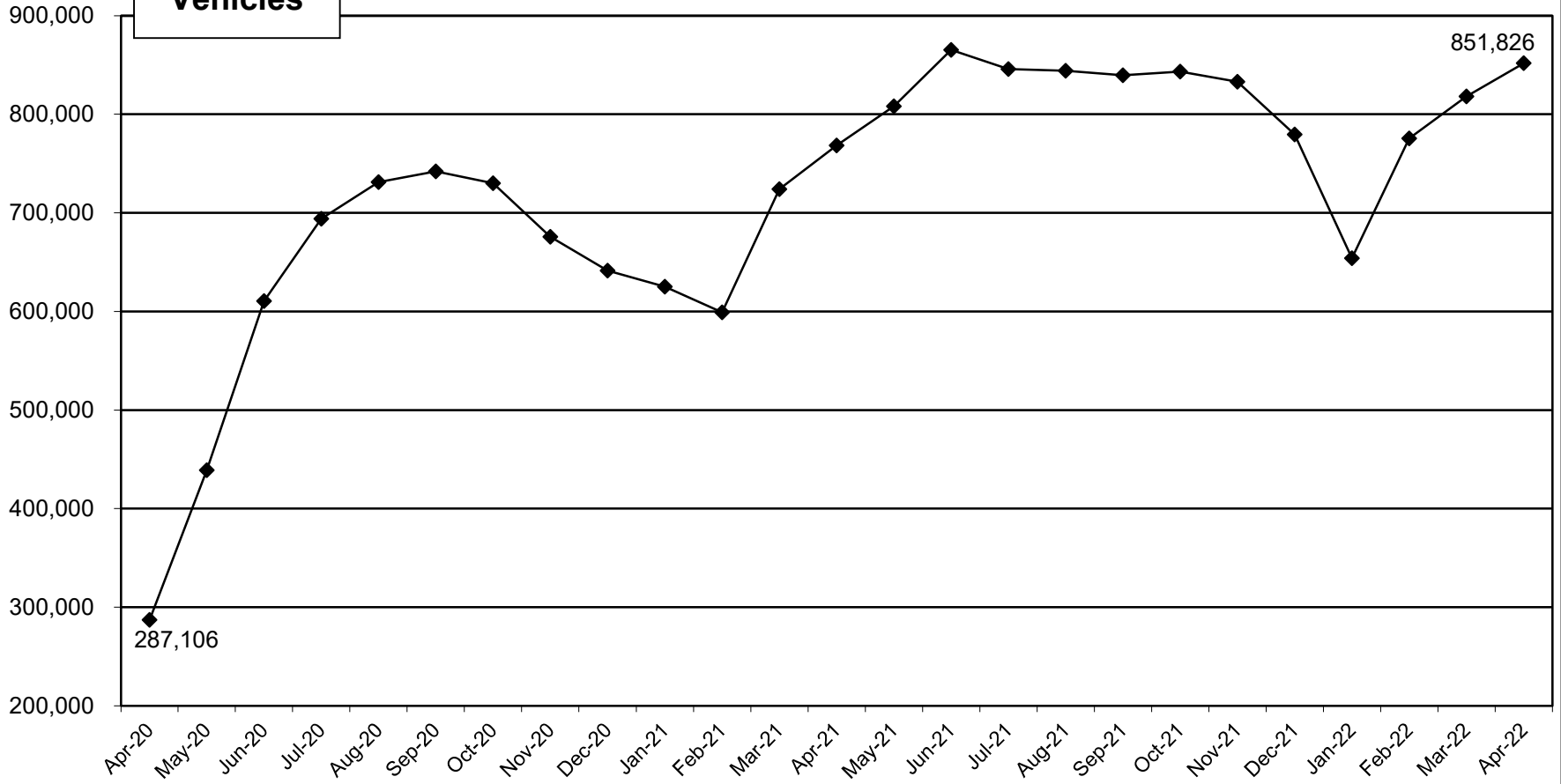
MTA Bridges and Tunnels Average Daily Traffic April 2020 - April 2022

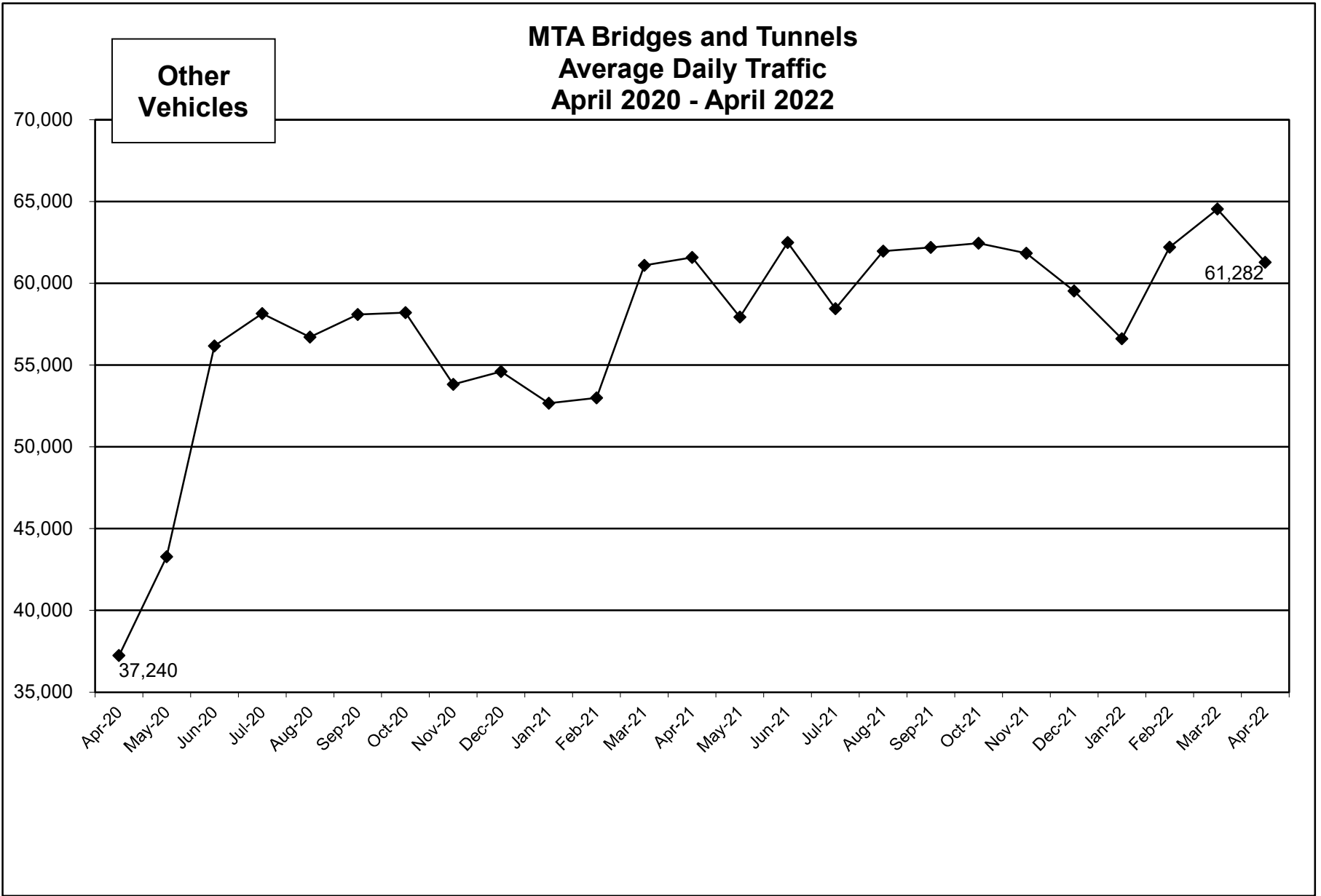




MTA Bridges and Tunnels Average Daily Traffic April 2020 - April 2022

Passenger
Vehicles





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

Corridor	Toll Media	Apr(1)	3 Months(2) (Feb-Apr)	6 Months(3) (Nov-Apr)	9 Months(4) (Aug-Apr)	12 Months(5) (May-Apr)
All Facilities	Total Vehicles	10.0%	15.9%	16.0%	15.4%	21.3%
	E-ZPass	10.0%	15.8%	16.2%	15.6%	21.4%
	Tolls by Mail	10.2%	17.2%	12.2%	10.9%	18.0%
RFK Bridge	Total Vehicles	10.2%	15.0%	14.1%	14.2%	20.3%
	E-ZPass	10.1%	14.8%	14.3%	14.6%	20.7%
	Tolls by Mail	13.3%	17.4%	9.8%	7.5%	13.9%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	23.6%	30.3%	30.0%	27.9%	35.6%
	E-ZPass	24.0%	30.6%	30.6%	28.5%	36.2%
	Tolls by Mail	12.8%	22.4%	16.2%	13.3%	23.6%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	8.8%	14.1%	14.0%	15.9%	17.8%
	E-ZPass	8.6%	13.9%	14.1%	16.1%	17.9%
	Tolls by Mail	11.9%	18.5%	13.5%	11.8%	16.5%
Verrazzano-Narrows Bridge	Total Vehicles	6.2%	11.4%	11.7%	12.0%	17.4%
	E-ZPass	6.3%	11.5%	11.9%	12.1%	17.3%
	Tolls by Mail	3.1%	10.8%	7.9%	10.2%	19.3%
Henry Hudson Bridge	Total Vehicles	8.2%	17.5%	21.5%	22.3%	33.4%
	E-ZPass	8.0%	17.3%	21.4%	22.2%	33.2%
	Tolls By Mail	11.6%	22.7%	23.5%	23.8%	36.6%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-0.5%	7.4%	8.7%	6.6%	8.9%
	E-ZPass	-0.7%	7.2%	8.7%	6.7%	9.2%
	Tolls by Mail	6.9%	15.4%	8.3%	2.7%	2.7%

(1) April 2022 vs. April 2021

(2) February 2022 to April 2022 vs. February 2021 to April 2021

(3) November 2021 to April 2022 vs. November 2020 to April 2021

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

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

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

Corridor	Toll Media	Apr(1)	3 Months(2) (Feb-Apr)	6 Months(3) (Nov-Apr)	9 Months(4) (Aug-Apr)	12 Months(5) (May-Apr)
All Facilities	Total Vehicles	10.0%	15.9%	16.0%	15.4%	21.3%
	Passenger	10.9%	16.6%	16.6%	15.9%	22.2%
	Other	-0.5%	6.8%	8.6%	8.3%	9.6%
RFK Bridge	Total Vehicles	10.2%	15.0%	14.1%	14.2%	20.3%
	Passenger	11.3%	15.9%	14.8%	14.9%	21.6%
	Other	-2.3%	4.8%	6.0%	5.6%	6.2%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	23.6%	30.3%	30.0%	27.9%	35.6%
	Passenger	25.1%	31.6%	31.3%	29.1%	37.4%
	Other	4.3%	13.8%	14.4%	12.2%	14.3%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	8.8%	14.1%	14.0%	15.9%	17.8%
	Passenger	9.7%	14.9%	14.7%	16.4%	19.0%
	Other	-0.3%	6.8%	7.9%	9.0%	6.9%
Verrazzano-Narrows Bridge	Total Vehicles	6.2%	11.4%	11.7%	12.0%	17.4%
	Passenger	6.8%	12.1%	12.1%	12.3%	17.8%
	Other	-2.5%	3.5%	6.6%	8.8%	12.3%
Henry Hudson Bridge	Total Vehicles	8.2%	17.5%	21.5%	22.3%	33.4%
	Passenger	8.0%	17.3%	21.2%	22.1%	33.2%
	Other	22.7%	38.6%	47.4%	42.5%	49.8%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-0.5%	7.4%	8.7%	6.6%	8.9%
	Passenger	-0.3%	7.6%	8.5%	6.3%	8.8%
	Other	-3.6%	5.4%	11.3%	10.8%	11.8%

(1) April 2022 vs. April 2021

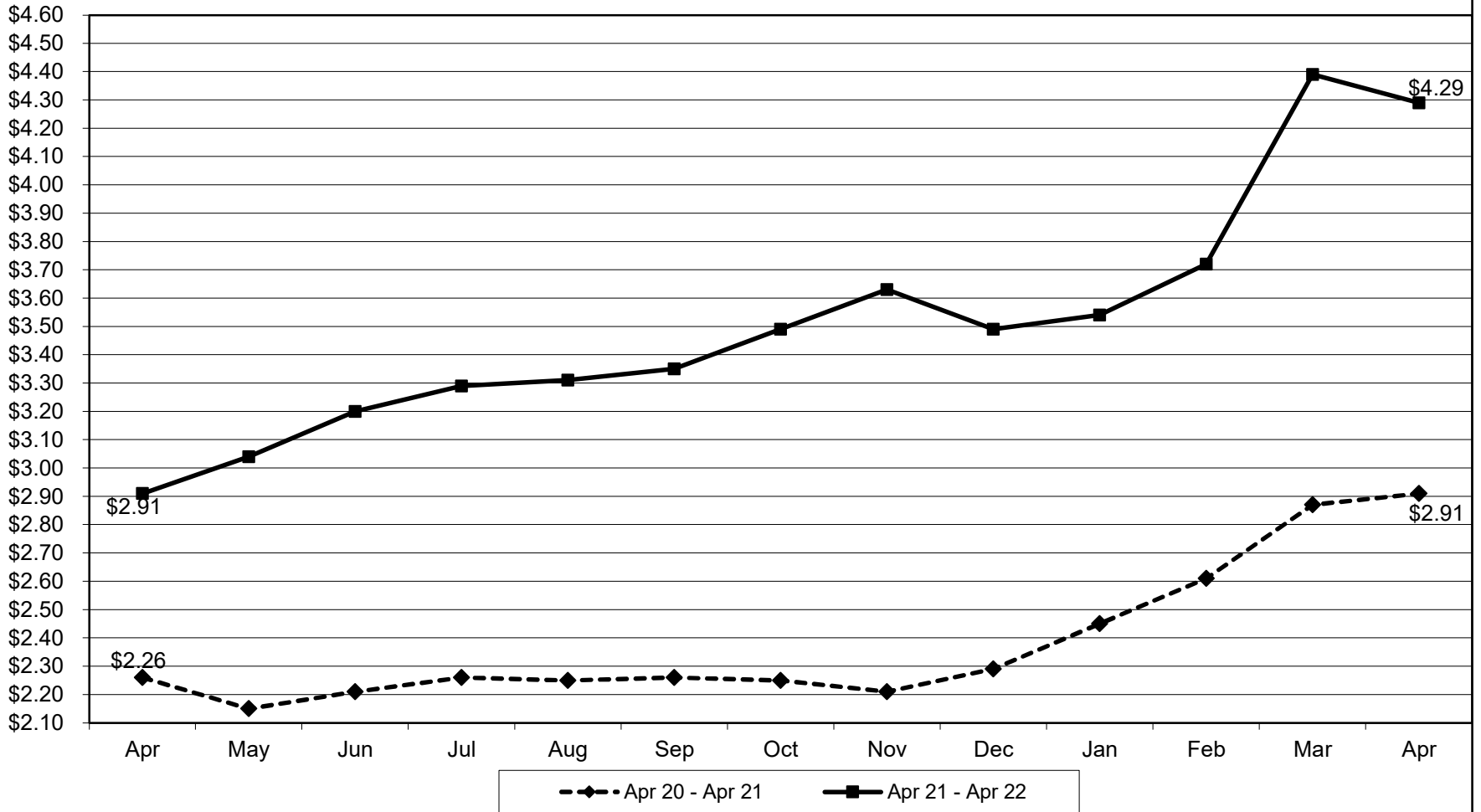
(2) February 2022 to April 2022 vs. February 2021 to April 2021

(3) November 2021 to April 2022 vs. November 2020 to April 2021

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

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

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



Supplemental Data Page for the Report on Operations

<u>Month</u>	<u>Traffic & Average Gas Price⁽¹⁾</u>		<u>Weather⁽²⁾</u>			<u>Precipitation Days</u>
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	
Apr-20	9,730,391	\$2.26	51	4.5	-	14
May-20	14,953,991	\$2.15	61	1.2	-	11
Jun-20	20,001,850	\$2.21	76	1.1	-	8
Jul-20	23,322,086	\$2.26	83	4.7	-	12
Aug-20	24,423,978	\$2.25	80	4.9	-	13
Sep-20	24,002,326	\$2.26	70	4.1	-	9
Oct-20	24,436,257	\$2.25	60	5.2	-	13
Nov-20	21,889,990	\$2.21	54	4.4	-	8
Dec-20	21,579,179	\$2.29	41	3.5	10.2	10
Jan-21	21,014,716	\$2.45	37	2.2	1.6	9
Feb-21	18,255,564	\$2.61	35	4.1	23.2	14
Mar-21	24,335,629	\$2.87	46	3.1		7
Apr-21	24,896,449	\$2.91	55	2.8		10
May-21	26,848,127	\$3.04	64	3.9		12
Jun-21	27,835,062	\$3.20	76	2.4		7
Jul-21	28,032,603	\$3.29	78	8.5		17
Aug-21	28,090,238	\$3.31	79	6.9		11
Sep-21	27,057,244	\$3.35	73	8.8		9
Oct-21	28,079,713	\$3.49	65	4.0		11
Nov-21	26,841,772	\$3.63	49	0.8		9
Dec-21	26,015,011	\$3.49	45	1.4	0.6	13
Jan-22	22,027,318	\$3.54	32	3.5	20.4	12
Feb-22	23,452,849	\$3.72	38	3.2	2.7	9
Mar-22	27,359,113	\$4.39	45	2.6	1.6	12
Apr-22	27,393,225	\$4.29	53	4.2		13

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences

<u>Month</u>	<u>Traffic & Gas Monthly Inc/(Dec)</u>		<u>Weather Monthly Inc/(Dec)</u>			<u>Precipitation Days</u>
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	
2021 vs. 2020						
April	15,166,058	\$0.65	4	(1.7)	-	(4)
May	11,894,136	\$0.89	3	2.7	-	1
June	7,833,212	\$0.99	0	1.3	-	(1)
July	4,710,517	\$1.03	(5)	3.8	-	5
August	3,666,260	\$1.06	(1)	2.0	-	(2)
September	3,054,918	\$1.09	3	4.7	-	0
October	3,643,456	\$1.24	5	(1.2)	-	(2)
November	4,951,782	\$1.42	(5)	(3.6)	-	1
December	4,435,832	\$1.20	4	(2.1)	(10)	3
2022 vs. 2021						
January	1,012,602	\$1.09	(5)	1.3	19	3
February	5,197,285	\$1.11	3	(0.9)	(21)	(5)
March	3,023,484	\$1.52	(1)	(0.5)	2	5
April	2,496,776	\$1.38	(2)	1.4	-	3

1. Average gasoline (all types) price per gallon data are from the U.S. Bureau of Labor Statistics, NY-NJ-CT-PA area.

2. Local weather data are from the National Weather Service, LaGuardia Airport Station.

3. Toll Increase, March 31, 2019

Supplemental Data Page for Exhibits 2 through 6

Average Daily Traffic

<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Non-E-ZPass²</u>	<u>Passenger</u>	<u>Other</u>
Apr-20	324,346	309,939	14,407	287,106	37,240
May-20	482,387	458,957	23,430	439,104	43,283
Jun-20	666,728	633,329	33,399	610,558	56,170
Jul-20	752,325	712,705	39,620	694,181	58,144
Aug-20	787,870	745,061	42,810	731,158	56,712
Sep-20	800,078	758,094	41,984	741,997	58,080
Nov-20	729,666	691,081	38,585	675,851	53,815
Dec-20	696,103	659,036	37,066	641,506	54,597
Jan-21	677,894	646,097	31,797	625,231	52,663
Feb-21	651,984	622,856	29,128	598,995	52,990
Mar-21	785,020	748,314	36,706	723,930	61,090
Apr-21	829,882	789,570	40,311	768,301	61,581
May-21	866,069	823,275	42,794	808,144	57,925
Jun-21	927,835	881,244	46,591	865,347	62,489
Jul-21	904,278	855,768	48,510	845,837	58,441
Aug-21	906,137	858,363	47,774	844,176	61,961
Sep-21	901,908	857,102	44,806	839,719	62,190
Oct-21	905,797	861,856	43,941	843,356	62,442
Nov-21	894,726	852,031	42,695	832,891	61,835
Dec-21	839,194	798,986	40,208	779,674	59,520
Jan-22	710,559	677,968	32,591	653,952	56,607
Feb-22	837,602	798,122	39,480	775,402	62,199
Mar-22	882,552	841,586	40,966	818,015	64,537
Apr-22	913,108	868,683	44,424	851,826	61,282

Note: Bold numbers are preliminary.

1. Numbers may not add due to rounding.
2. Includes Tolls by Mail

Supplemental Data Page for Exhibit 8

Total Other Traffic

<u>Month</u>	<u>All Other Vehicles¹</u>	<u>Small Trucks²</u>	<u>Large Trucks³</u>	<u>Franchise Buses</u>
Apr-20	37,240	22,892	11,310	3,038
May-20	43,283	27,709	12,946	2,628
Jun-20	56,170	36,140	15,452	4,579
Jul-20	58,144	38,155	15,140	4,849
Aug-20	56,712	37,355	14,829	4,528
Sep-20	58,080	38,231	15,164	4,685
Oct-20	58,196	38,372	15,179	4,645
Nov-20	53,815	35,073	14,399	4,343
Dec-20	54,597	35,141	15,014	4,442
Jan-21	52,663	33,843	14,412	4,408
Feb-21	52,990	34,513	14,023	4,453
Mar-21	61,090	40,385	15,940	4,766
Apr-21	61,581	40,742	16,298	4,541
May-21	57,925	37,942	15,724	4,258
Jun-21	62,489	40,944	17,002	4,542
Jul-21	58,441	38,507	15,607	4,326
Aug-21	61,961	41,714	15,890	4,356
Sep-21	62,190	41,953	15,963	4,274
Oct-21	62,442	42,344	15,867	4,230
Nov-21	61,835	41,419	16,173	4,244
Dec-21	59,520	39,353	15,935	4,231
Jan-22	56,607	38,267	14,181	4,158
Feb-22	62,199	42,289	15,500	4,410
Mar-22	64,537	43,227	16,624	4,686
Apr-22	61,282	40,457	16,399	4,426

Note: Bold numbers are preliminary.

1. Numbers may not add due to rounding.
2. Trucks with 2 or 3 axles
3. Trucks with 4 axles or greater



Bridges and Tunnels

Safety Report April 2022



Eric Osnes
Vice President and Chief Safety Officer
Safety and Health

Safety Report

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

Performance Indicator				
Performance Indicator	12-Month Average			
	May 2019 - April 2020	May 2020 - April 2021	May 2021 - April 2022	
Customer Collisions Rate per Million Vehicles	6.06	3.84	4.03	
Customer Injury Collisions Rate per Million Vehicles	0.87	0.63	0.72	
Employee Accident Reports	186	144	130	
Employee Lost Time Injuries Rate per 200,000 Hours Worked	6.2	5.9	5.5	
Leading Indicators				
Roadway Safety	2021		2022	
	April	Year End	April	Year to Date
Workforce Development (# of Participants)	0	0	42	190
Fleet Preventative Maintenance Insp.	102	1559	124	529
Safety Taskforce Inspections	1	14	1	4
Fire Safety	April	Year End	April	Year to Date
Fire Code Audits Completed	1	14	1	4
FDNY Liaison Visits	14	34	11	12

Definitions:

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

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

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

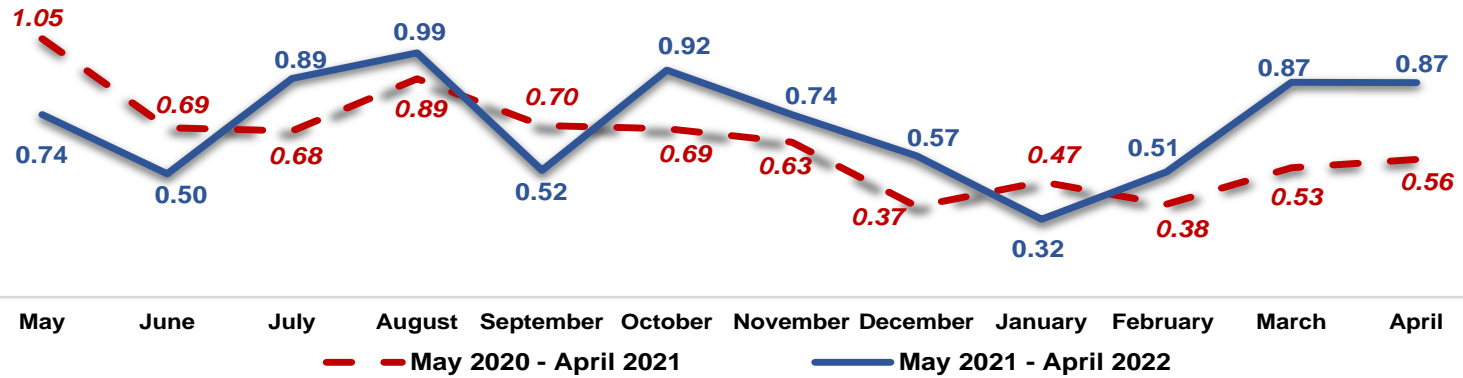
Fire Code Audits are required by the NYS Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

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

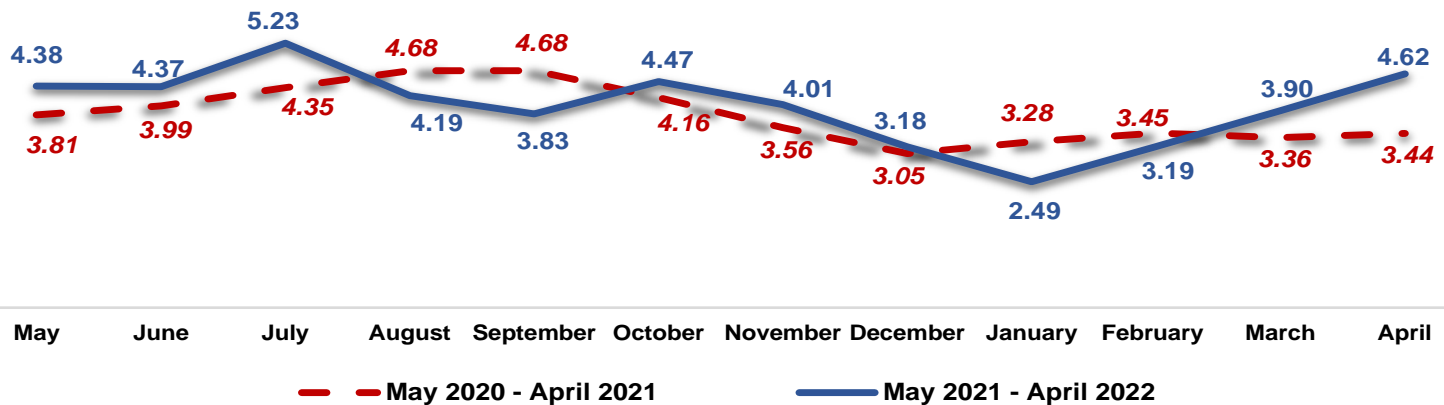


Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



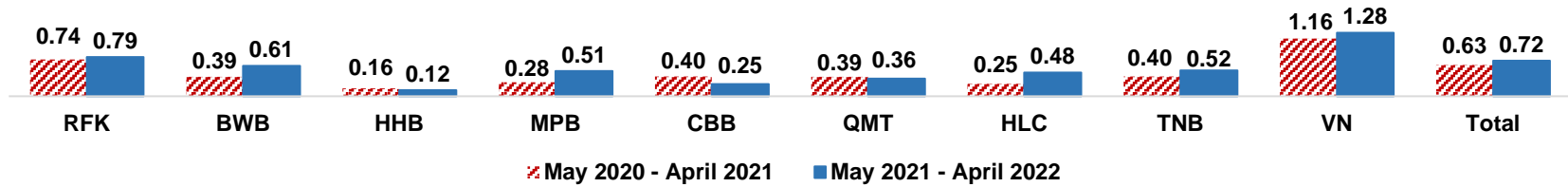
Total Collisions per Million Vehicles



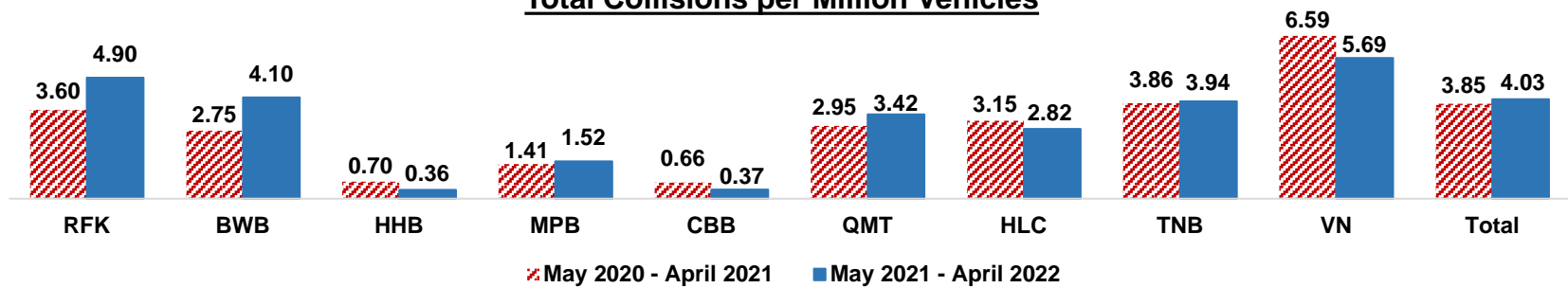


Collision Rates by Facility Year over Year Comparison of 12-Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





Collision Rates by Facility

Total Collisions per Million Vehicles: April 2021 – April 2022

	21-Apr	21-May	21-Jun	21-Jul	21-Aug	21-Sep	21-Oct	21-Nov	21-Dec	22-Jan	22-Feb	22-Mar	22-Apr
RFK	2.98	4.83	6.46	5.18	4.82	4.80	4.72	5.31	3.53	3.23	5.16	3.81	6.48
BWB	3.09	5.35	3.83	7.28	6.58	2.32	5.47	4.24	1.97	1.75	2.82	1.87	4.56
TNB	4.20	3.07	4.57	4.36	3.82	3.08	1.76	3.68	3.74	1.83	2.04	8.41	6.55
VNB	5.35	6.51	5.92	7.47	4.70	5.60	7.39	5.29	4.97	3.95	3.84	5.63	6.42
QMT	3.02	3.63	3.40	5.48	2.52	5.82	4.01	4.16	1.30	2.09	3.73	2.73	1.96
HLC	2.54	4.31	2.34	0.60	4.69	3.43	4.67	2.20	3.39	2.66	2.41	2.07	1.08
HHB	0.00	0.47	0.45	0.96	0.46	0.00	0.43	0.46	0.50	0.00	0.56	0.00	0.00
MPB	3.44	0.00	1.26	2.50	1.31	1.44	0.00	1.58	4.99	0.00	0.00	4.76	0.00
CBB	1.52	0.00	0.00	1.26	0.00	1.42	0.00	0.00	0.00	0.00	0.00	0.00	1.59
Total	3.44	4.38	4.37	5.23	4.19	3.83	4.47	4.01	3.18	2.49	3.19	3.90	4.62



Bridges and Tunnels

Financial Report May 2022

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

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

As of May 31, 2022

(in thousands)

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

Cash-Unrestricted	31,892
Investments:	
Unrestricted	532,815
Restricted	646,509
Accrued interest receivable	719
Accounts receivable	434,889
Less allowance for uncollectible accounts	-329,118
Tolls due from other agencies	45,949
Prepaid expenses	4,922
	<hr/>
Total current assets	1,368,577

NONCURRENT ASSETS:

Investments:	
Unrestricted	
Restricted	-
Facilities, less acc.dep of \$2,235,663	7,421,468
Capital lease 2 Broadway net acc. dep.	33,973
Derivative Hedge Assets	3,467
	<hr/>
Total noncurrent assets	7,458,908

TOTAL ASSETS:

 8,827,484

DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to pension	43,671
Deferred outflow of resources related to other post-employment benefits	175,636
Accumulated decreases in fair value of derivative instruments	169,931
Defeasance costs	170,924
	<hr/>

TOTAL DEFERRED OUTFLOWS OF RESOURCES:

 560,162

**TOTAL ASSETS AND DEFERRED OUTFLOWS
OF RESOURCES**

 9,387,646

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of May 31, 2022
(in thousands)

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

Current portion-long term debt	277,005
Interest Payable	17,155
Accounts Payable	102,017
Accrued Pension Payable	-
Payable to MTA-CAP	369,335
Due to MTA-Operating Expenses	4,867
Due to NYCTA-Operating Expenses	55
Accrued salaries	37,306
Accrued Vac & Sick Benefits	19,624
Current portion of estimated liability arising from injury	3,932
Due to New York City Transit Authority	70,419
Due to Metropolitan Transportation Authority	81,045
Unearned Toll Revenue	213,543
Tolls due to other agencies	78,947
E-ZPass Airport Toll Liability	4,996
	<hr/>
Total current liabilities	1,280,246

NONCURRENT LIABILITIES:

Long term debt	9,341,676
Post Employment Benefits Other than Pensions	987,443
Estimated liability arising from injury	51,221
Capital lease obligations	59,704
Other long-term liabilities	-
Derivative Hedge Liabilities	147,415
Due (to)/from MTA - change in fair value of derivative	25,982
Net Pension Liability	59,821
	<hr/>
Total noncurrent liabilities	10,673,263

DEFERRED INFLOW OF RESOURCES

Deferred Inflow of resources related to Pension	159,324
Deferred Inflow of resources related to other post-employment benefits	82,536

TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES 12,195,369

NET POSITION -2,807,723 *

TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET 9,387,646

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

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	199.647	205.254	5.607	2.8	0.000	0.000	0.000	-	199.647	205.254	5.607	2.8
Other Operating Revenue	1.675	1.521	(0.154)	(9.2)	0.000	0.000	0.000	-	1.675	1.521	(0.154)	(9.2)
Capital & Other Reimbursements	0.000	0.000	0.000	-	0.918	1.311	0.393	42.8	0.918	1.311	0.393	42.8
Investment Income	0.110	0.089	(0.021)	(18.9)	0.000	0.000	0.000	-	0.110	0.089	(0.021)	(18.9)
Total Revenue	\$201.431	\$206.863	\$5.432	2.7	\$0.918	\$1.311	\$0.393	42.8	\$202.349	\$208.174	\$5.825	2.9
Expenses												
<i>Labor:</i>												
Payroll	\$10.053	\$8.855	\$1.199	11.9	\$0.440	\$0.447	(\$0.007)	(1.5)	10.494	\$9.302	\$1.192	11.4
Overtime	1.889	1.967	(0.078)	(4.1)	\$0.080	0.033	0.047	59.3	1.969	1.999	(0.031)	(1.6)
Health and Welfare	2.735	2.083	0.653	23.9	\$0.099	0.106	(0.007)	(7.6)	2.834	2.189	0.645	22.8
OPEB Current Payment	1.987	2.316	(0.329)	(16.6)	0.000	0.000	0.000	-	1.987	2.316	(0.329)	(16.6)
Pensions	3.268	2.796	0.472	14.4	\$0.126	0.132	(0.007)	(5.3)	3.393	2.928	0.465	13.7
Other Fringe Benefits	1.829	0.874	0.954	52.2	\$0.057	0.056	0.002	2.6	1.886	0.930	0.956	50.7
Reimbursable Overhead	(0.116)	(0.537)	0.421	*	\$0.116	0.537	(0.421)	*	0.000	0.000	0.000	100.0
Total Labor Expenses	\$21.645	\$18.354	\$3.291	15.2	\$0.918	\$1.311	(\$0.393)	(42.8)	\$22.563	\$19.664	\$2.898	12.8
<i>Non-Labor:</i>												
Electric Power	\$0.242	\$0.456	(\$0.214)	(88.2)	\$0.000	\$0.000	\$0.000	-	\$0.242	\$0.456	(\$0.214)	(88.2)
Fuel	0.026	0.144	(0.117)	*	0.000	0.000	0.000	-	0.026	0.144	(0.117)	*
Insurance	1.181	1.031	0.149	12.6	0.000	0.000	0.000	-	1.181	1.031	0.149	12.6
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	9.253	9.427	(0.174)	(1.9)	0.000	0.000	0.000	-	9.253	9.427	(0.174)	(1.9)
Professional Service Contracts	2.879	1.224	1.654	57.5	0.000	0.000	0.000	-	2.879	1.224	1.654	57.5
Materials & Supplies	0.140	0.226	(0.086)	(61.2)	0.000	0.000	0.000	-	0.140	0.226	(0.086)	(61.2)
Other Business Expenses	3.538	4.369	(0.830)	(23.5)	0.000	0.000	0.000	-	3.538	4.369	(0.830)	(23.5)
Total Non-Labor Expenses	\$17.260	\$16.877	\$0.382	2.2	\$0.000	\$0.000	\$0.000	-	\$17.260	\$16.877	\$0.382	2.2
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Gap Closing Actions:												
¹ Add'l Actions for Budget Balance: Expense Impact	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Gap Closing Actions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$38.904	\$35.231	\$3.673	9.4	\$0.918	\$1.311	(\$0.393)	(42.8)	\$39.822	\$36.542	\$3.280	8.2
Depreciation	\$15.141	\$16.388	(\$1.247)	(8.2)	\$0.000	\$0.000	\$0.000	-	15.141	\$16.388	(\$1.247)	(8.2)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$54.045	\$51.619	\$2.426	4.5	\$0.918	\$1.311	(\$0.393)	(42.8)	\$54.963	\$52.930	\$2.033	3.7
Less: Depreciation	\$15.141	\$16.388	(\$1.247)	(8.2)	\$0.000	\$0.000	\$0.000	-	\$15.141	\$16.388	(\$1.247)	(8.2)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$38.904	\$35.231	\$3.673	9.4	\$0.918	\$1.311	(\$0.393)	(42.8)	\$39.822	\$36.542	\$3.280	8.2
Net Surplus/(Deficit)	\$162.527	\$171.633	\$9.106	5.6	\$0.000	\$0.000	\$0.000	-	\$162.527	\$171.633	\$9.106	5.6

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

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)								\$162.527	\$171.633	\$9.106	5.6	
Less: Capitalized Assets								0.037	0.578	(0.541)	*	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Adjusted Net Income/(Deficit)								\$162.490	\$171.054	\$8.565	5.3	
Less: Debt Service								53.436	55.967	(2.532)	(4.7)	
Less: Contribution to the Capital Program								0.000	0.000	0.000	-	
Income Available for Distribution								\$109.054	\$115.087	\$6.033	5.5	
Distributable To:												
MTA - Investment Income								0.110	0.089	(0.021)	(18.9)	
MTA - Distributable Income								59.092	61.224	2.132	3.6	
NYCTR - Distributable Income								49.852	53.774	3.921	7.9	
Total Distributable Income								\$109.054	\$115.087	\$6.033	5.5	
Support to Mass Transit:												
Total Revenues								202.349	208.174	5.825	2.9	
Less: Total Operating Expenses								<u>39.822</u>	<u>36.542</u>	<u>3.280</u>	8.2	
Net Operating Income/(Deficit)								\$162.527	\$171.633	\$9.106	5.6	
Deductions from Net Operating Income:												
Capitalized Assets								0.037	0.578	(0.541)	*	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								23.872	30.053	(6.180)	(25.9)	
Contribution to the Capital Program								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Total Deductions From Operating Income								\$23.910	\$30.631	(\$6.721)	(28.1)	
Total Support to Mass Transit								\$138.617	\$141.002	\$2.384	1.7	

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

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	890.660	925.829	35.169	3.9	0.000	0.000	0.000	-	890.660	925.829	35.169	3.9
Other Operating Revenue	7.473	8.923	1.450	19.4	0.000	0.000	0.000	-	7.473	8.923	1.450	19.4
Capital & Other Reimbursements	0.000	0.000	0.000	-	5.526	6.552	1.026	18.6	5.526	6.552	1.026	18.6
Investment Income	0.489	0.176	(0.313)	(63.9)	0.000	0.000	0.000	-	0.489	0.176	(0.313)	(63.9)
Total Revenue	\$898.622	\$934.929	\$36.307	4.0	\$5.526	\$6.552	\$1.026	18.6	\$904.148	\$941.481	\$37.333	4.1
Expenses												
<i>Labor:</i>												
Payroll	\$54.942	\$44.840	\$10.102	18.4	2.773	\$2.235	\$0.538	19.4	57.715	\$47.075	\$10.640	18.4
Overtime	10.307	8.713	1.594	15.5	0.400	0.163	0.237	59.3	10.707	8.876	1.832	17.1
Health and Welfare	14.961	10.821	4.139	27.7	0.625	0.531	0.095	15.1	15.586	11.352	4.234	27.2
OPEB Current Payment	10.927	11.518	(0.591)	(5.4)	0.000	0.000	0.000	-	10.927	11.518	(0.591)	(5.4)
Pensions	17.886	13.982	3.904	21.8	0.777	0.662	0.115	14.9	18.663	14.643	4.020	21.5
Other Fringe Benefits	10.004	6.663	3.341	33.4	0.371	0.276	0.094	25.4	10.374	6.939	3.435	33.1
Reimbursable Overhead	(0.580)	(2.685)	2.106	*	0.580	2.685	(2.106)	*	0.000	0.000	0.000	100.0
Total Labor Expenses	\$118.447	\$93.852	\$24.595	20.8	\$5.526	\$6.552	(\$1.026)	(18.6)	\$123.973	\$100.404	\$23.569	19.0
<i>Non-Labor:</i>												
Electric Power	\$1.651	\$2.221	(\$0.570)	(34.5)	0.000	\$0.000	\$0.000	-	\$1.651	\$2.221	(\$0.570)	(34.5)
Fuel	0.732	1.098	(0.366)	(49.9)	0.000	0.000	0.000	-	0.732	1.098	(0.366)	(49.9)
Insurance	5.569	5.112	0.457	8.2	0.000	0.000	0.000	-	5.569	5.112	0.457	8.2
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	49.462	41.166	8.296	16.8	0.000	0.000	0.000	-	49.462	41.166	8.296	16.8
Professional Service Contracts	14.304	8.622	5.682	39.7	0.000	0.000	0.000	-	14.304	8.622	5.682	39.7
Materials & Supplies	1.008	1.011	(0.003)	(0.3)	0.000	0.000	0.000	-	1.008	1.011	(0.003)	(0.3)
Other Business Expenses	19.838	21.965	(2.127)	(10.7)	0.000	0.000	0.000	-	19.838	21.965	(2.127)	(10.7)
Total Non-Labor Expenses	\$92.565	\$81.195	\$11.370	12.3	\$0.000	\$0.000	\$0.000	-	\$92.565	\$81.195	\$11.370	12.3
Other Expense Adjustments												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Gap Closing Actions:												
¹ Add'l Actions for Budget Balance: Expense Impact	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Gap Closing Actions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$211.012	\$175.047	\$35.965	17.0	\$5.526	\$6.552	(\$1.026)	(18.6)	\$216.537	\$181.599	\$34.938	16.1
Depreciation	\$75.704	\$81.708	(\$6.004)	(7.9)	0.000	\$0.000	\$0.000	-	75.704	\$81.708	(\$6.004)	(7.9)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$286.715	\$256.755	\$29.961	10.4	\$5.526	\$6.552	(\$1.026)	(18.6)	\$292.241	\$263.307	\$28.934	9.9
Less: Depreciation	\$75.704	\$81.708	(\$6.004)	(7.9)	\$0.000	\$0.000	\$0.000	-	\$75.704	\$81.708	(\$6.004)	(7.9)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$211.012	\$175.047	\$35.965	17.0	\$5.526	\$6.552	(\$1.026)	(18.6)	\$216.537	\$181.599	\$34.938	16.1
Net Surplus/(Deficit)	\$687.611	\$759.882	\$72.271	10.5	\$0.000	\$0.000	\$0.000	-	\$687.611	\$759.882	\$72.271	10.5

Results are preliminary and subject to audit review.
Differences are due to rounding.
¹Variance exceeds 100%

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)									\$687.611	\$759.882	\$72.271	10.5
Less: Capitalized Assets									1.672	2.559	(\$0.887)	(53.0)
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$685.938	\$757.323	\$71.384	10.4
Less: Debt Service									284.044	279.253	4.791	1.7
Less: Contribution to the Capital Program									0.000	0.000	0.000	-
Income Available for Distribution									\$401.895	\$478.070	\$76.175	19.0
Distributable To:												
MTA - Investment Income									0.489	0.176	(0.313)	(63.9)
MTA - Distributable Income									223.803	257.662	33.859	15.1
NYCTR - Distributable Income									177.603	220.231	42.629	24.0
Total Distributable Income									\$401.895	\$478.070	\$76.175	19.0
Support to Mass Transit:												
Total Revenues									904.148	941.481	37.333	4.1
Less: Total Operating Expenses									<u>216.537</u>	<u>181.599</u>	<u>34.938</u>	16.1
Net Operating Income/(Deficit)									\$687.611	\$759.882	\$72.271	10.5
Deductions from Net Operating Income:												
Capitalized Assets									1.672	2.559	(0.887)	(53.0)
Reserves									0.000	0.000	0.000	-
B&T Debt Service									136.228	149.182	(12.954)	(9.5)
Contribution to the Capital Program									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$137.901	\$151.741	(\$13.841)	(10.0)
Total Support to Mass Transit									\$549.710	\$608.141	\$58.431	10.6

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

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

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		May-22	Favorable/ (Unfavorable) Variance		Year-to-Date
	\$	%	Reason for Variance	\$	%	Reason for Variance
Nonreimbursable						
Vehicle Toll Revenue	5.607	2.8%	Average toll revenue is higher than projected levels partially offset by lower-than-budgeted traffic volume.	35.169	3.9%	Average toll revenue is higher than projected levels partially offset by lower-than-budgeted traffic volume.
Other Operating Revenue	(0.154)	*	Lower revenue primarily due to the timing of income from E-ZPass administrative fees.	1.450	19.4%	Higher revenue primarily due to the timing of income from E-ZPass administrative fees.
Investment Income	(0.021)	-18.9%	Lower than anticipated short-term investment returns on fund balances.	(0.313)	-63.9%	Lower than anticipated short-term investment returns on fund balances.
Payroll	1.199	11.9%	Lower payroll expenses primarily due to vacancies.	10.102	18.4%	Lower payroll expenses primarily due to vacancies.
Overtime	(0.078)	-4.1%	See overtime chart.	1.594	15.5%	See overtime chart.
Health and Welfare	0.653	23.9%	Lower expenses primarily due to vacancies.	4.139	27.7%	Lower expenses primarily due to vacancies.
OPEB Current Payment	(0.329)	-16.6%	Lower expenses primarily due to timing against the budget allocation.	(0.591)	-5.4%	Higher expenses primarily due to timing against the budget allocation.
Pensions	0.472	14.4%	Lower non-reimbursable expenses primarily due to lower than allocated capital reimbursement offsets.	3.904	21.8%	Lower non-reimbursable expenses primarily due to lower than allocated capital reimbursement offsets.
Other Fringe Benefits	0.954	52.2%	Lower expenses primarily due to timing against the budget allocation.	3.341	33.4%	Lower expenses primarily due to timing against the budget allocation.
Electric Power	(0.214)	-88.2%	Higher electricity expenses due to higher than projected energy prices.	(0.570)	-34.5%	Higher electricity expenses due to higher than projected energy prices.
Fuel	(0.117)	-445.5%	Higher fuel expenses due to higher than projected energy prices.	(0.366)	-49.9%	Higher fuel expenses due to higher than projected energy prices.
Insurance	0.149	12.6%	Lower insurance expenses primarily due to timing against the monthly budget allocation.	0.457	8.2%	Lower insurance expenses primarily due to timing against the YTD budget allocation.
Maintenance and Other Operating Contracts	(0.174)	-1.9%	Higher expenses mainly due to timing against the monthly budget allocation for major maintenance and painting, (\$1.338 Mill), offset by lower E-ZPass customer service center, (\$0.358 Mill), lower security and surveillance, (\$0.197 Mill), lower general maintenance costs, (\$0.168 Mill) and security services, (\$0.084 Mill).	8.296	16.8%	Lower expenses mainly due to timing against the YTD budget allocation for E-ZPass customer service center, (\$3.014 Mill), major maintenance and painting, (\$1.770 Mill), security and surveillance costs, (\$0.853 Mill), maintenance on E-ZPass equipment, (\$0.596 Mill), general maintenance costs, (\$0.411 Mill), and security services, (\$0.167 Mill).
Professional Service Contracts	1.654	57.5%	Lower expenses primarily due to timing against the monthly budget allocation for bond issuance costs, (\$0.913 Mill), professional service contracts, (\$0.271 Mill), engineering services, (\$0.186 Mill) and planning studies, (\$0.158 Mill).	5.682	39.7%	Lower expenses primarily due to timing against the YTD budget allocation for bond issuance costs, (\$4.567 Mill), professional service contracts, (\$1.258 Mill), and planning studies, (\$0.793 Mill), offset by higher legal fees, (\$1.275 Mill).
Materials & Supplies	(0.086)	-61.2%	Higher expenses across a variety of small equipment and supply categories, due to timing, against the monthly budget allocation.	(0.003)	-0.3%	Minor variance.
Other Business Expense	(0.830)	-23.5%	Higher expenses primarily due to timing against the monthly budget allocation for credit card processing fees.	(2.127)	-10.7%	Higher expenses primarily due to timing against the YTD budget allocation for credit card processing fees.
Depreciation	(1.247)	-8.2%	Higher depreciation expense primarily due to timing against the monthly budget allocation.	(6.004)	-7.9%	Higher depreciation expense primarily due to timing against the YTD budget allocation.
Other Post Employment Benefits	0.000	-	No variance.	0.000	-	No variance.
Reimbursable						
Capital and Other Reimbursements	0.393	42.8%	Higher capital reimbursements due to timing against the monthly budget allocation.	1.026	18.6%	Higher capital reimbursements due to timing against the YTD budget allocation.
Payroll	(0.007)	-1.5%	Higher capital reimbursements due to timing against the monthly budget allocation.	0.538	19.4%	Lower capital reimbursements due to timing against the YTD budget allocation.
Overtime	0.047	59.3%	See overtime tables.	0.237	59.3%	See overtime tables.
Health and Welfare	(0.007)	-7.6%	Higher capital reimbursements due to timing against the monthly budget allocation.	0.095	15.1%	Lower capital reimbursements due to timing against the YTD budget allocation.
OPEB Current Payment	0.000	-	No variance.	0.000	-	No variance.
Pensions	(0.007)	-5.3%	Higher capital reimbursements due to timing against the monthly budget allocation.	0.115	14.9%	Lower capital reimbursements due to timing against the YTD budget allocation.
Other Fringe Benefits	0.002	2.6%	Lower capital reimbursements due to timing against the monthly budget allocation.	0.094	25.4%	Lower capital reimbursements due to timing against the YTD budget allocation.
Reimbursable Overhead	(0.421)	-363.2%	Higher capital reimbursements due to timing against the monthly budget allocation.	(2.106)	-363.2%	Higher capital reimbursements due to timing against the YTD budget allocation.

*Variance exceeds 100%

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

Month of May

Year to date ending May 2022

Comparison Current Year vs. Prior Year:

Prior Year		*Current Year		Percentage Change			Prior Year		*Current Year		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
4.3	\$33.1	4.6	\$35.8	6.3%	8.0%	Bronx-Whitestone	18.0	\$135.0	20.2	\$160.2	12.0%	18.7%
0.7	1.9	0.7	2.0	2.3%	3.9%	Cross Bay	3.0	7.6	3.1	8.5	1.7%	12.1%
2.1	8.1	2.3	8.8	5.8%	9.0%	Henry Hudson	8.7	31.3	9.8	38.2	13.0%	22.1%
1.6	11.1	1.9	13.3	17.7%	19.5%	Hugh L. Carey	7.0	46.6	8.8	61.5	24.9%	31.8%
0.7	1.8	0.7	2.0	8.0%	10.4%	Marine Parkway	2.7	6.7	3.0	8.1	10.5%	20.0%
2.2	16.1	2.6	19.5	20.1%	20.9%	Queens Midtown	9.3	66.0	11.8	87.8	26.0%	33.0%
5.4	40.5	5.8	44.7	7.8%	10.4%	RFK	23.2	169.2	25.8	200.3	11.0%	18.4%
3.3	29.8	3.4	32.0	5.0%	7.4%	Throgs Neck	14.4	127.7	15.5	146.1	7.6%	14.4%
6.6	44.4	6.8	47.3	3.8%	6.4%	Verrazzano-Narrows	28.9	188.4	31.2	215.2	7.9%	14.2%
26.8	\$186.8	28.9	\$205.3	7.5%	9.9%	Total	115.4	\$778.4	129.1	\$925.8	11.9%	18.9%
	<u>\$6.959</u>		<u>\$7.110</u>		<u>2.2%</u>	Revenue Per Vehicle		<u>\$6.748</u>		<u>\$7.171</u>		<u>6.3%</u>

1) Toll increase implemented April 11, 2021

2) Numbers may not add due to rounding.

Comparison Actual vs. Adopted Budget:

May Budget		May Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
29.3	\$199.6	28.9	\$205.3	-1.4%	2.8%	Total All	130.8	\$890.7	129.1	\$925.8	-1.3%	3.9%
	<u>\$6.822</u>		<u>\$7.110</u>		<u>4.2%</u>	Revenue Per Vehicle		<u>\$6.810</u>		<u>\$7.171</u>		<u>5.3%</u>

3) 2022 May traffic is 0.4 M below and revenue is 17.9M above May 2019, a decrease of 1.3% and an increase 9.6% respectively

4) 2022 May YTD traffic and revenue is 3.4M below and \$111.0M above May YTD 2019, a decline of 2.6% and an increase of 13.6% respectively

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

Facility	Revenue Collection Rate April 2022 ¹
Henry Hudson Bridge	96.8%
Hugh L. Carey Tunnel	96.9%
Queens Midtown Tunnel	98.5%
Marine Parkway Bridge	97.3%
Cross Bay Bridge	94.8%
Robert F. Kennedy Bridge	94.9%
Verrazzano-Narrows Bridge	92.9%
Bronx-Whitestone Bridge	94.5%
Throgs Neck Bridge	95.2%
All Facilities	94.9%

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

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

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	13	7	6	2 Managerial and 4 Professional vacancies
Law ⁽¹⁾	12	6	6	2 Managerial and 4 Professional vacancies
Budget & Finance ⁽²⁾	17	12	5	3 Managerial and 2 Professional vacancies
Administration ⁽³⁾	34	23	11	5 Managerial and 6 Professional vacancies
EEO	1	-	1	1 Professional vacancy
Total Administration	77	48	29	
Operations				
ITS & Tolling	66	50	16	9 Managerial and 7 Professional vacancies
Central Business District Tolling Program	41	7	34	2 Managerial and 32 Professional vacancies
Operations (Non-Security)	54	38	16	16 Managerial vacancies
Total Operations	161	95	66	
Maintenance				
Maintenance	205	184	21	3 Managerial, 7 Professional, and 11 Maintainer vacancies
Operations - Maintainers	183	142	41	41 Maintainer vacancies
Total Maintenance	388	326	62	
Engineering/Capital				
Engineering & Construction	123	112	11	11 Professional vacancies
Health & Safety	9	6	3	1 Managerial and 2 Professional vacancies
Law ⁽¹⁾	18	12	6	3 Managerial and 3 Professional vacancies
Planning & Budget Capital	8	6	2	1 Managerial and 1 Professional vacancy
Total Engineering/Capital	158	136	22	
Public Safety				
Operations (Security)	540	440	100	55 Managerial and 45 Operational vacancies
Internal Security - Operations	45	28	17	3 Managerial and 14 Professional vacancies
Total Public Safety	585	468	117	
Total Positions	1,369	1,073	296	
Non-Reimbursable	1,244	948	296	
Reimbursable	125	125	-	
Total Full-Time	1,369	1,073	296	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

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

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	26	14	12	5 vacancies in Administration, 2 in Executive, 3 in Budget & Finance, and 2 in Law
Professional, Technical, Clerical	51	34	17	6 vacancies in Administration, 4 in Executive, 4 in Law, 2 in Budget & Finance, and 1 vacancy in EEO
Operational Hourlies	-	-	-	
Total Administration	77	48	29	
Operations				
Managers/Supervisors	73	46	27	16 vacancies in Operations, 9 in ITS & Tolling, and 2 in CBDTP
Professional, Technical, Clerical	88	49	39	7 vacancies in ITS & Tolling and 32 in CBDTP
Operational Hourlies	-	-	-	
Total Operations	161	95	66	
Maintenance				
Managers/Supervisors	27	24	3	3 vacancies in Maintenance
Professional, Technical, Clerical	11	4	7	7 vacancies in Maintenance
Operational Hourlies ⁽¹⁾	350	298	52	11 vacancies in Maintenance and 41 in Operations
Total Maintenance	388	326	62	
Engineering/Capital				
Managers/Supervisors	34	29	5	3 vacancies in Law and 1 vacancy in Health & Safety and 1 in Planning & Budget Capital
Professional, Technical, Clerical	124	107	17	11 vacancies in Engineering, 2 in Health & Safety, 3 in Law, and 1 vacancy in P&B Capital
Operational Hourlies	-	-	-	
Total Engineering/Capital	158	136	22	
Public Safety				
Managers/Supervisors	179	121	58	55 vacancies in Operations and 3 in Internal Security
Professional, Technical, Clerical	36	22	14	14 vacancies in Internal Security
Operational Hourlies ⁽²⁾	370	325	45	45 BTO vacancies in Operations
Total Public Safety	585	468	117	
Total Positions				
Managers/Supervisors	339	234	105	
Professional, Technical, Clerical	310	216	94	
Operational Hourlies	720	623	97	
Total Positions	1,369	1,073	296	

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

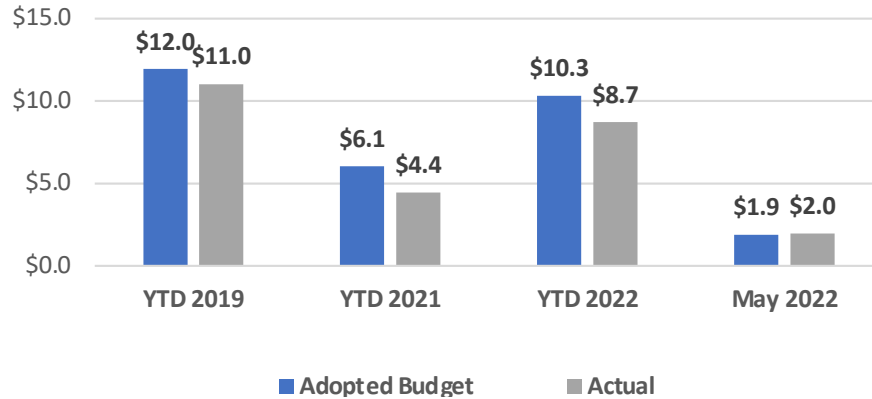
(2) Represents Bridge and Tunnel Officers performing public safety. These positions are paid annually, not hourly.

BRIDGES AND TUNNELS- NON-REIMBURSABLE OVERTIME

Overview

- Decrease of \$2.3 M vs YTD 2019 due to reductions in Vacancy/Absentee coverage because of enhanced staffing flexibility.
- Increase of \$4.3 M vs YTD 2021 due mainly to an increase in Vacancy/Absentee coverage from an increase in vacancies due to attrition and absentee coverage due to Omicron, Weather, and Maintenance.
- Underspensing of \$1.6M (-16%) vs Adopted Budget YTD due to continued efficiencies with Vacancy/Absentee Coverage and Routine and Unscheduled Maintenance.
- Overspending of \$78 thousand (4%) vs May month only budget mainly due to reimbursable billing delays from the Kronos outage.

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



Agency Detail

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

BRIDGES AND TUNNELS- REIMBURSABLE OVERTIME

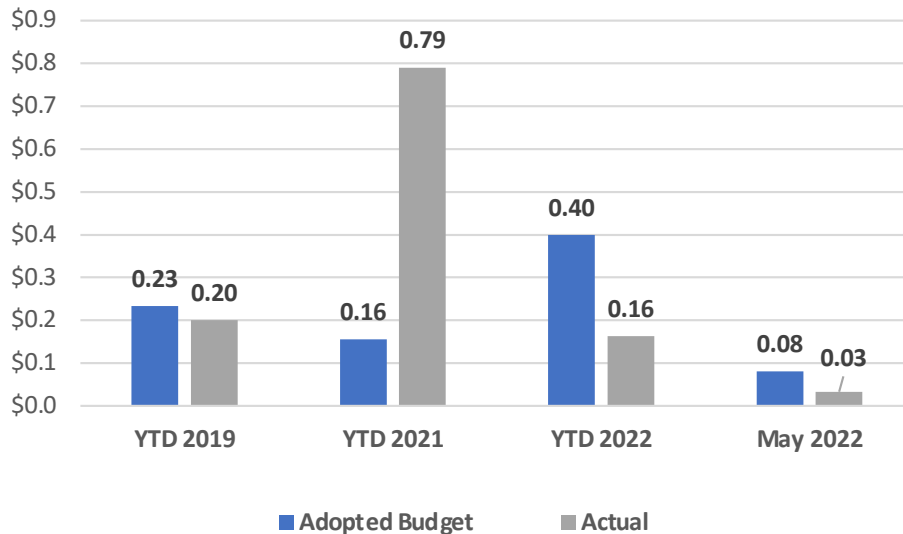
Overview

- Decrease of \$37 K vs YTD 2019 due to the timing of billing and overtime needed on projects eligible for reimbursement from the capital program.
- Decrease of \$627K vs YTD 2021 due to the timing of billing and overtime needed on projects eligible for reimbursement from the capital program.
- Underspensing of \$237K vs YTD Adopted Budget due to billing delays on the current projects including construction on the approaches to the Verrazzano-Narrows Bridge, deck replacement at the Throgs Neck Bridge, and weather monitoring system upgrades at Authority Facilities.
- Underspensing of \$47K vs May month only budget due to billing delays from the Kronos outage.

Agency Detail

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

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



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



Bridges and Tunnels

Diversity Report First Quarter 2022

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

Executive Summary

■ EEO

As of **March 31, 2022**, MTA Bridges and Tunnels' workforce consisted of 924 employees of which females represented 19% (174) and minorities represented 58% (535) of the total workforce.

- B&T's workforce decreased by 271 employees in comparison with the 1st Quarter 2021 (1Q21) workforce.
- Female percentage of representation decreased by 2% and the percentage of Minority representation decreased by 1% in comparison with the 1st Quarter 2021 (1Q21) workforce*.
- There was no net change for female employees during the 1st Quarter 2022.
- The net change for minority employees during the 1st Quarter 2022 was a negative eight employees.
- There were no veterans hired or separated during 1st Quarter 2022.

**The decreases in female and minority representation are due to employees being moved from B&T workforce to HQ and other Operating agencies as a result of transformation.*



Executive Summary Cont.

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

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.

ERGs are led by employees. All ERGs have Executive Sponsors who reinforce B&T commitment to ~~our own~~ ~~responsibility~~ and serve as a champion for the group. This ensures we have both leadership and grassroots support for B&T diversity and inclusion efforts.

Daniel DeCrescenzo and Joel Andrews are the executive sponsors for the **All-Generational** employee resource group.



“For the first time in history, there are five different generations working at the MTA. The All-Generational Employee Resource Group engages and educates colleagues on multigenerational perspectives.”

As President of Bridges and Tunnels, I am excited and committed to removing roadblocks and helping the leads of the All-Generational ERG understand the alignment of their ERG to MTA’s Strategic Priorities.



MTA Strategic Priority – Revive Talent and Culture

MTA B&T

Workforce

as of March 31, 2022



MTA B&T Workforce

JOB CATEGORY	TOTAL		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN*		NHOPI**		2+ RACES		VETERANS		PWD***	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	108		55	51%	53	49%	31	29%	7	6%	10	9%	1	1%	0	0%	6	6%	7	6%	4	4%
F	30	28%	24	22%	6	6%	19	18%	1	1%	3	3%	1	1%	0	0%	0	0%	1	14%	3	75%
M	78	72%	31	29%	47	44%	12	11%	6	6%	7	6%	0	0%	0	0%	6	6%	6	86%	1	25%
Professionals	91		65	71%	26	29%	23	25%	23	25%	12	13%	0	0%	0	0%	7	8%	3	3%	6	7%
F	45	49%	33	36%	12	13%	14	15%	11	12%	5	5%	0	0%	0	0%	3	3%	2	67%	4	67%
M	46	51%	32	35%	14	15%	9	10%	12	13%	7	8%	0	0%	0	0%	4	4%	1	33%	2	33%
Technicians	87		44	51%	43	49%	14	16%	21	24%	5	6%	1	1%	0	0%	3	3%	6	7%	0	0%
F	15	17%	13	15%	2	2%	5	6%	5	6%	1	1%	0	0%	0	0%	2	2%	0	0%	0	0%
M	72	83%	31	36%	41	47%	9	10%	16	18%	4	5%	1	1%	0	0%	1	1%	6	100%	0	0%
Protective Services	328		219	67%	109	33%	108	33%	83	25%	14	4%	1	0%	0	0%	13	4%	25	8%	1	0%
F	62	19%	54	16%	8	2%	42	13%	9	3%	0	0%	1	0%	0	0%	2	1%	3	12%	1	100%
M	266	81%	165	50%	101	31%	66	20%	74	23%	14	4%	0	0%	0	0%	11	3%	22	88%	0	0%
Administrative Support	13		10	77%	3	23%	8	62%	1	8%	1	8%	0	0%	0	0%	0	0%	1	8%	0	0%
F	11	85%	10	77%	1	8%	8	62%	1	8%	1	8%	0	0%	0	0%	0	0%	1	100%	0	0%
M	2	15%	0	0%	2	15%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Service Maintenance	297		142	48%	155	52%	64	22%	50	17%	11	4%	3	1%	0	0%	14	5%	11	4%	2	1%
F	11	4%	9	3%	2	1%	2	1%	7	2%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	286	96%	133	45%	153	52%	62	21%	43	14%	11	4%	3	1%	0	0%	14	5%	11	100%	2	100%
Total	924		535	58%	389	42%	248	27%	185	20%	53	6%	6	1%	0	0%	43	5%	53	6%	13	1%

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

* American Indian/Alaskan Native

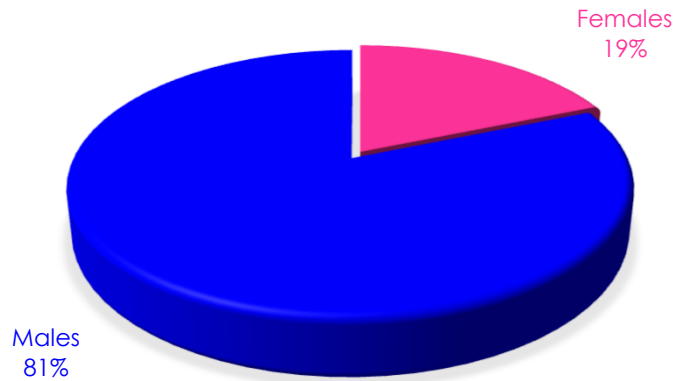
**Native Hawaiian Other Pacific Islander

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

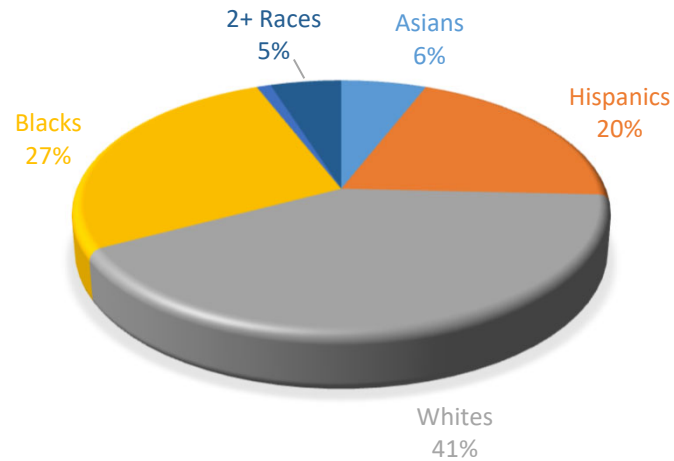


B&T Workforce as of March 31, 2022

Workforce By Sex



Workforce By Race/Ethnicity



MTA B&T employed **924** employees, **19%** of the workforce were females, **58%** minorities, and veterans comprised **6%**.

- ❑ The percentage of females employed in the workforce has **decreased** by 2% when compared to 1st Quarter 2021.
- ❑ The percentage of minorities in the workforce has **decreased** by 1% when compared to 1st Quarter 2021.



MTA B&T

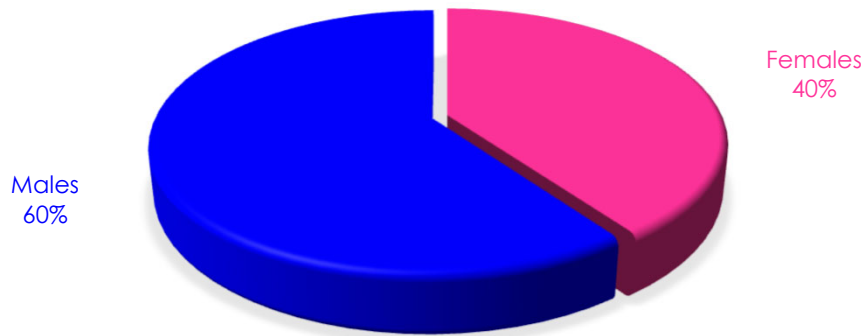
New Hires and Separation

January 1, 2022 – March 31, 2022

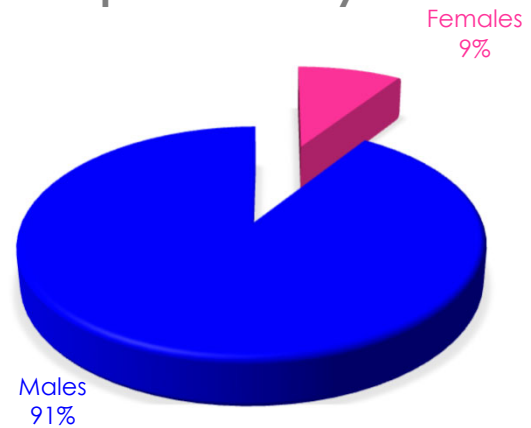


MTA B&T New Hires and Separations by Sex

New Hires By Sex



Separations By Sex



During the 1st Quarter 2022, B&T **hired 5** employees, 2 females and 3 males. During this same time period **22** employees **separated** from B&T, 2 females and 20 males.

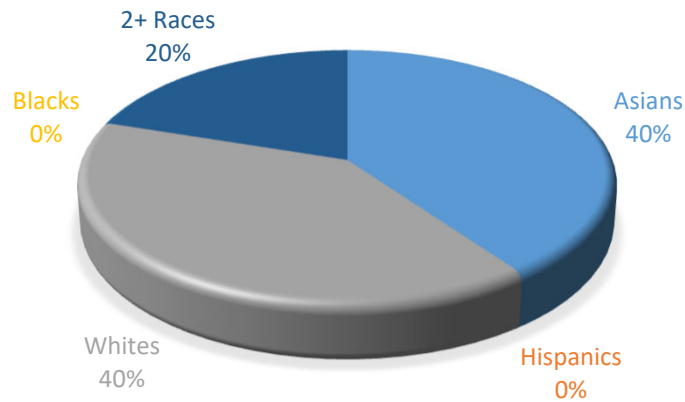
- ❑ The was **no** net change for **female** employees during the 1st Quarter 2022.
- ❑ There were **no female veterans** hired or separated during 1st Quarter 2022.



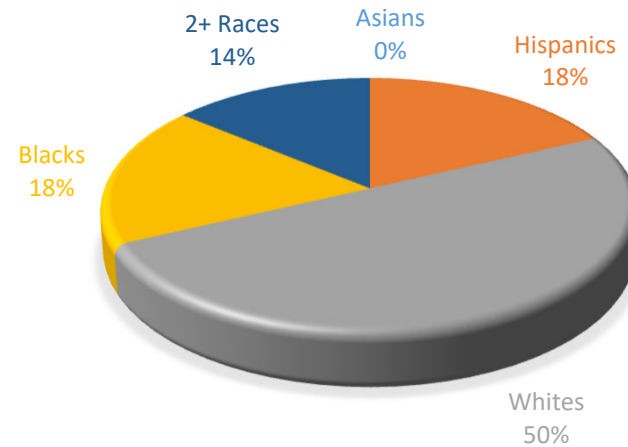
MTA B&T

New Hires and Separations by Race/Ethnicity

New Hires By Race/Ethnicity



Separations By Race/Ethnicity



During the 1st Quarter 2022, B&T **hired 5** employees, 3 minorities and 2 non-minorities. During this same time period **22** employees **separated** from B&T, 11 minorities and 11 non-minorities.

- ❑ The net change for **minority** employees during the 1st Quarter 2022 was a **negative eight** employees.
- ❑ There were **no veterans** hired or separated during 1st Quarter 2022.

