



Metropolitan Transportation Authority

# Bridges and Tunnels Committee Meeting

## February 2023

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### **Committee Members**

D. Mack, Chair

A. Albert

J. Barbas

N. Brown

R. Glucksman

F. Miranda

J. Samuelson

L. Sorin

V. Tessitore

M. Valdivia

**Bridges & Tunnels Committee Meeting**  
**2 Broadway, 20th Floor Board Room**  
**New York, NY 10004**  
**Tuesday, 2/21/2023**  
**9:00 - 9:30 AM ET**

**1. Summary of Actions - None**

**2. Public Comments Period**

**3. Approval of Minutes - January 2023**

*B&T Committee Minutes - January 2023 - Page 3*

**4. Committee Work Plan**

*B&T Committee Work Plan - Page 7*

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

*B&T Report on Operations - December 2022 - Page 13*

**6. Safety Report - December 2022**

*B&T Safety Report - December 2022 - Page 25*

**7. 2022 Customer Environment Report**

*B&T 2022 Customer Environment Report - Page 30*

**8. Financial Report - January 2023 (Information Item)**

*B&T Financial Report - January 2023 - Page 40*

**9. 2022 B&T Operating Surplus (Action Item)**

*2022 B&T Operating Surplus (Action Item) - Page 52*

**10. B&T Adopted Budget/2023-2026 Financial Plan (Information Item)**

*B&T Adopted Budget - 2023-2026 Financial Plan - Page 63*

**11. Procurements - None**



# Bridges and Tunnels

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## Minutes of Committee Meeting January 2023



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

**January 30, 2023  
Joint Committee Meeting\***

*\* Committee meetings were held jointly, with one public comment period, and the Board meeting following on the same day.*

In attendance for the Triborough Bridge and Tunnel Authority Committee were the Honorable:

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

In Person:

Joyce Brown, Agency Chief Equal Opportunity Officer  
Daniel F. DeCrescenzo, Jr., President  
Cassandra Edghill, Assistant Vice President of Operations  
Paul L. Friman, Acting General Counsel and Corporate Secretary – TBTA, MTA  
Joyce Mulvaney, Assistant Vice President of Operations Support and Planning  
Eric Osnes, Vice President and Chief Safety Officer

Virtual:

Nichola Angel, Vice President of Intelligent Transportation Systems  
Pashko Camaj, Senior Director, Safety and Health Compliance  
Allison L. C. de Cerreño, Ph.D., Deputy Chief Operating Officer, MTA  
Donald E. Look Vice President and Chief Security Officer  
Charles J. Passarella, Vice President of Maintenance and Operations Support  
Marlene Thompson, Assistant Vice President, Chief of Staff and Compliance

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

**January 30, 2023  
Joint Committee Meeting\***

*\* Committee meetings were held jointly, with one public comment period, and the Board meeting following on the same day.*

**Public Speakers**

*Secretary's note: After Hon. Janno Lieber, Board Chair, called to order the Joint Committee meeting, a joint public comment period commenced.*

To hear the content of public comments, and well as any part of the Joint Committee meeting, please refer to the video recording of the meeting produced by the MTA and available on the MTA website:

<https://new.mta.info/transparency/board-and-committee-meetings/january-2023>.

**Minutes**

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on December 19, 2022 were approved.

**Committee Work Plan**

Upon a motion duly made and seconded, the proposed 2023 Committee Work Plan was approved.

**President DeCrescenzo's Remarks**

President DeCrescenzo stated that preliminary overall 2022 numbers indicate potential records for traffic volume, which is good news for reinvestment in TBTA's bridges and tunnels, as well as for providing critical support to mass transit. President DeCrescenzo then provided an overview of TBTA's annual Customer Environment Report to be delivered next month. Displaying a chart of collision rates on TBTA facilities that compares data from pre-Open Road Tolling (ORT) through 2022's five-year milestone of the conversion to ORT, President DeCrescenzo discussed how TBTA has continued its "ORT momentum" by building on Customer Environment benefits such as reduced congestion and improved traffic throughput.

President DeCrescenzo recognized TBTA's Operations, Tolling, Maintenance, and Security teams for a recent, record-breaking 24-hour operation in which TBTA enforcement officers interdicted 29 persistent toll violators (PTVs) who owed a total of nearly half a million dollars in tolls and violation fees and who were driving vehicles with suspended registrations due to toll violations. President DeCrescenzo also thanked the MTA Press Office for highlighting these efforts as part of TBTA's layered approach to deterring toll evasion.

**Report on Operations**

With regard to the Report on Operations for November 2022, President DeCrescenzo stated that TBTA's total paid traffic was 26.9 million vehicles, an increase of 0.3% as compared to November 2021 and nearly equivalent to the pre-pandemic traffic in November 2019. Based on preliminary figures, total TBTA paid traffic for December 2022 was 4% higher as compared to December 2021, and 0.4% higher than the pre-pandemic traffic in December 2019.

**Safety Report**

With regard to the Report on Safety for November 2022, President DeCrescenzo noted that TBTA has achieved its best sustained customer safety trend since 2015 with a rate of 3.94 total collisions per million

vehicles, which is lower than both the two-year baseline average of 5.16 and the prior rolling years of 2019 and 2020. The collisions-with-injury rate was 0.82 per million vehicles, less than one collision with an injury for every one million crossings. The employee lost time injury rate was 5.5 incidents per 200,000 work hours, lower than both last year and rolling year 2019/2020.

**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

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## Committee Work Plan

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# BRIDGES & TUNNELS COMMITTEE WORK PLAN

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## I. RECURRING AGENDA ITEMS

### TOPIC

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

### Responsibility

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

## II. SPECIFIC AGENDA ITEMS

### Responsibility

### February 2023

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

Planning & Budget  
Controller  
Operations

### March 2023

Annual Procurement Contracts Report

Procurement & Materials/  
Finance

### April 2023

No items scheduled

### May 2023

Final Review of 2022 Year-End Operating Results

Planning & Budget

### June 2023

No items scheduled

### July 2023

No items scheduled

### August 2023

No meeting scheduled

### September 2023

2024 Preliminary Budget

Planning & Budget

### October 2023

2024 Preliminary Budget

Planning & Budget

### November 2023

No items scheduled



December 2023

2024 Proposed Committee Work Plan  
2024 Proposed Final Budget

Committee Chair & Members  
Planning & Budget

January 2024

Approval of 2024 Work Plan

Committee Chair & Members

## **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**

### **FEBRUARY 2023**

#### 2023 Adopted Budget and February Financial Plan 2023-2026

The Agency will present its revised 2023 Adopted Budget and Financial Plan which incorporates any changes made by the Board at the December 2022 meeting and any Agency technical adjustments is included for information.

#### 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**

No items scheduled

### **MAY 2023**

#### Final Review of 2022 Year-End Operating Results

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

### **JUNE 2023**

No items scheduled

### **JULY 2023**

No items scheduled

### **AUGUST 2023**

No meeting scheduled

### **SEPTEMBER 2023**

#### 2024 Preliminary Budget

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

**OCTOBER 2023**

2024 Preliminary Budget

Public comment will be accepted on the 2024 Preliminary Budget.

**NOVEMBER 2023**

No items scheduled.

**DECEMBER 2023**

2024 Proposed Committee Work Plan

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

2024 Proposed Final Budget

The Committee will recommend action to the Board.

**JANUARY 2024**

Approval of Work Plan for 2024

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



# Bridges and Tunnels

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## Report on Operations December 2022



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

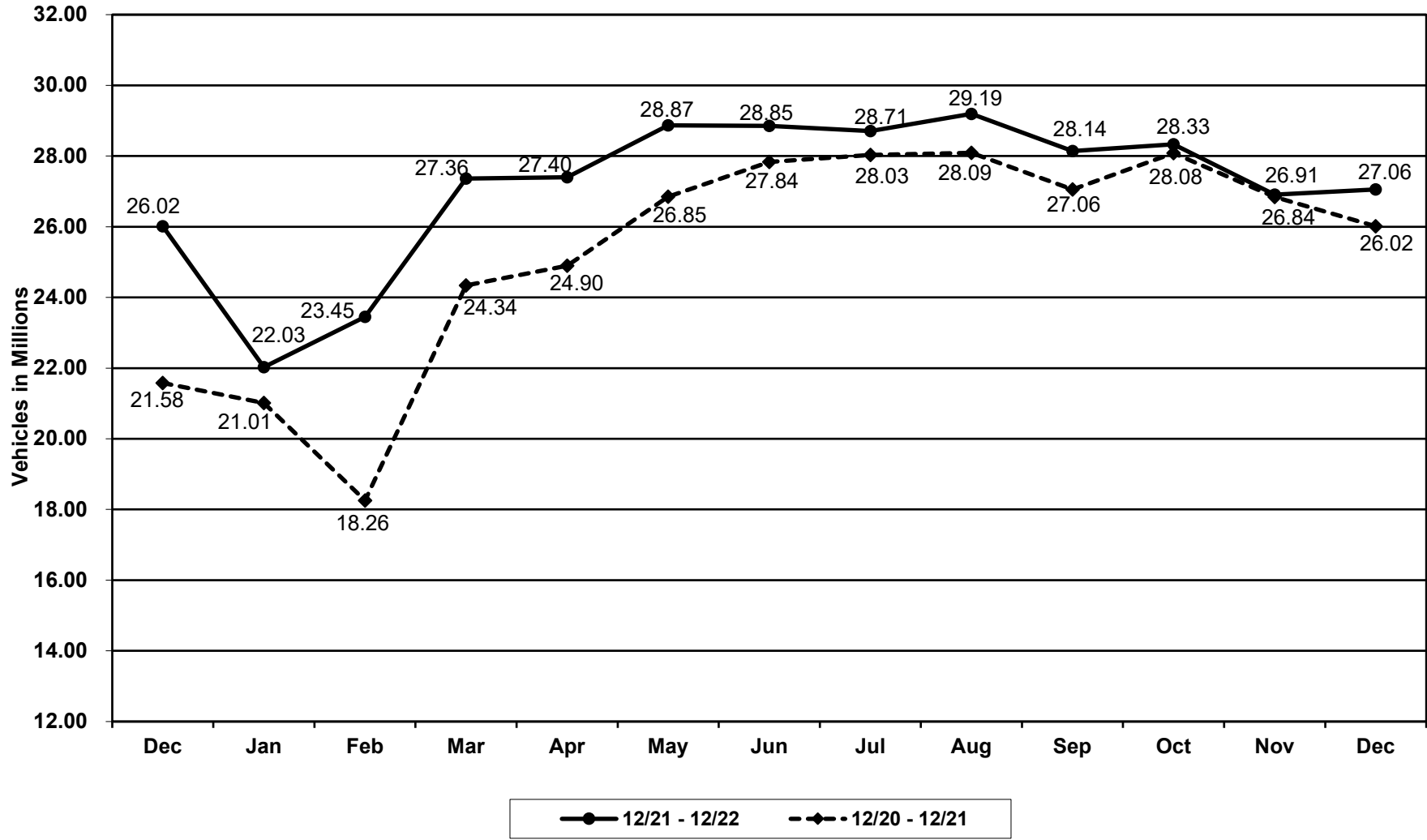
## **MTA Bridges and Tunnels December 2022 Traffic Trends**

### **Summary**

B&T's traffic numbers are closely resembling pre-pandemic levels. For the month of December, 27.1 million paid vehicles crossed B&T facilities, an increase of 4.0% compared to 26.0 million in December 2021. Compared to December 2020, B&T paid traffic was 25.4% higher with an increase of 5.5 million more crossings. E-ZPass market share was 94.2% in December, 1.0% lower than last year and 0.5% lower than two years ago.

Gasoline prices decreased in December to an average of \$3.60 per gallon, which is \$0.11 higher than 2021 and \$1.31 higher than two years ago. Gasoline prices and weather conditions were not significant factors on December traffic.

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



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

All B&T Facilities by Method of Payment				
	December 2022	December 2021	December 2020	2022 YTD
E-ZPass1	25,490,661	24,768,565	20,430,127	310,468,087
Tolls by Mail1	1,565,424	1,246,446	1,149,052	15,835,732
<b>Total</b>	<b>27,056,085</b>	<b>26,015,011</b>	<b>21,579,179</b>	<b>326,303,819</b>
E-ZPass Market Share:				
Total	94.2%	95.2%	94.7%	95.1%
Cars	94.1%	95.1%	94.5%	95.0%
Trucks	96.1%	96.2%	97.2%	97.0%

Facility	Average Weekday <sup>2</sup>			E-ZPass Market Share					Average Weekend <sup>2</sup>			E-ZPass Market Share				
	November 2022			December 2022					November 2022			December 2022				
	Total	E-ZPass	TBM	Dec 2022	Dec 2021	Dec 2020	2022 vs 2021	2022 vs 2020	Total	E-ZPass	TBM	Dec 2022	Dec 2021	Dec 2020	2022 vs 2021	2022 vs 2020
Bronx-Whitestone Bridge	135,197	125,737	9,460	93.0%	94.4%	93.8%	-1.4%	-0.8%	132,072	120,926	11,146	91.6%	92.9%	92.2%	-1.3%	-0.7%
Cross Bay Bridge	20,903	19,956	947	95.5%	96.2%	95.9%	-0.8%	-0.4%	16,052	15,239	813	94.9%	95.6%	95.1%	-0.7%	-0.2%
Henry Hudson Bridge	68,937	65,373	3,565	94.8%	95.6%	95.5%	-0.8%	-0.7%	62,115	58,470	3,645	94.1%	94.6%	94.3%	-0.5%	-0.1%
Hugh L. Carey Tunnel	63,056	60,458	2,598	95.9%	96.7%	96.4%	-0.9%	-0.5%	56,287	53,473	2,814	95.0%	95.8%	94.9%	-0.8%	0.1%
Marine Parkway Bridge	20,807	20,113	694	96.7%	97.3%	96.9%	-0.6%	-0.2%	15,679	15,061	618	96.1%	96.6%	96.0%	-0.6%	0.0%
Queens Midtown Tunnel	82,676	79,190	3,485	95.8%	96.5%	95.5%	-0.7%	0.3%	79,813	75,929	3,884	95.1%	95.5%	93.7%	-0.4%	1.4%
Robert F. Kennedy Bridge	182,369	171,099	11,270	93.8%	95.2%	94.5%	-1.4%	-0.7%	168,065	155,975	12,090	92.8%	94.1%	93.1%	-1.3%	-0.2%
Throgs Neck Bridge	107,858	100,812	7,046	93.5%	94.8%	94.7%	-1.4%	-1.3%	107,099	98,835	8,264	92.3%	93.4%	92.9%	-1.1%	-0.6%
Verrazzano-Narrows Bridge1	<u>220,516</u>	<u>210,373</u>	<u>10,143</u>	<u>95.4%</u>	<u>96.2%</u>	<u>95.8%</u>	<u>-0.8%</u>	<u>-0.4%</u>	<u>206,905</u>	<u>195,264</u>	<u>11,641</u>	<u>94.4%</u>	<u>94.9%</u>	<u>94.3%</u>	<u>-0.6%</u>	<u>0.0%</u>
<b>All Facilities1</b>	<b>902,320</b>	<b>853,112</b>	<b>49,207</b>	<b>94.5%</b>	<b>95.6%</b>	<b>95.1%</b>	<b>-1.0%</b>	<b>-0.6%</b>	<b>844,088</b>	<b>789,173</b>	<b>54,916</b>	<b>93.5%</b>	<b>94.4%</b>	<b>93.6%</b>	<b>-0.9%</b>	<b>-0.1%</b>

Notes:

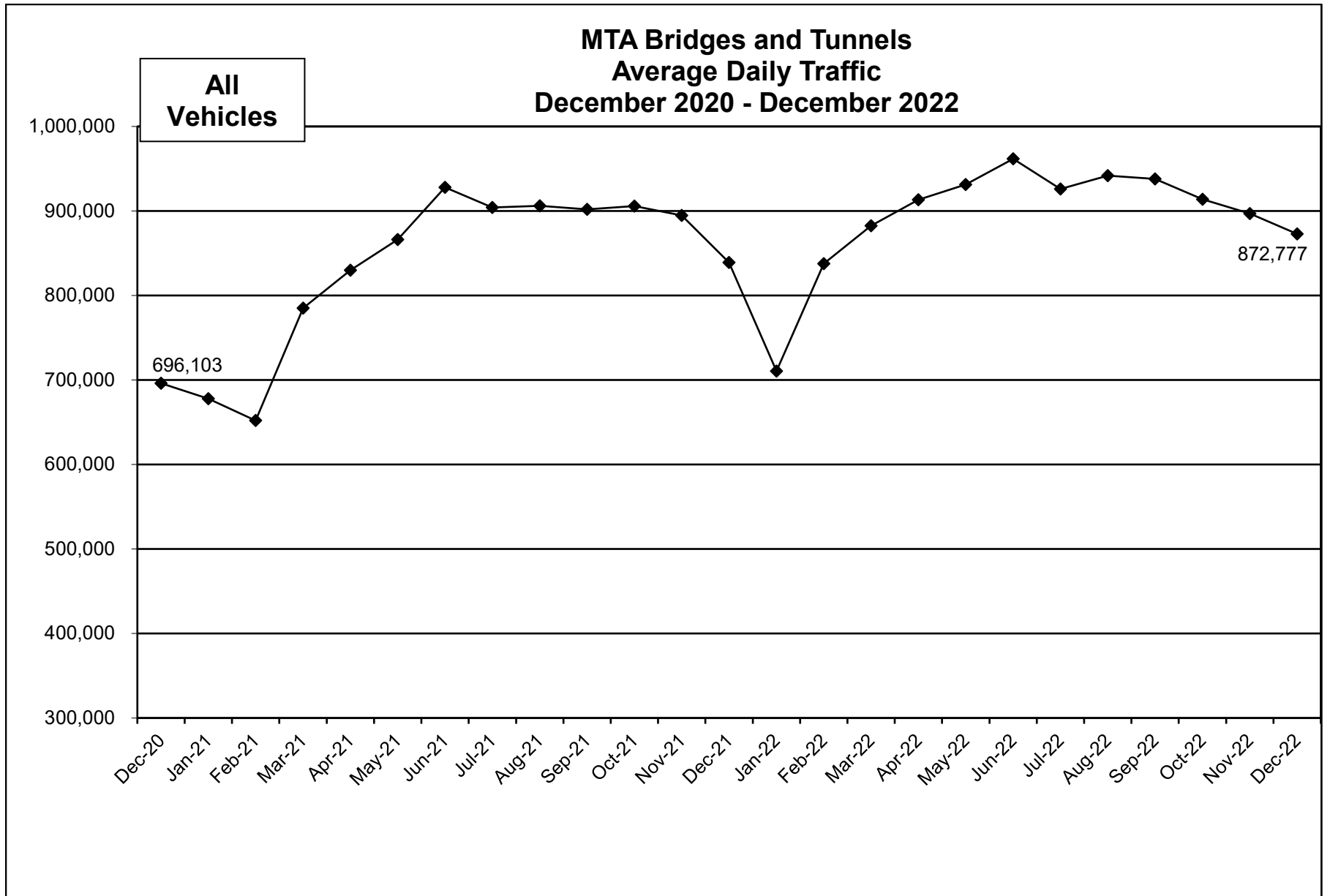
- At the Verrazzano-Narrows Bridge (VNB), tolls were only collected in the westbound direction prior to December 1, 2020.
- Average traffic and market share figures exclude holidays.



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

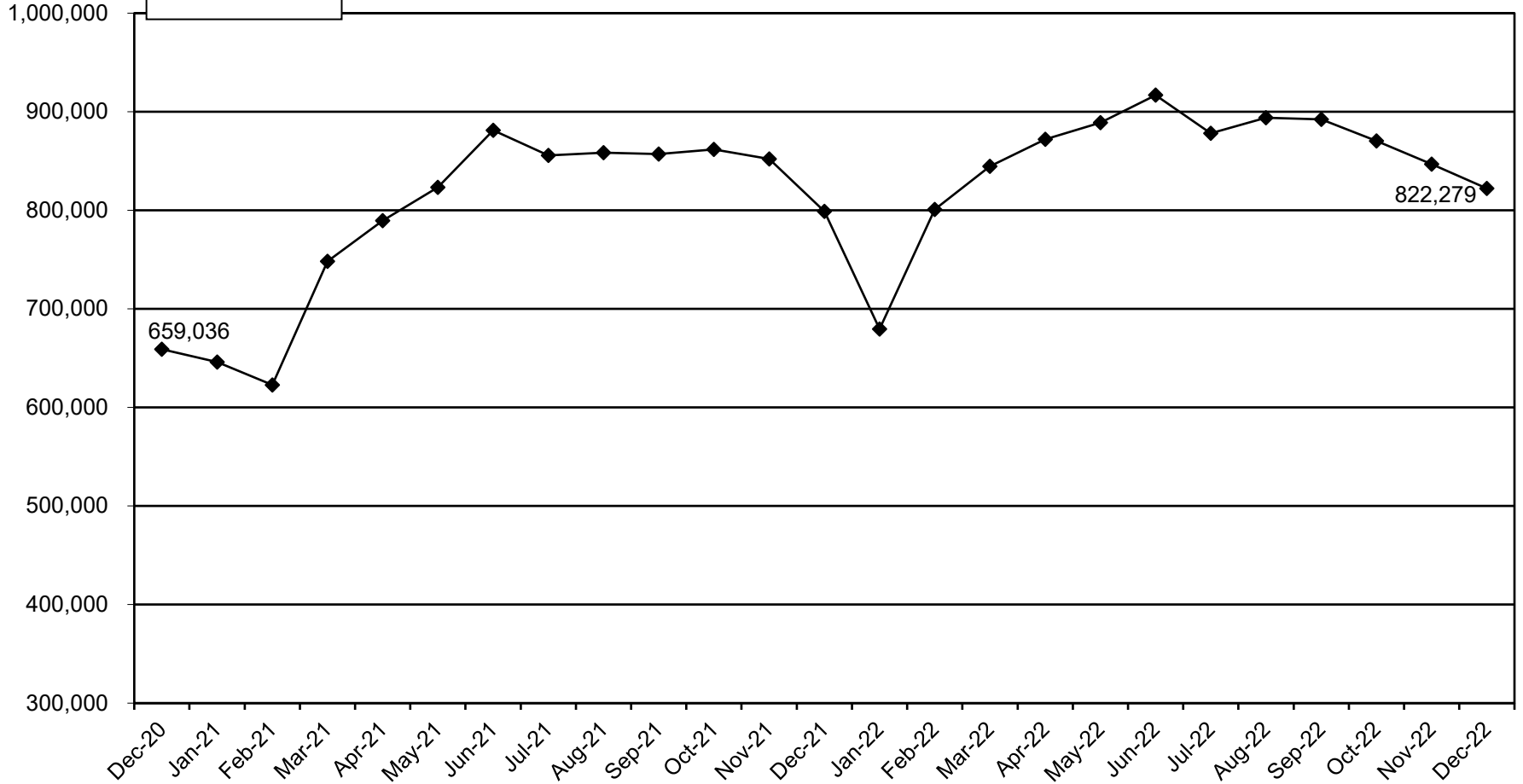
<b>Distribution by Facility &amp; Time Period</b>			
Facility	December 2022		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	21.5%	21.9%	56.6%
Cross Bay Bridge	24.0%	24.1%	52.0%
Henry Hudson Bridge	21.0%	28.4%	50.6%
Hugh L. Carey Tunnel	22.9%	24.4%	52.7%
Marine Parkway Bridge	24.9%	25.7%	49.4%
Queens Midtown Tunnel	20.4%	22.5%	57.1%
Robert F. Kennedy Bridge	22.5%	21.7%	55.7%
Throgs Neck Bridge	22.6%	24.4%	53.0%
Verrazzano-Narrows Bridge	21.8%	23.0%	55.1%
<b>All Facilities</b>	<b>22.0%</b>	<b>23.3%</b>	<b>54.7%</b>

<b>Payment Method by Facility (Transactions)</b>			
Facility	December 2022		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	87.3%	5.3%	7.4%
Cross Bay Bridge	93.7%	1.5%	4.7%
Henry Hudson Bridge	83.0%	11.6%	5.4%
Hugh L. Carey Tunnel	89.0%	6.6%	4.4%
Marine Parkway Bridge	93.4%	3.1%	3.5%
Queens Midtown Tunnel	90.4%	5.2%	4.5%
Robert F. Kennedy Bridge	87.0%	6.5%	6.5%
Throgs Neck Bridge	84.8%	8.3%	6.9%
Verrazzano-Narrows Bridge	84.0%	11.1%	4.9%
<b>All Facilities</b>	<b>86.5%</b>	<b>7.7%</b>	<b>5.8%</b>



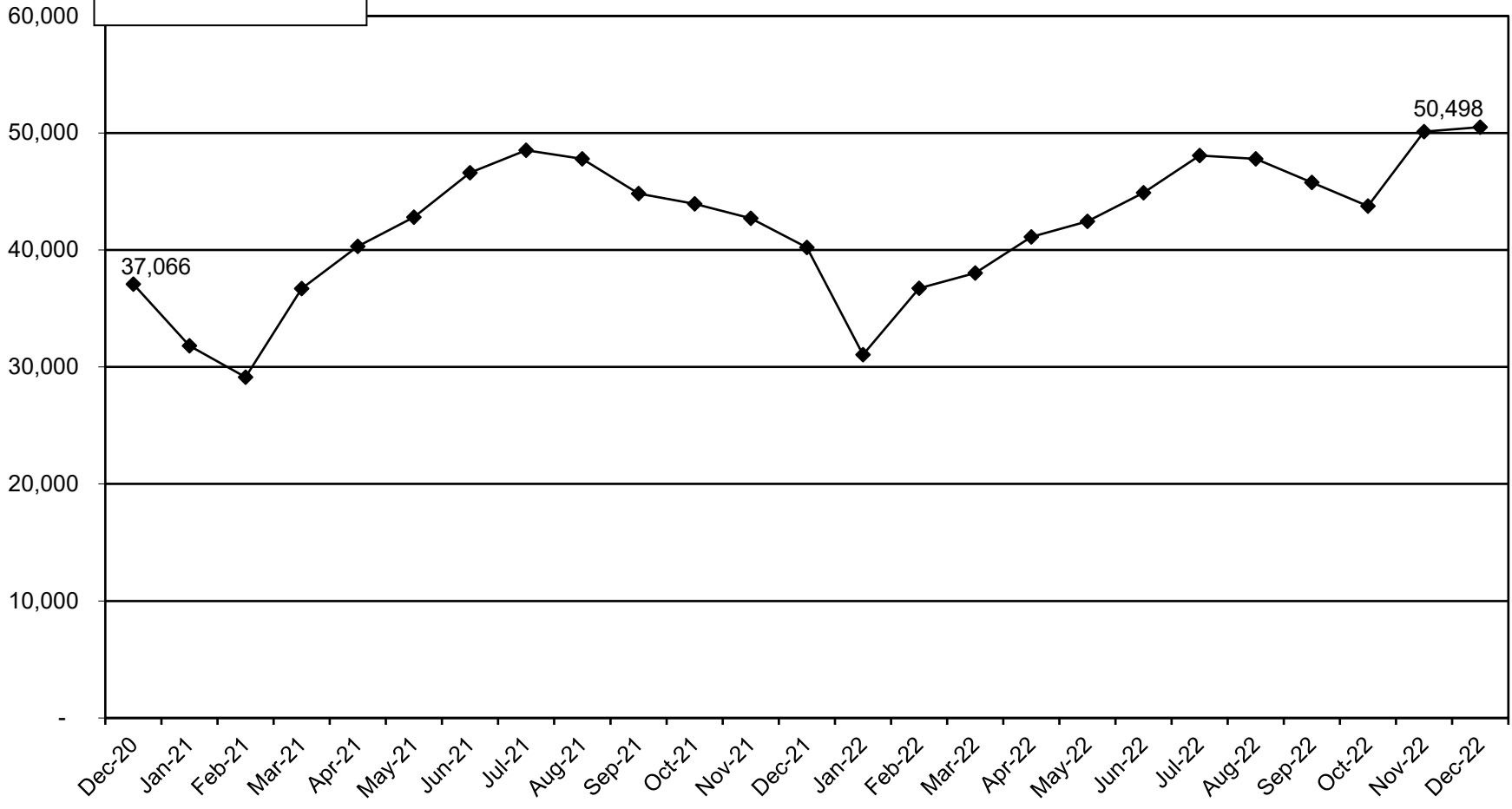
**MTA Bridges and Tunnels  
Average Daily Traffic  
December 2020 - December 2022**

**E-ZPass  
Vehicles**

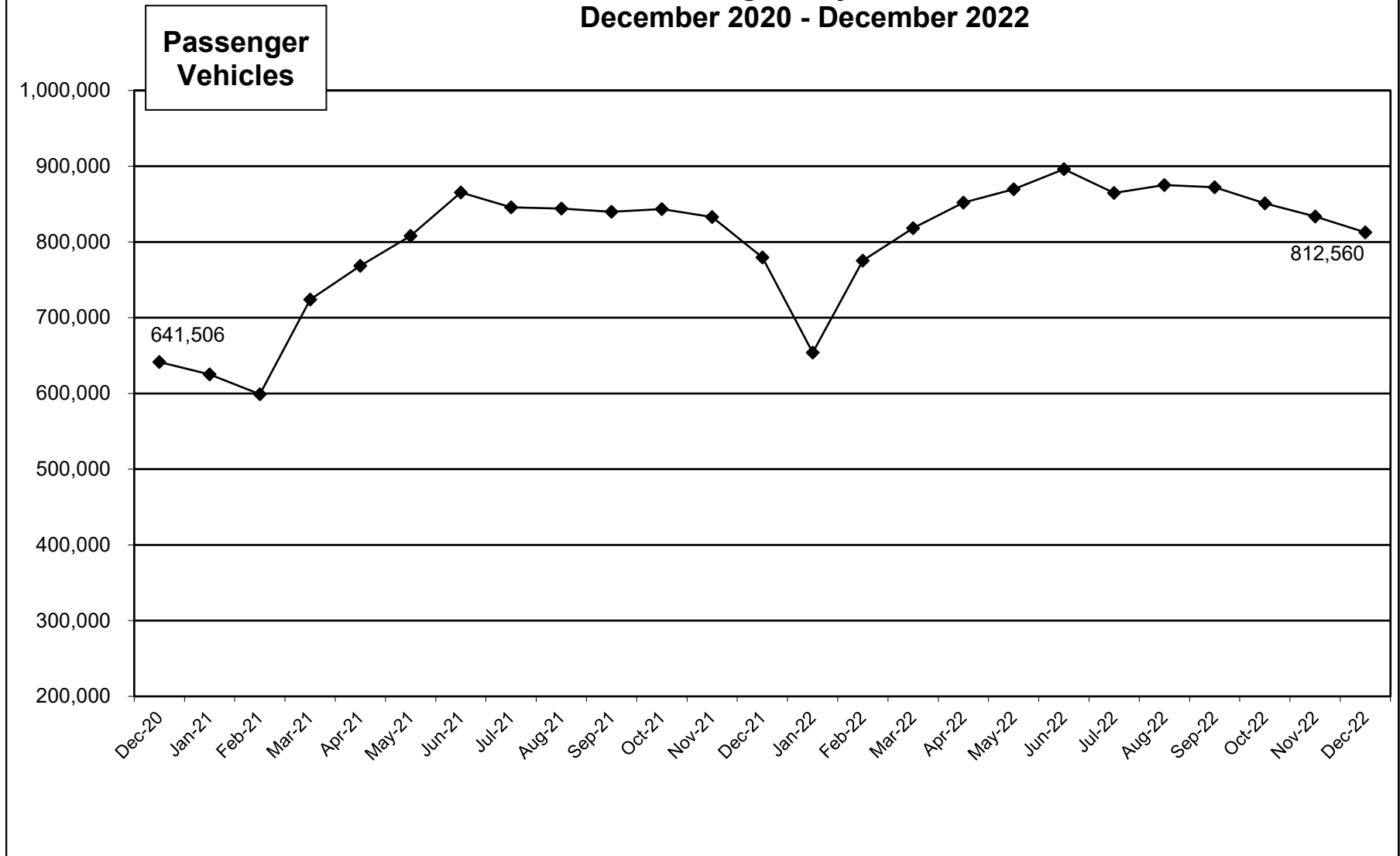


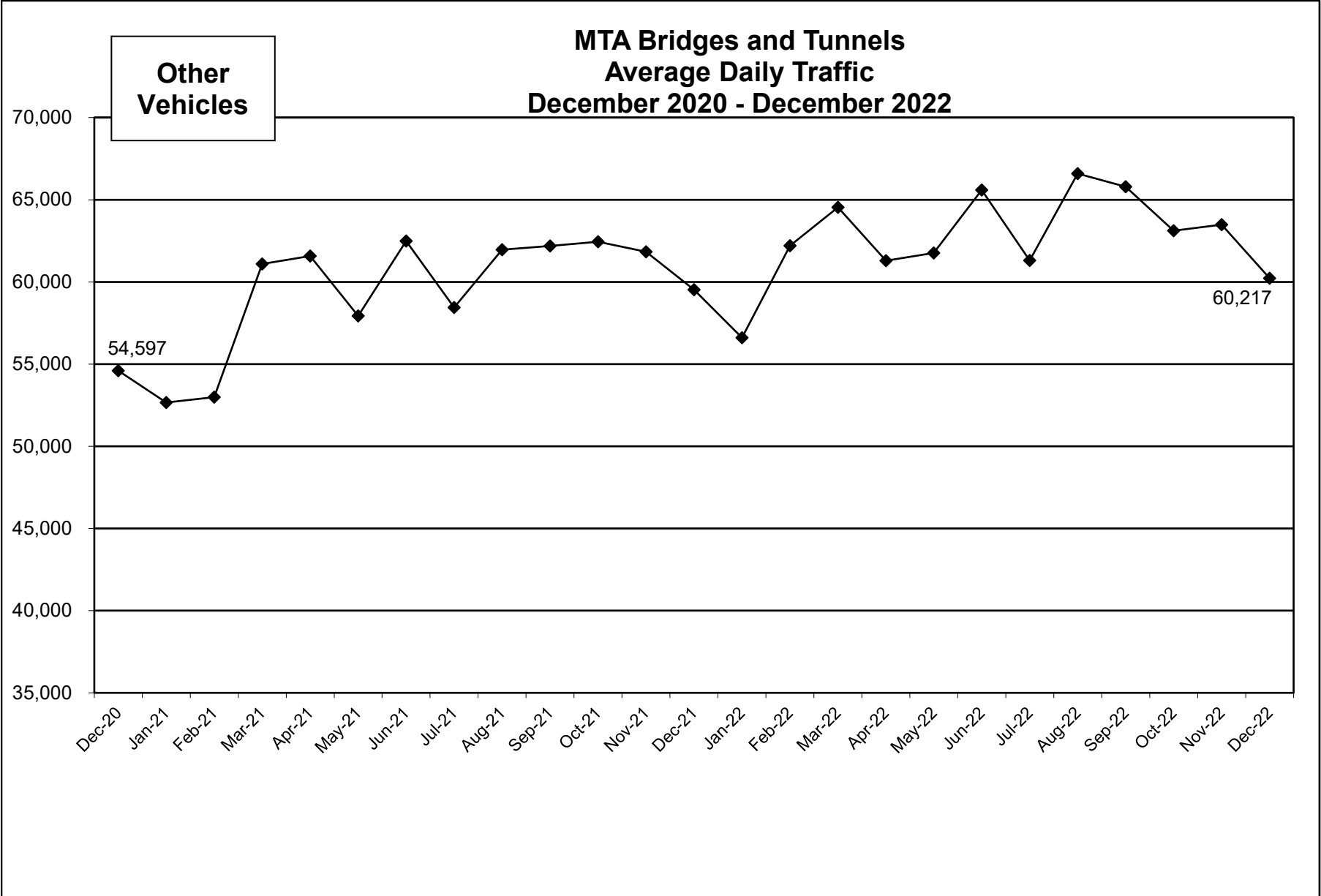
### MTA Bridges and Tunnels Average Daily Traffic December 2020- December 2022

**Tolls by Mail  
Vehicles**



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





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

Corridor	Toll Media	Dec(1)	3 Months(2) (Oct-Dec)	6 Months(3) (Jul -Dec)	9 Months(4) (Apr-Dec)	12 Months(5) (Jan-Dec)
All Facilities	Total Vehicles	4.0%	1.7%	2.6%	4.0%	6.2%
	E-ZPass	2.9%	1.1%	2.4%	4.0%	6.2%
	Tolls by Mail	25.6%	13.8%	6.7%	4.2%	4.9%
RFK Bridge	Total Vehicles	6.9%	4.5%	4.1%	5.0%	6.6%
	E-ZPass	5.4%	3.6%	3.6%	4.8%	6.5%
	Tolls by Mail	34.9%	21.1%	11.8%	8.6%	8.1%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	5.9%	4.1%	6.8%	10.3%	14.1%
	E-ZPass	5.1%	3.7%	6.7%	10.6%	14.4%
	Tolls by Mail	26.3%	14.8%	7.5%	4.6%	6.3%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.7%	1.0%	2.0%	4.2%	5.2%
	E-ZPass	1.3%	0.1%	1.6%	4.3%	5.1%
	Tolls by Mail	25.4%	15.0%	8.8%	3.6%	7.0%
Verrazano-Narrows Bridge	Total Vehicles	3.7%	1.0%	1.5%	2.2%	4.0%
	E-ZPass	2.9%	0.6%	1.5%	2.4%	4.2%
	Tolls by Mail	20.2%	8.4%	1.3%	-1.3%	-0.5%
Henry Hudson Bridge	Total Vehicles	2.1%	-1.8%	-1.2%	0.9%	4.3%
	E-ZPass	1.3%	-2.3%	-1.3%	0.9%	4.3%
	Tolls By Mail	18.6%	6.9%	1.6%	1.0%	3.6%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-2.0%	-4.5%	-1.8%	-1.2%	0.8%
	E-ZPass	-2.7%	-4.8%	-1.8%	-1.2%	0.8%
	Tolls by Mail	17.2%	3.2%	-1.3%	-2.6%	-1.0%

(1) December 2022 vs. December 2021

(2) October 2022 to December 2022 vs. October 2021 to December 2021

(3) July 2022 to December 2022 vs. July 2021 to December 2021

(4) April 2022 to December 2022 vs. April 2021 to December 2021

(5) January 2021 to December 2022 vs. January 2020 to December 2021

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

Corridor	Toll Media	Dec(1)	3 Months(2) (Oct-Dec)	6 Months(3) (Jul -Dec)	9 Months(4) (Apr-Dec)	12 Months(5) (Jan-Dec)
All Facilities	Total Vehicles	4.0%	1.7%	2.6%	4.0%	6.2%
	Passenger	4.2%	1.7%	2.5%	4.0%	6.3%
	Other	1.2%	1.6%	3.8%	3.8%	5.2%
RFK Bridge	Total Vehicles	6.9%	4.5%	4.1%	5.0%	6.6%
	Passenger	7.1%	4.5%	4.0%	5.1%	6.7%
	Other	5.4%	4.9%	5.2%	4.4%	5.3%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	5.9%	4.1%	6.8%	10.3%	14.1%
	Passenger	5.8%	3.9%	6.5%	10.4%	14.2%
	Other	7.6%	7.6%	10.1%	10.1%	11.8%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.7%	1.0%	2.0%	4.2%	5.2%
	Passenger	3.4%	1.3%	2.2%	4.3%	5.4%
	Other	-3.7%	-2.5%	0.4%	3.9%	3.1%
Verrazzano-Narrows Bridge	Total Vehicles	3.7%	1.0%	1.5%	2.2%	4.0%
	Passenger	3.9%	1.0%	1.4%	2.3%	4.0%
	Other	-0.1%	-0.1%	2.4%	1.9%	2.8%
Henry Hudson Bridge	Total Vehicles	2.1%	-1.8%	-1.2%	0.9%	4.3%
	Passenger	1.9%	-2.1%	-1.5%	0.6%	4.0%
	Other	22.5%	26.0%	29.8%	28.2%	33.7%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-2.0%	-4.5%	-1.8%	-1.2%	0.8%
	Passenger	-2.4%	-5.0%	-2.3%	-1.6%	0.4%
	Other	3.4%	4.4%	8.2%	6.5%	7.7%

(1) December 2022 vs. December 2021

(2) October 2022 to December 2022 vs. October 2021 to December 2021

(3) July 2022 to December 2022 vs. July 2021 to December 2021

(4) April 2022 to December 2022 vs. April 2021 to December 2021

(5) January 2021 to December 2022 vs. January 2020 to December 2021





# Bridges and Tunnels

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## Safety Report December 2022

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

## Safety Report

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

<b>Performance Indicator</b>				
<b>Performance Indicator</b>	<b>12-Month Average</b>			
	<b>January 2020 - December 2020</b>	<b>January 2021 - December 2021</b>	<b>January 2022 - December 2022</b>	
<b>Customer Collisions Rate per Million Vehicles</b>	<b>4.07</b>	<b>3.99</b>	<b>3.97</b>	
<b>Customer Injury Collisions Rate per Million Vehicles</b>	<b>0.70</b>	<b>0.67</b>	<b>0.82</b>	
<b>Employee Accident Reports</b>	<b>146</b>	<b>140</b>	<b>113</b>	
<b>Employee Lost Time Injuries Rate per 200,000 Hours Worked</b>	<b>5.7</b>	<b>5.6</b>	<b>5.4</b>	
<b>Leading Indicators</b>				
<b>Roadway Safety</b>	<b>2021</b>		<b>2022</b>	
	<b>December</b>	<b>Year End</b>	<b>December</b>	<b>Year to Date</b>
<b>Workforce Development (# of Participants)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>486</b>
<b>Fleet Preventative Maintenance Insp.</b>	<b>118</b>	<b>1559</b>	<b>113</b>	<b>1531</b>
<b>Safety Taskforce Inspections</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>14</b>
<b>Fire Safety</b>	<b>December</b>	<b>Year End</b>	<b>December</b>	<b>Year to Date</b>
<b>Fire Code Audits Completed</b>	<b>1</b>	<b>14</b>	<b>1</b>	<b>14</b>
<b>FDNY Liaison Visits</b>	<b>2</b>	<b>34</b>	<b>0</b>	<b>29</b>

### Definitions:

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

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

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

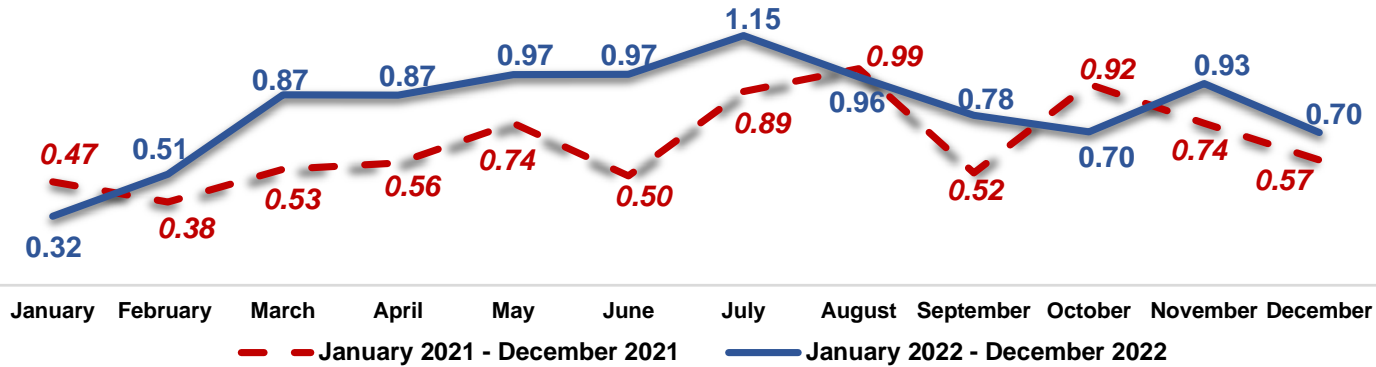
**Fire Code Audits** are required by the NY'S Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

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

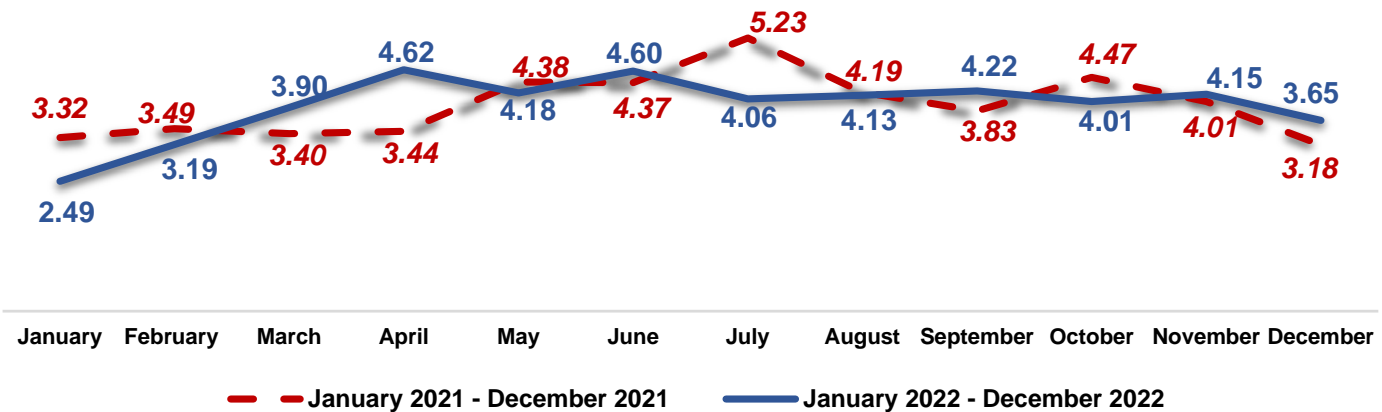


## Collision Rates – All Facilities Year over Year Comparison of Monthly Data

### Collisions with Injuries per Million Vehicles



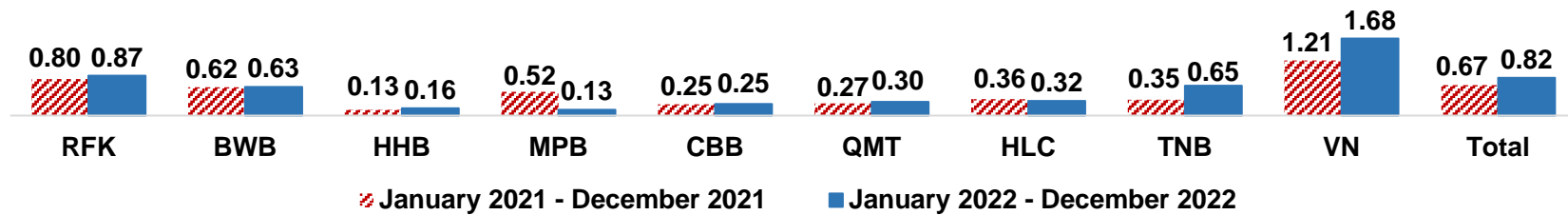
### Total Collisions per Million Vehicles



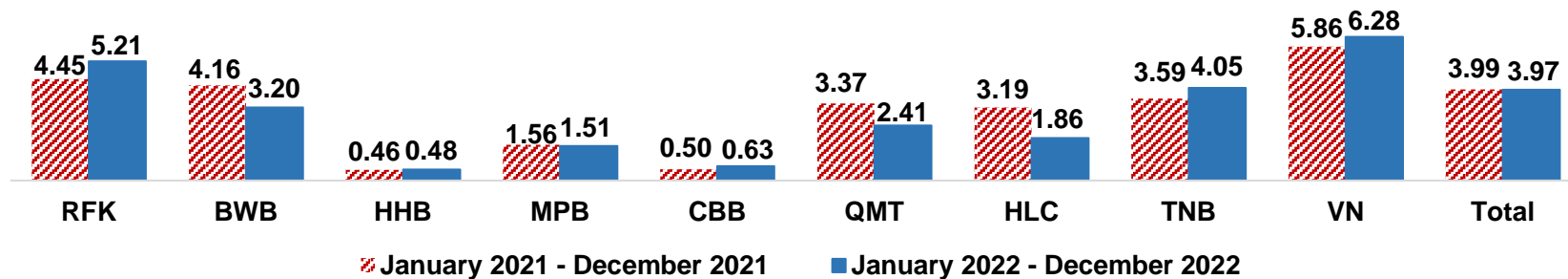


## Collision Rates by Facility Year over Year Comparison of 12-Month Averages

### Collisions with Injuries per Million Vehicles



### Total Collisions per Million Vehicles





## Collision Rates by Facility

### Total Collisions per Million Vehicles: December 2021 – December 2022

	21-Dec	22-Jan	22-Feb	22-Mar	22-Apr	22-May	22-Jun	22-Jul	22-Aug	22-Sep	22-Oct	22-Nov	22-Dec
<b>RFK</b>	3.53	3.23	5.16	3.81	6.48	6.88	3.65	4.23	5.28	6.17	6.47	6.45	4.22
<b>BWB</b>	1.97	1.75	2.82	1.87	4.56	3.94	5.54	3.47	4.49	2.74	3.01	1.44	1.94
<b>TNB</b>	3.74	1.83	2.04	8.41	6.55	3.51	2.87	3.97	4.24	3.46	3.12	4.79	3.61
<b>VNB</b>	4.97	3.95	3.84	5.62	6.42	5.10	8.60	7.28	6.77	7.49	5.81	6.99	6.74
<b>QMT</b>	1.30	2.09	3.72	2.73	1.96	4.91	3.79	1.56	1.51	1.92	2.60	0.80	1.22
<b>HLC</b>	3.39	2.66	2.41	2.07	1.08	0.00	2.59	3.28	0.52	1.60	1.04	2.19	3.23
<b>HHB</b>	0.50	0.00	0.56	0.00	0.00	0.44	1.34	0.47	0.46	0.00	1.34	0.48	0.49
<b>MPB</b>	4.99	0.00	0.00	4.76	0.00	2.72	0.00	1.19	1.27	1.44	1.59	3.32	1.67
<b>CBB</b>	0.00	0.00	0.00	0.00	1.59	0.00	0.00	1.29	0.00	1.47	1.53	1.64	0.00
<b>Total</b>	3.18	2.49	3.19	3.90	4.62	4.18	4.60	4.06	4.13	4.22	4.01	4.15	3.65



# Bridges and Tunnels

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## 2022 Customer Environment Report

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**KEY CUSTOMER SERVICE AREAS**

- ✓ Improve delivery of service and traffic mobility at all facilities
- ✓ Ensure the safety and security of customers traveling over the bridges and tunnels
- ✓ Enhance the customer experience and environment at bridge and tunnel facilities

**SCOPE OF THE OPERATIONS AND MAINTENANCE DEPARTMENTS**

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The Operations and Maintenance Departments operate and maintain MTA Bridges and Tunnels’ seven bridges and two tunnels in a manner that ensures safe, secure, continuous, expeditious, efficient, and courteous service to its customers who drive more than 327 million vehicles over its facilities annually.

The Operations and Maintenance Departments are responsible for the operating and maintaining:

- 22 Open Road Tolling Zones
- 6.2 miles of pedestrian walkways
- 240 lane miles of bridge and tunnel roadways, approaches and ramps
- 2,634 fixed roadway signs
- 49 electronic variable message signs
- 7,949 roadway, aviation and navigation lights
- 776 necklace lights
- 227 linear miles of pavement markings
- 99 tunnel ventilation fans
- 56 tunnel pumps
- 15 administration, maintenance, and fleet buildings
- 2 centralized garage facilities
- 398 vehicles including sedans, trucks, and specialized equipment/vehicles
- 149 law enforcement/patrol vehicles

**CRITICAL OBJECTIVES**

- Ensure traffic safety
- Facilitate regional traffic mobility
- Install and maintain traffic control and safety devices including signs, lights, and pavement markings
- Maintain tunnel ventilation fans and pumps
- Ensure the cleanliness and safety of roadways and walkways
- Manage cashless tolling zones, administration buildings, and fleet garages
- Maintain infrastructure integrity and security

**EXECUTIVE SUMMARY**

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The following is a summary of 2022 results:

**Customer Environment**

In 2022, B&T reapplied lane striping and other pavement markings to a total of 469,170 linear feet of roadway at its facilities. Clear roadway striping and pavement marking helps B&T customers safely navigate its crossings. To enhance the customer environment, B&T repaired 1,027 potholes and swept 13,901 miles of roadway in 2022.

**Customer Safety**

B&T customer safety performance was mixed for 2022. The total collision rate per million vehicles was 3.97, 0.4% better than the (3.99) rate in 2021. The collision with injury rate continues to be less than one collision per million vehicles from 0.67 in 2021 to 0.82 in 2022.



**PERFORMANCE REPORT**

**Maintenance Work Orders**

A completed maintenance work order indicates the completion of a maintenance task that was either scheduled or requested; an emergency work order relates to high priority conditions that directly impact customers. In 2022, B&T completed 12,636 work orders, 4.1% more than 2021. The average time to complete an emergency work order was 0.4 days.

**Roadway Lights in Service (%)**

In 2022, 98.1% of B&T roadway lights were in service, 0.5% more than 2021.

**Roadway Sweeping**

B&T swept 13,901 miles of roadway in 2022, 5.9% more than the 13,122 miles swept in 2021.

**Storm Drains**

B&T cleaned 2,574 drains in 2022 to reduce flooding conditions and increase roadway safety during storm events.

**Potholes Repaired**

In 2022, B&T repaired 1,027 potholes, 13.1% less than 2021 (1,182), due to milder temperatures causing fewer potholes.

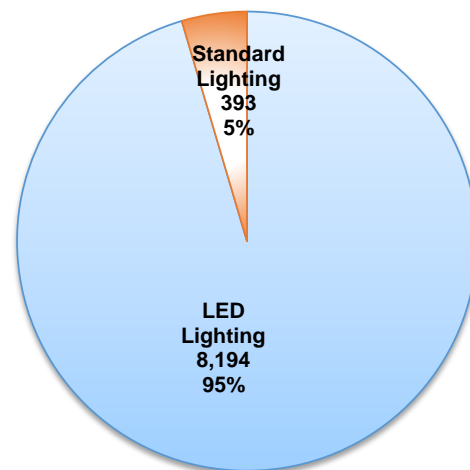
**Roadway Striping**

Roadway striping and other pavement markings enhance the ability of customers to safely and expeditiously cross B&T facilities. In 2022, B&T striped 469,170 linear feet of roadway, 20.2% more than 2021 (390,336 linear feet).

**LED Lighting**

B&T continues to upgrade its conventional roadway lighting to high efficiency LED lighting. As of year-end 2022, B&T has upgraded 95% of its lighting to LED.

**Standard Lighting vs. LED Lighting: 2022**



<b>Performance Statistics</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2021 vs. 2022 % Change</b>
Completed Maintenance Work Orders (All)	14,288	11,698	12,136	12,636	<b>4.1%</b>
Maintenance Work Orders (Emergency)	10	11	12	17	<b>41.7%</b>
Avg. days to completion for emergency work order	0.4	0.3	0.4	0.4	<b>0.0%</b>
Potholes repaired	1,966	954	1,182	1,027	<b>(13.1%)</b>
Roadway sweeping (miles)	13,758	13,397	13,122	13,901	<b>5.9%</b>
Roadway lights in service (%)	96.3%	97.6%	97.6%	98.1%	<b>0.5%</b>
Storm drains cleaned	4,368	4,208	3,803	2,574	<b>(32.3%)</b>
Tunnel cleaning -walls and ceilings (linear ft.)	13,233,161	10,681,374	11,236,315	9,520,961	<b>(15.3%)</b>
Roadway striping replaced (linear ft.)	410,383	88,313	390,336	469,170	<b>20.2%</b>





Customer Travel Time

Customer travel times are based on weekday peak periods (6am-9am and 4pm-7pm) at MTA Bridges and Tunnels' facilities. Travel times improved in almost all locations due to lower traffic levels in 2020. Any higher travel times were the result of roadway construction.

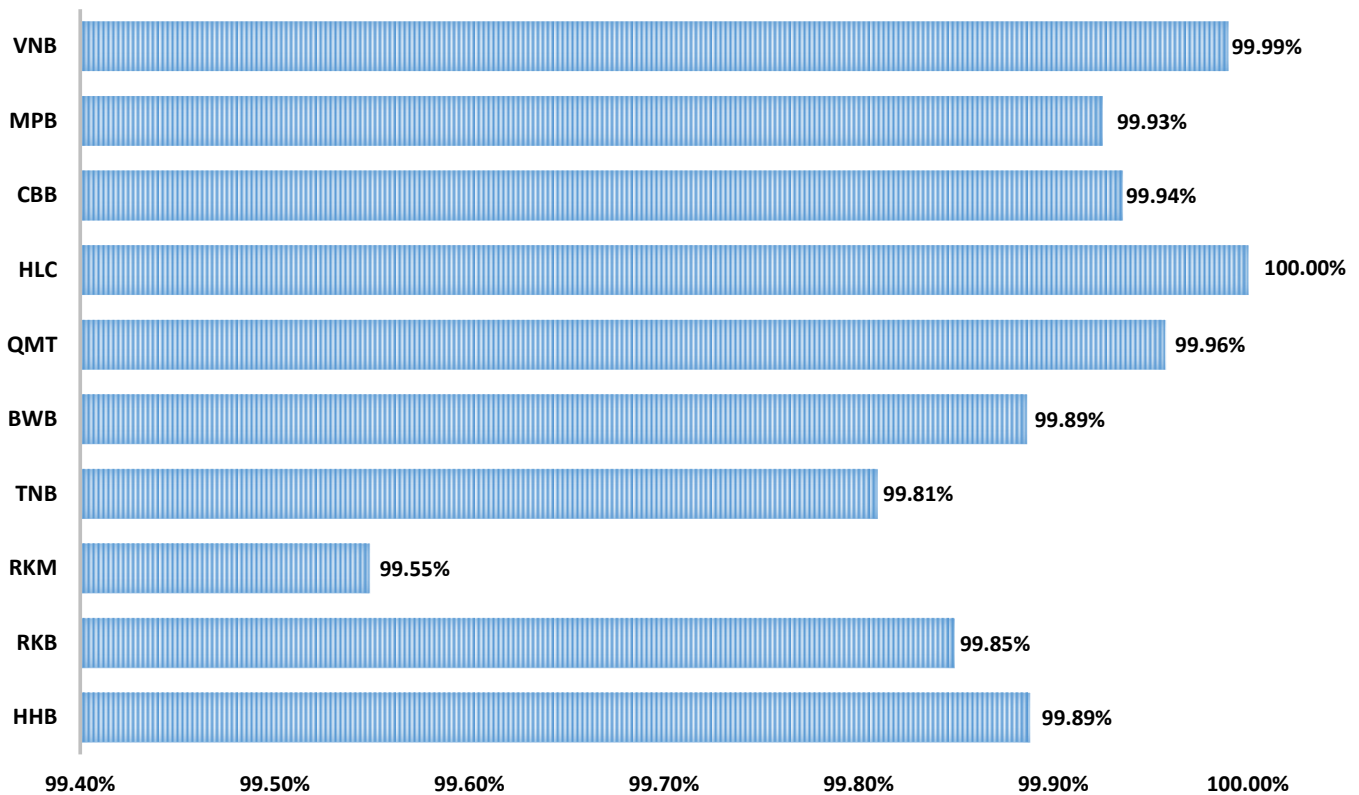
2022 vs. 2021 Travel Time Report											
Facility / Travel Direction	Free-Flow Travel Time	AM Peak				PM Peak					
		2022 Average	2022 Travel Time Index (TTI)	2021 Average	2021 vs. 2022 % Change	2022 Average	2022 Travel Time Index (TTI)	2021 Average	2021 vs. 2022 % Change		
<b>Verrazzano-Narrows Bridge</b>											
Brooklyn Bound (Upper Level)	3:35	5:16	1.47	4:43	12%	↑	3:51	1.07	4:05	-6%	↓
Brooklyn Bound (Lower Level)	3:35	5:30	1.53	4:43	17%	↑	4:14	1.18	4:06	3%	↑
Staten Island Bound (Upper Level)	3:35	3:57	1.10	4:05	-3%	↓	5:00	1.40	5:29	-9%	↓
Staten Island Bound (Lower Level)	3:35	4:07	1.15	4:05	1%	↑	4:55	1.37	5:20	-8%	↓
<b>Throgs Neck Bridge</b>											
Queens to Bronx	2:00	3:10	1.58	3:00	6%	↑	3:06	1.55	3:00	3%	↑
Bronx to Queens	2:00	3:59	1.99	4:33	-13%	↓	3:56	1.97	3:35	10%	↑
<b>Bronx-Whitestone Bridge</b>											
Queens to Bronx	1:20	2:52	2.15	2:42	6%	↑	2:50	2.13	2:52	-1%	↓
Bronx to Queens	1:20	2:20	1.75	2:17	2%	↑	2:18	1.73	2:16	2%	↑
<b>Robert F. Kennedy Bridge</b>											
Manhattan to Queens	3:50	4:03	1.06	4:04	0%	↓	7:41	2.00	6:42	15%	↑
Queens to Manhattan	3:50	7:25	1.93	5:47	28%	↑	7:34	1.97	7:18	4%	↑
Manhattan to Bronx	1:45	1:59	1.13	1:56	3%	↑	5:35	3.19	6:18	-11%	↓
Bronx to Manhattan	1:45	3:10	1.81	2:37	21%	↑	2:34	1.47	2:06	22%	↑
Bronx to Queens	3:05	4:01	1.30	3:55	3%	↑	6:24	2.08	4:56	30%	↑
Queens to Bronx	3:05	5:58	1.94	4:50	23%	↑	8:44	2.83	9:32	-8%	↓
<b>Henry Hudson Bridge</b>											
Manhattan to Bronx	0:37	0:53	1.43	0:52	2%	↑	0:55	1.49	0:56	-2%	↓
Bronx to Manhattan	0:37	1:06	1.78	1:04	3%	↑	1:03	1.70	1:03	0%	-
<b>Marine Parkway Bridge</b>											
Rockaways to Brooklyn	1:10	1:45	1.50	1:48	-3%	↓	1:45	1.50	1:48	-3%	↓
Brooklyn to Rockaways	1:10	1:44	1.49	1:50	-6%	↓	1:42	1.46	1:45	-3%	↓
<b>Cross Bay Bridge</b>											
Rockaways to Queens	0:44	0:47	1.07	0:46	2%	↑	0:45	1.02	0:47	-4.3%	↓
Queens to Rockaways	0:54	1:12	1.33	1:13	-1%	↓	0:59	1.09	0:57	3.5%	↑
<b>Hugh L. Carey Tunnel</b>											
Brooklyn to Manhattan	2:28	5:41	2.30	4:44	20%	↑	9:17	3.76	7:29	24%	↑
Manhattan to Brooklyn	2:35	4:01	1.55	3:59	1%	↑	4:52	1.88	4:43	3%	↑
<b>Queens Midtown Tunnel</b>											
Queens to Manhattan	2:20	4:58	2.13	4:04	22%	↑	7:27	3.19	4:30	66%	↑
Manhattan to Queens	2:20	4:42	2.01	4:05	15%	↑	3:57	1.69	3:38	9%	↑
Free-Flow Travel Time values reflect COVID-19 free-flow condition at TBTA facilities in April 2020.											
Travel Time Index (TTI) is the ratio of the average peak period travel time to the free-flow travel time. The measure is computed for the AM peak period (6am-9am) and the PM peak period (4pm-7pm) on weekdays. A TTI of 1.30 indicates a 20-minute free-flow trip takes 26 minutes (20 X 1.30) in the rush hours.											
Uncongested (TTI <1.3)											
Moderate Congestion (TTI 1.4-2.5)											
Congested (TTI > 2.5)											



### Toll Roadway Lane Availability

B&T’s cashless tolling system reads E-ZPass tags and captures images of vehicles using equipment attached to gantries above the roadways. The overall toll roadway lane availability was 99.88% in 2022.

**2022 Toll Roadway Lane Availability**





### Customer Safety

Performance Statistics	2019	2020	2021	2022	2021 vs. 2022
Collision Rate per Million Vehicles	6.26	4.06	3.99	3.97	<b>(0.4%)</b>
Collision with Injury Rate per Million Vehicle	0.87	0.70	0.67	0.82	<b>23.4%</b>
Speeding Summonses	4,640	1,544	369	659	<b>78.6%</b>
Truck Summonses	4,436	1,619	2,011	2,354	<b>17.1%</b>
Emergency Response Time (min:sec)	7:06	7:22	7:49	7:39	<b>(2.1%)</b>

In 2022, the collision rate per million vehicles was 3.97, 0.4% better than 2021 (3.99). The collision with injury rate per million vehicles was increased in 2022 0.82, 23.4% worse than 2021 (0.67).

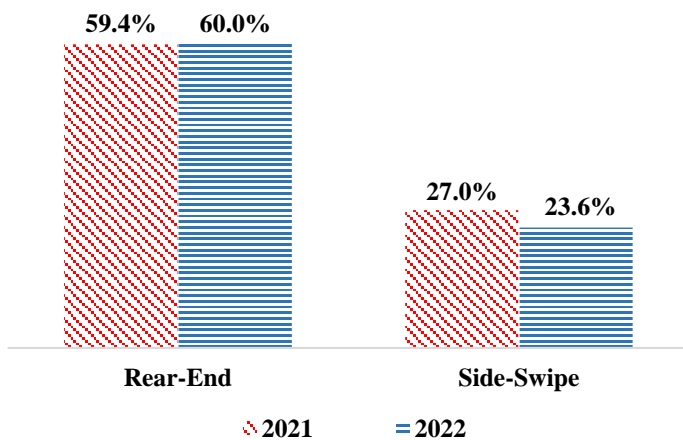
60.0% of collisions at B&T facilities in 2022 were rear-end collisions, 0.6% higher than 2021 (59.4%).

Side-swipe/lane change collisions accounted for 23.6% of collisions in 2022, 3.4% lower than 2021 (27.0%).

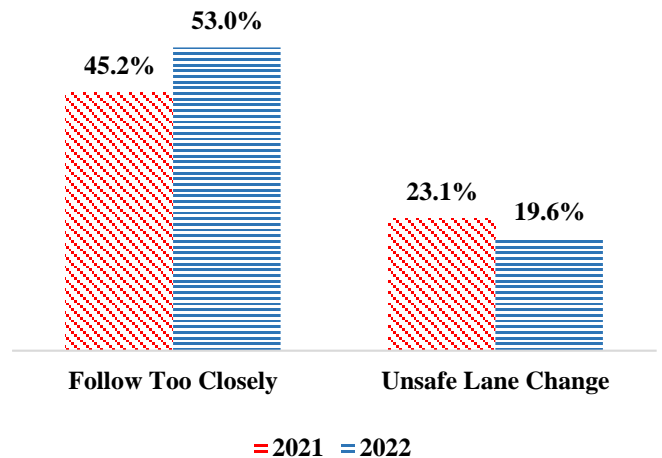
In 2022, “following too closely” accounted for 53.0% of collisions, marking an increase of 7.9% from 45.2% compared to 2020. Collisions involving an “unsafe lane change” decreased by 3.5% to 19.6% in 2022, compared to 23.1% in 2021.

B&T 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.

**Leading Collisions Types  
2021 vs. 2022**



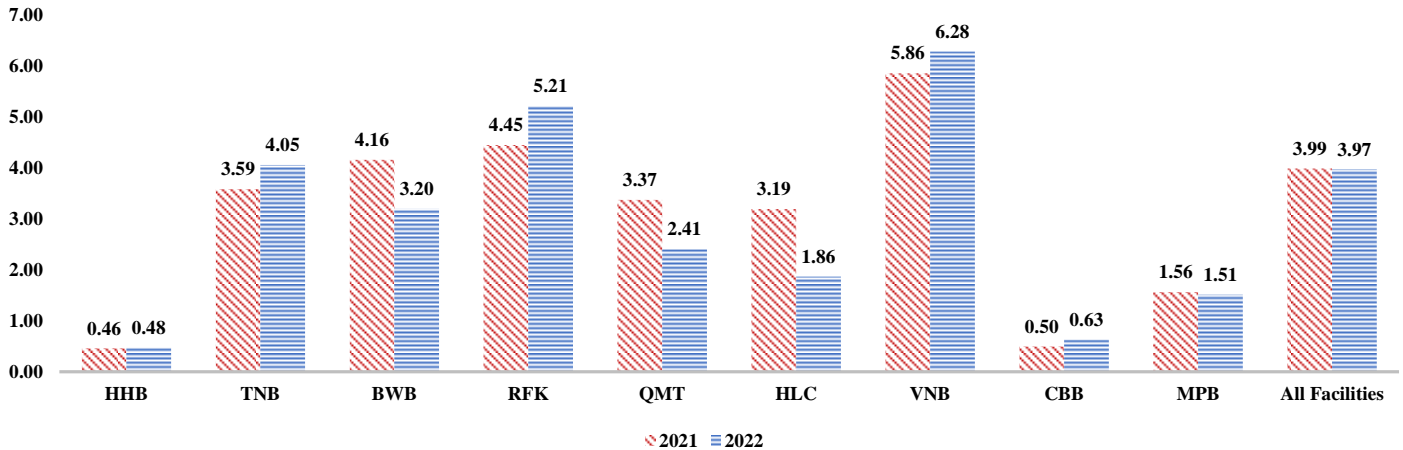
**Leading Collision Factors  
2021 vs. 2022**



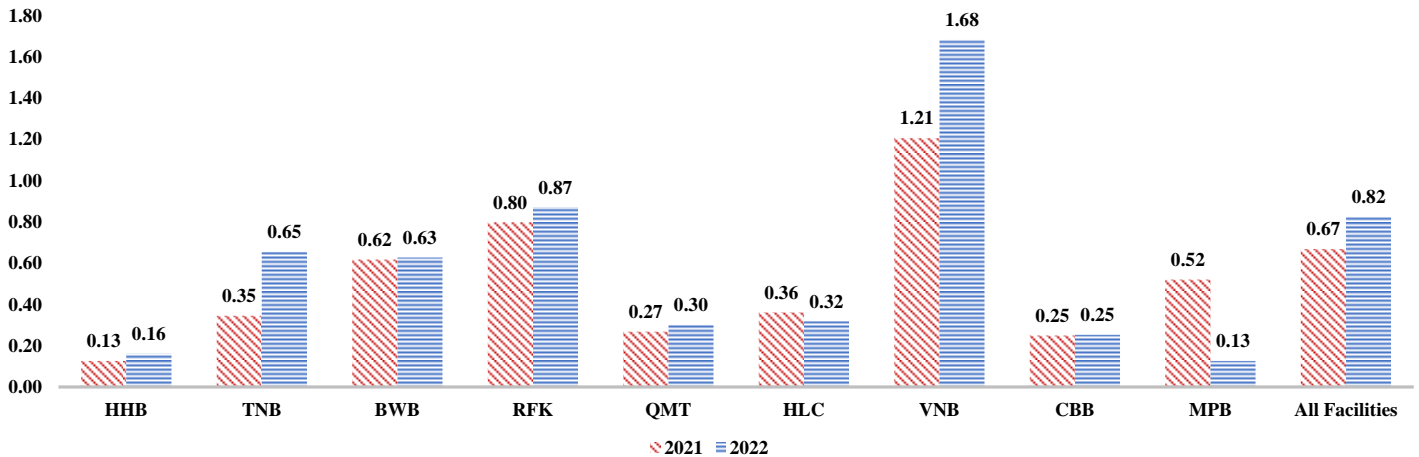


The collision rate in 2022 improved by 0.4% in 2022, compared to 2021 (3.97 versus 3.99, respectively). The collision with injuries rate per million vehicles increased by 23.4%, compared to 2021 (0.82 versus 0.67, respectively). The collision with injury rate continues to be less than one collision per million vehicles. B&T has a continuing focus on collision mitigation at all its crossings. Some mitigation efforts include roadway safety enforcement, traffic alerts, signage and pavement markings. The improvements in the overall collision rate performance are in part attributed to the success of this focus.

**2021 vs. 2022 Total Collision Rates per Million Vehicles**



**2021 vs. 2022 Collision with Injuries Rates per Million Vehicles**





B&T customer safety improvements in 2021 can be attributed, in part, to a change in its safety enforcement tactics. While issuing summonses for traffic violations remains an important part of B&T’s safety enforcement approach, B&T has transitioned to more active methods of reducing potentially dangerous driving behaviors through signage & messaging and using tactics such as pacing traffic with marked vehicles during periods of higher risk of collision.

Highlights of B&T’s summons issuance performance include:

- 15,506 summonses were issued in 2022, 53.0% higher than 2021.
- 16.3% (2,527) of the summonses issued in 2022 were safety related. Types of safety summonses include Speeding, Disobeying Signs / Traffic Control Devices, Cell Phone/Texting, and Unsafe Lane Change.
- B&T’s Special Operations Division utilized collision data (collisions by type, collisions by tour, collisions by day of the week, collision factors, etc.) to direct patrol deployments across all facilities.

<b>Summons Type</b>	<b>2021</b>	<b>2022</b>	<b>% Change</b>
Speed	369	659	<b>78.6%</b>
Disobey Signs/Traffic Control Device	1,143	1,507	<b>31.8%</b>
Cell Phone/Texting	113	191	<b>69.0%</b>
Unsafe Lane Change/Failure to Signal	96	170	<b>77.1%</b>
*All Other	8,414	12,979	<b>54.3%</b>
<b>Total</b>	<b>10,135</b>	<b>15,506</b>	<b>53.0%</b>

\*All other summonses include vehicle equipment, covered/obstructed plates, other secondary summonses, etc.



**Indicator Definitions**

<b>CUSTOMER ENVIRONMENT</b>		
<b>Indicator</b>	<b>Description</b>	<b>Source</b>
<b>Roadway Striping Installed/ Replaced/Restored</b>	Percentage of roadway striping completed. Roadway striping is measured in linear feet.	Preventive Maintenance and Construction & Development Departments
<b>Potholes Repaired</b>	Number of potholes repaired	Computerized Maintenance Management System (CMMS) and Construction & Development Departments
<b>Roadway Sweeping (miles)</b>	Length of roadway swept measured in miles	Computerized Maintenance Management System (CMMS)
<b>Completed Maintenance Work Order</b>	The completion of a maintenance task that is either scheduled or requested	Computerized Maintenance Management System (CMMS)
<b>Average Days to Completion for Emergency Work Orders</b>	The average time to complete emergency work order repairs. An emergency work order is defined as a high priority condition that has a significant impact on customer/employee safety and/or an impact on travel.	Computerized Maintenance Management System (CMMS)
<b>Storm Drains Cleaned</b>	Number of storm drains cleaned	Reported by facilities on the third weekend of each month
<b>Roadway Lights in Service (%)</b>	Percent of all roadway lights in service at a monthly point in time	Reported by facilities on the third weekend of each month
<b>Tunnel Cleaning (Walls and Ceilings)</b>	Linear feet of tunnel walls and ceilings cleaned. Complete cleaning requires ten passes of the wash truck. Hugh L. Carey and Queens Midtown Tunnels would cover 182,220 and 126,260 feet respectively to wash both tubes.	Queens Midtown and Hugh L. Carey Tunnel facility management
<b>Roadway Assistance</b>	The average time recorded from the time a call is received to the time B&T personnel arrives on the scene. This includes responses to collisions, disabled vehicles, and debris in roadway.	Facility Database
<b>LED Lighting</b>	Standard Lighting (High Pressure Sodium/High Intensity Discharge/ Incandescent) vs. High Efficiency LED Lighting	Reported by facilities on the third weekend of each month



<b>CUSTOMER SERVICE</b>					
<b>Indicator</b>	<b>Description</b>				<b>Source</b>
<b>Travel Time Index (TTI)</b>	Travel Time Index (TTI), which is the ratio of the average peak period travel time to the free-flow travel time.				Travel Time database
<b>Travel Speed/Travel Time</b>	Using anonymous data from customer E-ZPass tags, this indicator measures how long it takes vehicles to travel over B&T facilities.				Transcom
<b>Facility</b>	<b>Direction</b>	<b>Borough</b>	<b>From</b>	<b>To</b>	<b>Distance (Feet)</b>
Bronx-Whitestone Bridge	South Bound	Queens Bound	BWB ORT Gantry	Queens anchorage	6,433
	North Bound	Bronx Bound	Queens anchorage	BWB ORT Gantry	6,433
Throgs Neck Bridge	South Bound	Queens Bound	TNB ORT Gantry	Gantry 7	9,715
	North Bound	Bronx Bound	Gantry 7	TNB ORT Gantry	9,715
Henry Hudson Bridge	South Bound	Manhattan Bound	Kappock Street	HHB ORT Gantry	2,740
	North Bound	Bronx Bound	HHB ORT Gantry	Kappock Street	2,740
Robert F. Kennedy Bridge	South Bound	Queens Bound	Manhattan Lift Span	Queens Anchorage	11,078
	South Bound	Queens Bound	Bronx Span	Queens anchorage	10,296
	North Bound	Bronx Bound	Manhattan Lift Span	Bronx Span	4,960
	North Bound	Bronx Bound	Queens anchorage	Bronx Span	10,296
	West Bound	Manhattan Bound	Queens anchorage	Manhattan Lift Span	12,001
	West Bound	Manhattan Bound	Bronx Span	Manhattan Lift Span	4,160
Queens Midtown Tunnel	East Bound	Queens Bound	QMT ORT Gantry	NYSDOT Gantry 2	8,130
	West Bound	Manhattan Bound	NYSDOT Gantry 2	QMT ORT Gantry	8,130
Verrazzano-Narrows Bridge	East Bound	Brooklyn Bound	Fingerboard Road	92nd Street	13,464
	West Bound	Staten Island Bound	92nd Street	Fingerboard Road	13,464
Hugh L. Carey Tunnel	South Bound	Brooklyn Bound	HLC ORT Gantry	BQE Overpass	10,500
	North Bound	Manhattan Bound	BQE Overpass	HLC ORT Gantry	10,500
Marine Parkway Bridge	South Bound	Rockaway Bound	MPB ORT Gantry	Signal Gantry 1	4,850
	North Bound	Brooklyn Bound	Signal Gantry 1	MPB ORT Gantry	4,850
Cross Bay Bridge	South Bound	Rockaway Bound	CBB ORT Gantry	Beach Channel Drive Gantry	3,840
	North Bound	Brooklyn Bound	CBB South Ramp B Overpass	CBB ORT Gantry	3,905
<b>Toll System Availability (%)</b>	Percent of toll lanes available for customer use.				Toll System Maintenance

<b>CUSTOMER SAFETY</b>		
<b>Indicator</b>	<b>Description</b>	<b>Source</b>
<b>Collision Rate per Million Vehicles</b>	The rate of vehicular collisions for every one million vehicles.	Operations and Traffic Engineering database of accident reports; traffic data is supplied by the ITS & Tolling Department.
<b>Collisions by Type per Million Vehicles</b>	The total number of collisions associated with each type of accident per million vehicles.	CARS database. Traffic data is supplied by the ITS & Tolling Department.
<b>Collision Rate per Million Vehicles</b>	The rate of vehicular collisions for every one million vehicles.	Operations and Traffic Engineering database of accident reports; traffic data is supplied by the ITS & Tolling Department.



# Bridges and Tunnels

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## Financial Report - January 2023 (Information Item)

**Andrew Ritchel**  
**Director, Financial Analysis – HQ/B&T/C&D**  
**MTA Office of Management and Budget**



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

**ASSETS AND DEFERRED OUTFLOWS OF RESOURCES**

**CURRENT ASSETS:**

Cash-Unrestricted	7,990
Investments:	
Unrestricted	690,374
Restricted	2,005,086
Accrued interest receivable	-24,823
Accounts receivable	474,233
Less allowance for uncollectible accounts	-390,301
Tolls due from other agencies	36,210
Loan receivable from MTA	8,822,965
Prepaid expenses	20,569
	11,642,304
Total current assets	11,642,304

**NONCURRENT ASSETS:**

Investments:	
Unrestricted	
Restricted	-
Facilities, less acc.dep of \$2,154,235	7,557,532
Capital lease 2 Broadway net acc. dep.	33,239
Derivative Hedge Assets	3,467
	7,594,238
Total noncurrent assets	7,594,238

**TOTAL ASSETS:** 19,236,541

**DEFERRED OUTFLOWS OF RESOURCES:**

Deferred outflows of resources related to pension	38,342
Deferred outflow of resources related to other post-employment benefits	175,636
Accumulated decreases in fair value of derivative instruments	71,395
Defeasance costs	157,057
	442,430

**TOTAL DEFERRED OUTFLOWS OF RESOURCES:** 442,430

**TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES** 19,678,971

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

**LIABILITIES AND INFLOWS OF RESOURCES**

**CURRENT LIABILITIES:**

Current portion-long term debt	360,285
Interest Payable	156,382
Accounts Payable	120,131
Accrued Pension Payable	0
Payable to MTA-CAP	374,928
Due to MTA-Operating Expenses	2,988
Due to NYCTA-Operating Expenses	61
Accrued salaries	42,366
Accrued Vac & Sick Benefits	18,278
Current portion of estimated liability arising from injury	6,264
Due to New York City Transit Authority	-423,128
Due to Metropolitan Transportation Authority	-487,240
Unearned Toll Revenue	206,253
Tolls due to other agencies	67,839
E-ZPass Airport Toll Liability	2,115
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Total current liabilities	447,522

**NONCURRENT LIABILITIES:**

Long term debt	19,242,711
Post Employment Benefits Other than Pensions	987,443
Estimated liability arising from injury	50,080
Capital lease obligations	59,704
Other long-term liabilities	-
Derivative Hedge Liabilities	35,362
Due (to)/from MTA - change in fair value of derivative	39,499
Net Pension Liability	59,821
	<hr/>
Total noncurrent liabilities	20,474,620

**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** 21,164,001

**NET POSITION** 

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-1,485,030 \*

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

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19,678,971

\*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**  
**ACCRAUAL STATEMENT of OPERATIONS by CATEGORY**  
**JANUARY 2023**

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	172.898	184.604	11.707	6.8	0.000	0.000	0.000	-	172.898	184.604	11.707	6.8
Other Operating Revenue	1.410	1.655	0.246	17.4	0.000	0.000	0.000	-	1.410	1.655	0.246	17.4
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.517	1.017	(0.500)	(32.9)	1.517	1.017	(0.500)	(32.9)
Investment Income	0.092	0.943	0.851	*	0.000	0.000	0.000	-	0.092	0.943	0.851	*
<b>Total Revenue</b>	<b>\$174.399</b>	<b>\$187.202</b>	<b>\$12.803</b>	<b>7.3</b>	<b>\$1.517</b>	<b>\$1.017</b>	<b>(\$0.500)</b>	<b>(32.9)</b>	<b>\$175.916</b>	<b>\$188.220</b>	<b>\$12.303</b>	<b>7.0</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$11.077	\$8.935	\$2.142	19.3	\$0.512	\$0.353	\$0.159	31.1	11.590	\$9.288	\$2.302	19.9
Overtime	1.948	2.151	(0.204)	(10.5)	0.072	0.049	0.023	31.9	2.019	2.200	(0.181)	(9.0)
Health and Welfare	3.401	2.302	1.099	32.3	0.122	0.084	0.037	30.8	3.523	2.386	1.136	32.3
OPEB Current Payment	2.643	3.954	(1.311)	(49.6)	0.000	0.000	0.000	-	2.643	3.954	(1.311)	(49.6)
Pensions	4.043	2.261	1.782	44.1	0.152	0.091	0.060	39.8	4.195	2.352	1.843	43.9
Other Fringe Benefits	1.891	1.994	(0.103)	(5.5)	0.063	0.043	0.020	31.3	1.954	2.038	(0.084)	(4.3)
Reimbursable Overhead	(0.597)	(0.396)	(0.200)	(33.5)	0.597	0.396	0.200	33.5	0.000	0.000	0.000	100.0
<b>Total Labor Expenses</b>	<b>\$24.406</b>	<b>\$21.201</b>	<b>\$3.205</b>	<b>13.1</b>	<b>\$1.517</b>	<b>\$1.017</b>	<b>\$0.500</b>	<b>32.9</b>	<b>\$25.923</b>	<b>\$22.219</b>	<b>\$3.705</b>	<b>14.3</b>
<i>Non-Labor:</i>												
Electric Power	\$0.267	\$0.113	\$0.155	57.8	\$0.000	\$0.000	\$0.000	-	\$0.267	\$0.113	\$0.155	57.8
Fuel	0.060	0.000	0.060	100.0	0.000	0.000	0.000	-	0.060	0.000	0.060	100.0
Insurance	1.075	1.037	0.038	3.6	0.000	0.000	0.000	-	1.075	1.037	0.038	3.6
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	6.856	6.212	0.644	9.4	0.000	0.000	0.000	-	6.856	6.212	0.644	9.4
Professional Service Contracts	1.908	1.196	0.712	37.3	0.000	0.000	0.000	-	1.908	1.196	0.712	37.3
Materials & Supplies	0.045	0.080	(0.035)	(77.3)	0.000	0.000	0.000	-	0.045	0.080	(0.035)	(77.3)
Other Business Expenses	4.980	4.005	0.975	19.6	0.000	0.000	0.000	-	4.980	4.005	0.975	19.6
<b>Total Non-Labor Expenses</b>	<b>\$15.192</b>	<b>\$12.643</b>	<b>\$2.549</b>	<b>16.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$15.192</b>	<b>\$12.643</b>	<b>\$2.549</b>	<b>16.8</b>
<b>Other Expense Adjustments:</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Gap Closing Actions:</b>												
<sup>1</sup> Add'l Actions for Budget Balance: Expense Impact	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Gap Closing Actions</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$39.598</b>	<b>\$33.844</b>	<b>\$5.754</b>	<b>14.5</b>	<b>\$1.517</b>	<b>\$1.017</b>	<b>\$0.500</b>	<b>32.9</b>	<b>\$41.115</b>	<b>\$34.862</b>	<b>\$6.254</b>	<b>15.2</b>
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
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$57.323</b>	<b>\$50.354</b>	<b>\$6.970</b>	<b>12.2</b>	<b>\$1.517</b>	<b>\$1.017</b>	<b>\$0.500</b>	<b>32.9</b>	<b>\$58.840</b>	<b>\$51.371</b>	<b>\$7.469</b>	<b>12.7</b>
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
<b>Total Expenses</b>	<b>\$39.598</b>	<b>\$33.844</b>	<b>\$5.754</b>	<b>14.5</b>	<b>\$1.517</b>	<b>\$1.017</b>	<b>\$0.500</b>	<b>32.9</b>	<b>\$41.115</b>	<b>\$34.862</b>	<b>\$6.254</b>	<b>15.2</b>
<b>Net Surplus/(Deficit)</b>	<b>\$134.801</b>	<b>\$153.358</b>	<b>\$18.557</b>	<b>13.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$134.801</b>	<b>\$153.358</b>	<b>\$18.557</b>	<b>13.8</b>

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**  
**JANUARY 2023**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Net Income/(Deficit)</b>									<b>\$134.801</b>	<b>\$153.358</b>	<b>\$18.557</b>	<b>13.8</b>
Less: Capitalized Assets									0.052	0.071	(0.019)	(36.5)
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
<b>Adjusted Net Income/(Deficit)</b>									<b>\$134.749</b>	<b>\$153.287</b>	<b>\$18.538</b>	<b>13.8</b>
Less: Debt Service									65.660	61.014	4.646	7.1
Less: Contribution to the Capital Program									0.000	0.000	0.000	-
<b>Income Available for Distribution</b>									<b>\$69.089</b>	<b>\$92.273</b>	<b>\$23.184</b>	<b>33.6</b>
Distributable To:												
MTA - Investment Income									0.092	0.943	0.851	*
MTA - Distributable Income									38.851	50.049	11.197	28.8
NYCTR - Distributable Income									30.145	41.281	11.136	36.9
<b>Total Distributable Income</b>									<b>\$69.089</b>	<b>\$92.273</b>	<b>\$23.184</b>	<b>33.6</b>
<b>Support to Mass Transit:</b>												
Total Revenues									175.916	188.220	12.303	7.0
Less: Total Operating Expenses									<u>41.115</u>	<u>34.862</u>	<u>6.254</u>	15.2
<b>Net Operating Income/(Deficit)</b>									<b>\$134.801</b>	<b>\$153.358</b>	<b>\$18.557</b>	<b>13.8</b>
Deductions from Net Operating Income:												
Capitalized Assets									0.052	0.071	(0.019)	(36.5)
Reserves									0.000	0.000	0.000	-
B&T Debt Service									36.502	31.265	5.238	14.3
Contribution to the Capital Program									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
<b>Total Deductions From Operating Income</b>									<b>\$36.554</b>	<b>\$31.336</b>	<b>\$5.219</b>	<b>14.3</b>
<b>Total Support to Mass Transit</b>									<b>\$98.247</b>	<b>\$122.022</b>	<b>\$23.776</b>	<b>24.2</b>

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

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	172.898	184.604	11.707	6.8	0.000	0.000	0.000	-	172.898	184.604	11.707	6.8
Other Operating Revenue	1.410	1.655	0.246	17.4	0.000	0.000	0.000	-	1.410	1.655	0.246	17.4
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.517	1.017	(0.500)	(32.9)	1.517	1.017	(0.500)	(32.9)
Investment Income	0.092	0.943	0.851	*	0.000	0.000	0.000	-	0.092	0.943	0.851	*
<b>Total Revenue</b>	<b>\$174.399</b>	<b>\$187.202</b>	<b>\$12.803</b>	<b>7.3</b>	<b>\$1.517</b>	<b>\$1.017</b>	<b>(\$0.500)</b>	<b>(32.9)</b>	<b>\$175.916</b>	<b>\$188.220</b>	<b>\$12.303</b>	<b>7.0</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$11.077	\$8.935	\$2.142	19.3	0.512	\$0.353	\$0.159	31.1	11.590	\$9.288	\$2.302	19.9
Overtime	1.948	2.151	(0.204)	(10.5)	0.072	0.049	0.023	31.9	2.019	2.200	(0.181)	(9.0)
Health and Welfare	3.401	2.302	1.099	32.3	0.122	0.084	0.037	30.8	3.523	2.386	1.136	32.3
OPEB Current Payment	2.643	3.954	(1.311)	(49.6)	0.000	0.000	0.000	-	2.643	3.954	(1.311)	(49.6)
Pensions	4.043	2.261	1.782	44.1	0.152	0.091	0.060	39.8	4.195	2.352	1.843	43.9
Other Fringe Benefits	1.891	1.994	(0.103)	(5.5)	0.063	0.043	0.020	31.3	1.954	2.038	(0.084)	(4.3)
Reimbursable Overhead	(0.597)	(0.396)	(0.200)	(33.5)	0.597	0.396	0.200	33.5	0.000	0.000	0.000	100.0
<b>Total Labor Expenses</b>	<b>\$24.406</b>	<b>\$21.201</b>	<b>\$3.205</b>	<b>13.1</b>	<b>\$1.517</b>	<b>\$1.017</b>	<b>\$0.500</b>	<b>32.9</b>	<b>\$25.923</b>	<b>\$22.219</b>	<b>\$3.705</b>	<b>14.3</b>
<i>Non-Labor:</i>												
Electric Power	\$0.267	\$0.113	\$0.155	57.8	0.000	\$0.000	\$0.000	-	\$0.267	\$0.113	\$0.155	57.8
Fuel	0.060	0.000	0.060	100.0	0.000	0.000	0.000	-	0.060	0.000	0.060	100.0
Insurance	1.075	1.037	0.038	3.6	0.000	0.000	0.000	-	1.075	1.037	0.038	3.6
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	6.856	6.212	0.644	9.4	0.000	0.000	0.000	-	6.856	6.212	0.644	9.4
Professional Service Contracts	1.908	1.196	0.712	37.3	0.000	0.000	0.000	-	1.908	1.196	0.712	37.3
Materials & Supplies	0.045	0.080	(0.035)	(77.3)	0.000	0.000	0.000	-	0.045	0.080	(0.035)	(77.3)
Other Business Expenses	4.980	4.005	0.975	19.6	0.000	0.000	0.000	-	4.980	4.005	0.975	19.6
<b>Total Non-Labor Expenses</b>	<b>\$15.192</b>	<b>\$12.643</b>	<b>\$2.549</b>	<b>16.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$15.192</b>	<b>\$12.643</b>	<b>\$2.549</b>	<b>16.8</b>
<b>Other Expense Adjustments</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Gap Closing Actions:</b>												
<sup>1</sup> Add'l Actions for Budget Balance: Expense Impact	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Gap Closing Actions</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$39.598</b>	<b>\$33.844</b>	<b>\$5.754</b>	<b>14.5</b>	<b>\$1.517</b>	<b>\$1.017</b>	<b>\$0.500</b>	<b>32.9</b>	<b>\$41.115</b>	<b>\$34.862</b>	<b>\$6.254</b>	<b>15.2</b>
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
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$57.323</b>	<b>\$50.354</b>	<b>\$6.970</b>	<b>12.2</b>	<b>\$1.517</b>	<b>\$1.017</b>	<b>\$0.500</b>	<b>32.9</b>	<b>\$58.840</b>	<b>\$51.371</b>	<b>\$7.469</b>	<b>12.7</b>
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
<b>Total Expenses</b>	<b>\$39.598</b>	<b>\$33.844</b>	<b>\$5.754</b>	<b>14.5</b>	<b>\$1.517</b>	<b>\$1.017</b>	<b>\$0.500</b>	<b>32.9</b>	<b>\$41.115</b>	<b>\$34.862</b>	<b>\$6.254</b>	<b>15.2</b>
<b>Net Surplus/(Deficit)</b>	<b>\$134.801</b>	<b>\$153.358</b>	<b>\$18.557</b>	<b>13.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$134.801</b>	<b>\$153.358</b>	<b>\$18.557</b>	<b>13.8</b>

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

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Net Income/(Deficit)</b>								<b>\$134.801</b>	<b>\$153.358</b>	<b>\$18.557</b>	<b>13.8</b>	
Less: Capitalized Assets								0.052	0.071	(\$0.019)	(36.5)	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
<b>Adjusted Net Income/(Deficit)</b>								<b>\$134.749</b>	<b>\$153.287</b>	<b>\$18.538</b>	<b>13.8</b>	
Less: Debt Service								65.660	61.014	4.646	7.1	
Less: Contribution to the Capital Program								0.000	0.000	0.000	-	
<b>Income Available for Distribution</b>								<b>\$69.089</b>	<b>\$92.273</b>	<b>\$23.184</b>	<b>33.6</b>	
Distributable To:												
MTA - Investment Income								0.092	0.943	0.851	*	
MTA - Distributable Income								38.851	50.049	11.197	28.8	
NYCTR - Distributable Income								30.145	41.281	11.136	36.9	
<b>Total Distributable Income</b>								<b>\$69.089</b>	<b>\$92.273</b>	<b>\$23.184</b>	<b>33.6</b>	
<b>Support to Mass Transit:</b>												
Total Revenues								175.916	188.220	12.303	7.0	
Less: Total Operating Expenses								<u>41.115</u>	<u>34.862</u>	<u>6.254</u>	15.2	
<b>Net Operating Income/(Deficit)</b>								<b>\$134.801</b>	<b>\$153.358</b>	<b>\$18.557</b>	<b>13.8</b>	
Deductions from Net Operating Income:												
Capitalized Assets								0.052	0.071	(0.019)	(36.5)	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								36.502	31.265	5.238	14.3	
Contribution to the Capital Program								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
<b>Total Deductions From Operating Income</b>								<b>\$36.554</b>	<b>\$31.336</b>	<b>\$5.219</b>	<b>14.3</b>	
<b>Total Support to Mass Transit</b>								<b>\$98.247</b>	<b>\$122.022</b>	<b>\$23.776</b>	<b>24.2</b>	

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

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2023 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS**  
 (\$ in millions)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Jan-23	Favorable/ (Unfavorable) Variance		Year-to-Date
	\$	%	Reason for Variance	\$	%	Reason for Variance
<b>Nonreimbursable</b>						
Vehicle Toll Revenue	11.707	6.8%	Traffic volumes were above budgeted levels	11.707	6.8%	Traffic volumes were above budgeted levels
Other Operating Revenue	0.246	17.4%	Higher revenue primarily due to the timing of income from E-ZPass administrative fees	0.246	17.4%	Higher revenue primarily due to the timing of income from E-ZPass administrative fees
Investment Income	0.851	*	Higher than anticipated short-term investment returns on fund balances.	0.851	*	Higher than anticipated short-term investment returns on fund balances.
Payroll	2.142	19.3%	Lower payroll expenses primarily due to vacancies	2.142	19.3%	Lower payroll expenses primarily due to vacancies
Overtime	(0.204)	-10.5%	Higher overtime in part due to unfilled vacancies. Results continue to be reviewed.	(0.204)	-10.5%	Higher overtime in part due to unfilled vacancies. Results continue to be reviewed.
Health and Welfare	1.099	32.3%	Lower expenses primarily due to vacancies	1.099	32.3%	Lower expenses primarily due to vacancies
OPEB Current Payment	(1.311)	-49.6%	Higher expenses primarily due to timing against the budget allocation	(1.311)	-49.6%	Lower expenses primarily due to timing against the budget allocation
Pensions	1.782	44.1%	Lower expenses primarily due to timing against the budget allocation	1.782	44.1%	Lower expenses primarily due to timing against the budget allocation
Other Fringe Benefits	(0.103)	-5.5%	Higher expenses primarily due to timing against the budget allocation.	(0.103)	-5.5%	Higher expenses primarily due to timing against the budget allocation.
Reimbursable Overhead	(0.200)	-33.5%	Lower reimbursable overhead credits due to timing of capital projects against the budget allocation.	(0.200)	-33.5%	Lower reimbursable overhead credits due to timing of capital projects against the budget allocation.
Electric Power	0.155	57.8%	Lower electricity expenses primarily due to timing against the budget allocation.	0.155	57.8%	Lower electricity expenses primarily due to timing against the budget allocation.
Fuel	0.060	100.0%	Lower fuel expenses primarily due to milder winter weather	0.060	100.0%	Lower fuel expenses primarily due to milder winter weather
Insurance	0.038	3.6%	Lower insurance expenses primarily due to timing against the monthly budget allocation	0.038	3.6%	Lower insurance expenses primarily due to timing against the monthly budget allocation
Maintenance and Other Operating Contracts	0.644	9.4%	Lower expenses mainly due to timing against the monthly budget allocation for major maintenance and painting, (\$0.712 Mill), E-ZPass customer service center, (\$0.358 Mill), partially offset by security and surveillance costs, \$0.350 Mill	0.644	9.4%	Lower expenses mainly due to timing against the monthly budget allocation for major maintenance and painting, (\$0.712 Mill), E-ZPass customer service center, (\$0.358 Mill), partially offset by security and surveillance costs, \$0.350 Mill
Professional Service Contracts	0.712	37.3%	Lower expenses primarily due to timing against the monthly budget allocation for bond issuance costs, (\$0.311 Mill), professional service contracts, (\$0.185 Mill), MTA other professional service, (\$0.099 Mill) and engineering services, (\$0.089 Mill)	0.712	37.3%	Lower expenses primarily due to timing against the monthly budget allocation for bond issuance costs, (\$0.311 Mill), professional service contracts, (\$0.185 Mill), MTA other professional service, (\$0.099 Mill) and engineering services, (\$0.089 Mill)
Materials & Supplies	(0.035)	-77.3%	Higher expenses across a variety of small equipment and supply categories, primarily due to timing against the monthly budget allocation	(0.035)	-77.3%	Higher expenses across a variety of small equipment and supply categories, primarily due to timing against the monthly budget allocation
Other Business Expense	0.975	19.6%	Lower expenses primarily due to timing against the monthly budget allocation for credit card processing fees.	0.975	19.6%	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.	1.022	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
<b>Reimbursable</b>						
Capital and Other Reimbursements	(0.500)	-32.9%	Lower capital reimbursements due to timing against the monthly budget allocation	(0.500)	-32.9%	Lower capital reimbursements due to timing against the monthly budget allocation
Payroll	0.159	31.1%	Lower capital reimbursements due to timing against the monthly budget allocation	0.159	31.1%	Lower capital reimbursements due to timing against the monthly budget allocation
Overtime	0.023	*	Lower overtime primarily due to the timing of expenses.	0.023	31.9%	Lower overtime primarily due to the timing of expenses.
Health and Welfare	0.037	*	Lower capital reimbursements due to timing against the monthly budget allocation	0.037	30.8%	Lower capital reimbursements due to timing against the monthly budget allocation
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	0.060	*	Lower capital reimbursements due to timing against the monthly budget allocation	0.060	39.8%	Lower capital reimbursements due to timing against the monthly budget allocation
Other Fringe Benefits	0.020	*	Lower capital reimbursements due to timing against the monthly budget allocation	0.020	31.3%	Lower capital reimbursements due to timing against the monthly budget allocation
Reimbursable Overhead	0.200	33.5%	Higher capital reimbursements due to timing against the monthly budget allocation	0.200	33.5%	Higher capital reimbursements due to timing against the monthly budget allocation

\*Variance exceeds 100%

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

**Month of Jan**

**Year to date ending Jan 2023**

**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
3.4	\$27.8	4.1	\$31.4	20.7%	12.7%	Bronx-Whitestone	3.4	\$27.8	4.1	\$31.4	20.7%	12.7%
0.5	1.5	0.6	1.6	9.3%	4.9%	Cross Bay	0.5	1.5	0.6	1.6	9.3%	4.9%
1.6	6.0	2.0	7.3	30.1%	22.0%	Henry Hudson	1.6	6.0	2.0	7.3	30.1%	22.0%
1.5	10.5	1.8	12.2	24.1%	16.2%	Hugh L. Carey	1.5	10.5	1.8	12.2	24.1%	16.2%
0.5	1.4	0.6	1.5	16.7%	7.6%	Marine Parkway	0.5	1.4	0.6	1.5	16.7%	7.6%
1.9	14.6	2.5	17.5	28.4%	19.9%	Queens Midtown	1.9	14.6	2.5	17.5	28.4%	19.9%
4.3	34.4	5.4	39.8	25.8%	16.0%	RFK	4.3	34.4	5.4	39.8	25.8%	16.0%
2.7	26.1	3.3	29.5	21.9%	12.7%	Throgs Neck	2.7	26.1	3.3	29.5	21.9%	12.7%
5.6	38.5	6.7	43.8	20.0%	13.8%	Verrazzano-Narrows	5.6	38.5	6.7	43.8	20.0%	13.8%
<b>22.0</b>	<b>\$160.9</b>	<b>27.1</b>	<b>\$184.6</b>	<b>22.9%</b>	<b>14.8%</b>	<b>Total</b>	<b>22.0</b>	<b>\$160.9</b>	<b>27.1</b>	<b>\$184.6</b>	<b>22.9%</b>	<b>14.8%</b>
	<b>\$7.302</b>		<b>\$6.822</b>		<b>-6.6%</b>	<b>Revenue Per Vehicle</b>		<b>\$7.302</b>		<b>\$6.822</b>		<b>-6.6%</b>

1) Toll increase implemented April 11, 2021

2) Numbers may not add due to rounding.

**Comparison Actual vs. Adopted Budget:**

January Budget		January Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
24.6	\$172.9	27.1	\$184.6	9.9%	6.8%	Total All	24.6	\$172.9	27.1	\$184.6	9.9%	6.8%
	<b>\$7.022</b>		<b>\$6.822</b>		<b>-2.9%</b>	<b>Revenue Per Vehicle</b>		<b>\$7.022</b>		<b>\$6.822</b>		<b>-2.9%</b>

3) 2022 January traffic and revenue is 2.1M above and \$33.3M above January 2019, an increase of 8.2% and 22.0% respectively



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

Facility	Revenue Collection Rate December 2021 <sup>4</sup>
Henry Hudson Bridge	95.5%
Hugh L. Carey Tunnel	95.3%
Queens Midtown Tunnel	97.3%
Marine Parkway Bridge	95.6%
Cross Bay Bridge	93.1%
Robert F. Kennedy Bridge	93.6%
Verrazzano-Narrows Bridge	92.5%
Bronx-Whitestone Bridge	93.8%
Throgs Neck Bridge	94.5%
<b>All Facilities</b>	<b>94.0%</b>

1. Represents total revenue collections from transactions in December 2020 through November 2021

**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**  
**January 2023**

Department	Adopted Budget	Actual	Favorable (Unfavorable)	Explanation of Variances
<b>Administration</b>				
Executive	13	8	5	4 Managerial and 1 Professional vacancies
Law <sup>(1)</sup>	12	6	6	2 Managerial and 4 Professional vacancies
Budget & Finance <sup>(2)</sup>	17	9	8	6 Managerial and 2 Professional vacancies
Administration <sup>(3)</sup>	34	23	11	5 Managerial and 6 Professional vacancies
EEO	1	-	1	1 Professional vacancy
<b>Total Administration</b>	<b>77</b>	<b>46</b>	<b>31</b>	
<b>Operations</b>				
ITS & Tolling	66	50	16	7 Managerial and 9 Professional vacancies
Central Business District Tolling Program	47	10	37	5 Managerial and 32 Professional vacancies
Operations (Non-Security)	54	38	16	14 Managerial vacancies and 2 Professional vacancy
<b>Total Operations</b>	<b>167</b>	<b>98</b>	<b>69</b>	
<b>Maintenance</b>				
Maintenance	205	180	25	8 Managerial, 2 Professional and 15 Maintainer vacancies
Operations - Maintainers	183	153	30	30 Maintainer vacancies
<b>Total Maintenance</b>	<b>388</b>	<b>333</b>	<b>55</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	123	106	17	3 Managerial and 14 Professional vacancies
Health & Safety	9	7	2	1 Managerial and 1 Professional vacancy
Law <sup>(1)</sup>	18	10	8	3 Managerial and 5 Professional vacancies
Planning & Budget Capital	8	6	2	1 Managerial and 1 Professional vacancy
<b>Total Engineering/Capital</b>	<b>158</b>	<b>129</b>	<b>29</b>	
<b>Public Safety</b>				
Operations (Security)	540	402	138	60 Managerial and 78 Operational vacancies
Internal Security - Operations	45	28	17	5 Managerial and 12 Professional vacancies
<b>Total Public Safety</b>	<b>585</b>	<b>430</b>	<b>155</b>	
<b>Total Positions</b>	<b>1,375</b>	<b>1,036</b>	<b>339</b>	
Non-Reimbursable	<b>1,244</b>	<b>905</b>	<b>339</b>	
Reimbursable	131	131	-	
<b>Total Full-Time</b>	<b>1,375</b>	<b>1,036</b>	<b>339</b>	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2023 ADOPTED BUDGET**  
**TOTAL POSITIONS BY FUNCTION AND OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**January 2023**

	Adopted Budget	Actual	Favorable (Unfavorable)	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	28	11	17	5 vacancies in Administration, 4 in Executive, 6 in Budget & Finance, and 2 in Law
Professional, Technical, Clerical	49	35	14	6 vacancies in Administration, 1 in Executive, 4 in Law, 2 in Budget & Finance, and 1 vacancy in EEO
Operational Hourlies	-	-	-	
<b>Total Administration</b>	<b>77</b>	<b>46</b>	<b>31</b>	
<b>Operations</b>				
Managers/Supervisors	73	34	39	26 vacancies in Operations, 8 in ITS & Tolling, and 5 in CBDTP
Professional, Technical, Clerical	94	64	30	8 vacancies in ITS & Tolling, 22 in CBDTP
Operational Hourlies	-	-	-	
<b>Total Operations</b>	<b>167</b>	<b>98</b>	<b>69</b>	
<b>Maintenance</b>				
Managers/Supervisors	27	19	8	8 vacancies in Maintenance
Professional, Technical, Clerical	11	9	2	2 vacancies in Maintenance
Operational Hourlies <sup>(1)</sup>	350	305	45	45 vacancies in Operations
<b>Total Maintenance</b>	<b>388</b>	<b>333</b>	<b>55</b>	
<b>Engineering/Capital</b>				
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	103	21	14 vacancies in Engineering, 5 in Law, 1 vacancy in Health & Safety, and 1 in Capital Budget
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>158</b>	<b>129</b>	<b>29</b>	
<b>Public Safety</b>				
Managers/Supervisors	179	114	65	60 vacancies in Operations and 5 in Internal Security
Professional, Technical, Clerical	36	24	12	12 vacancies in Internal Security
Operational Hourlies <sup>(2)</sup>	370	292	78	78 BTO vacancies in Operations
<b>Total Public Safety</b>	<b>585</b>	<b>430</b>	<b>155</b>	
<b>Total Positions</b>				
Managers/Supervisors	341	204	137	
Professional, Technical, Clerical	314	235	79	
Operational Hourlies	720	597	123	
<b>Total Positions</b>	<b>1,375</b>	<b>1,036</b>	<b>339</b>	

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

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



# Bridges and Tunnels

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## 2022 B&T Operating Surplus (Action Item)



# Staff Summary



<b>Subject:</b>	2022 TBTA Operating Surplus
<b>Department:</b>	Finance
<b>Department Head Name</b>	James McGovern (Controller's Department)
<b>Department Head Signature</b>	<i>James McGovern</i>
<b>Project Manager Name</b>	Lloyd Jairam

<b>Date</b>	February 21, 2023
<b>Vendor Name</b>	
<b>Contract Number</b>	
<b>Contract Manager Name</b>	
<b>Table of Contents Ref #</b>	

Board Action					
Order	To	Date	Approval	Info	Other
1	MTA B&T Committee	02/21/23			
2	MTA Finance Committee	02/21/23			
3	MTA Board	02/23/23			

Internal Approvals			
Order	Approval	Order	Approval
2	President <i>DD</i>		VP Staff Services
3	Chief Financial Officer <i>RW</i>		VP Procurement & Materials
	General Counsel		VP Labor Relations
	VP Operations		VP & Chief Engineer

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	Department Head <i>per</i>		Chief Technology Officer		Chief Health & Safety Officer		Chief EEO Officer
	Chief Security Officer		Chief Maintenance Officer		MTA Office of Civil Rights		Other

**PURPOSE:**

To obtain MTA Board approval of resolutions which will:

- Certify and transfer \$1,184,711,455 operating surplus to the MTA and NYCTA pursuant to Section 1219-a(2)(b) of the Public Authorities Law of the State of New York.
- Transfer \$3,717,603 representing 2022 investment income to the MTA pursuant to Section 569-c of the Public Authorities Law of the State of New York.
- Advance the 2023 TBTA Surplus as per attached Resolution.

**DISCUSSION:**

The attached calculation and letter from Deloitte & Touche LLP represent the Triborough Bridge and Tunnel Authority's operating surplus for fiscal year ending December 31, 2022. The amount of surplus available for transfer to the MTA and NYCTA is \$1,184,711,455. The amount of investment income that is surplus funds and available to transfer to MTA for fiscal year 2022 is \$3,717,603.

**BUDGET IMPACT:** None.

**ALTERNATIVES:** None.

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

# Triborough Bridge and Tunnel Authority

(A Component Unit of the Metropolitan Transportation Authority)

Agreed-Upon Procedures Performed in  
Connection with the Schedule of Operating  
Surplus for the Year Ended December 31, 2022

## INDEPENDENT ACCOUNTANT'S AGREED-UPON PROCEDURES REPORT

Members of the Board  
Metropolitan Transportation Authority  
New York, New York 10004

We have performed the procedures enumerated in the accompanying Exhibit B on the Triborough Bridge and Tunnel Authority's (the "Authority") calculation of the operating surplus ("Operating Surplus") presented in the Schedule of Operating Surplus ("the Schedule") for the year ended December 31, 2022 ("the subject matter") (Exhibit A), in accordance with Chapter 717 Section 1219-a (2)(e) of the New York Public Authorities Law and various bond resolutions. The Authority is responsible for the subject matter.

The Authority, the Metropolitan Transportation Authority ("MTA"), and the MTA New York City Transit Authority ("Transit") have agreed to and acknowledged that the procedures performed are appropriate to meet the intended purpose of assisting the specified party in evaluating the subject matter.

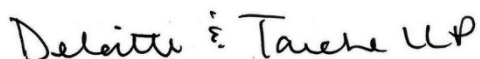
We make no representation regarding the appropriateness of the procedures either for the purpose for which our report has been requested or for any other purpose. Accordingly, this report may not be suitable for either the purpose of which this report has been requested or for any other purpose. The procedures performed may not address all the items of interest to a user of this report and may not meet the needs of all users of this report and, as such, users are responsible for determining whether the procedures performed are appropriate for their purposes.

The procedures and associated findings are included in the accompanying Exhibit B.

We were engaged by the Authority, the MTA and Transit to perform this agreed-upon procedures engagement and conducted our engagement in accordance with attestation standards established by the American Institute of Certified Public Accountants. We were not engaged to and did not conduct an audit or review, the objective of which would be the expression of an opinion or conclusion, respectively, on the subject matter. Accordingly, we do not express such an opinion or conclusion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements related to our agreed-upon procedures engagement.

This report is intended solely for the information and use of the Board of Directors of the Metropolitan Transportation Authority and management of the Triborough Bridge and Tunnel Authority, the Metropolitan Transportation Authority, and the New York City Transit Authority, and is not intended to be, and should not be, used by anyone other than these specified parties.



February 8, 2023

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2022

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OPERATING REVENUES (Procedure 1)	\$ 2,362,197,511
OPERATING EXPENSES (Procedure 2)	<u>(476,341,302)</u>
NET OPERATING REVENUE	1,885,856,209
DECREASE IN PREPAID EXPENSES AND OTHER ADJUSTMENTS (Procedure 2)	1,626,685
DEBT SERVICE ON BONDS (Procedure 3)	(693,452,134)
INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS (Procedure 4)	3,781,152
ESTABLISHMENT OF GASB 43 RESERVE ACCOUNT (Procedure 7)	-
PURCHASE OF CAPITAL ASSETS FUNDED FROM OPERATIONS (Procedure 5)	(13,100,457)
CAPITAL CONTRIBUTION - PAYGO (Procedure 8)	-
ESTABLISHMENT OF NECESSARY RECONSTRUCTION RESERVE ACCOUNT (Procedure 6)	<u>-</u>
OPERATING SURPLUS	<u>\$ 1,184,711,455</u>

See Independent Accountant's Agreed-Upon  
Procedures Report and accompanying notes.



# TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

## NOTES TO THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2022 (Exhibit A)

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### 1. REPORTING ENTITY

The Triborough Bridge and Tunnel Authority (the “Authority” or “MTA Bridges and Tunnels”) is a public benefit corporation created pursuant to the Public Authorities Law (the “Act”) of the State of New York (the “State”). MTA Bridges and Tunnels is a component unit of the Metropolitan Transportation Authority (“MTA”). The MTA is a component unit of the State and is included in the State of New York Comprehensive Annual Financial Report of the Comptroller as a public benefit corporation. MTA Bridges and Tunnels is operationally and legally independent of the MTA. MTA Bridges and Tunnels enjoy certain rights typically associated with separate legal status including the ability to issue debt. However, MTA Bridges and Tunnels is included in the MTA’s consolidated financial statements as a blended component unit because of the MTA’s financial accountability and MTA Bridges and Tunnels is under the direction of the MTA Board (a reference to “MTA Board” means the board of MTA and/or the boards of the MTA Bridges and Tunnels and other MTA component units that apply in the specific context, all of which are comprised of the same persons). Under accounting principles generally accepted in the United States of America (“GAAP”), the MTA is required to include MTA Bridges and Tunnels in its consolidated financial statements.

### 2. OPERATING SURPLUS CALCULATION REQUIREMENTS

The operating surplus is calculated based upon Chapter 717 Section 1219-a (2)(e) of the New York Public Authorities Law (“PAL”) and various bond resolutions. This surplus is transferred to the MTA and the MTA New York City Transit Authority (“Transit”). The initial \$24 million in operating surplus is provided to Transit and the balance is divided equally between Transit and the MTA. The Supporting Schedule to the Schedule of Operating Surplus (Exhibit C) is included as additional information providing further detail for the amounts recorded in the Schedule of Operating Surplus (Exhibit A) (the “Schedule”).

### 3. BASIS OF ACCOUNTING

The Schedule excludes Central Business District (“CBD”) Tolling activities. The operating revenues and operating expenses are included in the Schedule in accordance with Chapter 717 Section 1219-a (2)(e) of the New York Public Authorities Law and the applicable bond resolutions on the accrual basis of accounting.

# TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

## AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2022 (Exhibit A)

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### 1. OPERATING REVENUES

- We compared the “Operating Revenues” (net of other revenues) of the Triborough Bridge and Tunnel Authority (“TBTA”) appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger of the TBTA which excludes Central Business District (CBD) Tolling activities and found them to be in agreement.
- We inquired with management their policy for recording operating revenues and we have been informed that operating revenues were recorded using the accrual basis of accounting and that operating revenues excluded interest income and other non-operating revenue.

### 2. OPERATING EXPENSES

- We compared the aggregate “Operating Expenses” of the TBTA appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger of the TBTA which excludes CBD Tolling activities and found them to be in agreement.

We inquired with management their policy for recording operating expenses and we have been informed that operating expenses were recorded using the accrual basis of accounting and that operating expenses excluded depreciation.

- We compared the following expense items to the general ledger of the TBTA which excludes CBD Tolling activities: “Non-Operating Expenses” and “Reimbursement of Personnel Costs,” as noted on Exhibit C and found them to be in agreement.

We recalculated the “(Increase) Decrease in Prepaid Expenses and Other Adjustments” appearing on the Schedule of Operating Surplus (Exhibit A) and compared it to the general ledger of the TBTA which excludes CBD Tolling activities and found them to be in agreement.

We inquired whether the operating expenses was adjusted to include amounts charged to prepaid expenses and deferred charges on a cash basis of accounting and we have been informed that the operating expenses were adjusted to include amounts charged to prepaid expenses and deferred charges on a cash basis of accounting.

- We inquired whether any cash adjustments were made for changes in accounts payable, accrued expenses, or accounts receivable and we have been informed that no cash adjustments were made for changes in accounts payable, accrued expenses or accounts receivable.

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2022 (Exhibit A)

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#### 3. DEBT SERVICE ON BONDS

- We compared the “Debt Service” on the following bonds appearing on the Schedule of Operating Surplus (Exhibit A) to the TBTA debt service schedules listed below and found them to be in agreement:
  - General Revenue Bonds, and
  - Subordinate Revenue Bonds.
- We compared the “Debt Service on Bonds” on the TBTA’s portion of debt service on the 2 Broadway Certificates of Participation to the TBTA debt service schedule and found them to be in agreement.

We confirmed that for all debt types, the debt service represents interest paid and/or accrued applicable to calendar year 2022 and the principal payment due January 1, 2023, on all bond indebtedness and certificates.

#### 4. INTEREST INCOME

- We compared the aggregated amounts of “Interest Income on Unexpended Bond Proceeds and Debt Service Funds” appearing on the Schedule of Operating Surplus (Exhibit A) to the debt service schedules (General Revenue Bonds and Subordinate Revenue Bonds) and found them to be in agreement.
- We inquired whether interest income is excluded from operating revenues on the Schedule of Operating Surplus (Exhibit A) and we have been informed that interest income is excluded from “Operating Revenues” on the Schedule of Operating Surplus (Exhibit A).
- We inquired whether interest income on the debt service fund consists of income from (1) the debt service funds established in connection with the 2 Broadway Certificates of Participation to the extent attributable to the TBTA’s portion of debt service thereon, and (2) the debt service funds established in connection with the TBTA Bonds from their respective dates of issuance and we have been informed that interest income on the debt service fund investments consists of income from (1) the debt service funds established in connection with the 2 Broadway Certificates of Participation to the extent attributable to the TBTA’s portion of debt service thereon, and (2) the debt service funds established in connection with the TBTA bonds from their respective dates of issuance. We inquired whether this amount was included in the computation of operating surplus as a reduction of debt service cost (therefore increasing

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### **AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2022 (Exhibit A)**

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operating surplus) and we have been informed that this amount was included in the computation of operating surplus as a reduction of debt service cost therefore, increasing operating surplus.

- We inquired whether unexpended bond proceeds consist of bond moneys on deposit with the TBTA until expended for either transit or commuter projects or on the TBTA's bridges and tunnels and we have been informed that unexpended bond proceeds consist of bond moneys on deposit with the TBTA until expended for either transit or commuter projects or on the TBTA's bridges and tunnels.

#### **5. CAPITAL ASSETS FUNDED FROM OPERATIONS**

- We compared the amount of "Purchase of Capital Assets Funded From Operations," which represents amounts paid and capitalized for vehicles and other fixed assets, appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger of the TBTA which excludes CBD Tolling activities and found a difference of \$180,096 due to the fact that vehicles and other fixed assets funded from operations were recorded and tracked in a different general ledger account.

We inquired whether these amounts were funded from operations and that such amounts represent a reduction of operating surplus appearing on the Schedule of Operating Surplus (Exhibit A) and we have been informed that these amounts were funded from operations and that such amounts represent a reduction of operating surplus appearing on the Schedule of Operating Surplus (Exhibit A).

#### **6. NECESSARY RECONSTRUCTION RESERVE**

- We compared the amount appearing on the Schedule of Operating Surplus (Exhibit A) as "Establishment of Necessary Reconstruction Reserve Account" to the TBTA Financial Plan, which was approved by the Finance Committee at the December 21, 2022, meeting, to set aside and reduce the operating surplus by \$0 and found them to be in agreement. (The Necessary Reconstruction Reserve Account was established by the TBTA by resolution adopted March 29, 1968).
- We inquired whether this amount, together with interest income thereon, is to be used to fund reconstruction of present facilities within the meaning of TBTA's General Revenue Bond Resolution and we have been informed that this amount, together with interest income thereon, is to be used to fund reconstruction of present facilities within the meaning of the TBTA's General Revenue Bond Resolution.

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2022 (Exhibit A)

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#### 7. GASB 43 RESERVE

- We compared the amount appearing on the Schedule of Operating Surplus (Exhibit A) as “Establishment of GASB 43 Reserve Account” to the TBTA Financial Plan, which was approved by the Finance Committee at the December 21, 2022, meeting, to set aside and reduce the operating surplus by \$0 and found them to be in agreement.

#### 8. CAPITAL CONTRIBUTION-PAYGO

- We compared the amount appearing on the Schedule of Operating Surplus (Exhibit A) as “Capital Contribution- PAYGO” to the TBTA Financial Plan which was approved by the Finance Committee at the December 21, 2022, meeting, to set aside and reduce the operating surplus by \$0 and found them to be in agreement.

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## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### SUPPORTING SCHEDULE TO THE SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2022

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TOTAL REVENUES		\$	2,365,915,114
LESS: Interest Income	\$	3,717,603	
Other Non-Operating Revenue		<u>                    -</u>	<u>                    3,717,603</u>
OPERATING REVENUES (Exhibit A)		\$	<u>2,362,197,511</u>
TOTAL EXPENSES (excluding depreciation)		\$	821,255,111
LESS: Non-Operating Expenses	\$	331,382,022	
Reimbursement of Personnel Costs		<u>13,531,787</u>	<u>\$344,913,809</u>
OPERATING EXPENSES (Exhibit A)		\$	<u>476,341,302</u>
PREPAID EXPENSES AND OTHER ADJUSTMENTS:			
Balance December 31, 2021	\$	24,625,936	
Balance December 31, 2022		<u>22,999,251</u>	
DECREASE IN PREPAID EXPENSES AND OTHER ADJUSTMENTS (Exhibit A)		\$	<u>(1,626,685)</u>
DEBT SERVICE:			
TBTA	\$	374,320,265	
MTA		100,224,325	
NYCTA		<u>215,126,392</u>	
Subtotal		689,670,982	
INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS (Exhibit A)		<u>3,781,152</u>	
TOTAL DEBT SERVICE ON BONDS (Exhibit A)		\$	<u>693,452,134</u>



# Bridges and Tunnels

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## 2023 Adopted Budget/Financial Plan 2023-2026 (Information Item)



**MTA BRIDGES & TUNNELS**  
**FEBRUARY FINANCIAL PLAN 2023-2026**  
**2022 FINAL ESTIMATE AND 2023 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Bridges & Tunnel's 2022 Final Estimate, 2023 Adopted Budget and the Financial Plan for 2023-2026. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Plan and adopted by the Board in December 2022, as well as other technical adjustments.

Technical adjustments include:

- GASB 87 Lease Adjustment to conform with the new leasing accounting standard for public sector entities.
- Transfer of non-labor expenses to C&D as part of MTA consolidation efforts to conduct business more efficiently.

MTA Plan adjustments include:

- MTA Operating Efficiencies Phase 1 reflecting various initiatives.
- Provision for increased pension costs to conform with the latest actuarial update from New York City Employees Retirement System (NYCERS).

The attached also includes schedules detailing the monthly allocation of financials, including headcount and utilization data, based on the 2023 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.



**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2023-2026**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2022		2023		2024		2025		2026	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2022 November Financial Plan: Adjusted Net Surplus/(Deficit)</b>	<b>1,238</b>	<b>\$1,791.624</b>	<b>1,244</b>	<b>\$1,749.169</b>	<b>1,244</b>	<b>\$1,757.278</b>	<b>1,244</b>	<b>\$1,744.732</b>	<b>1,244</b>	<b>\$1,736.855</b>
<i>Technical Adjustments:</i>										
Transfer of Non-Labor Expenses to C&D				\$0.213		\$0.213		\$0.213		\$0.213
GASB 87 Lease Adjustment		2.324		2.324		2.324		2.324		2.324
Less: GASB 87 Lease Adjustment		(2.324)		(2.324)		(2.324)		(2.324)		(2.324)
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.213</b>	<b>0</b>	<b>\$0.213</b>	<b>0</b>	<b>\$0.213</b>	<b>0</b>	<b>\$0.213</b>
<i>MTA Plan Adjustments:</i>										
MTA Operating Efficiencies Phase 1				\$3.770		\$3.770		\$3.770		\$3.770
Provision for Increased Pension Costs				(\$13.455)		(\$20.294)		(\$25.732)		(\$31.135)
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>(\$9.685)</b>	<b>0</b>	<b>(\$16.524)</b>	<b>0</b>	<b>(\$21.962)</b>	<b>0</b>	<b>(\$27.365)</b>
<b>2023 February Financial Plan: Adjusted Net Surplus/(Deficit)</b>	<b>1,238</b>	<b>\$1,791.624</b>	<b>1,244</b>	<b>\$1,739.697</b>	<b>1,244</b>	<b>\$1,740.967</b>	<b>1,244</b>	<b>\$1,722.983</b>	<b>1,244</b>	<b>\$1,709.703</b>

**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2023-2026**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2022		2023		2024		2025		2026	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2022 November Financial Plan: Adjusted Net Surplus/(Deficit)</b>	<b>131</b>	<b>\$0.000</b>	<b>131</b>	<b>\$0.000</b>	<b>131</b>	<b>\$0.000</b>	<b>131</b>	<b>\$0.000</b>	<b>131</b>	<b>\$0.000</b>
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
MTA Policy Actions:										
MTA Re-estimates:										
MTA Operating Efficiencies Phase 1										
Provision for Increased Pension Costs										
Other:										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2023 February Financial Plan: Adjusted Net Surplus/(Deficit)</b>	<b>131</b>	<b>\$0.000</b>	<b>131</b>	<b>\$0.000</b>	<b>131</b>	<b>\$0.000</b>	<b>131</b>	<b>\$0.000</b>	<b>131</b>	<b>\$0.000</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2023 - 2026**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Final Estimate 2022	Adopted Budget 2023	2024	2025	2026
<b>Non-Reimbursable</b>					
<b>Operating Revenue</b>					
Toll Revenue	\$2,322.776	\$2,322.793	\$2,332.317	\$2,335.350	\$2,337.687
Other Operating Revenue	21.224	18.936	18.936	18.936	18.936
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Investment Income	1.376	1.240	1.240	1.240	1.240
<b>Total Revenues</b>	<b>\$2,345.376</b>	<b>\$2,342.969</b>	<b>\$2,352.493</b>	<b>\$2,355.526</b>	<b>\$2,357.863</b>
<b>Operating Expense</b>					
<b>Labor:</b>					
Payroll	\$121.000	\$127.089	\$129.631	\$132.415	\$135.255
Overtime	24.387	24.562	26.096	26.789	27.443
Health and Welfare	32.674	35.766	37.385	39.134	40.960
OPEB Current Payments	30.395	31.823	33.319	34.885	36.524
Pension	30.255	42.214	43.586	45.105	46.707
Other Fringe Benefits	21.480	23.628	23.516	23.892	23.892
Reimbursable Overhead	(8.668)	(8.356)	(8.523)	(8.523)	(8.523)
<b>Total Labor Expenses</b>	<b>\$251.524</b>	<b>\$276.726</b>	<b>\$285.010</b>	<b>\$293.696</b>	<b>\$302.258</b>
<b>Non-Labor:</b>					
Electric Power	\$8.349	\$8.339	\$7.811	\$7.888	\$8.096
Fuel	6.831	5.858	5.211	4.930	4.983
Insurance	13.191	14.887	17.715	21.400	25.998
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	159.568	165.620	168.863	176.830	177.997
Professional Services Contracts	38.267	45.496	45.618	45.764	46.157
Materials and Supplies	4.100	3.339	3.369	3.356	3.434
Other Business Expenses	54.906	55.577	55.619	55.665	55.705
<b>Total Non-Labor Expenses</b>	<b>\$285.212</b>	<b>\$299.115</b>	<b>\$304.207</b>	<b>\$315.834</b>	<b>\$322.370</b>
<b>Other Expense Adjustments:</b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$536.736</b>	<b>\$575.841</b>	<b>\$589.217</b>	<b>\$609.530</b>	<b>\$624.628</b>
Depreciation	\$202.000	\$202.491	\$202.491	\$202.491	\$202.491
GASB 68 Pension Expense Adjustment	(45.268)	(43.995)	(38.974)	(35.469)	(32.110)
GASB 75 OPEB Expense Adjustment	38.505	38.777	39.484	40.254	41.115
GASB 87 Lease Adjustment	2.324	2.324	2.324	2.324	2.324
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$734.298</b>	<b>\$775.438</b>	<b>\$794.542</b>	<b>\$819.130</b>	<b>\$838.448</b>
Less: Depreciation	202.000	202.491	202.491	202.491	202.491
GASB 68 Pension Expense Adj	(45.268)	(43.995)	(38.974)	(35.469)	(32.110)
GASB 75 OPEB Expense Adj	38.505	38.777	39.484	40.254	41.115
GASB 87 Net Adjustment	2.324	2.324	2.324	2.324	2.324
<b>Total Expenses</b>	<b>\$536.736</b>	<b>\$575.841</b>	<b>\$589.217</b>	<b>\$609.530</b>	<b>\$624.628</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,808.640</b>	<b>\$1,767.129</b>	<b>\$1,763.276</b>	<b>\$1,745.997</b>	<b>\$1,733.235</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2023 - 2026**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Final Estimate 2022	Adopted Budget 2023	2024	2025	2026
<b>Reimbursable</b>					
<b>Operating Revenue</b>					
Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	29.464	31.189	30.838	30.958	31.101
Investment Income	0.000	0.000	0.000	0.000	0.000
<b>Total Revenues</b>	<b>\$29.464</b>	<b>\$31.189</b>	<b>\$30.838</b>	<b>\$30.958</b>	<b>\$31.101</b>
<b>Operating Expense</b>					
<b><u>Labor:</u></b>					
Payroll	\$12.432	\$13.259	\$13.525	\$13.603	\$13.684
Overtime	1.538	1.985	1.039	1.039	1.060
Health and Welfare	1.993	2.746	2.801	2.816	2.831
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000
Pension	3.328	3.333	3.406	3.424	3.443
Other Fringe Benefits	1.504	1.511	1.545	1.552	1.560
Reimbursable Overhead	8.668	8.356	8.523	8.523	8.523
<b>Total Labor Expenses</b>	<b>\$29.464</b>	<b>\$31.189</b>	<b>\$30.838</b>	<b>\$30.958</b>	<b>\$31.101</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Other Expense Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$29.464</b>	<b>\$31.189</b>	<b>\$30.838</b>	<b>\$30.958</b>	<b>\$31.101</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2023 - 2026**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Final Estimate 2022	Adopted Budget 2023	2024	2025	2026
<b>Non-Reimbursable / Reimbursable</b>					
Page 1 of 2					
<b>Operating Revenue</b>					
Toll Revenue	\$2,322.776	\$2,322.793	\$2,332.317	\$2,335.350	\$2,337.687
Other Operating Revenue	21.224	18.936	18.936	18.936	18.936
Capital and Other Reimbursements	29.464	31.189	30.838	30.958	31.101
Investment Income	1.376	1.240	1.240	1.240	1.240
<b>Total Revenues</b>	<b>\$2,374.840</b>	<b>\$2,374.159</b>	<b>\$2,383.331</b>	<b>\$2,386.484</b>	<b>\$2,388.964</b>
<b>Operating Expense</b>					
<b>Labor:</b>					
Payroll	\$133.432	\$140.349	\$143.156	\$146.019	\$148.939
Overtime	25.925	26.546	27.135	27.828	28.503
Health and Welfare	34.667	38.512	40.186	41.949	43.791
OPEB Current Payments	30.395	31.823	33.319	34.885	36.524
Pension	33.583	45.546	46.992	48.529	50.150
Other Fringe Benefits	22.985	25.139	25.061	25.444	25.452
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$280.987</b>	<b>\$307.915</b>	<b>\$315.848</b>	<b>\$324.654</b>	<b>\$333.359</b>
<b>Non-Labor:</b>					
Electric Power	\$8.349	\$8.339	\$7.811	\$7.888	\$8.096
Fuel	6.831	5.858	5.211	4.930	4.983
Insurance	13.191	14.887	17.715	21.400	25.998
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	159.568	165.620	168.863	176.830	177.997
Professional Services Contracts	38.267	45.496	45.618	45.764	46.157
Materials and Supplies	4.100	3.339	3.369	3.356	3.434
Other Business Expenses	54.906	55.577	55.619	55.665	55.705
<b>Total Non-Labor Expenses</b>	<b>\$285.212</b>	<b>\$299.115</b>	<b>\$304.207</b>	<b>\$315.834</b>	<b>\$322.370</b>
<b>Other Expense Adjustments:</b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$566.200</b>	<b>\$607.030</b>	<b>\$620.055</b>	<b>\$640.487</b>	<b>\$655.729</b>
Depreciation	\$202.000	\$202.491	\$202.491	\$202.491	\$202.491
GASB 68 Pension Expense Adjustment	(45.268)	(43.995)	(38.974)	(35.469)	(32.110)
GASB 75 OPEB Expense Adjustment	38.505	38.777	39.484	40.254	41.115
GASB 87 Lease Adjustment	2.324	2.324	2.324	2.324	2.324
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$763.762</b>	<b>\$806.627</b>	<b>\$825.380</b>	<b>\$850.087</b>	<b>\$869.549</b>
Less: Depreciation	202.000	202.491	202.491	202.491	202.491
GASB 68 Pension Expense Adj	(45.268)	(43.995)	(38.974)	(35.469)	(32.110)
GASB 75 OPEB Expense Adj	38.505	38.777	39.484	40.254	41.115
GASB 87 Net Adjustment	2.324	2.324	2.324	2.324	2.324
<b>Total Expenses</b>	<b>\$566.200</b>	<b>\$607.030</b>	<b>\$620.055</b>	<b>\$640.487</b>	<b>\$655.729</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,808.640</b>	<b>\$1,767.129</b>	<b>\$1,763.276</b>	<b>\$1,745.997</b>	<b>\$1,733.235</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2023 - 2026**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

	Final Estimate 2022	Adopted Budget 2023	2024	2025	2026
<b>Non-Reimbursable / Reimbursable</b>					
Page 2 of 2					
<b>Net Surplus/(Deficit)</b>	<b>\$1,808.640</b>	<b>\$1,767.129</b>	<b>\$1,763.276</b>	<b>\$1,745.997</b>	<b>\$1,733.235</b>
<b><u>Deductions from Income:</u></b>					
Less: Capitalized Assets	\$17.017	\$27.431	\$22.309	\$23.014	\$23.532
B&T Capital Reserves & Prepaid Exp.	0.000	0.000	0.000	0.000	0.000
GASB 45 Reserves	0.000	0.000	0.000	0.000	0.000
<b>Adjusted Net Surplus/(Deficit)</b>	<b>\$1,791.624</b>	<b>\$1,739.697</b>	<b>\$1,740.967</b>	<b>\$1,722.982</b>	<b>\$1,709.703</b>
Less: Debt Service	\$688.995	\$782.555	\$781.337	\$846.185	\$877.654
Less: Contribution to the Capital Program	0.000	0.000	0.000	0.000	0.000
<b>Income Available for Distribution</b>	<b>\$1,102.629</b>	<b>\$957.142</b>	<b>\$959.630</b>	<b>\$876.797</b>	<b>\$832.049</b>
<b><u>Distributable To:</u></b>					
MTA - Investment Income	\$1.376	\$1.240	\$1.240	\$1.240	\$1.240
MTA - Distributable Income	599.032	529.944	527.602	487.730	464.163
NYCT - Distributable Income	502.220	425.958	430.788	387.827	366.647
<b>Total Distributable Income</b>	<b>\$1,102.629</b>	<b>\$957.142</b>	<b>\$959.630</b>	<b>\$876.797</b>	<b>\$832.049</b>
<b><u>Actual Cash Transfers:</u></b>					
MTA - Investment Income - Prior Year	\$0.094	\$1.376	\$1.240	\$1.240	\$1.240
MTA - Cash Surplus Transfer	643.560	536.852	527.836	491.717	466.519
NYCT - Cash Surplus Transfer	538.171	433.585	430.305	392.123	368.765
<b>Total Cash Transfers</b>	<b>\$1,181.825</b>	<b>\$971.814</b>	<b>\$959.381</b>	<b>\$885.081</b>	<b>\$836.524</b>
<b>SUPPORT TO MASS TRANSIT:</b>					
Total Revenue	\$2,374.840	\$2,374.159	\$2,383.331	\$2,386.484	\$2,388.964
Total Expenses Before Non-Cash Liability Adjs.	566.200	607.030	620.055	640.487	655.729
<b>Net Operating Income</b>	<b>\$1,808.640</b>	<b>\$1,767.129</b>	<b>\$1,763.276</b>	<b>\$1,745.997</b>	<b>\$1,733.235</b>
<b><u>Deductions from Operating Income:</u></b>					
B&T Debt Service	\$362.133	\$434.132	\$452.961	\$510.051	\$550.080
Contribution to the Capital Program	0.000	0.000	0.000	0.000	0.000
Capitalized Assets	17.017	27.431	22.309	23.014	23.532
B&T Capital Reserves	0.000	0.000	0.000	0.000	0.000
GASB Reserves	0.000	0.000	0.000	0.000	0.000
<b>Total Deductions from Operating Income</b>	<b>\$379.150</b>	<b>\$461.563</b>	<b>\$475.271</b>	<b>\$533.065</b>	<b>\$573.612</b>
<b>Total Support to Mass Transit</b>	<b>\$1,429.491</b>	<b>\$1,305.566</b>	<b>\$1,288.005</b>	<b>\$1,212.932</b>	<b>\$1,159.623</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2023 - 2026**  
**Traffic Volume (Utilization) and Toll Revenue**  
(in millions)

	<b>Final Estimate 2022</b>	<b>Adopted Budget 2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
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**TRAFFIC VOLUME**

<b>Total Traffic Volume</b>	<b>326.535</b>	<b>327.037</b>	<b>328.378</b>	<b>328.805</b>	<b>329.134</b>
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**TOLL REVENUE**

<b>Toll Revenue</b>	<b>\$2,322.776</b>	<b>\$2,322.793</b>	<b>\$2,332.317</b>	<b>\$2,335.350</b>	<b>\$2,337.687</b>
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**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2023-2026**  
**Total Positions by Function**  
**Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents**

FUNCTION/DEPARTMENT	Final Estimate 2022	Adopted Budget 2023	2024	2025	2026
<b>Administration</b>					
Executive	13	13	13	13	13
Law <sup>(1)</sup>	12	12	12	12	12
CFO <sup>(2)</sup>	17	17	17	17	17
Administration <sup>(3)</sup>	34	34	34	34	34
EEO	1	1	1	1	1
<b>Total Administration</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>
<b>Operations</b>					
Revenue Management	60	66	66	66	66
Central Business District Tolling Program	47	47	47	47	47
Operations (Non-Security)	54	54	54	54	54
<b>Total Operations</b>	<b>161</b>	<b>167</b>	<b>167</b>	<b>167</b>	<b>167</b>
<b>Maintenance</b>					
Maintenance	205	205	205	205	205
Operations - Maintainers	183	183	183	183	183
<b>Total Maintenance</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>
<b>Engineering/Capital</b>					
Engineering & Construction	123	123	123	123	123
Health & Safety	9	9	9	9	9
Law <sup>(1)</sup>	18	18	18	18	18
Planning & Budget Capital	8	8	8	8	8
<b>Total Engineering/Capital</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>
<b>Public Safety</b>					
Operations (Security)	540	540	540	540	540
Internal Security - Operations	45	45	45	45	45
<b>Total Public Safety</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>
<b>Total Positions</b>	<b>1,369</b>	<b>1,375</b>	<b>1,375</b>	<b>1,375</b>	<b>1,375</b>
<i>Non-Reimbursable</i>	<b>1,238</b>	<b>1,244</b>	<b>1,244</b>	<b>1,244</b>	<b>1,244</b>
<i>Reimbursable</i>	<b>131</b>	<b>131</b>	<b>131</b>	<b>131</b>	<b>131</b>
<i>Total Full-Time</i>	<b>1,369</b>	<b>1,375</b>	<b>1,375</b>	<b>1,375</b>	<b>1,375</b>
<i>Total Full-Time Equivalents</i>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

(1) Includes Legal and Procurement staff.

(2) Includes Accounts Payable, Accounting, Payroll and Operating Budget staff.

(3) Includes Human Resources and Administration staff.



**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2023 - 2026**  
**Total Positions**  
**By Function and Occupational Group**

FUNCTION / OCCUPATIONAL GROUP	Final Estimate 2022	Adopted Budget 2023	2024	2025	2026
<b>Administration</b>					
Managers/Supervisors	28	28	28	28	28
Professional/Technical/Clerical	49	49	49	49	49
Operational Hourlies	0	0	0	0	0
<b>Total Administration Headcount</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>
<b>Operations</b>					
Managers/Supervisors	73	73	73	73	73
Professional/Technical/Clerical	88	94	94	94	94
Operational Hourlies (1)	0	0	0	0	0
<b>Total Operations Headcount</b>	<b>161</b>	<b>167</b>	<b>167</b>	<b>167</b>	<b>167</b>
<b>Maintenance</b>					
Managers/Supervisors	27	27	27	27	27
Professional/Technical/Clerical	11	11	11	11	11
Operational Hourlies (2)	350	350	350	350	350
<b>Total Maintenance Headcount</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>
<b>Engineering / Capital</b>					
Managers/Supervisors	34	34	34	34	34
Professional/Technical/Clerical	124	124	124	124	124
Operational Hourlies	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>
<b>Public Safety</b>					
Managers/Supervisors	179	179	179	179	179
Professional, Technical, Clerical	36	36	36	36	36
Operational Hourlies (3)	370	370	370	370	370
<b>Total Public Safety Headcount</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>
<b>Total Positions</b>					
Managers/Supervisors	<b>341</b>	<b>341</b>	<b>341</b>	<b>341</b>	<b>341</b>
Professional, Technical, Clerical	<b>308</b>	<b>314</b>	<b>314</b>	<b>314</b>	<b>314</b>
Operational Hourlies	<b>720</b>	<b>720</b>	<b>720</b>	<b>720</b>	<b>720</b>
<b>Total Positions</b>	<b>1,369</b>	<b>1,375</b>	<b>1,375</b>	<b>1,375</b>	<b>1,375</b>

(1) Represents Bridge and Tunnel Officers. These positions are paid annually, not hourly.

(2) Represents maintenance personnel. These positions are paid annually, not hourly.

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

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2023 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable</b>													
<b>Operating Revenue</b>													
Toll Revenue	\$172.898	\$161.207	\$182.618	\$189.081	\$199.859	\$203.496	\$207.300	\$215.740	\$199.808	\$203.352	\$194.630	\$192.805	\$2,322.793
Other Operating Revenue	1.410	1.314	1.489	1.541	1.629	1.659	1.690	1.759	1.629	1.658	1.587	1.572	18.936
Investment Income	0.092	0.086	0.098	0.101	0.107	0.109	0.111	0.115	0.107	0.109	0.104	0.103	1.240
<b>Total Revenues</b>	<b>\$174.399</b>	<b>\$162.607</b>	<b>\$184.204</b>	<b>\$190.723</b>	<b>\$201.595</b>	<b>\$205.263</b>	<b>\$209.101</b>	<b>\$217.614</b>	<b>\$201.543</b>	<b>\$205.118</b>	<b>\$196.321</b>	<b>\$194.480</b>	<b>\$2,342.969</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$11.077	\$11.204	\$11.388	\$11.392	\$11.041	\$10.388	\$11.285	\$11.285	\$11.285	\$11.285	\$11.285	\$4.174	\$127.089
Overtime	1.948	1.835	1.836	1.689	2.138	2.012	2.258	3.085	1.995	2.136	2.397	1.233	24.562
Health and Welfare	3.401	3.171	3.313	3.356	2.991	3.240	3.048	2.301	3.021	3.117	2.974	1.833	35.766
OPEB Current Payments	2.643	2.634	2.575	2.609	2.633	2.640	2.672	2.723	2.736	2.662	2.661	2.634	31.823
Pension	4.043	4.043	4.043	4.043	4.043	4.043	3.225	3.225	3.225	3.225	3.225	1.831	42.214
Other Fringe Benefits	1.891	1.972	1.856	2.063	3.365	2.256	1.746	1.540	1.529	1.777	2.762	0.869	23.628
Reimbursable Overhead	(0.597)	(0.597)	(0.597)	(0.597)	(0.597)	(0.597)	(0.597)	(0.597)	(0.597)	(0.597)	(0.597)	(1.794)	(8.356)
<b>Total Labor Expenses</b>	<b>\$24.406</b>	<b>\$24.262</b>	<b>\$24.415</b>	<b>\$24.555</b>	<b>\$25.615</b>	<b>\$23.983</b>	<b>\$23.637</b>	<b>\$23.563</b>	<b>\$23.195</b>	<b>\$23.607</b>	<b>\$24.707</b>	<b>\$10.780</b>	<b>\$276.726</b>
<b>Non-Labor:</b>													
Electric Power	\$0.267	\$0.373	\$0.467	\$0.335	\$0.409	\$0.328	\$0.555	\$0.539	\$0.522	\$0.528	\$0.430	\$3.586	\$8.339
Fuel	0.060	0.335	0.430	0.217	0.074	0.305	0.001	0.070	0.299	0.007	0.181	3.879	5.858
Insurance	1.075	1.075	1.075	1.076	1.227	1.227	1.227	1.227	1.227	1.227	1.254	1.967	14.887
Claims	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	6.856	8.421	13.848	8.691	9.492	17.694	9.982	11.337	19.548	10.454	10.493	38.803	165.620
Professional Services Contracts	1.908	1.860	3.848	1.835	3.602	2.835	1.875	1.893	3.926	3.029	2.001	16.883	45.496
Materials and Supplies	0.045	0.073	0.539	0.061	0.133	0.398	0.073	0.107	0.255	0.113	0.162	1.379	3.339
Other Business Expenses	4.980	5.133	5.142	5.076	4.139	4.700	4.983	4.907	4.393	4.451	3.911	3.763	55.577
<b>Total Non-Labor Expenses</b>	<b>\$15.192</b>	<b>\$17.271</b>	<b>\$25.349</b>	<b>\$17.291</b>	<b>\$19.076</b>	<b>\$27.487</b>	<b>\$18.696</b>	<b>\$20.082</b>	<b>\$30.169</b>	<b>\$19.810</b>	<b>\$18.433</b>	<b>\$70.260</b>	<b>\$299.115</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$39.598</b>	<b>\$41.533</b>	<b>\$49.764</b>	<b>\$41.847</b>	<b>\$44.690</b>	<b>\$51.469</b>	<b>\$42.334</b>	<b>\$43.645</b>	<b>\$53.364</b>	<b>\$43.416</b>	<b>\$43.140</b>	<b>\$81.040</b>	<b>\$575.841</b>
Depreciation	\$17.531	\$17.531	\$17.531	\$17.531	\$17.531	\$17.531	\$17.531	\$17.531	\$17.531	\$17.531	\$17.531	\$9.645	\$202.491
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(43.995)	(43.995)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	38.777	38.777
GASB 87 Lease Adjustment	0.194	0.194	0.194	0.194	0.194	0.194	0.194	0.194	0.194	0.194	0.194	0.194	2.324
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses/Expenditures</b>	<b>\$57.323</b>	<b>\$59.258</b>	<b>\$67.489</b>	<b>\$59.572</b>	<b>\$62.415</b>	<b>\$69.195</b>	<b>\$60.059</b>	<b>\$61.370</b>	<b>\$71.089</b>	<b>\$61.141</b>	<b>\$60.865</b>	<b>\$85.661</b>	<b>\$775.438</b>
Less: Depreciation	\$17.531	\$17.531	\$17.531	\$17.531	\$17.531	\$17.531	\$17.531	\$17.531	\$17.531	\$17.531	\$17.531	\$9.645	\$202.491
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adj	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(43.995)	(43.995)
GASB 75 OPEB Expense Adj	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	38.777	38.777
GASB 87 Lease Adjustment	0.194	0.194	0.194	0.194	0.194	0.194	0.194	0.194	0.194	0.194	0.194	0.194	2.324
<b>Total Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Net Surplus/(Deficit)</b>	<b>\$134.801</b>	<b>\$121.075</b>	<b>\$134.440</b>	<b>\$148.876</b>	<b>\$156.905</b>	<b>\$153.794</b>	<b>\$166.767</b>	<b>\$173.968</b>	<b>\$148.179</b>	<b>\$161.702</b>	<b>\$153.181</b>	<b>\$113.440</b>	<b>\$1,767.129</b>

-- Differences are due to rounding

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2023 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Reimbursable</b>													
<b>Operating Revenue</b>													
Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1.517	1.517	1.517	1.517	1.517	1.517	1.517	1.517	1.517	1.517	1.517	14.502	31.189
<b>Total Revenues</b>	<b>\$1.517</b>	<b>\$1.517</b>	<b>\$1.517</b>	<b>\$1.517</b>	<b>\$1.517</b>	<b>\$1.517</b>	<b>\$1.517</b>	<b>\$1.517</b>	<b>\$1.517</b>	<b>\$1.517</b>	<b>\$1.517</b>	<b>\$14.502</b>	<b>\$31.189</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$0.512	\$0.512	\$0.512	\$0.512	\$0.512	\$0.512	\$0.512	\$0.512	\$0.512	\$0.512	\$0.512	\$7.623	\$13.259
Overtime	0.072	0.072	0.072	0.072	0.072	0.072	0.072	0.072	0.072	0.072	0.072	1.196	1.985
Health and Welfare	0.122	0.122	0.122	0.122	0.122	0.122	0.122	0.122	0.122	0.122	0.122	1.408	2.746
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.152	0.152	0.152	0.152	0.152	0.152	0.152	0.152	0.152	0.152	0.152	1.665	3.333
Other Fringe Benefits	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.815	1.511
Reimbursable Overhead	0.597	0.597	0.597	0.597	0.597	0.597	0.597	0.597	0.597	0.597	0.597	1.794	8.356
<b>Total Labor Expenses</b>	<b>\$1.517</b>	<b>\$1.517</b>	<b>\$1.517</b>	<b>\$1.517</b>	<b>\$1.517</b>	<b>\$1.517</b>	<b>\$1.517</b>	<b>\$1.517</b>	<b>\$1.517</b>	<b>\$1.517</b>	<b>\$1.517</b>	<b>\$14.502</b>	<b>\$31.189</b>
<b>Non-Labor:</b>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$1.517</b>	<b>\$1.517</b>	<b>\$1.517</b>	<b>\$1.517</b>	<b>\$1.517</b>	<b>\$1.517</b>	<b>\$1.517</b>	<b>\$1.517</b>	<b>\$1.517</b>	<b>\$1.517</b>	<b>\$1.517</b>	<b>\$14.502</b>	<b>\$31.189</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

-- Differences are due to rounding

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2023 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable / Reimbursable - Page 1 of 2</b>													
<b>Operating Revenue</b>													
Toll Revenue	\$172.898	\$161.207	\$182.618	\$189.081	\$199.859	\$203.496	\$207.300	\$215.740	\$199.808	\$203.352	\$194.630	\$192.805	\$2,322.793
Other Operating Revenue	1.410	1.314	1.489	1.541	1.629	1.659	1.690	1.759	1.629	1.658	1.587	1.572	18.936
Capital and Other Reimbursements	1.517	1.517	1.517	1.517	1.517	1.517	1.517	1.517	1.517	1.517	1.517	14.502	31.189
Investment Income	0.092	0.086	0.098	0.101	0.107	0.109	0.111	0.115	0.107	0.109	0.104	0.103	1.240
<b>Total Revenues</b>	<b>\$175.916</b>	<b>\$164.124</b>	<b>\$185.721</b>	<b>\$192.240</b>	<b>\$203.112</b>	<b>\$206.781</b>	<b>\$210.618</b>	<b>\$219.131</b>	<b>\$203.060</b>	<b>\$206.636</b>	<b>\$197.838</b>	<b>\$208.982</b>	<b>\$2,374.159</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$11.590	\$11.716	\$11.900	\$11.905	\$11.553	\$10.900	\$11.798	\$11.798	\$11.798	\$11.798	\$11.798	\$11.798	\$140.349
Overtime	2.019	1.907	1.908	1.760	2.210	2.084	2.330	3.157	2.066	2.208	2.468	2.430	26.546
Health and Welfare	3.523	3.292	3.434	3.478	3.113	3.362	3.169	2.423	3.143	3.239	3.095	3.241	38.512
OPEB Current Payments	2.643	2.634	2.575	2.609	2.633	2.640	2.672	2.723	2.736	2.662	2.661	2.634	31.823
Pension	4.195	4.195	4.195	4.195	4.195	4.195	3.377	3.377	3.377	3.377	3.377	3.495	45.546
Other Fringe Benefits	1.954	2.035	1.920	2.126	3.428	2.320	1.809	1.604	1.593	1.840	2.826	1.684	25.139
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$25.923</b>	<b>\$25.779</b>	<b>\$25.932</b>	<b>\$26.072</b>	<b>\$27.132</b>	<b>\$25.500</b>	<b>\$25.154</b>	<b>\$25.080</b>	<b>\$24.712</b>	<b>\$25.124</b>	<b>\$26.225</b>	<b>\$25.282</b>	<b>\$307.915</b>
<b>Non-Labor:</b>													
Electric Power	\$0.267	\$0.373	\$0.467	\$0.335	\$0.409	\$0.328	\$0.555	\$0.539	\$0.522	\$0.528	\$0.430	\$3.586	\$8.339
Fuel	0.060	0.335	0.430	0.217	0.074	0.305	0.001	0.070	0.299	0.007	0.181	3.879	5.858
Insurance	1.075	1.075	1.075	1.076	1.227	1.227	1.227	1.227	1.227	1.227	1.254	1.967	14.887
Claims	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	6.856	8.421	13.848	8.691	9.492	17.694	9.982	11.337	19.548	10.454	10.493	38.803	165.620
Professional Services Contracts	1.908	1.860	3.848	1.835	3.602	2.835	1.875	1.893	3.926	3.029	2.001	16.883	45.496
Materials and Supplies	0.045	0.073	0.539	0.061	0.133	0.398	0.073	0.107	0.255	0.113	0.162	1.379	3.339
Other Business Expenses	4.980	5.133	5.142	5.076	4.139	4.700	4.983	4.907	4.393	4.451	3.911	3.763	55.577
<b>Total Non-Labor Expenses</b>	<b>\$15.192</b>	<b>\$17.271</b>	<b>\$25.349</b>	<b>\$17.291</b>	<b>\$19.076</b>	<b>\$27.487</b>	<b>\$18.696</b>	<b>\$20.082</b>	<b>\$30.169</b>	<b>\$19.810</b>	<b>\$18.433</b>	<b>\$70.260</b>	<b>\$299.115</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$41.115</b>	<b>\$43.050</b>	<b>\$51.281</b>	<b>\$43.364</b>	<b>\$46.207</b>	<b>\$52.987</b>	<b>\$43.851</b>	<b>\$45.162</b>	<b>\$54.881</b>	<b>\$44.933</b>	<b>\$44.657</b>	<b>\$95.542</b>	<b>\$607.030</b>
Depreciation	\$17.531	\$17.531	\$17.531	\$17.531	\$17.531	\$17.531	\$17.531	\$17.531	\$17.531	\$17.531	\$17.531	\$9.645	\$202.491
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(43.995)	(43.995)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	38.777	38.777
GASB 87 Lease Adjustment	0.194	0.194	0.194	0.194	0.194	0.194	0.194	0.194	0.194	0.194	0.194	0.194	2.324
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses/Expenditures</b>	<b>\$58.840</b>	<b>\$60.775</b>	<b>\$69.006</b>	<b>\$61.089</b>	<b>\$63.932</b>	<b>\$70.712</b>	<b>\$61.576</b>	<b>\$62.887</b>	<b>\$72.606</b>	<b>\$62.658</b>	<b>\$62.382</b>	<b>\$100.162</b>	<b>\$806.627</b>
Less: Depreciation	\$17.531	\$17.531	\$17.531	\$17.531	\$17.531	\$17.531	\$17.531	\$17.531	\$17.531	\$17.531	\$17.531	\$9.645	\$202.491
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adj	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(43.995)	(43.995)
GASB 75 OPEB Expense Adj	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	38.777	38.777
GASB 87 Lease Adjustment	0.194	0.194	0.194	0.194	0.194	0.194	0.194	0.194	0.194	0.194	0.194	0.194	2.324
<b>Total Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Net Surplus/(Deficit)</b>	<b>\$134.801</b>	<b>\$121.075</b>	<b>\$134.440</b>	<b>\$148.876</b>	<b>\$156.905</b>	<b>\$153.794</b>	<b>\$166.767</b>	<b>\$173.968</b>	<b>\$148.179</b>	<b>\$161.702</b>	<b>\$153.181</b>	<b>\$113.440</b>	<b>\$1,767.129</b>

-- Differences are due to rounding

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2023 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable / Reimbursable - Page 2 of 2</b>													
<b>Net Surplus/(Deficit)</b>	<b>\$134.801</b>	<b>\$121.075</b>	<b>\$134.440</b>	<b>\$148.876</b>	<b>\$156.905</b>	<b>\$153.794</b>	<b>\$166.767</b>	<b>\$173.968</b>	<b>\$148.179</b>	<b>\$161.702</b>	<b>\$153.181</b>	<b>\$113.440</b>	<b>\$1,767.129</b>
<b><i>Deductions from Income:</i></b>													
B&T Capitalized Assets	\$0.052	\$0.036	\$0.496	\$0.268	\$0.345	\$1.948	\$1.222	\$0.914	\$1.012	\$0.268	\$4.489	\$16.382	\$27.431
B&T Capital Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
B&T Capital Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
B&T Prepaid Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
B&T GASB Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Adjusted Net Surplus/(Deficit)</b>	<b>\$134.749</b>	<b>\$121.039</b>	<b>\$133.944</b>	<b>\$148.609</b>	<b>\$156.560</b>	<b>\$151.846</b>	<b>\$165.545</b>	<b>\$173.054</b>	<b>\$147.167</b>	<b>\$161.434</b>	<b>\$148.692</b>	<b>\$97.059</b>	<b>\$1,739.697</b>
Total Debt Service	\$65.660	\$65.660	\$65.660	\$65.660	\$61.506	\$65.660	\$66.078	\$66.078	\$66.078	\$66.078	\$61.261	\$67.178	\$782.555
Contribution to the Capital Program	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Income Available for Distribution</b>	<b>\$69.089</b>	<b>\$55.379</b>	<b>\$68.284</b>	<b>\$82.949</b>	<b>\$95.054</b>	<b>\$86.186</b>	<b>\$99.467</b>	<b>\$106.976</b>	<b>\$81.089</b>	<b>\$95.356</b>	<b>\$87.431</b>	<b>\$29.881</b>	<b>\$957.142</b>
<b><i>Distributable To:</i></b>													
MTA - Investment Income	\$0.092	\$0.086	\$0.098	\$0.101	\$0.107	\$0.109	\$0.111	\$0.115	\$0.107	\$0.109	\$0.104	\$0.103	\$1.240
MTA - Distributable Income	38.851	32.000	38.446	45.777	51.827	47.392	54.031	57.784	44.844	51.977	47.934	19.081	529.944
NYCT - Distributable Income	30.145	23.294	29.740	37.071	43.121	38.686	45.325	49.078	36.138	43.271	39.393	10.697	425.958
<b>Total Distributable Income:</b>	<b>\$69.089</b>	<b>\$55.379</b>	<b>\$68.284</b>	<b>\$82.949</b>	<b>\$95.054</b>	<b>\$86.186</b>	<b>\$99.467</b>	<b>\$106.976</b>	<b>\$81.089</b>	<b>\$95.356</b>	<b>\$87.431</b>	<b>\$29.881</b>	<b>\$957.142</b>
<b><i>Actual Cash Transfers:</i></b>													
MTA - Investment Income - Prior Year	\$0.000	\$1.376	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1.376
MTA - Cash Surplus Transfer	0.000	94.869	28.800	34.602	41.199	46.644	42.653	48.628	52.005	40.360	46.779	60.313	536.852
NYCT - Cash Surplus Transfer	0.000	77.353	20.964	26.766	33.364	38.809	34.817	40.793	44.170	32.524	38.944	45.081	433.585
<b>Total Cash Transfers:</b>	<b>\$0.000</b>	<b>\$173.599</b>	<b>\$49.764</b>	<b>\$61.368</b>	<b>\$74.563</b>	<b>\$85.453</b>	<b>\$77.470</b>	<b>\$89.421</b>	<b>\$96.175</b>	<b>\$72.884</b>	<b>\$85.723</b>	<b>\$105.394</b>	<b>\$971.814</b>
<b>SUPPORT TO MASS TRANSIT:</b>													
Total Revenue	\$175.916	\$164.124	\$185.721	\$192.240	\$203.112	\$206.781	\$210.618	\$219.131	\$203.060	\$206.636	\$197.838	\$208.982	\$2,374.159
Total Expenses Before Non-Cash Liability Adjs.	41.115	43.050	51.281	43.364	46.207	52.987	43.851	45.162	54.881	44.933	44.657	95.542	607.030
<b>Net Operating Income:</b>	<b>\$134.801</b>	<b>\$121.075</b>	<b>\$134.440</b>	<b>\$148.876</b>	<b>\$156.905</b>	<b>\$153.794</b>	<b>\$166.767</b>	<b>\$173.968</b>	<b>\$148.179</b>	<b>\$161.702</b>	<b>\$153.181</b>	<b>\$113.440</b>	<b>\$1,767.129</b>
<b><i>Deductions from Operating Income:</i></b>													
B&T Debt Service	\$36.502	\$36.502	\$36.502	\$36.502	\$32.348	\$36.502	\$36.920	\$36.920	\$36.920	\$36.920	\$32.600	\$38.992	\$434.132
Contribution to the Capital Program	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capitalized Assets	0.052	0.036	0.496	0.268	0.345	1.948	1.222	0.914	1.012	0.268	4.489	16.382	27.431
Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Deductions from Operating Income:</b>	<b>\$36.554</b>	<b>\$36.538</b>	<b>\$36.999</b>	<b>\$36.770</b>	<b>\$32.693</b>	<b>\$38.450</b>	<b>\$38.142</b>	<b>\$37.834</b>	<b>\$37.932</b>	<b>\$37.189</b>	<b>\$37.089</b>	<b>\$55.373</b>	<b>\$461.563</b>
<b>Total Support to Mass Transit:</b>	<b>\$98.247</b>	<b>\$84.537</b>	<b>\$97.442</b>	<b>\$112.106</b>	<b>\$124.212</b>	<b>\$115.344</b>	<b>\$128.625</b>	<b>\$136.134</b>	<b>\$110.247</b>	<b>\$124.514</b>	<b>\$116.092</b>	<b>\$58.067</b>	<b>\$1,305.566</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2023 Adopted Budget**  
**Traffic Volume (Utilization)**  
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><u>TRAFFIC VOLUME</u></b>													
Traffic Volume	24.622	22.953	25.961	26.762	28.201	28.639	29.059	29.694	27.969	28.614	27.397	27.166	327.037
<b><u>TOLL REVENUE</u></b>													
Toll Revenue	\$172.898	\$161.207	\$182.618	\$189.081	\$199.859	\$203.496	\$207.300	\$215.740	\$199.808	\$203.352	\$194.630	\$192.805	\$2,322.793

**MTA BRIDGES & TUNNELS**  
**February Financial Plan - 2023 Adopted Budget**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents**

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Executive	13	13	13	13	13	13	13	13	13	13	13	13
Law <sup>(1)</sup>	12	12	12	12	12	12	12	12	12	12	12	12
CFO <sup>(2)</sup>	17	17	17	17	17	17	17	17	17	17	17	17
Administration <sup>(3)</sup>	34	34	34	34	34	34	34	34	34	34	34	34
EEO	1	1	1	1	1	1	1	1	1	1	1	1
<b>Total Administration</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>
<b>Operations</b>												
Revenue Management	66	66	66	66	66	66	66	66	66	66	66	66
Central Business District Tolling Program	47	47	47	47	47	47	47	47	47	47	47	47
Operations (Non-Security)	54	54	54	54	54	54	54	54	54	54	54	54
<b>Total Operations</b>	<b>167</b>	<b>167</b>	<b>167</b>	<b>167</b>	<b>167</b>	<b>167</b>	<b>167</b>	<b>167</b>	<b>167</b>	<b>167</b>	<b>167</b>	<b>167</b>
<b>Maintenance</b>												
Maintenance	205	205	205	205	205	205	205	205	205	205	205	205
Operations - Maintainers	183	183	183	183	183	183	183	183	183	183	183	183
<b>Total Maintenance</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>
<b>Engineering/Capital</b>												
Engineering & Construction	123	123	123	123	123	123	123	123	123	123	123	123
Health & Safety	9	9	9	9	9	9	9	9	9	9	9	9
Law <sup>(1)</sup>	18	18	18	18	18	18	18	18	18	18	18	18
Planning & Budget Capital	8	8	8	8	8	8	8	8	8	8	8	8
<b>Total Engineering/Capital</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>
<b>Public Safety</b>												
Operations (Security)	540	540	540	540	540	540	540	540	540	540	540	540
Internal Security - Operations	45	45	45	45	45	45	45	45	45	45	45	45
<b>Total Public Safety</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>
<b>Total Positions</b>	<b>1,375</b>	<b>1,375</b>	<b>1,375</b>	<b>1,375</b>	<b>1,375</b>	<b>1,375</b>	<b>1,375</b>	<b>1,375</b>	<b>1,375</b>	<b>1,375</b>	<b>1,375</b>	<b>1,375</b>
<i>Non-Reimbursable</i>	1,244	1,244	1,244	1,244	1,244	1,244	1,244	1,244	1,244	1,244	1,244	1,244
<i>Reimbursable</i>	131	131	131	131	131	131	131	131	131	131	131	131
<i>Total Full-Time</i>	1,375	1,375	1,375	1,375	1,375	1,375	1,375	1,375	1,375	1,375	1,375	1,375
<i>Total Full-Time Equivalents</i>	0	0	0	0	0	0	0	0	0	0	0	0

(1) Includes Legal and Procurement staff.

(2) Includes Accounts Payable, Accounting, Payroll and Operating Budget staff.

(3) Includes Human Resources and Administration staff.

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2023 Adopted Budget**  
**Total Positions by Function and Occupation**

<b>FUNCTION / OCCUPATION</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Administration</b>												
Managers/Supervisors	28	28	28	28	28	28	28	28	28	28	28	28
Professional/Technical/Clerical	49	49	49	49	49	49	49	49	49	49	49	49
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Administration Headcount</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>
<b>Operations</b>												
Managers/Supervisors	73	73	73	73	73	73	73	73	73	73	73	73
Professional/Technical/Clerical	94	94	94	94	94	94	94	94	94	94	94	94
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Operations Headcount</b>	<b>167</b>	<b>167</b>	<b>167</b>	<b>167</b>	<b>167</b>	<b>167</b>	<b>167</b>	<b>167</b>	<b>167</b>	<b>167</b>	<b>167</b>	<b>167</b>
<b>Maintenance</b>												
Managers/Supervisors	27	27	27	27	27	27	27	27	27	27	27	27
Professional/Technical/Clerical	11	11	11	11	11	11	11	11	11	11	11	11
Operational Hourlies	350	350	350	350	350	350	350	350	350	350	350	350
<b>Total Maintenance Headcount</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>
<b>Engineering / Capital</b>												
Managers/Supervisors	34	34	34	34	34	34	34	34	34	34	34	34
Professional/Technical/Clerical	124	124	124	124	124	124	124	124	124	124	124	124
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>
<b>Public Safety</b>												
Managers/Supervisors	179	179	179	179	179	179	179	179	179	179	179	179
Professional, Technical, Clerical	36	36	36	36	36	36	36	36	36	36	36	36
Operational Hourlies	370	370	370	370	370	370	370	370	370	370	370	370
<b>Total Public Safety Headcount</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>
<b>Total Positions</b>												
Managers/Supervisors	341	341	341	341	341	341	341	341	341	341	341	341
Professional, Technical, Clerical	314	314	314	314	314	314	314	314	314	314	314	314
Operational Hourlies	720	720	720	720	720	720	720	720	720	720	720	720
<b>Total Positions</b>	<b>1,375</b>	<b>1,375</b>	<b>1,375</b>	<b>1,375</b>	<b>1,375</b>	<b>1,375</b>	<b>1,375</b>	<b>1,375</b>	<b>1,375</b>	<b>1,375</b>	<b>1,375</b>	<b>1,375</b>