



Metropolitan Transportation Authority

# Bridges and Tunnels Committee Meeting

## May 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**

**Monday, 5/22/2023  
9:00 - 9:30 AM ET**

**1. Summary of Actions - None**

**2. Public Comments Period**

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

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

**4. Committee Work Plan**

*B&T Committee Work Plan - Page 10*

**5. Report on Operations - March 2023**

*B&T Report on Operations - March 2023 - Page 16*

**6. Safety Report - March 2023**

*B&T Safety Report - March 2023 - Page 28*

**7. Financial Report - April 2023**

*B&T Financial Report - April 2023 - Page 33*

**8. Final Review of 2022 Year-End Operating Results**

*B&T Final Review of 2022 Year-End Operating Results - Page 45*

**9. Procurements - None**



# Bridges and Tunnels

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## Minutes of Committee Meeting April 2023



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

**April 24, 2023**

**9:00 a.m.**

In attendance were the Honorable:

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

Also in Attendance:  
Gerard Bringmann

In Person:

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

Virtual:

Allison L. C. de Cerreño, Ph.D., Chief Operating Officer

# MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

**April 24, 2023**

Minutes of TBTA Committee held April 24, 2023 at 9:00 a.m. A list of those in attendance is attached.

## **Public Speakers**

The following speakers commented during the public speakers' session:

- Christopher Greif about safety.
- Murray Bodin about roadway lines.
- Aleta Dupree about lighting and E-ZPass.

## **Minutes**

Upon a motion duly made and seconded, the minutes of the Committee Meetings held on February 21, 2023 and March 27, 2023 were approved.

## **Committee Work Plan**

Interim President Sheridan stated that there are no changes to the TBTA Committee Work Plan and that the Fourth Quarter 2022 Diversity Report for TBTA would be discussed at the Diversity Committee meeting.

## **Interim President Sheridan's Remarks**

Sharing photos of TBTA's 90th anniversary commemoration from April 3rd, Interim President Sheridan stated that TBTA had a great turn out, and is pleased Commissioner Glucksman could join TBTA that day and represent the Board. It was truly a memorable gathering for TBTA employees, past and present. Archival photos filled the Board Room, and the unique and compelling history of the original Triborough Bridge Authority, which later became the Triborough Bridge and Tunnel Authority, and now known as MTA Bridges and Tunnels, was shared with an engaged audience. Interim President Sheridan thanked TBTA's program speakers including MTA Chair and CEO Janno Lieber, Construction & Development Senior Vice President and TBTA Chief Engineer Joe Keane, and the Manager of the TBTA Special Archive Mary Hedge.

Interim President Sheridan continued that a few days later on April 6th, Mary and Special Archive Project Manager Nellie Hankins represented TBTA at a virtual public presentation, sponsored by the New York Transit Museum. The team treated viewers to a dynamic history lesson about TBTA and its role in the development of New York City and the region, showing never-before-seen photos and documents from the Archive. Interim President Sheridan thanked Mary and Nellie for an informative presentation.

Showing slides of the TBTA Blood Drive, Interim President stated that several weeks ago, she was pleased to spend time with TBTA's dedicated volunteers and donors at the TBTA Blood Drive on Randall's Island. She was impressed by the effort and enthusiasm across all TBTA's departments to recognize and address this critical public health need. She thanked each employee who donated life-saving blood, and to the TBTA staff who volunteered to coordinate this successful event.

Finally, Interim President Sheridan stated that with the approach of Mothers' Day next month, this has traditionally promised one of the highest-volume traffic days for TBTA crossings. It also signals the start of a seasonal shift in traffic, as warmer weather moves in and recreational travel ticks

up. The TBTA workforce remains prepared and vigilant as always, monitoring TBTA facilities with the expectation of higher and varied volumes throughout the spring, and ahead to summer, with safety as the highest priority. And as the nation observes Work Zone Safety and Distracted Driving Awareness campaigns in the month of April, and as Governor Hochul also drew public attention to New York State's strong commitment to these causes, the TBTA team continues its daily focus on these critical issues.

Interim President Sheridan stated that TBTA work zone safety initiatives are also aligned with the significant amount of construction that MTA Construction & Development executes on TBTA facilities. TBTA's C&D partners are in close communication with TBTA leadership and Facility teams regarding the need for assistance with work zone speed enforcement to protect employees, consultants, and contractors from unsafe drivers.

Interim President Sheridan announced that starting this month, instead of the operations and safety data TBTA has reported on in previous Committee meetings, TBTA plans to give presentations highlighting various themes throughout the year, which TBTA leadership and staff are focused on, to hopefully give the Committee a deeper view into the workings of TBTA. The theme of this month's presentation is TBTA's coordinated approach to work zone safety and distracted driving.

### **Coordinated Approach to Work Zone Safety and Distracted Driving**

#### **Safety --**

Assistant Vice President for Safety and Health, Pashko Camaj, began this month's presentation by reiterating that TBTA draws special attention every April to raising awareness regarding work zone safety. National statistics indicate that crashes within designated road work zones increased substantially in the past decade, increasing the relative risk of injury to workers performing maintenance on the roadways. Controls to prevent work zone intrusions are routinely emphasized to employees and TBTA customers. Assistant Vice President Camaj was pleased to report that TBTA practices have largely been effective in limiting work zone incidents on TBTA facilities.

Displaying a photograph of TBTA Safety and Health Vice President Eric Osnes addressing TBTA's Maintenance workforce for an interactive Safety Talk, Assistant Vice President Camaj stated that controls designated to modify driver behaviors through principles outlined within federal guidelines are reinforced to TBTA employees during "Tool-box Talks." These components consist of communicating with TBTA's customers alerting them to work zones ahead, workers' use of protective reflective equipment, and establishing driver cues to allow for smooth redirection of travel to accommodate roadway operations. Planning is paramount, as these components are modified based on site-specific conditions such as speed limits and roadway geometry. These principles also serve as a conduit between TBTA contractors and C&D management teams so they may evaluate and enforce their work zone designs on TBTA roadways.

Assistant Vice President Camaj stated that April is also designated by the National Safety Council to focus awareness on Distracted Driving, which is a primary contributor to work zone intrusions. TBTA has emphasized to its employees that the two are not mutually exclusive, and that communication with the motorist is key to modifying behavior. This was part of TBTA's field discussions to highlight challenges and the need to have reinforcers in place on the roadway to overcome competing distractions.

Assistant Vice President Camaj emphasized that TBTA employees who perform maintenance on TBTA roadways perform their duties with the benefit of considerable experience in executing work

zone configurations.

## **Maintenance --**

Continuing this month's presentation regarding TBTA's coordinated approach to work zone safety and distracted driving, Vice President for Maintenance Charlie Passarella discussed how TBTA's Maintenance employees interface with TBTA customers. Throughout April, TBTA Maintenance Superintendents held safety meetings at all TBTA facilities with its Maintenance crews, giving special attention to work zone safety.

Specific topics covered at those meetings were proper cone-line tapers to provide customers plenty of advance warning to recognize an upcoming lane closure; proper placement of attenuator trucks at the beginning of the cone line with flashing yellow arrow board lights indicating the direction of traffic movement, and proper placement of the truck at the actual work zone to protect the workers. Workers were reminded that under these conditions they must always wear their protective gear including high-visibility reflective safety vests. The importance of staying alert when working on roadways was underscored, even when lane closures are set up properly.

Finally, Vice President Passarella played a short video clip which shows from a customer perspective what a proper cone line and work zone looks like.

## **Operations --**

Continuing the theme of TBTA's coordinated approach to work zone safety and distracted driving, Vice President and Chief of Operations Richard Hildebrand stated that TBTA's inter-departmental partnership is evident in all TBTA does and that, on behalf of Operations, it is an honor to work with Maintenance, Safety & Health, and C&D on these important customer and employee safety initiatives.

Presenting a slideshow, Vice President Hildebrand stated that the final piece of the work zone safety puzzle is enforcement. One way this is accomplished is through active enforcement of vehicle and traffic laws and other regulations. When TBTA officers observe a motorist committing a violation, they may issue a summons or engage in other law enforcement actions as necessary, authorized, and appropriate.

Vice President Hildebrand stated that passive enforcement measures within a work zone may also be executed by strategically posting marked vehicles with activated emergency lights or by deploying directed patrols to TBTA roadways. The intent of passive enforcement is to bring awareness to motorists that they must follow all safety rules while on TBTA facilities. This is especially important when driving near or around an active work zone.

TBTA's Bridge and Tunnel Officers, Sergeants, and Lieutenants play a vital role in ensuring the safety of TBTA's Maintenance and contractor workforce who perform duties on or adjacent to active roadways. Enforcement also enhances safety during incidents such as collisions, disabled vehicles, and debris removal. TBTA's teams are trained in quick clearance tactics of New York State's Traffic Incident Management (TIM) program. This training equips TBTA's workforce with the knowledge and equipment necessary to respond, mitigate, and recover from roadway emergencies while preventing consequent incidents that may impede the restoration of normal traffic flow and safety.

Vice President Hildebrand stated that enforcement of posted speed limits, the safe movement among lanes, distracted driving, and the New York State "Move Over Law" are part of TBTA efforts to enhance work zone safety, not only during national awareness weeks but each and every day. Under

normal circumstances, speeding violations carry a heavy monetary fine and impose penalty points against a driver's license. Not only can points increase a driver's insurance rate, but they also may lead to the suspension or revocation of driving privileges.

Displaying a photo of active speed enforcement within a work zone at the Marine Parkway-Gil Hodges Memorial Bridge, Vice President Hildebrand stated that when TBTA officers determine that a driver is speeding in a work zone, the vehicle is safely interdicted and a summons may be issued to the operator. Fine and point penalties for work zone violations are doubled. The penalties for a work zone speeding violation may range from \$90 to \$1,200 plus an \$88 court surcharge and 3 to 11 driver penalty points, depending on the number of miles per hour over the posted limit.

Vice President Hildebrand stated that, as April pairs Work Zone Safety Week with Distracted Driving Awareness Month, TBTA officers will be out in force to make the roadways as safe as possible for everyone crossing TBTA facilities or working in its roadways. It is the mission of TBTA to bring stellar service to its customers via a smooth, safe, and secure passage for each and every crossing. Vice President Hildebrand thanked TBTA's workers, contractors, and customers for banding together in this important effort.

Commissioner Brown complimented TBTA's effectiveness of having officers on its facilities to enforce work zone speeding with high fines, as opposed to places using only camera enforcement and low fines.

### **Procurements**

Interim President Sheridan stated that there are no procurements.

### **Nassau County Bridge Authority E-ZPass Program – Action Item**

Interim President Sheridan recognized the presence of Nassau County Bridge Authority (NCBA) Chair Sam Nahmias, Executive Director Ray Webb, and additional NCBA staff. Assistant Vice President for ITS & Tolling Mike Minunni then presented an Action Item asking the Committee to authorize Interim President Sheridan or her designee to take action as necessary to support the NCBA implementation of E-ZPass toll collection at its Atlantic Beach Bridge facility, which connects Lawrence and Atlantic Beach, New York. TBTA is asking for Committee approval so that, prior to NCBA's implementation, TBTA can take steps to enter into an agreement allowing NCBA to receive back-office system support from the New York E-ZPass Customer Service Center.

Assistant Vice President Minunni stated that Committee approval would also allow TBTA to sponsor the NCBA's affiliate membership in the E-ZPass Interagency Group, which consists of toll entities across 19 states that operate the E-ZPass electronic toll collection program. TBTA's back-office support of the NCBA E-ZPass implementation would also further promote E-ZPass market share in the region. NCBA's E-ZPass program would be fully deployed and managed locally by their staff. Any of TBTA's costs, such as back-office services and staffing, would be reimbursed by NCBA pursuant to the written agreement.

In response to Commissioner Valdivia's question as to how reimbursement would work, Assistant Vice President Minunni stated that TBTA will look to a similar agreement that the New York State Thruway has with the New York State Bridge Authority. Responding to Commissioner Valdivia's follow up request for more details on the reimbursement process, Assistant Vice President Minunni explained that NCBA back office cost transaction processing will be allocated and reimbursed to TBTA, and that any of TBTA staff support will also be fully reimbursed to TBTA. Chair Mack added that NCBA will be a great addition to the E-ZPass system.



Upon a motion duly made and seconded, the Nassau County Bridge Authority E-ZPass Program action item was approved.

A copy of the Staff Summary of the above Action Item is in the Report of the TBTA Committee for the meeting held this day.

**Adjournment**

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

Respectfully submitted,



Paul L. Friman  
General Counsel and Corporate Secretary



# Bridges and Tunnels

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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

### May 2023

Final Review of 2022 Year-End Operating Results

Planning & Budget

### June 2023

No items scheduled

### July 2023

No items scheduled

### August 2023

No meeting scheduled

### September 2023

2024 Preliminary Budget

Planning & Budget

### October 2023

2024 Preliminary Budget

Planning & Budget

### November 2023

No items scheduled

### December 2023

2024 Proposed Committee Work Plan  
2024 Proposed Final Budget

Committee Chair & Members  
Planning & Budget

### January 2024

Approval of 2024 Work Plan

Committee Chair & Members

### February 2024

2024 Adopted Budget/Financial Plan 2024-2027  
2023 B&T Operating Surplus  
2023 Customer Environment Report

Planning & Budget  
Controller  
Operations

March 2024

Annual Procurement Contracts Report

Procurement & Materials/  
Finance

April 2024

Diversity Report – 4th Quarter 2023

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## **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**

### **MAY 2023**

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

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

### **JUNE 2023**

No items scheduled

### **JULY 2023**

No items scheduled

### **AUGUST 2023**

No meeting scheduled

### **SEPTEMBER 2023**

#### 2024 Preliminary Budget

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

### **OCTOBER 2023**

#### 2024 Preliminary Budget

Public comment will be accepted on the 2024 Preliminary Budget.

### **NOVEMBER 2023**

No items scheduled.

### **DECEMBER 2023**

#### 2024 Proposed Committee Work Plan

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

#### 2024 Proposed Final Budget

The Committee will recommend action to the Board.

### **JANUARY 2024**

#### Approval of Work Plan for 2024

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

## **FEBRUARY 2024**

### 2024 Adopted Budget and February Financial Plan 2024-2027

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

### 2023 B&T Operating Surplus

The Committee will recommend action to the Board.

### 2023 Customer Environment Report

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

## **MARCH 2024**

### Annual Procurement Contracts Report

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

## **APRIL 2024**

### Diversity Report – 4th Quarter 2023

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



# Bridges and Tunnels

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## Report on Operations March 2023



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



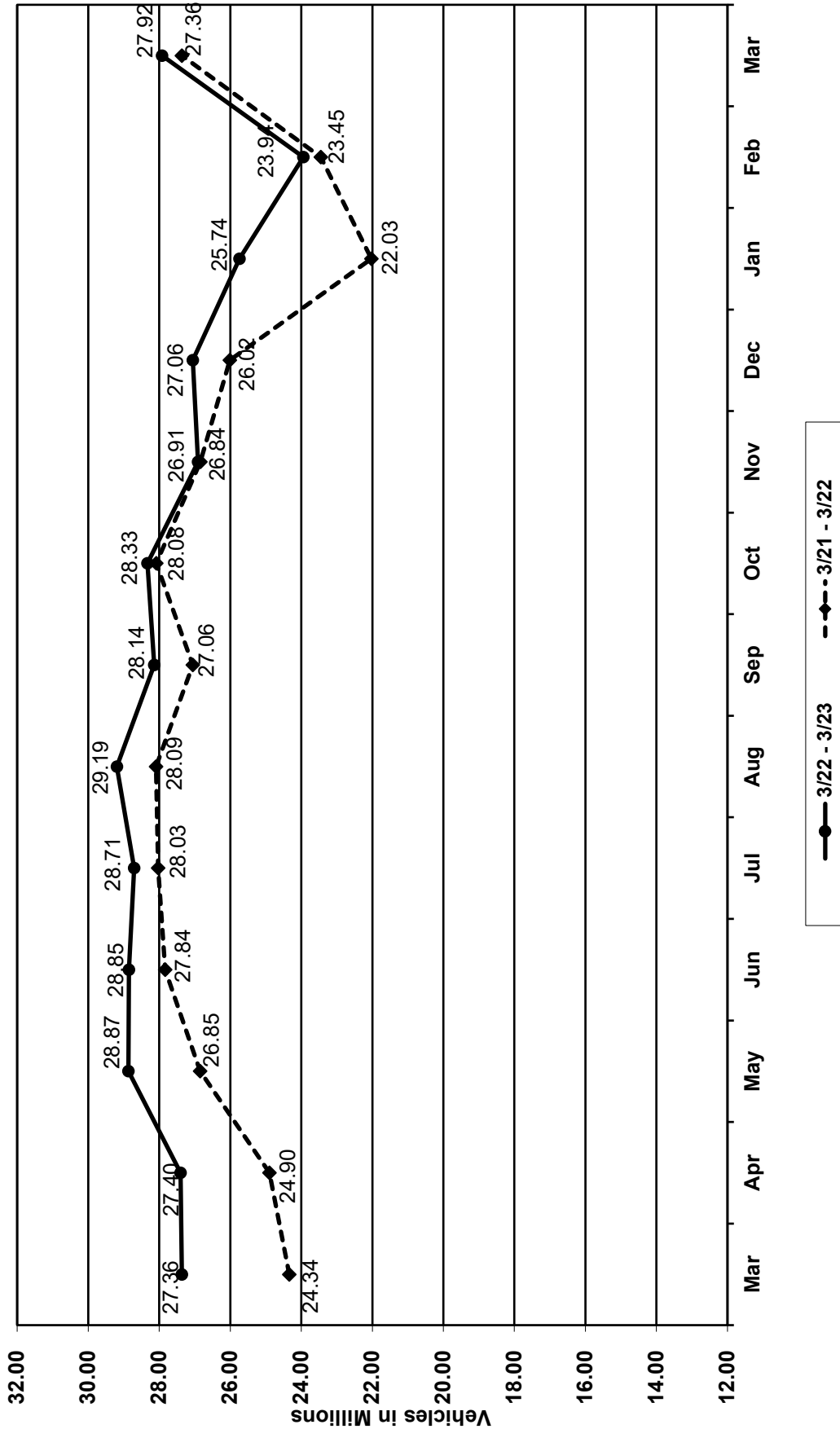
## **MTA Bridges and Tunnels March 2023 Traffic Trends**

### **Summary**

B&T's traffic numbers have rebounded from the direct pandemic effects. For the month of March, 27.9 million paid vehicles crossed B&T facilities, an increase of 2.0% compared to 27.4 million in March 2022. Compared to March 2021, B&T paid traffic was 14.7% higher with an increase of 3.6 million more crossings. E-ZPass market share was 94.5% in February, lower than both last year and two years ago.

Gasoline prices slightly decreased in March to an average of \$3.42 per gallon, which is \$0.97 below 2022, but \$0.55 higher than two years ago. Gasoline prices and weather conditions were not significant factors for March traffic.

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



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

All B&T Facilities by Method of Payment	2023 YTD		
	March 2023	March 2022	March 2021
E-ZPass <sup>1</sup>	26,369,785	26,182,243	23,197,742
Tolls by Mail	1,547,749	1,178,636	1,137,887
<b>Total</b>	<b>27,917,534</b>	<b>27,361,079</b>	<b>24,335,629</b>
E-ZPass Market Share:			
Total	94.5%	95.7%	95.3%
Cars	94.3%	95.6%	95.2%
Trucks	96.1%	97.3%	97.0%

Facility	Average Weekday <sup>2</sup>				Average Weekend <sup>2</sup>				E-ZPass Market Share				E-ZPass Market Share							
	March 2023		March 2022		March 2023		March 2022		Mar 2022	Mar 2021	Mar 2020	Mar 2021	Mar 2022	Mar 2021	Mar 2020	Mar 2021	Mar 2022	2023 vs 2022	2023 vs 2021	
	Total	TBM	Total	TBM	Total	E-ZPass	TBM	E-ZPass	Total	E-ZPass	TBM	E-ZPass	Total	E-ZPass	TBM	E-ZPass	Total	E-ZPass	TBM	
Bronx-Whitestone Bridge	134,844	9,026	125,818	9,026	134,879	123,641	11,038	134,879	93.3%	94.7%	94.4%	93.4%	91.8%	93.4%	93.0%	11,038	93.4%	93.0%	-1.6%	-1.2%
Cross Bay Bridge	21,979	954	21,025	954	16,882	16,023	859	16,882	95.7%	96.5%	96.5%	95.8%	94.9%	95.8%	95.4%	859	95.8%	95.4%	-0.8%	-0.5%
Henry Hudson Bridge	70,429	3,466	66,963	3,466	61,847	58,108	3,739	61,847	95.1%	96.1%	96.0%	95.0%	94.0%	94.5%	94.5%	3,739	94.5%	94.5%	-1.1%	-0.5%
Hugh L. Carey Tunnel	65,166	2,614	62,552	2,614	55,174	52,280	2,895	55,174	96.0%	97.0%	96.9%	95.8%	94.8%	95.8%	95.5%	2,895	95.8%	95.5%	-1.0%	-0.7%
Manne Parkway Bridge	21,424	708	20,716	708	16,253	15,601	652	16,253	96.7%	97.4%	97.3%	96.7%	96.0%	96.7%	96.6%	652	96.7%	96.6%	-0.7%	-0.6%
Queens Midtown Tunnel	84,211	3,510	80,701	3,510	79,684	75,625	4,069	79,684	95.8%	96.9%	96.0%	96.0%	94.9%	96.0%	94.4%	4,069	96.0%	94.4%	-1.1%	0.5%
Robert F. Kennedy Bridge	186,009	10,939	175,070	10,939	170,953	158,810	12,143	170,953	94.1%	95.5%	95.1%	94.4%	92.9%	94.4%	93.8%	12,143	94.4%	93.8%	-1.5%	-0.9%
Throgs Neck Bridge	111,350	6,980	104,371	6,980	114,431	105,638	8,894	114,431	93.7%	95.4%	95.1%	93.9%	92.2%	93.9%	93.6%	8,894	93.9%	93.6%	-1.7%	-1.4%
Verrazano-Narrows Bridge <sup>1</sup>	220,414	9,635	210,779	9,635	206,779	195,109	11,670	206,779	95.6%	96.6%	96.4%	95.0%	94.4%	95.4%	95.0%	11,670	95.4%	95.0%	-1.0%	-0.6%
<b>All Facilities<sup>1</sup></b>	<b>915,826</b>	<b>47,830</b>	<b>867,996</b>	<b>47,830</b>	<b>856,692</b>	<b>800,735</b>	<b>55,957</b>	<b>856,692</b>	<b>94.8%</b>	<b>96.0%</b>	<b>95.7%</b>	<b>94.8%</b>	<b>93.5%</b>	<b>94.8%</b>	<b>94.2%</b>	<b>55,957</b>	<b>94.8%</b>	<b>94.2%</b>	<b>-1.3%</b>	<b>-0.8%</b>

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

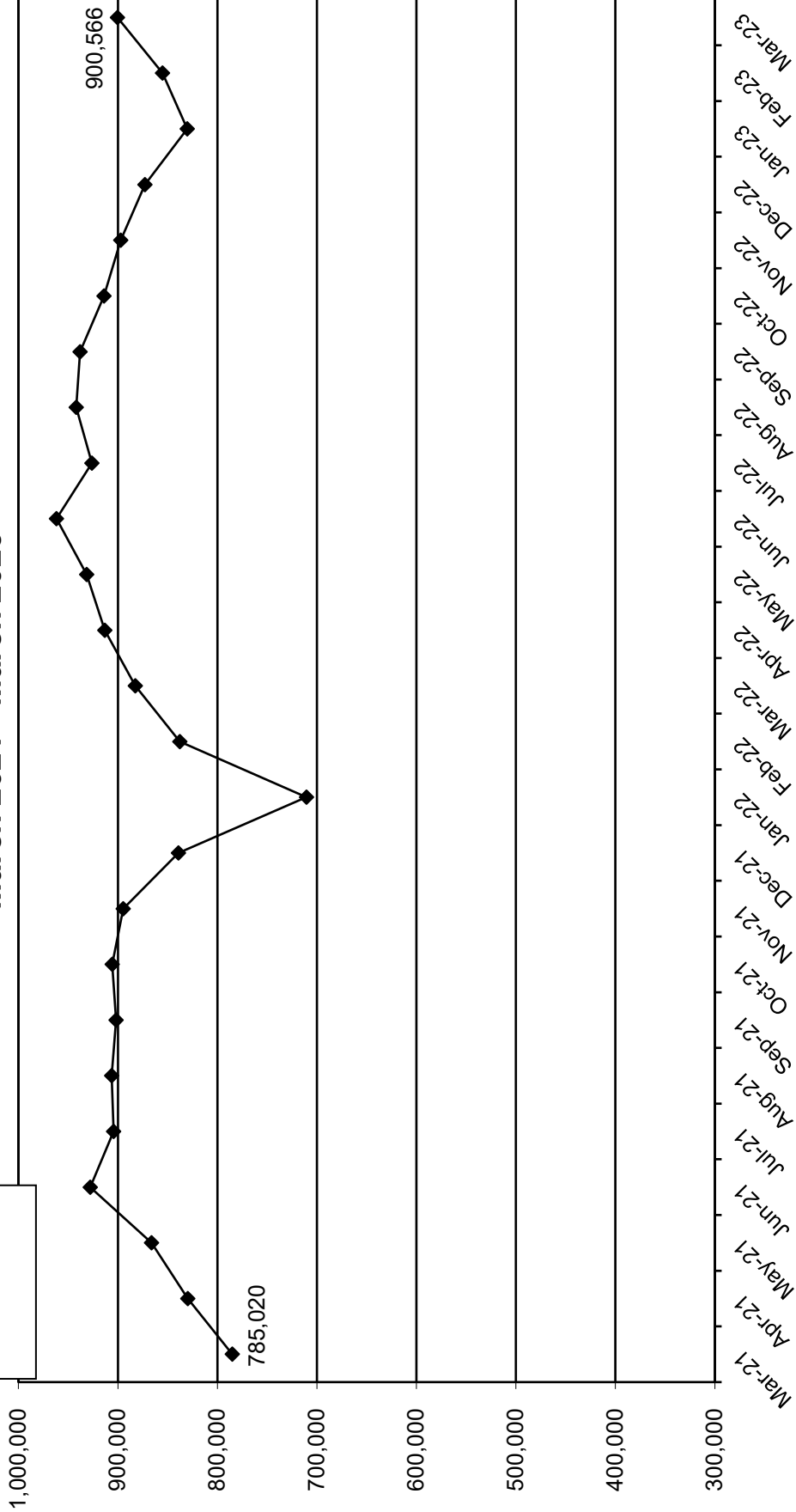
**MTA Bridges and Tunnels**  
**E-ZPass and Tolls by Mail Traffic**  
**March 2023**  
Preliminary data subject to final audit

<b>Distribution by Facility &amp; Time Period</b>			
Facility	March 2023		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	22.6%	23.3%	54.0%
Cross Bay Bridge	24.9%	22.6%	52.5%
Henry Hudson Bridge	23.7%	28.7%	47.6%
Hugh L. Carey Tunnel	24.5%	24.1%	51.4%
Marine Parkway Bridge	26.3%	26.5%	47.1%
Queens Midtown Tunnel	21.3%	22.4%	56.3%
Robert F. Kennedy Bridge	24.1%	21.3%	54.5%
Throgs Neck Bridge	23.6%	23.6%	52.8%
Verrazzano-Narrows Bridge	23.1%	23.7%	53.3%
<b>All Facilities</b>	<b>23.4%</b>	<b>23.5%</b>	<b>53.1%</b>

<b>Payment Method by Facility (Transactions)</b>			
Facility	March 2023		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	87.8%	5.1%	7.1%
Cross Bay Bridge	94.1%	1.4%	4.5%
Henry Hudson Bridge	84.5%	10.3%	5.2%
Hugh L. Carey Tunnel	89.5%	6.2%	4.3%
Marine Parkway Bridge	93.8%	2.7%	3.5%
Queens Midtown Tunnel	90.1%	5.5%	4.4%
Robert F. Kennedy Bridge	87.5%	6.3%	6.2%
Throgs Neck Bridge	85.5%	7.8%	6.7%
Verrazzano-Narrows Bridge	84.8%	10.5%	4.7%
<b>All Facilities</b>	<b>87.1%</b>	<b>7.4%</b>	<b>5.5%</b>

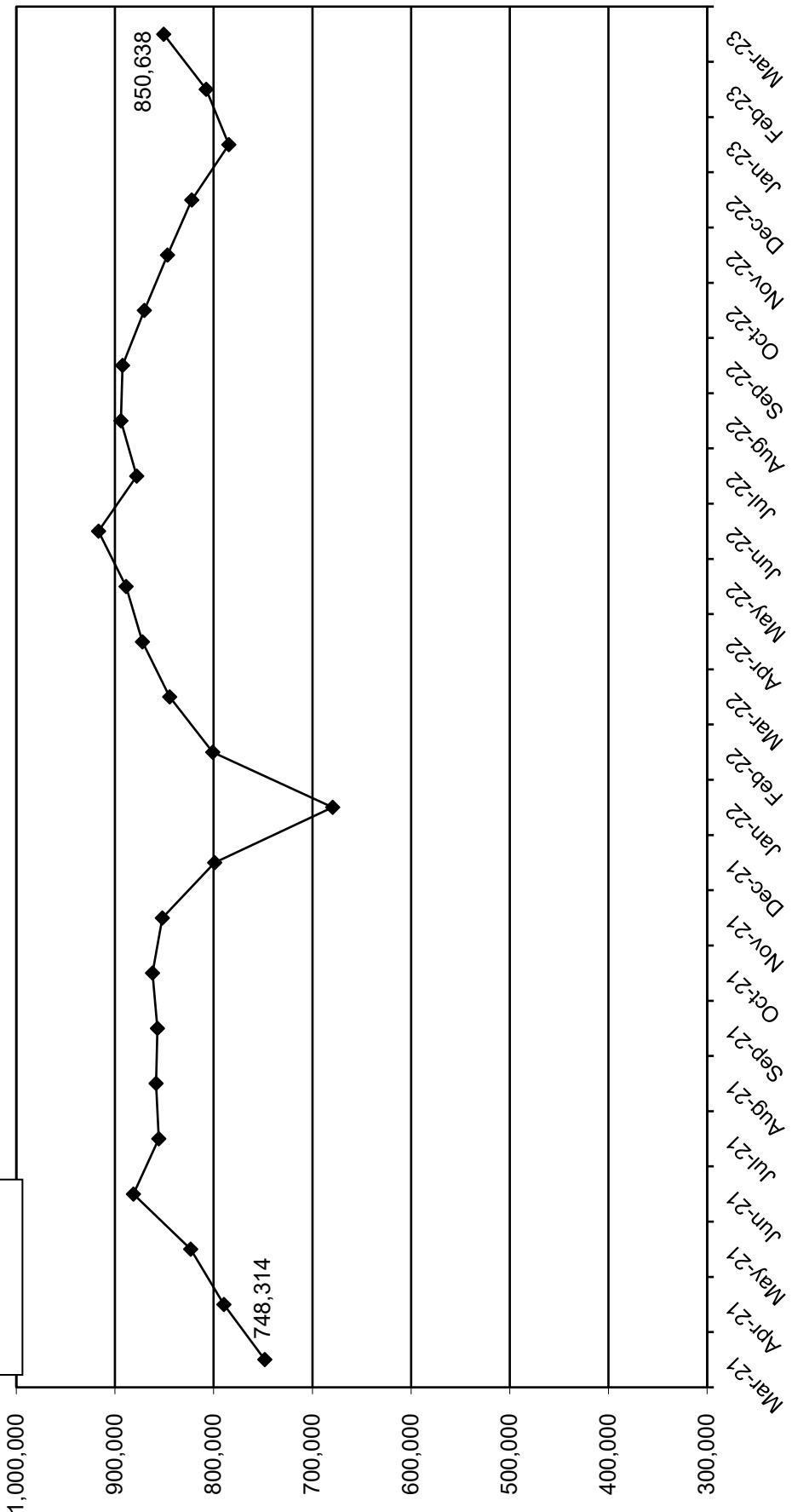
**MTA Bridges and Tunnels  
Average Daily Traffic  
March 2021 - March 2023**

**All Vehicles**



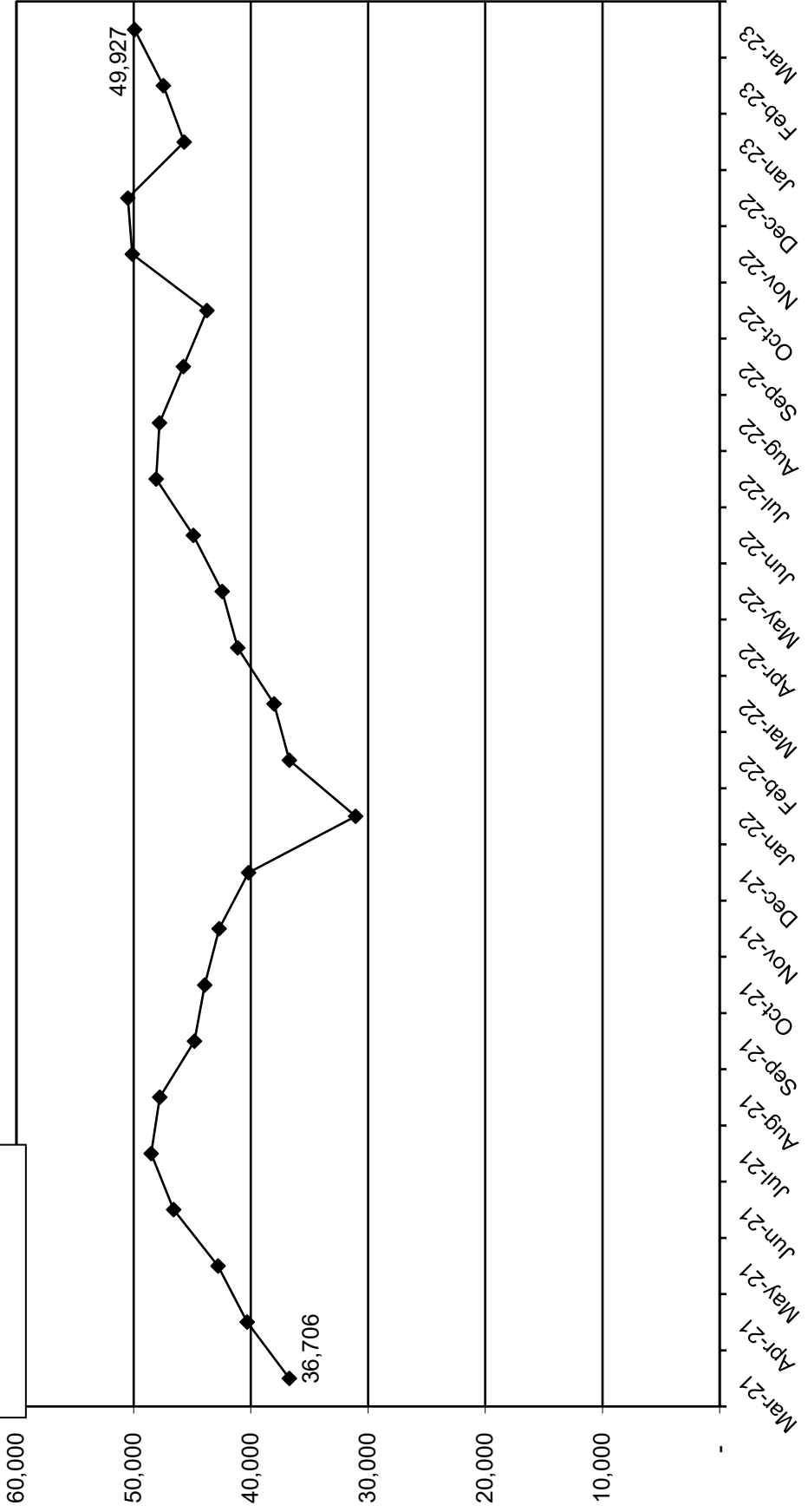
**MTA Bridges and Tunnels  
Average Daily Traffic  
March 2021 - March 2023**

**E-ZPass  
Vehicles**



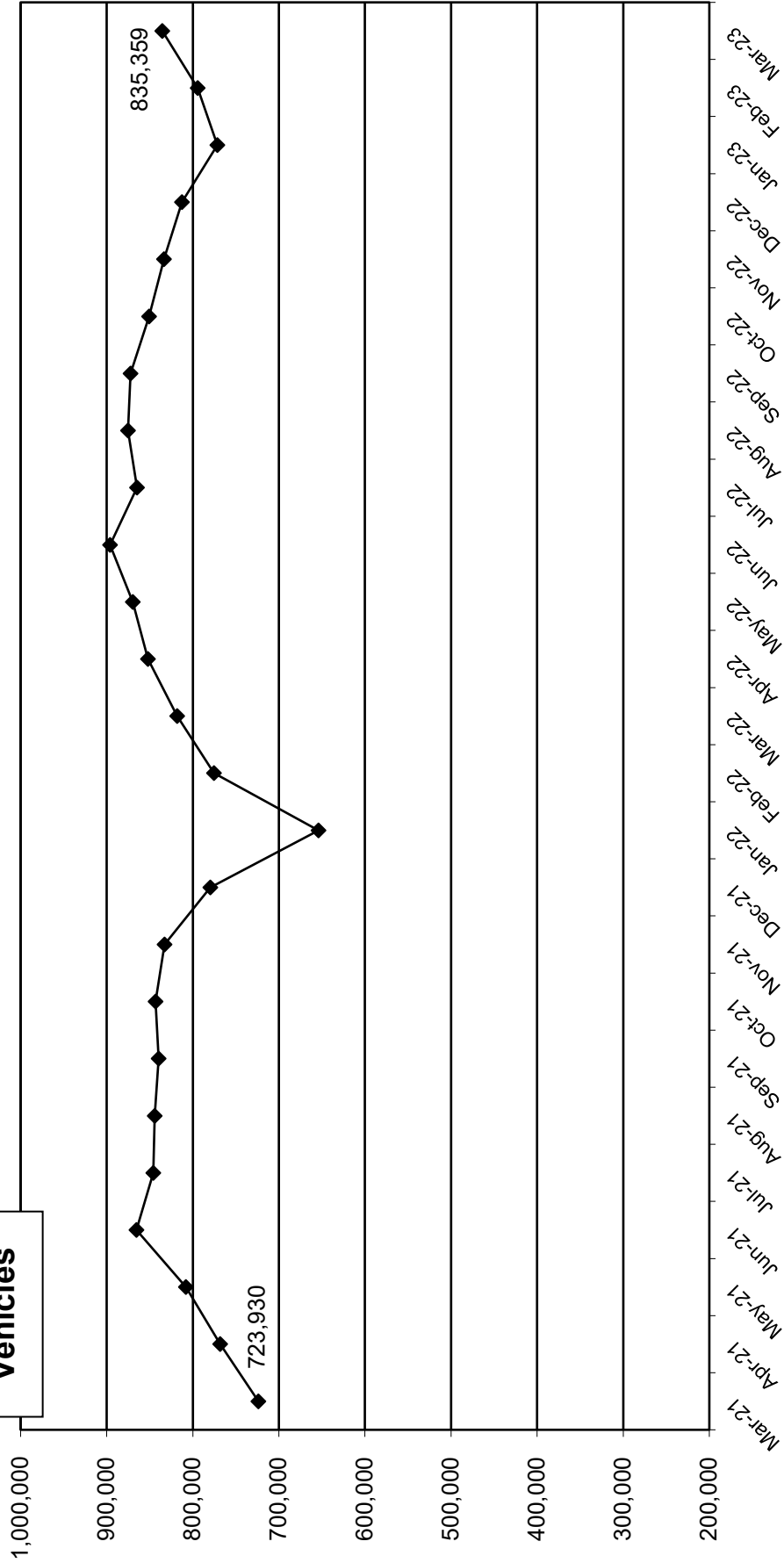
**MTA Bridges and Tunnels  
Average Daily Traffic  
March 2021 - March 2023**

**Tolls by Mail  
Vehicles**



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

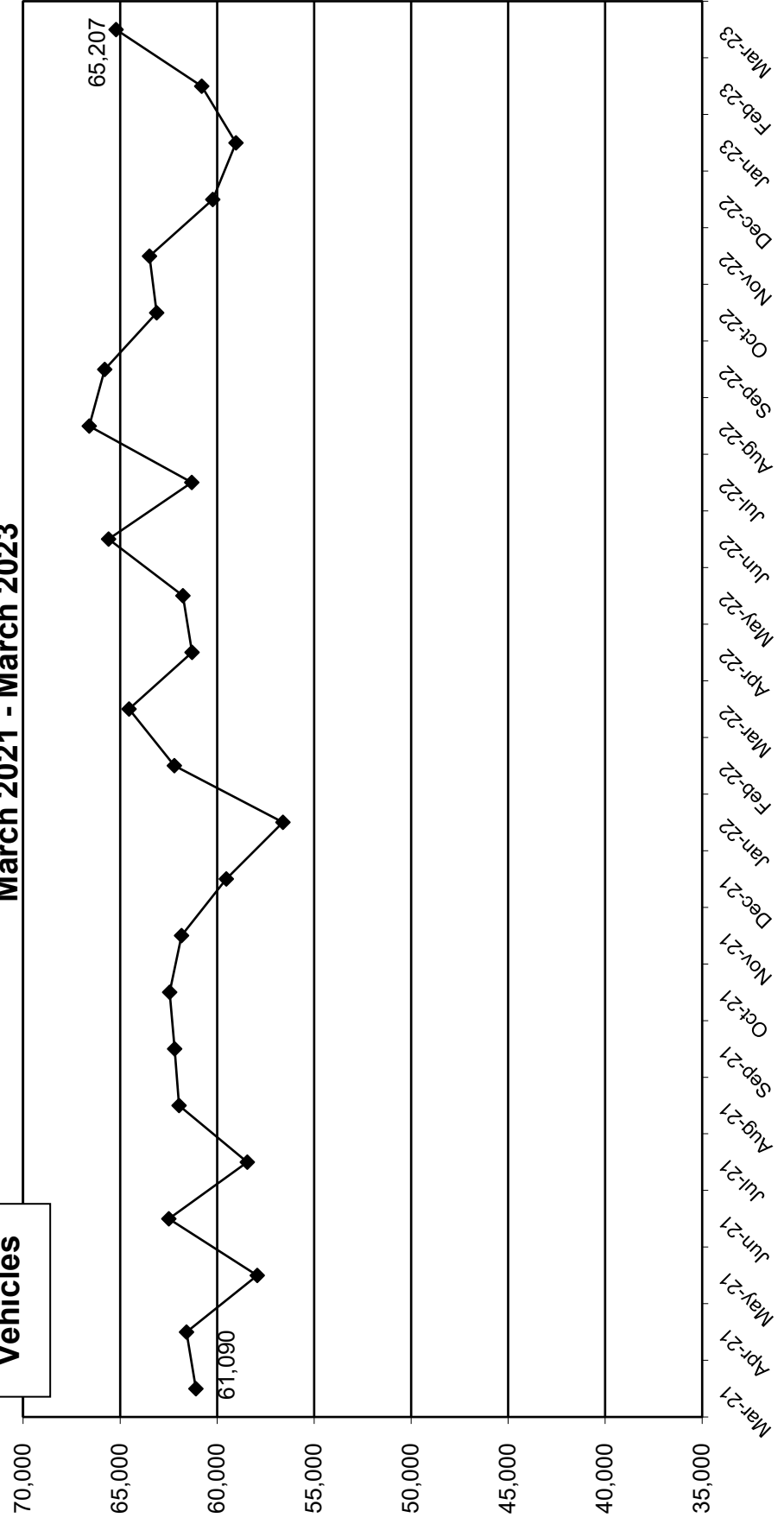
**Passenger  
Vehicles**





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

**Other  
Vehicles**



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

Corridor	Toll Media	Mar(1)	3 Months(2) (Jan-Mar)	6 Months(3) (Oct -Mar)	9 Months(4) (Jul-Mar)	12 Months(5) (Apr-Mar)
All Facilities	Total Vehicles	2.0%	6.5%	4.0%	3.8%	4.6%
	E-ZPass	0.7%	5.2%	3.0%	3.2%	4.3%
	Tolls by Mail	31.3%	35.4%	23.5%	14.7%	10.7%
RFK Bridge	Total Vehicles	2.7%	7.9%	6.1%	5.2%	5.7%
	E-ZPass	1.2%	6.3%	4.9%	4.5%	5.2%
	Tolls by Mail	32.7%	39.3%	29.5%	19.7%	15.1%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	0.9%	6.9%	5.4%	6.8%	9.5%
	E-ZPass	-0.2%	5.8%	4.7%	6.4%	9.4%
	Tolls by Mail	32.5%	37.7%	25.3%	16.1%	11.6%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.6%	6.8%	3.7%	3.9%	4.1%
	E-ZPass	0.9%	5.1%	2.5%	3.4%	3.6%
	Tolls by Mail	32.4%	36.0%	24.5%	14.0%	12.8%
Verrazzano-Narrows Bridge	Total Vehicles	2.5%	5.8%	3.3%	2.8%	3.1%
	E-ZPass	1.5%	4.7%	2.6%	2.5%	2.9%
	Tolls by Mail	30.8%	32.6%	19.0%	9.7%	5.4%
Henry Hudson Bridge	Total Vehicles	1.0%	6.5%	2.0%	1.1%	2.1%
	E-ZPass	-0.1%	5.5%	1.3%	0.7%	1.9%
	Tolls By Mail	25.7%	30.7%	17.0%	9.2%	6.8%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-1.0%	2.0%	-1.5%	-0.7%	-0.5%
	E-ZPass	-1.8%	1.3%	-1.9%	-0.9%	-0.6%
	Tolls by Mail	22.6%	23.5%	12.2%	5.0%	2.3%

(1) March 2023 vs. March 2022  
(2) January 2023 to March 2023 vs. January 2022 to March 2022  
(3) October 2022 to March 2023 vs. October 2021 to March 2022  
(4) July 2022 to March 2023 vs. July 2021 to March 2022  
(5) April 2022 to March 2023 vs. April 2021 to March 2022

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

Corridor	Toll Media	Mar(1)	3 Months(2) (Jan-Mar)	6 Months(3) (Oct-Mar)	9 Months(4) (Jul-Mar)	12 Months(5) (Apr-Mar)
All Facilities	Total Vehicles	2.0%	6.5%	4.0%	3.8%	4.6%
	Passenger	2.1%	7.0%	4.2%	3.9%	4.7%
	Other	1.0%	1.0%	1.3%	2.9%	3.1%
RFK Bridge	Total Vehicles	2.7%	7.9%	6.1%	5.2%	5.7%
	Passenger	2.6%	8.2%	6.3%	5.3%	5.8%
	Other	4.7%	4.1%	4.5%	4.9%	4.4%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	0.9%	6.9%	5.4%	6.8%	9.5%
	Passenger	0.8%	7.1%	5.5%	6.7%	9.6%
	Other	2.6%	3.3%	5.4%	7.8%	8.3%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.6%	6.8%	3.7%	3.9%	4.1%
	Passenger	3.0%	7.7%	4.3%	4.0%	4.4%
	Other	-1.7%	-1.5%	-2.0%	2.7%	0.6%
Verrazzano-Narrows Bridge	Total Vehicles	2.5%	5.8%	3.3%	2.8%	3.1%
	Passenger	2.7%	6.3%	3.5%	2.9%	3.2%
	Other	0.5%	-0.3%	-0.2%	1.5%	1.4%
Henry Hudson Bridge	Total Vehicles	1.0%	6.5%	2.0%	1.1%	2.1%
	Passenger	0.9%	6.5%	1.8%	0.9%	1.9%
	Other	6.3%	7.7%	16.4%	21.4%	22.3%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-1.0%	2.0%	-1.5%	-0.7%	-0.5%
	Passenger	-1.2%	1.8%	-1.8%	-1.1%	-0.9%
	Other	2.5%	4.4%	4.4%	7.0%	6.0%

(1) March 2023 vs. March 2022

(2) January 2023 to March 2023 vs. January 2022 to March 2022

(3) October 2022 to March 2023 vs. October 2021 to March 2022

(4) July 2022 to March 2023 vs. July 2021 to March 2022

(5) April 2022 to March 2023 vs. April 2021 to March 2022



# **Bridges and Tunnels**

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## **Safety Report March 2023**

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



## Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	April 2020 - March 2021	April 2021 - March 2022	April 2022 - March 2023
Customer Collisions Rate per Million Vehicles	3.82	3.93	3.92
Customer Injury Collisions Rate per Million Vehicles	0.61	0.69	0.84
Employee Accident Reports	132	142	114
Employee Lost Time Injuries Rate per 200,000 Hours Worked	5.4	5.9	4.9

Leading Indicators				
Roadway Safety	2022		2023	
	March	Year End	March	Year to Date
Workforce Development (# of Participants)	129	486	3	22
Fleet Preventative Maintenance Insp.	143	1531	141	389
* Safety Taskforce Inspections	3	14	3	3
Fire Safety	March	Year End	March	Year to Date
* Fire Code Audits Completed	3	14	3	3
* FDNY Liaison Visits	1	29	7	7

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

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

### Definitions:

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

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

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

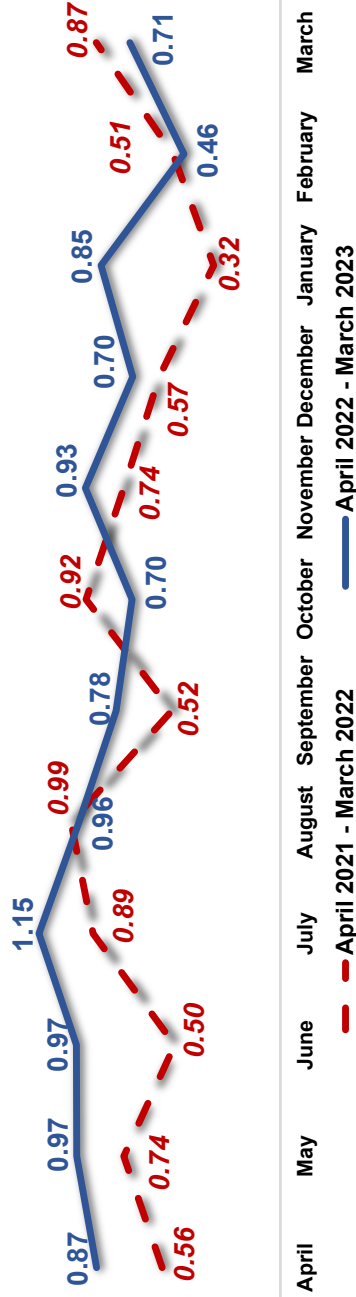
**Fire Code Audits** are required by the NY'S Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

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

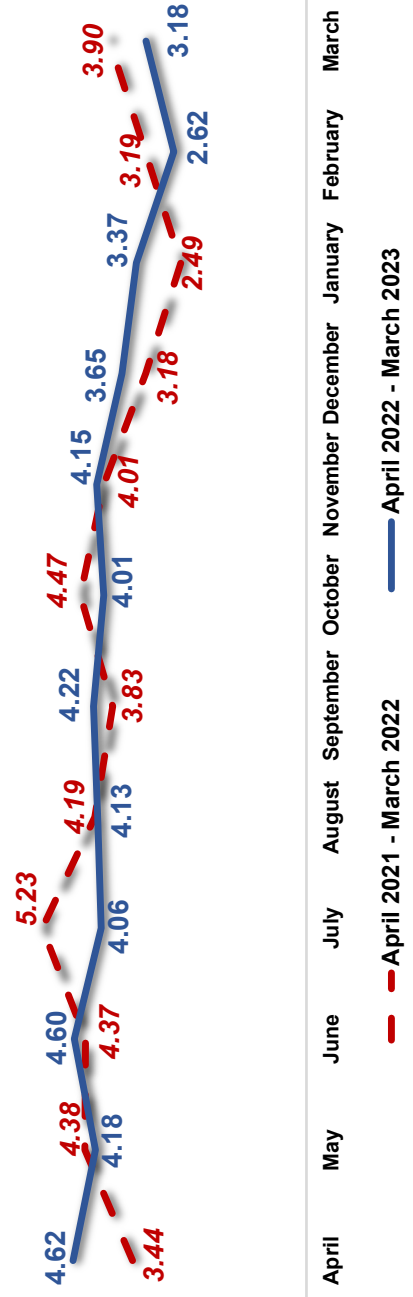


## Collision Rates – All Facilities Year over Year Comparison of Monthly Data

### Collisions with Injuries per Million Vehicles



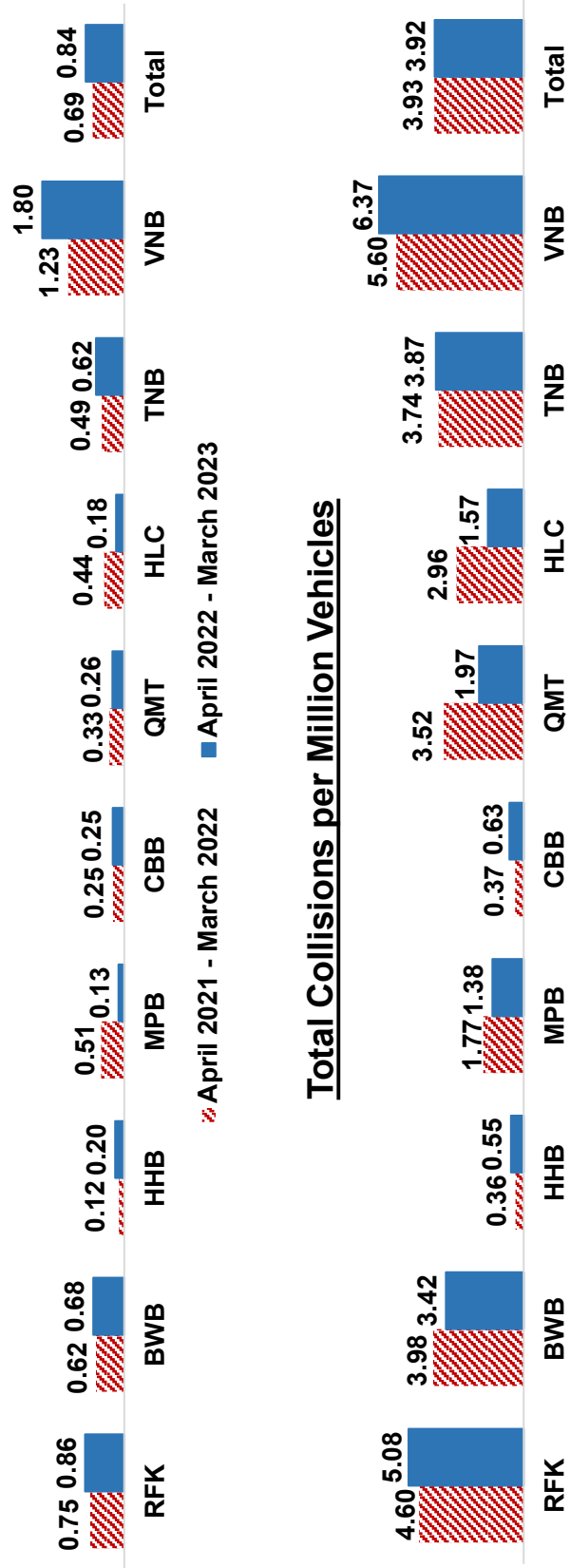
### Total Collisions per Million Vehicles



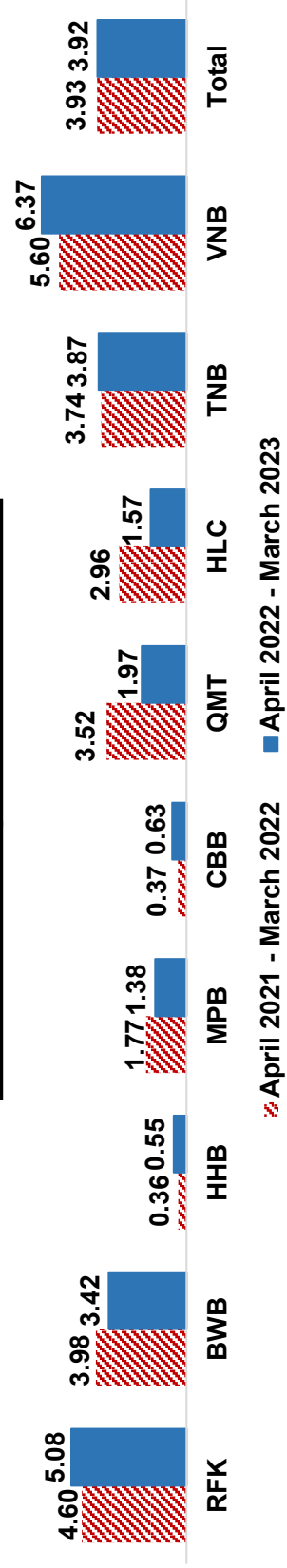


## Collision Rates by Facility Year over Year Comparison of 12-Month Averages

### Collisions with Injuries per Million Vehicles



### Total Collisions per Million Vehicles





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

	22-Mar	22-Apr	22-May	22-Jun	22-Jul	22-Aug	22-Sep	22-Oct	22-Nov	22-Dec	23-Jan	23-Feb	23-Mar
<b>RFK</b>	3.81	6.48	6.88	3.65	4.23	5.28	6.17	6.47	6.45	4.22	4.07	3.74	3.00
<b>BWB</b>	1.87	4.56	3.94	5.54	3.47	4.49	2.74	3.01	1.44	1.94	4.56	2.49	2.39
<b>TNB</b>	8.41	6.55	3.51	2.87	3.97	4.24	3.46	3.12	4.79	3.61	3.72	3.64	3.16
<b>VNB</b>	5.62	6.42	5.10	8.60	7.28	6.77	7.49	5.81	6.99	6.74	4.73	3.43	6.52
<b>QMT</b>	2.73	1.96	4.91	3.79	1.56	1.51	1.92	2.60	0.80	1.22	1.28	0.90	0.77
<b>HLC</b>	2.07	1.08	0.00	2.59	3.28	0.52	1.60	1.04	2.19	3.23	0.00	1.20	2.05
<b>HHB</b>	0.00	0.00	0.44	1.34	0.47	0.46	0.00	1.34	0.48	0.49	0.53	0.56	0.47
<b>MPB</b>	4.76	0.00	2.72	0.00	1.19	1.27	1.44	1.59	3.32	1.67	3.49	0.00	0.00
<b>CBB</b>	0.00	1.59	0.00	0.00	1.29	0.00	1.47	1.53	1.64	0.00	0.00	0.00	0.00
<b>Total</b>	3.90	4.62	4.18	4.60	4.06	4.13	4.22	4.01	4.15	3.65	3.37	2.62	3.18





# Bridges and Tunnels

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## Financial Report April 2023

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

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

As of April 30, 2023

(in thousands)

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

Cash-Unrestricted	8,560
Investments:	
Unrestricted	799,442
Restricted	1,210,326
Accrued interest receivable	-276,453
Accounts receivable	463,675
Accounts receivable-Other	33,540
Less allowance for uncollectible accounts	-398,002
Tolls due from other agencies	53,471
Loan receivable from MTA	9,770,460
Prepaid expenses	5,392
	<hr/>
Total current assets	11,670,410

**NONCURRENT ASSETS:**

Investments:	
Unrestricted	
Restricted	-
Facilities, less acc.dep of \$2,154,235	7,561,568
Capital lease 2 Broadway net acc. dep.	56,267
Derivative Hedge Assets	3,446
	<hr/>
Total noncurrent assets	7,621,281

**TOTAL ASSETS:** 

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 19,291,691**DEFERRED OUTFLOWS OF RESOURCES:**

Deferred outflows of resources related to pension	70,400
Deferred outflow of resources related to other post-employment benefits	155,800
Deferred outflow of resources related to capital Lease	11,267
Accumulated decreases in fair value of derivative instruments	70,933
Defeasance costs	92,295
	<hr/>

**TOTAL DEFERRED OUTFLOWS OF RESOURCES:** 

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 400,696**TOTAL ASSETS AND DEFERRED OUTFLOWS  
OF RESOURCES**

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 19,692,387

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

As of April 30, 2023

(in thousands)

**LIABILITIES AND INFLOWS OF RESOURCES****CURRENT LIABILITIES:**

Current portion-long term debt	360,285
Interest Payable	334,455
Accounts Payable	121,694
Accrued Pension Payable	0
Payable to MTA-CAP	25,445
Due to MTA-Operating Expenses	4,111
Due to NYCTA-Operating Expenses	83
Accrued salaries	23,298
Accrued Vac & Sick Benefits	18,278
Current portion of estimated liability arising from injury	3,249
Due to New York City Transit Authority	65,654
Due to Metropolitan Transportation Authority	77,288
Unearned Toll Revenue	230,156
Tolls due to other agencies	89,981
E-ZPass Airport Toll Liability	-17,370
	<hr/>
Total current liabilities	1,336,608

**NONCURRENT LIABILITIES:**

Long term debt	18,978,469
Post Employment Benefits Other than Pensions	908,111
Estimated liability arising from injury	53,612
Capital lease obligations	84,895
Other long-term liabilities	-
Derivative Hedge Liabilities	34,608
Due (to)/from MTA - change in fair value of derivative	39,771
Net Pension Liability	167,407
Security deposits-Contra	-
	<hr/>
Total noncurrent liabilities	20,266,873

**DEFERRED INFLOW OF RESOURCES**

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

**TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES** 21,837,116**NET POSITION** -2,144,729 \***TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET** 19,692,387

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

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2023 ADOPTED BUDGET**  
**ACCURAL STATEMENT OF OPERATIONS by CATEGORY**  
**APRIL 2023**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
<b>Revenue</b>												
Facebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	189.081	197.860	8.780	4.6	0.000	0.000	0.000	-	189.081	197.860	8.780	4.6
* Add'l Actions for Budget Balance: Revenue Impact	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.541	1.868	0.327	21.2	0.000	0.000	0.000	-	1.541	1.868	0.327	21.2
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.517	1.997	0.480	31.6	0.101	0.652	0.551	5.3
Investment Income	0.101	0.652	0.551	*	0.000	0.000	0.000	-	0.101	0.652	0.551	*
<b>Total Revenue</b>	<b>\$190.723</b>	<b>\$200.360</b>	<b>\$9.637</b>	<b>5.1</b>	<b>\$1,517</b>	<b>\$1,997</b>	<b>\$0.480</b>	<b>31.6</b>	<b>\$192.240</b>	<b>\$202.377</b>	<b>\$10.137</b>	<b>5.3</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$11.392	\$9.119	\$2.274	20.0	\$0.512	\$0.685	(\$0.173)	(33.8)	11.905	\$9.804	\$2.100	17.6
Overtime	1.689	2.297	(0.609)	(36.0)	\$0.072	(0.007)	0.079	*	1.760	2.290	(0.530)	(30.1)
Health and Welfare	3.356	2.171	1.185	35.3	\$0.122	0.164	(0.043)	(35.2)	3.478	2.335	1.143	32.9
OPEB Current Payment	2.609	2.598	0.011	0.4	0.000	0.000	0.000	-	2.609	2.598	0.011	0.4
Pensions	4.043	2.198	1.845	45.6	0.152	0.157	(0.005)	(3.3)	4.195	2.355	1.840	43.9
Other Fringe Benefits	2.063	1.167	0.896	43.4	0.063	0.079	(0.016)	(24.8)	2.126	1.246	0.880	41.4
Reimbursable Overhead	(0.597)	(0.919)	0.322	54.0	0.597	0.919	(0.322)	(54.0)	0.000	0.000	0.000	100.0
<b>Total Labor Expenses</b>	<b>\$24.555</b>	<b>\$18.631</b>	<b>\$5.924</b>	<b>24.1</b>	<b>\$1,517</b>	<b>\$1,997</b>	<b>(\$0.480)</b>	<b>(31.6)</b>	<b>\$26.072</b>	<b>\$20.628</b>	<b>\$5.444</b>	<b>20.9</b>
<b>Non-Labor:</b>												
Electric Power	\$0.335	\$0.308	\$0.027	8.0	\$0.000	\$0.000	\$0.000	-	\$0.335	\$0.308	\$0.027	8.0
Fuel	0.217	0.134	0.083	38.2	0.000	0.000	0.000	-	0.217	0.134	0.083	38.2
Insurance	1.076	1.038	0.039	3.6	0.000	0.000	0.000	-	1.076	1.038	0.039	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	8.691	8.828	(0.137)	(1.6)	0.000	0.000	0.000	-	8.691	8.828	(0.137)	(1.6)
Professional Service Contracts	1.835	1.210	0.625	34.1	0.000	0.000	0.000	-	1.835	1.210	0.625	34.1
Materials & Supplies	0.061	0.064	(0.003)	(4.8)	0.000	0.000	0.000	-	0.061	0.064	(0.003)	(4.8)
Other Business Expenses	5.076	4.388	0.688	13.5	0.000	0.000	0.000	-	5.076	4.388	0.688	13.5
<b>Total Non-Labor Expenses</b>	<b>\$17.291</b>	<b>\$15.970</b>	<b>\$1.321</b>	<b>7.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$17.291</b>	<b>\$15.970</b>	<b>\$1.321</b>	<b>7.6</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>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$41.847</b>	<b>\$34.601</b>	<b>\$7.245</b>	<b>17.3</b>	<b>\$1,517</b>	<b>\$1,997</b>	<b>(\$0.480)</b>	<b>(31.6)</b>	<b>\$43.364</b>	<b>\$36.598</b>	<b>\$6.765</b>	<b>15.6</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>\$59.572</b>	<b>\$51.111</b>	<b>\$8.461</b>	<b>14.2</b>	<b>\$1,517</b>	<b>\$1,997</b>	<b>(\$0.480)</b>	<b>(31.6)</b>	<b>\$61.089</b>	<b>\$53.108</b>	<b>\$7.981</b>	<b>13.1</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>\$41.847</b>	<b>\$34.601</b>	<b>\$7.245</b>	<b>17.3</b>	<b>\$1,517</b>	<b>\$1,997</b>	<b>(\$0.480)</b>	<b>(31.6)</b>	<b>\$43.364</b>	<b>\$36.598</b>	<b>\$6.765</b>	<b>15.6</b>
<b>Net Surplus/(Deficit)</b>	<b>\$148.876</b>	<b>\$165.779</b>	<b>\$16.902</b>	<b>11.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$148.876</b>	<b>\$165.779</b>	<b>\$16.902</b>	<b>11.4</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**  
**APRIL 2023**  
(\$ in millions)

	Nonreimbursable			Reimbursable			Total			
	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent	
<b>Net Income/(Deficit)</b>				<b>\$148.876</b>	<b>\$165.779</b>	<b>\$16.902</b>			<b>\$16.902</b>	<b>11.4</b>
Less: Capitalized Assets Reserves				0.268	0.061	0.207			0.207	77.3
GASB Reserves				0.000	0.000	0.000			0.000	-
				0.000	0.000	0.000			0.000	-
<b>Adjusted Net Income/(Deficit)</b>				<b>\$148.609</b>	<b>\$165.718</b>	<b>\$17.109</b>			<b>\$17.109</b>	<b>11.5</b>
Less: Debt Service				65.660	51.651	14.009			14.009	21.3
Less: Contribution to the Capital Program				0.000	0.000	0.000			0.000	-
<b>Income Available for Distribution</b>				<b>\$82.949</b>	<b>\$114.067</b>	<b>\$31.118</b>			<b>\$31.118</b>	<b>37.5</b>
Distributable To:										
MTA - Investment Income				0.101	0.652	0.551			0.551	*
MTA - Distributable Income				45.777	59.640	13.863			13.863	30.3
NYCTR - Distributable Income				37.071	53.776	16.705			16.705	45.1
<b>Total Distributable Income</b>				<b>\$82.949</b>	<b>\$114.067</b>	<b>\$31.118</b>			<b>\$31.118</b>	<b>37.5</b>
<b>Support to Mass Transit:</b>										
Total Revenues				192.240	202.377	10.137			10.137	5.3
Less: Total Operating Expenses				<u>43.364</u>	<u>36.598</u>	<u>6.765</u>			<u>6.765</u>	15.6
<b>Net Operating Income/(Deficit)</b>				<b>\$148.876</b>	<b>\$165.779</b>	<b>\$16.902</b>			<b>\$16.902</b>	<b>11.4</b>
Deductions from Net Operating Income:										
Capitalized Assets Reserves				0.268	0.061	0.207			0.207	77.3
B&T Debt Service				0.000	0.000	0.000			0.000	-
Contribution to the Capital Program				36.502	29.280	7.222			7.222	19.8
GASB Reserves				0.000	0.000	0.000			0.000	-
				0.000	0.000	0.000			0.000	-
<b>Total Deductions From Operating Income</b>				<b>\$36.770</b>	<b>\$29.341</b>	<b>\$7.429</b>			<b>\$7.429</b>	<b>20.2</b>
<b>Total Support to Mass Transit</b>				<b>\$112.106</b>	<b>\$136.438</b>	<b>\$24.331</b>			<b>\$24.331</b>	<b>21.7</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**  
**ACCURAL STATEMENT OF OPERATIONS by CATEGORY**  
**APRIL Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable		(Unfavorable)		Favorable		(Unfavorable)		Favorable		(Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	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	705.803	750.514	44.711	6.3	0.000	0.000	0.000	-	705.803	750.514	44.711	6.3
<i>* Add'l Actions for Budget Balance: Revenue Impact</i>	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	5.754	7.432	1.678	29.2	6.068	0.000	(0.371)	(6.1)	6.068	7.432	1.364	22.5
Capital & Other Reimbursements	0.000	0.000	0.000	*	0.000	5.697	(0.371)	(6.1)	0.000	5.697	(0.371)	(6.1)
Investment Income	0.377	3.202	2.825	*	0.000	0.000	0.000	-	0.377	3.202	2.825	*
<b>Total Revenue</b>	<b>\$711.934</b>	<b>\$761.149</b>	<b>\$49.214</b>	<b>6.9</b>	<b>\$6.068</b>	<b>\$5.697</b>	<b>(\$0.371)</b>	<b>(6.1)</b>	<b>\$718.003</b>	<b>\$766.846</b>	<b>\$48.843</b>	<b>6.8</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$45.061	\$34.615	\$10.446	23.2	2.049	\$1.855	\$0.195	9.5	47.111	\$36.470	\$10.641	22.6
Overtime	7.307	9.088	(1,781)	(24.4)	0.287	0.357	(0.070)	(24.4)	7.594	9.445	(1,851)	(24.4)
Health and Welfare	13.241	9.057	4.184	31.6	0.486	0.445	0.042	8.5	13.727	9.502	4.225	30.8
OPEB Current Payment	10.461	11.696	(1,235)	(11.8)	0.000	0.000	0.000	-	10.461	11.696	(1,235)	(11.8)
Pensions	16.172	8.999	7.174	44.4	0.607	0.424	0.183	30.1	16.779	9.423	7.356	43.8
Other Fringe Benefits	7.782	5.203	1.980	25.4	0.213	0.040	0.173	80.3	8.035	6.015	2.020	25.1
Reimbursable Overhead	(2.386)	(2.404)	0.018	0.7	2.386	2.404	(0.018)	(0.7)	0.000	0.000	0.000	100.0
<b>Total Labor Expenses</b>	<b>\$97.639</b>	<b>\$76.853</b>	<b>\$20.785</b>	<b>21.3</b>	<b>\$6.068</b>	<b>\$5.697</b>	<b>\$0.371</b>	<b>6.1</b>	<b>\$103.707</b>	<b>\$82.550</b>	<b>\$21.156</b>	<b>20.4</b>
<i>Non-Labor:</i>												
Electric Power	\$1.443	\$1.280	\$0.162	11.2	0.000	\$0.000	\$0.000	-	\$1.443	\$1.280	\$0.162	11.2
Fuel	1.041	0.842	0.199	19.1	0.000	0.000	0.000	-	1.041	0.842	0.199	19.1
Insurance	4.302	4.150	0.152	3.5	0.000	0.000	0.000	-	4.302	4.150	0.152	3.5
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	37.816	35.334	2.482	6.6	0.000	0.000	0.000	-	37.816	35.334	2.482	6.6
Professional Service Contracts	9.452	9.678	(0.226)	(2.4)	0.000	0.000	0.000	-	9.452	9.678	(0.226)	(2.4)
Materials & Supplies	0.719	0.780	(0.061)	(8.5)	0.000	0.000	0.000	-	0.719	0.780	(0.061)	(8.5)
Other Business Expenses	20.331	16.958	3.373	16.6	0.000	0.000	0.000	-	20.331	16.958	3.373	16.6
<b>Total Non-Labor Expenses</b>	<b>\$75.103</b>	<b>\$69.022</b>	<b>\$6.081</b>	<b>8.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$75.103</b>	<b>\$69.022</b>	<b>\$6.081</b>	<b>8.1</b>
<i>Other Expense Adjustments</i>												
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>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$172.742</b>	<b>\$145.875</b>	<b>\$26.867</b>	<b>15.6</b>	<b>\$6.068</b>	<b>\$5.697</b>	<b>\$0.371</b>	<b>6.1</b>	<b>\$178.810</b>	<b>\$151.572</b>	<b>\$27.238</b>	<b>15.2</b>
Depreciation	\$70.126	\$66.038	\$4.087	5.8	0.000	0.000	0.000	-	70.126	\$66.038	\$4.087	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	0.775	0.000	0.775	100.0	0.000	0.000	0.000	-	0.775	0.000	0.775	100.0
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$243.642</b>	<b>\$211.913</b>	<b>\$31.729</b>	<b>13.0</b>	<b>\$6.068</b>	<b>\$5.697</b>	<b>\$0.371</b>	<b>6.1</b>	<b>\$249.710</b>	<b>\$217.610</b>	<b>\$32.100</b>	<b>12.9</b>
Less: Depreciation	\$70.126	\$66.038	\$4.087	5.8	0.000	0.000	0.000	-	\$70.126	\$66.038	\$4.087	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	0.775	0.000	0.775	100.0	0.000	0.000	0.000	-	0.775	0.000	0.775	100.0
<b>Total Expenses</b>	<b>\$172.742</b>	<b>\$145.875</b>	<b>\$26.867</b>	<b>15.6</b>	<b>\$6.068</b>	<b>\$5.697</b>	<b>\$0.371</b>	<b>6.1</b>	<b>\$178.810</b>	<b>\$151.572</b>	<b>\$27.238</b>	<b>15.2</b>
<b>Net Surplus/(Deficit)</b>	<b>\$539.193</b>	<b>\$615.274</b>	<b>\$76.081</b>	<b>14.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$539.193</b>	<b>\$615.274</b>	<b>\$76.081</b>	<b>14.1</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**  
**APRIL Year-To-Date**  
(\$ in millions)

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

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

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

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Nonreimbursable</b>						
Vehicle Toll Revenue	8,780	4.6%	Traffic volumes were above budgeted levels	44,711	6.3%	Traffic volumes were above budgeted levels
Other Operating Revenue	0,327	21.2%	Higher revenue primarily due to the timing of income from E-ZPass administrative fees	1,678	29.2%	Higher revenue primarily due to the timing of income from E-ZPass administrative fees
Investment Income	0,551	545.6%	Higher than anticipated short-term investment returns on fund balances.	2,825	749.8%	Higher than anticipated short-term investment returns on fund balances.
Payroll	2,274	20.0%	Lower payroll expenses primarily due to vacancies	10,446	23.2%	Lower payroll expenses primarily due to vacancies
Overtime	(0,609)	-36.0%	Higher overtime in part due to unfilled vacancies	(1,781)	-24.4%	Higher overtime in part due to unfilled vacancies.
Health and Welfare	1,185	35.3%	Lower expenses primarily due to vacancies	4,184	31.6%	Lower expenses primarily due to vacancies
OPEB Current Payment	0,011	0.4%	Lower expenses primarily due to timing against the budget allocation	(1,235)	-11.8%	Higher expenses primarily due to timing against the budget allocation
Pensions	1,845	45.6%	Lower non-reimbursable expenses primarily due to vacancies	7,174	44.4%	Lower non-reimbursable expenses primarily due to vacancies
Other Fringe Benefits	0,996	43.4%	Lower expenses primarily due to timing against the budget allocation.	1,980	25.4%	Lower expenses primarily due to timing against the budget allocation.
Electric Power	0,027	8.0%	Lower electricity expenses primarily due to timing against the budget allocation.	0,162	11.2%	Lower electricity expenses primarily due to timing against the budget allocation.
Fuel	0,083	38.2%	Lower fuel expenses primarily due to timing against the monthly budget allocation	0,199	19.1%	Lower fuel expenses primarily due to timing against the monthly budget allocation
Insurance	0,039	3.6%	Lower insurance expenses primarily due to timing against the monthly budget allocation	0,152	3.5%	Lower insurance expenses primarily due to timing against the monthly budget allocation
Maintenance and Other Operating Contracts	(0,137)	-1.6%	Higher expenses mainly due to timing against the monthly budget allocation for E-Z Pass customer service CRT, \$0.339 Mill, offset by Non-Rev Vehicle repairs, (\$0.057 Mill), Billable gas (0.008Mill) and E-z pass leg (0.138 Mill).	2,482	6.6%	Lower expenses mainly due to timing against the monthly budget allocation for E-ZPass tags, (\$1.117 Mill), and Maintenance E-Z-Pass Equipment, (\$1,337 Mill).
Professional Service Contracts	0,625	34.1%	Lower expenses primarily due to timing against the monthly budget allocation for professional service contracts, (\$0.199 Mill), planning studies consultants (\$0.133 Mill), engineer services (\$0.127 mill), MTA other perofessional services (\$0.089 Mill) and Legal fees (\$0.080 Mill).	(0,226)	-2.4%	Higher expenses primarily due to timing against the monthly budget allocation for bond issuance costs, \$1.311 Mill, outside audit services \$0.055 Mill, and offset by professional service contracts, (\$0.586 Mill), Planning studies consultant (\$0.538 Mill) and other outside services, (\$0.021Mill).
Materials & Supplies	(0,003)	-4.8%	Higher expenses across a variety of small equipment and supply categories, due to timing, against the monthly budget allocation	(0,061)	-8.5%	Higher expenses across a variety of small equipment and supply categories, due to timing, against the monthly budget allocation
Other Business Expense	0,688	13.5%	Lower expenses primarily due to timing against the monthly budget allocation for credit card fees.	3,373	16.6%	Lower expenses primarily due to timing against the monthly budget allocation for credit card fees.
Depreciation	1,022	5.8%	Lower depreciation expense primarily due to timing against the monthly budget allocation.	4,087	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	0,480	31.6%	Lower capital reimbursements due to timing against the monthly budget allocation	(0,371)	-6.1%	Lower capital reimbursements due to timing against the monthly budget allocation
Payroll	(0,173)	-33.8%	Higher capital reimbursements due to timing against the monthly budget allocation	0,195	9.5%	Higher capital reimbursements due to timing against the monthly budget allocation
Overtime	0,079	110.2%	Lower overtime primarily due to the timing of expenses.	(0,070)	-24.4%	Higher overtime primarily due to the timing of expenses.
Health and Welfare	(0,043)	-35.2%	Higher capital reimbursements due to timing against the monthly budget allocation	0,042	8.5%	Higher capital reimbursements due to timing against the monthly budget allocation
OPEB Current Payment	0,000	-	No variance	0,000	-	No variance
Pensions	(0,005)	-3.3%	Higher capital reimbursements due to timing against the monthly budget allocation	0,163	30.1%	Lower capital reimbursements due to timing against the monthly budget allocation
Other Fringe Benefits	(0,016)	-24.8%	Higher capital reimbursements due to timing against the monthly budget allocation	0,040	15.9%	Higher capital reimbursements due to timing against the monthly budget allocation
Reimbursable Overhead	(0,322)	-54.0%	Higher capital reimbursements due to timing against the monthly budget allocation	(0,018)	-0.7%	Higher capital reimbursements due to timing against the monthly budget allocation

\*Variance exceeds 100%



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

Year to date ending Apr 2023

Month of Apr

Comparison Current Year vs. Prior Year:

	*Current Year		Prior Year		*Current Year		Percentage Change			
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		
Bronx-Whitestone	4.3	\$34.4	4.1	\$32.8	15.6	\$124.5	15.8	\$125.7	1.6%	0.9%
Cross Bay	0.6	1.7	0.6	1.7	2.4	6.5	2.4	6.4	-0.1%	-1.5%
Henry Hudson	2.1	8.3	2.1	8.3	7.6	29.4	7.9	30.7	4.1%	4.6%
Hugh L. Carey	1.9	12.8	1.8	12.9	6.9	48.2	7.2	49.8	4.1%	3.4%
Marine Parkway	0.6	1.6	0.6	1.6	2.3	6.1	2.3	6.0	1.2%	-1.3%
Queens Midtown	2.6	18.8	2.5	18.7	9.1	68.3	9.6	71.7	5.1%	5.0%
RFK	5.5	42.6	5.6	43.0	20.0	155.6	21.1	162.9	5.8%	4.7%
Throgs Neck	3.2	30.3	3.5	32.2	12.1	114.1	13.3	120.6	10.0%	5.7%
Verrazzano-Narrows	6.6	45.2	6.6	46.7	24.4	167.9	25.4	176.7	4.4%	5.2%
<b>Total</b>	<b>27.4</b>	<b>\$195.7</b>	<b>27.4</b>	<b>\$197.9</b>	<b>100.2</b>	<b>\$720.6</b>	<b>105.0</b>	<b>\$750.5</b>	<b>4.8%</b>	<b>4.2%</b>
<b>Revenue Per Vehicle</b>		<b>\$7.152</b>		<b>\$7.217</b>		<b>\$7.189</b>		<b>\$7.147</b>		<b>-0.6%</b>

Comparison Actual vs. Adopted Budget:

	April Actual		YTD Budget		YTD Actual		Percentage Change			
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		
<b>Total All</b>	<b>26.8</b>	<b>\$189.1</b>	<b>27.4</b>	<b>\$197.9</b>	<b>100.3</b>	<b>\$705.8</b>	<b>105.0</b>	<b>\$750.5</b>	<b>4.7%</b>	<b>6.3%</b>
<b>Revenue Per Vehicle</b>		<b>\$7.065</b>		<b>\$7.217</b>		<b>\$7.037</b>		<b>\$7.147</b>		<b>1.6%</b>

3) 2023 April traffic is on par with 2019, and revenue is 22.0M above April 2019, an increase of 12.5%.

4) 2022 April YTD traffic and revenue is 1.7M above and \$123.0M above April YTD 2019, an increase of 1.7% and 19.6% respectively

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

Facility	Revenue Collection Rate April 2022 <sup>4</sup>
Henry Hudson Bridge	95.0%
Hugh L. Carey Tunnel	95.0%
Queens Midtown Tunnel	95.0%
Marine Parkway Bridge	95.0%
Cross Bay Bridge	95.0%
Robert F. Kennedy Bridge	95.0%
Verrazzano-Narrows Bridge	95.0%
Bronx-Whitestone Bridge	95.0%
Throgs Neck Bridge	95.0%
<b>All Facilities</b>	<b>95.0%</b>

1. Represents total revenue collections from transactions in May 2021 through April 2022

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

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	13	7	6	5 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	22	12	5 Managerial and 7 Professional vacancies
EEO	1	-	1	1 Professional vacancy
<b>Total Administration</b>	<b>77</b>	<b>44</b>	<b>33</b>	
<b>Operations</b>				
ITS & Tolling	66	51	15	7 Managerial and 8 Professional vacancies
Central Business District Tolling Program	47	10	37	5 Managerial and 32 Professional vacancies
Operations (Non-Security)	54	37	17	17 Managerial vacancies
<b>Total Operations</b>	<b>167</b>	<b>98</b>	<b>69</b>	
<b>Maintenance</b>				
Maintenance	205	181	24	8 Managerial, 1 Professional and 15 Maintainer vacancies
Operations - Maintainers	183	152	31	31 Maintainer vacancies
<b>Total Maintenance</b>	<b>388</b>	<b>333</b>	<b>55</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	123	104	19	3 Managerial and 16 Professional vacancies
Health & Safety	9	6	3	2 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>126</b>	<b>32</b>	
<b>Public Safety</b>				
Operations (Security)	540	391	149	60 Managerial and 89 Operational vacancies
Internal Security - Operations	45	29	16	6 Managerial and 10 Professional vacancies
<b>Total Public Safety</b>	<b>585</b>	<b>420</b>	<b>165</b>	
<b>Total Positions</b>	<b>1,375</b>	<b>1,021</b>	<b>354</b>	
Non-Reimbursable	1,244	890	354	
Reimbursable	131	131	-	
<b>Total Full-Time</b>	<b>1,375</b>	<b>1,021</b>	<b>354</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**  
 April 2023

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	28	11	17	5 vacancies in Administration, 5 in Executive, 5 in Budget & Finance, and 2 in Law
Professional, Technical, Clerical Operational Hours	49	33	16	7 vacancies in Administration, 1 in Executive, 4 in Law, 3 in Budget & Finance, and 1 vacancy in EEO
<b>Total Administration</b>	<b>77</b>	<b>44</b>	<b>33</b>	
<b>Operations</b>				
Managers/Supervisors	73	33	40	28 vacancies in Operations, 7 in ITS & Tolling, and 5 in CBDTP
Professional, Technical, Clerical Operational Hours	94	65	29	8 vacancies in ITS & Tolling, 21 in CBDTP
<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 Operational Hours <sup>(1)</sup>	350	304	46	1 vacancies in Maintenance 46 vacancies in Operations
<b>Total Maintenance</b>	<b>388</b>	<b>333</b>	<b>55</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	34	25	9	3 vacancies in Engineering, 3 in Law, 2 vacancy in Health & Safety and 1 in Capital Budget
Professional, Technical, Clerical Operational Hours	124	101	23	16 vacancies in Engineering, 5 in Law, 1 vacancy in Health & Safety, and 1 in Capital Budget
<b>Total Engineering/Capital</b>	<b>158</b>	<b>126</b>	<b>32</b>	
<b>Public Safety</b>				
Managers/Supervisors	179	113	66	60 vacancies in Operations and 6 in Internal Security
Professional, Technical, Clerical Operational Hours <sup>(2)</sup>	370	281	89	10 vacancies in Internal Security 89 BTO vacancies in Operations
<b>Total Public Safety</b>	<b>585</b>	<b>420</b>	<b>165</b>	
<b>Total Positions</b>				
Managers/Supervisors	341	201	140	
Professional, Technical, Clerical Operational Hours	720	585	135	
<b>Total Positions</b>	<b>1,375</b>	<b>1,021</b>	<b>354</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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## Final Review of 2022 Year-End Operating Results



**MTA BRIDGES & TUNNELS**  
**2022 YEAR-END REPORT**  
**SUMMARY**

MTA Bridges & Tunnels's (B&T) financial performance compared to the 2022 Final Estimate was favorable. This favorable result reflects 2022 non-reimbursable expenses before non-cash liabilities of \$474.3 million, which were \$62.5 million lower than the Final Estimate, and Operating Revenues of \$2,360.3 million, which were \$14.9 million higher than the Final Estimate.

B&T's Net Surplus of \$1,886.1 million was \$77.4 million higher than the Final Estimate, primarily due to lower labor expenses from vacancies, and lower Overtime, Professional Services and Maintenance Contracts, Fuel, and Electric Power expenses. These were partially offset by lower Capital and Other Reimbursements and Insurance expenses.

Deductions from Income, which include B&T's Debt Service and Capitalized Assets, totaled \$377.3 million. This was \$1.9 million below the Final Estimate primarily due to lower capitalized assets expenses.

The Net Surplus less Deductions from Income resulted in B&T generating \$1,508.8 million in Support to Mass Transit, which was \$79.3 million above the Final Estimate of \$1,429.5 million.

Debt Service of \$681.1 million, was \$7.9 million below the 2022 Final Estimate. B&T's portion of debt service was \$365.8 million, which was \$3.7 million above the Final Estimate.

Total Non-Reimbursable Revenues were \$14.9 million higher than the Final Estimate, with \$9.6 million in favorable Toll Revenue due to higher than estimated average toll per vehicle, Other Operating Revenue was \$3.0 million higher than projected due to higher E-ZPass administrative fees, and higher Investment Income of \$2.3 million due to favorable short-term investment returns on fund balances. Overall, traffic volume was 6.2% higher than 2021 traffic volume. Traffic volume of 326.3 million was 0.2 million or 0.1% lower than the Final Estimate. With the full recovery of bridge and tunnel traffic, toll revenue is forecast based on traffic at approximately 100% of pre-pandemic levels.

Total Non-Reimbursable Expenses Before Depreciation and Other were \$62.5 million lower than the Final Estimate.

Labor expenses of \$222.3 million were \$29.2 million lower than the Final Estimate due to vacant positions and associated fringe costs, lower overtime due to managerial efficiencies and effective scheduling and deployment of employees and resources, lower Health & Welfare primarily due to vacancies, and lower OPEB Current Payment due to lower than planned retirees. These results were partially offset by lower Reimbursable Overhead credits due to decreased capital project activity.

Non-labor expenses of \$252.0 million were \$33.3 million lower than the Final Estimate primarily due to lower bond issuance costs and other Professional Services, lower major maintenance and painting projects and other maintenance contracts expenses, lower Fuel and Electric Power expenses due to lower than planned usage, and lower toll collection and credit card processing fees in Other Business Expenses. These results were partially offset by slightly higher insurance costs due to a higher-than-estimated actuarial adjustment to the auto and general liability reserves.

Reimbursable revenues and expenses were each \$13.5 million. In both cases, this was \$15.9 million below the 2022 Final Estimate due to lower than estimated time spent on projects eligible for reimbursement from capital programs.

**MTA BRIDGES & TUNNELS**  
**2022 YEAR-END REPORT**  
**EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES**  
**ACCRUAL BASIS**

**2022 Final Estimate vs. Actual**

**Non-Reimbursable**

**Revenue:**

- **Toll Revenue** was \$9.6 million or 0.4% above the Final Estimate due to higher average toll per vehicle, partially offset by lower traffic volume than projected. Traffic volume of 326.3 million was 0.1% below the Final Estimate.
- **Other Operating Revenue** was \$3.0 million or 14.1% above the Final Estimate primarily due to higher than projected income from E-ZPass administrative fees.
- **Investment Income** was \$2.3 million above the Final Estimate due to higher-than-anticipated short-term investment returns on fund balances.

**Expenses:**

- **Payroll** was \$16.0 million or 13.2% below the Final Estimate primarily due to the existence of vacant positions in both administrative and operations personnel.
- **Overtime** was \$1.7 million or 7.0% below the Final Estimate primarily due to managerial efficiencies and effective scheduling and deployment of employees and resources.
- **Health & Welfare** was \$7.4 million or 22.7% below the Final Estimate primarily due to the existence of vacant positions.
- **OPEB Current Payment** was \$2.4 million or 7.9% below the Final Estimate due to fewer retirees/beneficiaries than projected.
- **Pension** was \$0.3 million or 0.8% above the Final Estimate based on the lower than anticipated capital reimbursement offsets.
- **Other Fringe Benefits** were \$5.3 million or 24.6% below Final Estimate primarily due to a lower than estimated actuarial adjustment to the Worker's Compensation reserve and vacancies.
- **Reimbursable Overhead** was \$3.3 million or 38.0% below the Final Estimate, resulting in a lower credit due to decreased project activity.
- **Electric Power** was \$3.7 million or 44.4% below the Final Estimate primarily due to lower than planned usage.
- **Fuel** was \$4.0 million or 58.8% below the Final Estimate primarily due to lower than planned usage.
- **Insurance** was \$0.6 million or 4.4% above the Final Estimate due to a higher-than-estimated actuarial adjustment to the auto and general liability reserves.



- **Maintenance and Other Operating Contracts** were \$10.1 million or 6.3% below the Final Estimate primarily due to lower than estimated costs for major maintenance projects, E-Z Pass Customer Service Center expenses, E-ZPass tags, security and surveillance equipment, maintenance of E-ZPass equipment, and numerous underruns across a variety of maintenance contracts.
- **Professional Service Contracts** were \$14.4 million or 37.7% below the Final Estimate, primarily due to lower-than-estimated bond issuance costs, advertising and marketing, planning studies, engineering services, professional service contracts and other outside services, partially offset by higher legal fees.
- **Materials & Supplies** were \$0.5 million or 11.4% below the Final Estimate due to lower than planned expenses across a numerous small equipment and supply categories.
- **Other Business Expenses** were \$1.1 million or 2.0% below the Final Estimate primarily due to lower than estimated credit card processing fees.
- **Depreciation** was \$1.9 million or 1.0% above the Final Estimate due to an update of capital assets reaching beneficial use.
- **GASB 75 OPEB Expense Adjustment** was \$13.5 million below the Final Estimate pending the latest actuarial report.
- **GASB 68 Pension Adjustment** was \$23.1 million above the Final Estimate based on the latest actuarial estimate.
- **GASB 87 Lease Adjustment** was \$12.2 million above the Final Estimate pending the latest actuarial estimate.

#### **Reimbursable:**

Total reimbursable revenues and operating expenses were each \$13.5 million, which was \$15.9 million below the 2022 Final Estimate. The variance resulted from lower-than-estimated capital project activity.

#### **2022 Adopted Budget vs. Actual**

B&T's financial performance compared to the 2022 Adopted Budget was favorable. This favorable result was due to the actual 2022 non-reimbursable expenses before non-cash liabilities of \$474.3 million, which were \$81.0 million lower than the Budget, and Operating Revenues of \$2,360.3 million, which were \$83.1 million above the Budget.

#### **Non-Reimbursable**

##### **Revenue:**

- **Toll Revenue** was \$75.4 million or 3.3% above the Adopted Budget due to higher average toll per vehicle, partially offset by lower traffic volume than projected. Traffic volume of 326.3 million was 1.7% below the Budget.
- **Other Operating Revenue** was \$5.3 million or 27.9% above the Adopted Budget primarily due to higher than projected income from E-ZPass administrative fees.

- **Investment Income** was \$2.5 million above the Adopted Budget due to higher than anticipated short-term investment returns on fund balances.

**Expenses:**

- **Payroll** was \$19.5 million or 15.6% below the Adopted Budget primarily due to vacant positions in both administrative and operations personnel.
- **Overtime** was \$1.8 million or 7.2% below the Adopted Budget primarily due to managerial efficiencies and effective scheduling and deployment of employees and resources.
- **Health & Welfare** was \$9.0 million or 26.2% below the Adopted Budget primarily due to vacant positions.
- **OPEB Current Payment** was \$2.2 million or 8.4% above the Adopted Budget due to a higher number of retirees/beneficiaries than projected.
- **Pension** was \$10.4 million or 25.5% above the Adopted Budget due to vacancies and higher than anticipated capital reimbursement offsets.
- **Other Fringe Benefits** were \$6.9 million or 29.8% below the Adopted Budget primarily due to vacancies and a lower-than-estimated actuarial adjustment to the Worker's Compensation reserve.
- **Reimbursable Overhead** was \$2.8 million or 34.4% below the Adopted Budget, resulting in a lower credit due to decreased project activity.
- **Electric Power** was \$1.2 million or 20.5% below the Adopted Budget primarily due to lower than projected usage.
- **Fuel** was \$0.8 million or 40.2% above the Adopted Budget largely due to higher rates.
- **Insurance** was \$0.8 million or 5.7% below the Adopted Budget due to lower than projected actuarial reserve adjustments.
- **Maintenance and Other Operating Contracts** were \$24.3 million or 14.0% below the Adopted Budget primarily due to lower than estimated costs for major maintenance projects, E-Z Pass Customer Service Center expenses, E-ZPass tags, security and surveillance equipment, maintenance of E-ZPass equipment, and underruns across numerous routine maintenance contracts.
- **Professional Service Contracts** were \$17.3 million or 42.0% below the Adopted Budget, primarily due to lower-than-estimated bond issuance costs, advertising and marketing, planning studies, engineering services, professional service contracts and other outside services, partially offset by higher legal fees.
- **Materials & Supplies** were \$0.6 million or 20.7% above the Adopted Budget due to higher-than- projected expenses across numerous small equipment and supply categories
- **Other Business Expenses** were \$3.7 million or 7.4% above the Adopted Budget primarily due to higher-than-projected credit card processing fees.
- **Depreciation** was \$22.3 million or 12.2% above the Adopted Budget due to an update of capital assets reaching beneficial use.

- **GASB 75 OPEB Expense Adjustment** was \$18.1 million below the Adopted Budget pending the latest actuarial report.
- **GASB 68 Pension Adjustment** was \$16.6 million above the Adopted Budget based on the latest actuarial estimate.
- **GASB 87 Lease Adjustment** was \$14.5 million above the Adopted Budget as GASB 87 was not yet recognized as an expense in the 2022 Adopted Budget.

### **Reimbursable:**

Total reimbursable revenues and operating expenses were each \$14.8 million below the 2022 Adopted Budget. The variance resulted from lower-than-estimated capital project activity.

### **Non-Reimbursable and Reimbursable**

**Deductions from Income** include Capitalized Assets and Prepaid Expenses. Capitalized Assets were \$13.3 million below the Adopted Budget mainly due to the rescheduling of projects. Prepaid Expenses were \$1.6 million below Adopted Budget primarily due to the timing of payments to the New York State Health Insurance Program.

**Debt Service** totaled \$681.1 million in 2022, which was \$18.9 million below the Adopted Budget. B&T's portion of total debt service was \$365.8 million, which was \$22.8 million above Adopted Budget.

**Total Support to Mass Transit** was \$1,508.8 million in 2022, which was \$156.3 million above the Adopted Budget of \$1,352.5 million, reflecting both higher revenues and lower expenses.

**MTA BRIDGES & TUNNELS  
2022 YEAR-END REPORT  
EXPLANATIONS OF VARIANCES ON TRAFFIC VOLUME/ (UTILIZATION)**

**2022 Final Estimate vs. Actual**

Paid traffic totaled 326.3 million crossings, which was 0.1% below the Final Estimate of 326.5 million. Traffic was 6.2% higher than in 2021, but 0.9% lower than 2019 pre-COVID-19 levels. It should be noted that the first four months of 2019 did not include a toll increase which was implemented in May, and there was a second toll increase in 2021 which raised tolls about 10% and had a muted impact on 2022 compared to 2019.

**2022 Adopted Budget vs. Actual**

Paid traffic was 5.7 million crossings, or 1.7%, below the Adopted Budget, primarily reflecting a slower-than-projected recovery from the pandemic at the beginning of the year.

**MTA BRIDGES AND TUNNELS  
2022 YEAR-END REPORT  
EXPLANATIONS OF VARIANCES on POSITIONS  
By FUNCTION and DEPARTMENT  
NON-REIMBURSABLE/ REIMBURSABLE and FULL-TIME/ FULL-TIME EQUIVALENTS**

**2022 Final Estimate vs. Actual**

At year-end, B&T had 1,049 total employees (actual staffing), which consisted of 918 non-reimbursable and 131 reimbursable employees. Staffing was 320 positions, or 23.4%, below the Final Estimate of 1,369 positions.

The vacancies were primarily in Public Safety, Operations, Maintenance, and Administrative departments.

**MTA BRIDGES & TUNNELS**  
**2022 YEAR-END REPORT**  
**EXPLANATIONS of VARIANCES**  
**By FUNCTION AND OCCUPATION GROUP**

**2022 Final Estimate vs. Actual**

At year-end, B&T had 1,049 total employees, which was 320 positions or 23.4% below the Final Estimate of 1,369 positions. Overall, there were 124 Managerial vacancies (17 in Administration, 30 in Operations, six in Maintenance, nine in Engineering/Capital, and 62 in Public Safety); 83 Professional/Technical/Clerical vacancies (14 in Administration, 33 in Operations, three in Maintenance, 19 in Engineering/Capital, and 14 in Public Safety); and 113 Operational Hourly vacancies (44 in Maintenance and 69 in Public Safety).

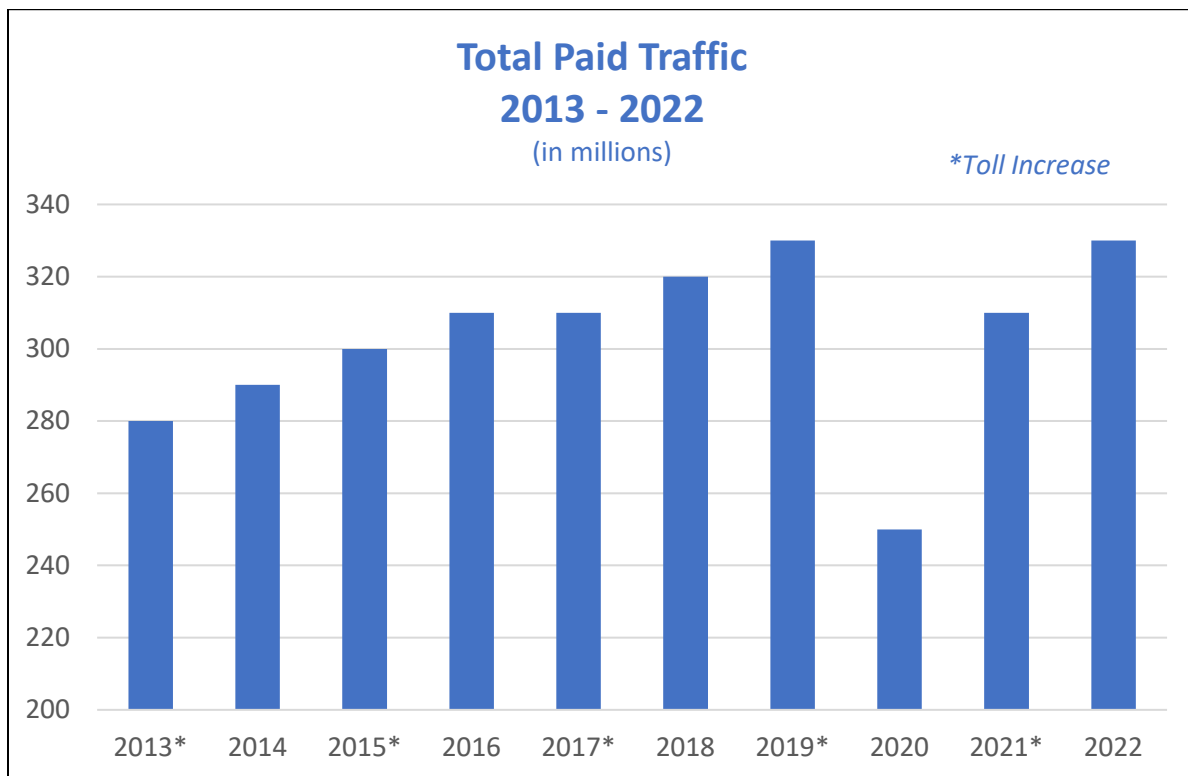
# MTA BRIDGES AND TUNNELS

## 2022 YEAR-END REPORT

### RESULTS OF OPERATIONS

#### Traffic

Total paid traffic increased to 326.3 crossings in 2022, which was approximately 19.0 million, or 6.2% greater than 2021, but 3.1 million, or 0.9% below the record high level of 329.4 million crossings in 2019. It should be noted that the first four months of 2019 did not include a toll increase which was implemented in May, and there was a second toll increase in 2021 which raised tolls about 10% and had a muted impact on 2022 compared to 2019.



#### Major Accomplishments and Initiatives in 2022

- B&T experienced a reduction in lost-time injuries in 2022, resulting in a decreased injury rate to 5.4 per 200,000 work hours.
- Adjusting for annual traffic, 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. When comparing current rates to pre-COVID operational periods, there has been a considerable drop in the number of incidents while traffic volumes have been consistent with 2019 Average Annual Daily Traffic (AADT) counts of over 900,000 crossings daily. These trends are attributed to a combination of law enforcement, real-time communication with customers on roadway conditions, and the implementation of engineering controls that enhance travel efficiencies and reduce the

frequency of roadway collisions. Through regular safety monitoring and working closely with MTA Construction & Development, controls have been implemented to address conditions that once served as primary contributors to collisions.

- B&T safety enforcement includes active methods of reducing potentially dangerous driving behaviors through signage and messaging and using tactics such as pacing traffic with marked vehicles during periods of higher risk of collision, as well as issuing summonses for traffic violations, which remains an important part of B&T's safety enforcement approach. B&T issued 15,506 summonses in 2022, a 53% increase compared with 2021.
- The uninterrupted flow of traffic resulting from cashless tolling continued to yield sustained improvements in travel times for drivers across most of the agency's tolling areas, and improved in almost all locations due to lower traffic levels in 2020. Any higher travel times were the result of roadway construction. The reduced congestion in a cashless tolling environment has benefited stakeholders throughout the travel region, leading to overall improvements in safety at crossings and a reduction in motorists' idling time, thereby saving energy and reducing carbon emissions.
- Actual Total Overtime spending in 2022 was at a notable low. Overtime needs were projected to be \$25.387 million in the Adopted Budget and actual costs came in at \$23.104 million, which was 9.0% lower primarily due to scheduling, deployment, and managerial efficiencies.
- B&T completed two customer-facing reconstruction projects in 2022 including: a full deck replacement of the main span of the Throgs Neck bridge including a new drainage system, fire standpipe, and lighting systems; and a full deck rehabilitation of the upper-level approaches and upper-level anchorage spans at the Verrazzano-Narrows Bridge including drainage, fire standpipes, and lighting systems.
- B&T Maintenance, along with MTA Construction & Development upgraded roadway striping and other pavement markings to 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). Also, B&T continues to upgrade its conventional roadway lighting with high-efficiency LED lighting. As of year-end 2022, B&T has upgraded 95% of its lighting to LED.



**MTA BRIDGES AND TUNNELS**  
**2022 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>
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	2022			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Vehicle Toll Revenue	2,256.999	2,322.776	2,332.384	75.386	3.3	9.609	0.4
Other Operating Revenue	18.936	21.224	24.222	5.286	27.9	2.998	14.1
Capital and Other Reimbursements	-	0.000	-	-	-	0.000	-
Investment Income	1.240	1.376	3.718	2.477	*	2.341	*
<b>Total Revenue</b>	<b>\$2,277.175</b>	<b>\$2,345.376</b>	<b>\$2,360.324</b>	<b>\$83.149</b>	<b>3.7</b>	<b>\$14.948</b>	<b>0.6</b>
<b>Expenses</b>							
Labor:							
Payroll	\$124.516	\$121.000	\$105.032	\$19.484	15.6	\$15.968	13.2
Overtime	24.435	\$24.387	22.684	1.751	7.2	1.703	7.0
Health and Welfare	34.218	\$32.674	25.255	8.962	26.2	7.419	22.7
OPEB Current Payment	25.827	\$30.395	27.993	(2.166)	(8.4)	2.401	7.9
Pensions	40.939	\$30.255	30.512	10.427	25.5	(0.257)	(0.8)
Other Fringe Benefits	23.080	\$21.480	16.200	6.880	29.8	5.281	24.6
Reimbursable Overhead	(8.192)	(\$8.668)	(5.377)	(2.815)	(34.4)	(3.291)	(38.0)
<b>Total Labor Expenses</b>	<b>\$264.823</b>	<b>\$251.523</b>	<b>\$222.300</b>	<b>\$42.524</b>	<b>16.1</b>	<b>\$29.224</b>	<b>11.6</b>
Non-Labor:							
Electric Power	\$5.840	\$8.349	\$4.645	\$1.195	20.5	\$3.704	44.4
Fuel	2.006	6.831	2.812	(0.806)	(40.2)	4.018	58.8
Insurance	14.607	13.191	13.774	0.834	5.7	(0.583)	(4.4)
Claims	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	173.731	159.568	149.436	24.295	14.0	10.132	6.3
Professional Service Contracts	41.100	38.267	23.844	17.256	42.0	14.423	37.7
Materials & Supplies	3.009	4.100	3.631	(0.623)	(20.7)	0.469	11.4
Other Business Expenses	50.113	54.906	53.818	(3.705)	(7.4)	1.089	2.0
<b>Total Non-Labor Expenses</b>	<b>\$290.407</b>	<b>\$285.212</b>	<b>\$251.960</b>	<b>\$38.447</b>	<b>13.2</b>	<b>\$33.252</b>	<b>11.7</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$555.230</b>	<b>\$536.736</b>	<b>\$474.260</b>	<b>\$80.970</b>	<b>14.6</b>	<b>\$62.476</b>	<b>11.6</b>
Depreciation	\$181.689	\$202.000	\$203.935	(\$22.246)	(12.2)	(\$1.935)	(1.0)
OPEB Obligation	-	-	-	0.000	-	-	-
Environmental Remediation	-	-	-	0.000	-	-	-
GASB 87 Lease Adjustment	-	2.324	14.499	(14.499)	-	(12.175)	*
GASB 68 Pension Expense Adjustment	(5.598)	(45.268)	(22.211)	16.612	*	(23.057)	(50.9)
GASB 75 OPEB Expense Adjustment	43.073	38.505	24.982	18.091	42.0	13.524	35.1
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$774.393</b>	<b>\$734.298</b>	<b>\$695.465</b>	<b>\$78.928</b>	<b>10.2</b>	<b>\$38.833</b>	<b>5.3</b>
Less: Depreciation	\$181.689	\$202.000	\$203.935	(\$22.246)	(12.2)	(\$1.935)	(1.0)
Less: OPEB Obligation	-	-	-	-	-	-	-
Less: GASB 87 Net Adjustment	-	2.324	14.499	(14.50)	-	(12.175)	*
Less: GASB 68 Pension Expense Adjustment	(5.598)	(45.268)	(22.211)	16.612	*	(23.057)	(50.9)
Less: GASB 75 OPEB Expense Adjustment	43.073	38.505	24.982	-	-	-	-
<b>Total Expenses</b>	<b>\$555.230</b>	<b>\$536.736</b>	<b>\$474.260</b>	<b>\$80.970</b>	<b>14.6</b>	<b>\$62.476</b>	<b>11.6</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$1,721.945</b>	<b>\$1,808.640</b>	<b>\$1,886.064</b>	<b>\$164.119</b>	<b>9.5</b>	<b>\$77.424</b>	<b>4.3</b>

Totals may not add due to rounding

\* Variance exceeds 100%.

**MTA BRIDGES AND TUNNELS**  
**2022 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL**  
(\$ in millions)

<b>REIMBURSABLE</b>
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	2022			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Vehicle 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	28.282	29.464	13.532	(14.750)	(52.2)	(15.932)	(54.1)
Investment Income	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Revenue</b>	<b>\$28.282</b>	<b>\$29.464</b>	<b>\$13.532</b>	<b>(\$14.750)</b>	<b>(52.2)</b>	<b>(\$15.932)</b>	<b>(54.1)</b>
<b>Expenses</b>							
Labor:							
Payroll	\$11.902	\$12.432	\$4.778	\$7.124	59.9	\$7.654	61.6
Overtime	0.952	\$1.538	0.420	0.532	55.9	1.119	72.7
Health and Welfare	2.621	\$1.993	1.138	1.483	56.6	0.854	42.9
OPEB Current Payment	0.000	\$0.000	0.000	0.000	-	0.000	-
Pensions	3.173	\$3.328	1.230	1.943	61.2	2.098	63.0
Other Fringe Benefits	1.441	\$1.504	0.588	0.853	59.2	0.916	60.9
Reimbursable Overhead	8.192	\$8.668	5.377	2.815	34.4	3.291	38.0
<b>Total Labor Expenses</b>	<b>\$28.282</b>	<b>\$29.464</b>	<b>\$13.532</b>	<b>\$14.750</b>	<b>52.2</b>	<b>\$15.932</b>	<b>54.1</b>
Non-Labor:							
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 Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Materials & 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>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$28.282</b>	<b>\$29.464</b>	<b>\$13.532</b>	<b>\$14.750</b>	<b>52.2</b>	<b>\$15.932</b>	<b>54.1</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
GASB 87 Lease Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
GASB 75 OPEB Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$28.282</b>	<b>\$29.464</b>	<b>\$13.532</b>	<b>\$14.750</b>	<b>52.2</b>	<b>\$15.932</b>	<b>54.1</b>
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Less: OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses</b>	<b>\$28.282</b>	<b>\$29.464</b>	<b>\$13.532</b>	<b>\$14.750</b>	<b>52.2</b>	<b>\$15.932</b>	<b>54.1</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>

Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**2022 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL**  
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE  
(Page 1 of 2)

	2022			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Vehicle Toll Revenue	\$2,256,999	\$2,322,776	\$2,332,384	\$75,386	3.3	\$9,609	0.4
Other Operating Revenue	18,936	21,224	24,222	5,286	27.9	2,998	14.1
Capital and Other Reimbursements	28,282	29,464	13,532	(14,750)	(52.2)	(15,932)	(54.1)
Investment Income	1,240	1,376	3,718	2,477	*	2,341	*
<b>Total Revenue</b>	<b>\$2,305,457</b>	<b>\$2,374,840</b>	<b>\$2,373,856</b>	<b>\$68,399</b>	<b>3.0</b>	<b>(\$0,984)</b>	<b>0.0</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	136,418	133,432	\$109,810	\$26,608	19.5	\$23,622	17.7
Overtime	25,387	25,925	\$23,104	2,283	9.0	2,821	10.9
Health and Welfare	36,839	34,667	26,394	10,445	28.4	8,274	23.9
OPEB Current Payment	25,827	30,395	27,993	(2,166)	(8.4)	2,401	7.9
Pensions	44,112	33,583	31,742	12,370	28.0	1,841	5.5
Other Fringe Benefits	24,521	22,985	16,788	7,733	31.5	6,197	27.0
Reimbursable Overhead	0,000	0,000	0,000	0,000	100.0	0,000	-
<b>Total Labor Expenses</b>	<b>\$293,105</b>	<b>\$280,987</b>	<b>\$235,831</b>	<b>\$57,273</b>	<b>19.5</b>	<b>\$45,156</b>	<b>16.1</b>
<b>Non-Labor:</b>							
Electric Power	5,840	\$8,349	\$4,645	\$1,195	20.5	\$3,704	44.4
Fuel	2,006	6,831	2,812	(0,806)	(40.2)	4,018	58.8
Insurance	14,607	13,191	13,774	0,834	5.7	(0,583)	(4.4)
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	173,731	159,568	149,436	24,295	14.0	10,132	6.3
Professional Service Contracts	41,100	38,267	23,844	17,256	42.0	14,423	37.7
Materials & Supplies	3,009	4,100	3,631	(0,623)	(20.7)	0,469	11.4
Other Business Expenses	50,113	54,906	53,818	(3,705)	(7.4)	1,089	2.0
<b>Total Non-Labor Expenses</b>	<b>\$290,407</b>	<b>\$285,212</b>	<b>\$251,960</b>	<b>\$38,447</b>	<b>13.2</b>	<b>\$33,252</b>	<b>11.7</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$583,512</b>	<b>\$566,200</b>	<b>\$487,792</b>	<b>\$95,720</b>	<b>16.4</b>	<b>\$78,408</b>	<b>13.8</b>
<b>Depreciation</b>	<b>181,689</b>	<b>\$202,000</b>	<b>203,935</b>	<b>(\$22,246)</b>	<b>(12.2)</b>	<b>(\$1,935)</b>	<b>(1.0)</b>
OPEB Obligation	0,000	0,000	0,000	0,000	-	0,000	-
Environmental Remediation	0,000	0,000	0,000	0,000	-	0,000	-
GASB 87 Lease Adjustment	0,000	2,324	14,499	(14,499)	-	(12,175)	*
GASB 68 Pension Adjustment	(5,598)	(45,268)	(22,211)	16,612	*	(23,057)	(50.9)
GASB 75 OPEB Expense Adjustments	43,073	38,505	24,982	18,091	42.0	13,524	35.1
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$802,675</b>	<b>\$763,762</b>	<b>\$708,997</b>	<b>\$93,678</b>	<b>11.7</b>	<b>\$54,765</b>	<b>7.2</b>
<b>Less: Depreciation</b>	<b>\$181,689</b>	<b>\$202,000</b>	<b>\$203,935</b>	<b>(\$22,246)</b>	<b>(12.2)</b>	<b>(\$1,935)</b>	<b>(1.0)</b>
<b>Less: OPEB Obligation</b>	<b>0,000</b>	<b>0,000</b>	<b>0,000</b>	<b>0,000</b>	<b>-</b>	<b>0,000</b>	<b>-</b>
<b>Less: GASB 87 Net Adjustment</b>	<b>0,000</b>	<b>2,324</b>	<b>14,499</b>	<b>(14,499)</b>	<b>-</b>	<b>(12,175)</b>	<b>*</b>
<b>Less: GASB 68 Pension Adjustment</b>	<b>(5,598)</b>	<b>(45,268)</b>	<b>(22,211)</b>	<b>16,612</b>	<b>*</b>	<b>(23,057)</b>	<b>(50.9)</b>
<b>Less: GASB 75 OPEB Expense Adjustments</b>	<b>43,073</b>	<b>38,505</b>	<b>24,982</b>	<b>18,091</b>	<b>42.0</b>	<b>13,524</b>	<b>35.1</b>
<b>Total Expenses</b>	<b>\$583,512</b>	<b>\$566,200</b>	<b>\$487,792</b>	<b>\$95,720</b>	<b>16.4</b>	<b>\$78,408</b>	<b>13.8</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>\$1,721,945</b>	<b>\$1,808,640</b>	<b>\$1,886,064</b>	<b>\$164,119</b>	<b>9.5</b>	<b>\$77,424</b>	<b>4.3</b>

Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**2022 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL**  
(\$ in millions)

**NON-REIMBURSABLE/REIMBURSABLE**  
(Page 2 of 2)

	2022			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Net Surplus/(Deficit)</b>	<b>\$1,721.945</b>	<b>\$1,808.640</b>	<b>\$1,886.064</b>	<b>\$164.119</b>	<b>9.5</b>	<b>\$77.424</b>	<b>4.3</b>
<u>Deductions from Income:</u>							
Less: Capitalized Assets	\$26.448	\$17.017	\$13.100	\$13.347	50.5	\$3.916	23.0
Reserves and Prepaid Expenses	0.000	0.000	(1.627)	1.627	-	1.627	-
GASB Reserve	0.000	0.000	0.000	0.000	-	0.000	-
<b>Adjusted Baseline Net Surplus/(Deficit)</b>	<b>\$1,695.497</b>	<b>\$1,791.624</b>	<b>\$1,874.591</b>	<b>\$179.094</b>	<b>10.6</b>	<b>\$82.967</b>	<b>4.6</b>
Less: Debt Service	700.073	688.995	681.139	18.934	2.7	7.856	1.1
Less: Contribution to the Capital Program	0.000	0.000	0.000	0.000	-	0.000	-
<b>Income Available for Distribution</b>	<b>\$995.424</b>	<b>\$1,102.629</b>	<b>\$1,193.452</b>	<b>\$198.027</b>	<b>19.9</b>	<b>\$90.823</b>	<b>8.2</b>
<b>Distributable To:</b>							
MTA - Investment Income	1.240	1.376	3.718	2.477	*	2.341	*
MTA - Distributable Income	552.981	599.032	640.318	87.337	15.8	41.286	6.9
NYCT - Distributable Income	441.203	502.220	549.416	108.213	24.5	47.196	9.4
<b>Total Distributable Income:</b>	<b>\$995.424</b>	<b>\$1,102.629</b>	<b>\$1,193.452</b>	<b>\$198.027</b>	<b>19.9</b>	<b>\$90.823</b>	<b>8.2</b>
<b>Actual Cash Transfers:</b>							
MTA - Investment Income	1.046	0.094	0.094	(0.952)	(91.0)	(0.000)	(0.4)
MTA - Transfers	549.533	643.560	640.318	90.785	16.5	(3.242)	(0.5)
NYCT - Transfers	437.341	538.174	549.416	112.075	25.6	11.242	2.1
<b>Total Cash Transfers:</b>	<b>\$987.920</b>	<b>\$1,181.828</b>	<b>\$1,189.828</b>	<b>\$201.908</b>	<b>20.4</b>	<b>\$8.000</b>	<b>0.7</b>
<b>SUPPORT TO MASS TRANSIT:</b>							
Total Revenues	\$2,305.457	\$2,374.840	\$2,373.856	68.399	3.0	(0.984)	(0.0)
Less: Net Operating Expenses	583.512	566.200	487.792	95.720	16.4	78.408	13.8
<b>Net Surplus/(Deficit)</b>	<b>\$1,721.945</b>	<b>\$1,808.640</b>	<b>\$1,886.064</b>	<b>\$164.119</b>	<b>9.5</b>	<b>\$77.424</b>	<b>4.3</b>
<b>Deductions from Operating Income:</b>							
B&T Debt Service	\$342.963	\$362.133	\$365.788	(22.825)	(6.7)	(3.655)	(1.0)
Capitalized Assets	26.448	17.017	13.100	13.347	50.5	3.916	23.0
Contribution to Capital Program	0.000	0.000	0.000	0.000	-	0.000	-
Reserves and Prepaid Expenses	0.000	0.000	(1.627)	1.627	-	1.627	-
GASB Reserve	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Deductions from Operating Inc.</b>	<b>\$369.411</b>	<b>\$379.150</b>	<b>\$377.262</b>	<b>(\$7.851)</b>	<b>(2.1)</b>	<b>\$1.888</b>	<b>0.5</b>
<b>Total Support to Mass Transit:</b>	<b>\$1,352.534</b>	<b>\$1,429.491</b>	<b>\$1,508.802</b>	<b>\$156.269</b>	<b>11.6</b>	<b>\$79.312</b>	<b>5.5</b>

Totals may not add due to rounding

\* Variance exceeds 100%.

NOTE: Subsequent to Deloitte's TBTA Operating Surplus computation of \$1.188 billion issued in February, there were post-close accounting adjustments made that resulted in a net favorable \$5 million in additional operating surplus and total support to mass transit.

**MTA BRIDGES AND TUNNELS**  
**2022 YEAR-END REPORT**  
**2022 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE**  
(\$ in millions)

NON-REIMBURSABLE	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
<b>Revenue</b>					
Vehicle Toll Revenue	\$2,322.776	\$2,332.384	\$9.609	\$9.609	\$0.000
Other Operating Revenue	21.224	24.222	2.998	2.998	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Investment Income	1.376	3.718	2.341	2.341	0.000
<b>Total Revenue</b>	<b>\$2,345.376</b>	<b>\$2,360.324</b>	<b>\$14.948</b>	<b>\$14.948</b>	<b>\$0.000</b>
<b>Expenses</b>					
Labor:					
Payroll	\$121.000	\$105.032	\$15.968	\$15.968	\$0.000
Overtime	24.387	22.684	1.703	1.703	0.000
Health and Welfare	32.674	25.255	7.419	7.419	0.000
OPEB Current Payment	30.395	27.993	2.401	2.401	0.000
Pensions	30.255	30.512	(0.257)	(0.257)	0.000
Other Fringe Benefits	21.480	16.200	5.281	5.281	0.000
Reimbursable Overhead	(8.668)	(5.377)	(3.291)	(3.291)	0.000
<b>Total Labor Expenses</b>	<b>\$251.523</b>	<b>\$222.300</b>	<b>\$29.224</b>	<b>\$29.224</b>	<b>\$0.000</b>
Non-Labor:					
Electric Power	\$8.349	\$4.645	\$3.704	\$3.704	\$0.000
Fuel	6.831	2.812	4.018	4.018	0.000
Insurance	13.191	13.774	(0.583)	(0.583)	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	159.568	149.436	10.132	6.976	3.156
Professional Service Contracts	38.267	23.844	14.423	14.423	0.000
Materials & Supplies	4.100	3.631	0.469	0.469	0.000
Other Business Expenses	54.906	53.818	1.089	1.089	0.000
<b>Total Non-Labor Expenses</b>	<b>\$285.212</b>	<b>\$251.960</b>	<b>\$33.252</b>	<b>\$30.096</b>	<b>\$3.156</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$536.736</b>	<b>\$474.260</b>	<b>\$62.476</b>	<b>\$59.320</b>	<b>\$3.156</b>
Depreciation	\$202.000	\$203.935	(\$1.935)	(\$1.935)	\$0.000
GASB 87 Lease Adjustment	\$2.324	\$14.499	(\$12.175)	(\$12.175)	\$0.000
GASB 68 Pension Expense Adjustment	(45.268)	(22.211)	(23.057)	(23.057)	0.000
GASB 75 OPEB Expense Adjustment	38.505	24.982	13.524	13.524	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$734.298</b>	<b>\$695.465</b>	<b>\$38.833</b>	<b>\$35.677</b>	<b>\$3.156</b>
Less: Depreciation	\$202.000	\$203.935	(\$1.935)	(\$1.935)	\$0.000
Less: GASB 87 Net Adjustment	\$2.324	\$14.499	(\$12.175)	(\$12.175)	\$0.000
Less: GASB 75 OPEB Expense Adjustment	(45.268)	(22.211)	(23.057)	(23.057)	0.000
Less: GASB 68 Pension Adjustment	38.505	24.982	13.524	13.524	0.000
<b>Total Expenses</b>	<b>\$536.736</b>	<b>\$474.260</b>	<b>\$62.476</b>	<b>\$59.320</b>	<b>\$3.156</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,808.640</b>	<b>\$1,886.064</b>	<b>\$77.424</b>	<b>\$74.268</b>	<b>\$3.156</b>

Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**2022 YEAR-END REPORT**  
**2022 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE**  
(\$ in millions)

REIMBURSABLE	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
<b>Revenue</b>					
Vehicle 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	13.532	(15.932)	(15.932)	0.000
Investment Income	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$29.464</b>	<b>\$13.532</b>	<b>(\$15.932)</b>	<b>(\$15.932)</b>	<b>\$0.000</b>
<b>Expenses</b>					
Labor:					
Payroll	\$12.432	\$4.778	\$7.654	\$7.654	\$0.000
Overtime	1.538	0.420	1.119	1.119	0.000
Health and Welfare	3.328	1.138	2.189	2.189	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	1.993	1.230	0.763	0.763	0.000
Other Fringe Benefits	1.504	0.588	0.916	0.916	0.000
Reimbursable Overhead	8.668	5.377	3.291	3.291	0.000
<b>Total Labor Expenses</b>	<b>\$29.464</b>	<b>\$13.532</b>	<b>\$15.932</b>	<b>\$15.932</b>	<b>\$0.000</b>
Non-Labor:					
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 Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & 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>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$29.464</b>	<b>\$13.532</b>	<b>\$15.932</b>	<b>\$15.932</b>	<b>\$0.000</b>
Depreciation	\$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
GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$29.464</b>	<b>\$13.532</b>	<b>\$15.932</b>	<b>\$15.932</b>	<b>\$0.000</b>
Less: Depreciation	\$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
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$29.464</b>	<b>\$13.532</b>	<b>\$15.932</b>	<b>\$15.932</b>	<b>\$0.000</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>

Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**2022 YEAR-END REPORT**  
**2022 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE**  
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE (Page 1 of 2)	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
<b>Revenue</b>					
Vehicle Toll Revenue	2,322.776	2,332.384	9.609	9.609	0.000
Other Operating Revenue	21.224	24.222	2.998	2.998	0.000
Capital and Other Reimbursements	29.464	13.532	(15.932)	(15.932)	0.000
Investment Income	1.376	3.718	2.341	2.341	0.000
<b>Total Revenue</b>	<b>\$2,374.840</b>	<b>\$2,373.856</b>	<b>(\$0.984)</b>	<b>(\$0.984)</b>	<b>\$0.000</b>
<b>Expenses</b>					
Labor:					
Payroll	\$133.432	\$109.810	\$23.622	\$23.622	\$0.000
Overtime	25.925	23.104	2.821	2.821	0.000
Health and Welfare	36.002	26.394	9.609	9.609	0.000
OPEB Current Payment	30.395	27.993	2.401	2.401	0.000
Pensions	32.248	31.742	0.506	0.506	0.000
Other Fringe Benefits	22.985	16.788	6.197	6.197	0.000
Reimbursable Overhead	(0.000)	0.000	(0.000)	(0.000)	0.000
<b>Total Labor Expenses</b>	<b>\$280.987</b>	<b>\$235.831</b>	<b>\$45.156</b>	<b>\$45.156</b>	<b>\$0.000</b>
Non-Labor:					
Electric Power	\$8.349	\$4.645	\$3.704	\$3.704	\$0.000
Fuel	6.831	2.812	4.018	4.018	0.000
Insurance	13.191	13.774	(0.583)	(0.583)	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	159.568	149.436	10.132	6.976	3.156
Professional Service Contracts	38.267	23.844	14.423	14.423	0.000
Materials & Supplies	4.100	3.631	0.469	0.469	0.000
Other Business Expenses	54.906	53.818	1.089	1.089	0.000
<b>Total Non-Labor Expenses</b>	<b>\$285.212</b>	<b>\$251.960</b>	<b>\$33.252</b>	<b>\$30.096</b>	<b>\$3.156</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$566.200</b>	<b>\$487.792</b>	<b>\$78.408</b>	<b>\$75.252</b>	<b>\$3.156</b>
Depreciation	\$202.000	\$203.935	(\$1.935)	(\$1.935)	\$0.000
GASB 87 Lease Adjustment	\$2.324	\$14.499	(\$12.175)	(\$12.175)	\$0.000
GASB 75 OPEB Expense Adjustment	(45.268)	(22.211)	(23.057)	(23.057)	0.000
GASB 68 Pension Adjustment	38.505	24.982	13.524	13.524	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$763.762</b>	<b>\$708.997</b>	<b>\$54.765</b>	<b>\$51.609</b>	<b>\$3.156</b>
Less: Depreciation	\$202.000	\$203.935	(\$1.935)	(\$1.935)	\$0.000
Less: GASB 87 Lease Adjustment	\$2.324	\$14.499	(\$12.175)	(\$12.175)	\$0.000
Less: GASB 75 OPEB Expense Adjustment	(45.268)	(22.211)	(23.057)	(23.057)	0.000
Less: GASB 68 Pension Adjustment	38.505	24.982	13.524	13.524	0.000
<b>Total Expenses</b>	<b>\$566.200</b>	<b>\$487.792</b>	<b>\$78.408</b>	<b>\$75.252</b>	<b>\$3.156</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,808.640</b>	<b>\$1,886.064</b>	<b>\$77.424</b>	<b>\$74.268</b>	<b>\$3.156</b>

Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**2022 YEAR-END REPORT**  
**2022 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE**  
(\$ in millions)

<b>NON-REIMBURSABLE/ REIMBURSABLE (Page 2 of 2)</b>	<b>Final Estimate</b>	<b>Actual</b>	<b>Favorable/(Unfavorable) Variance</b>		
			<b>Total</b>	<b>Real</b>	<b>Timing</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,808.640</b>	<b>\$1,886.064</b>	<b>\$77.424</b>	<b>\$74.268</b>	<b>\$3.156</b>
<u>Deductions from Income:</u>					
Capitalized Assets	\$17.017	\$13.100	\$3.916	\$3.916	\$0.000
Prepaid Expenses	0.000	(1.627)	1.627	1.627	0.000
<b>Adjusted Net Surplus/(Deficit)</b>	<b>\$1,791.624</b>	<b>\$1,874.591</b>	<b>\$82.967</b>	<b>\$79.811</b>	<b>\$3.156</b>
Less: Debt Service	\$688.995	\$681.139	\$7.856	\$7.856	\$0.000
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>\$1,193.452</b>	<b>\$90.823</b>	<b>\$87.667</b>	<b>\$3.156</b>
<b>Distributable To:</b>					
MTA - Investment Income	\$1.376	\$3.718	\$2.341	\$2.341	\$0.000
MTA - Distributable Income	599.032	640.318	41.286	41.286	0.000
NYCT - Distributable Income	502.220	549.416	47.196	47.196	0.000
<b>Total Distributable Income:</b>	<b>\$1,102.629</b>	<b>\$1,193.452</b>	<b>\$90.823</b>	<b>\$90.823</b>	<b>\$0.000</b>
<b>SUPPORT TO MASS TRANSIT:</b>					
Total Revenues	\$2,374.840	\$2,373.856	(\$0.984)	(\$0.984)	\$0.000
Less: Net Operating Expenses	566.200	487.792	78.408	75.252	3.156
<b>Net Operating Income:</b>	<b>\$1,808.640</b>	<b>\$1,886.064</b>	<b>\$77.424</b>	<b>\$74.268</b>	<b>\$3.156</b>
<b>Deductions from Operating Income:</b>					
B&T Debt Service	\$362.133	\$365.788	(\$3.655)	(\$3.655)	\$0.000
Contribution to the Capital Program	0.000	0.000	0.000	0.000	0.000
Capitalized Assets	17.017	13.100	3.916	3.916	0.000
Prepaid Expenses	0.000	(1.627)	1.627	1.627	0.000
<b>Total Deductions from Operating Inc.</b>	<b>\$379.150</b>	<b>\$377.262</b>	<b>\$1.888</b>	<b>\$1.888</b>	<b>\$0.000</b>
<b>Total Support to Mass Transit:</b>	<b>\$1,429.491</b>	<b>\$1,508.802</b>	<b>\$79.312</b>	<b>\$76.155</b>	<b>\$3.156</b>

*Totals may not add due to rounding*



**MTA BRIDGES AND TUNNELS**  
**2022 Year-End Report**  
**2022 Adopted Budget and Final Estimate vs. Actual**  
**Traffic Volume and Toll Revenue (Utilization)**  
(in millions)

	December 2022 Year End			Favorable/(Unfavorable)			
	2022 Adopted Budget	2022 Final Estimate	Actual*	2022 Adopted Budget Variance	%	2022 Final Estimate Variance	%
<b>Total Traffic Volume*</b>	331.964	326.535	326.304	(5.660)	-1.7%	(0.231)	-0.1%
<b>Total Toll Revenue</b>	\$2,256.999	\$2,322.776	\$2,332.384	\$75.385	3.3%	\$9.608	0.4%

\*Subject to final audit.

**MTA BRIDGES AND TUNNELS**  
**2022 YEAR-END REPORT**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
**December 2022**

Department	Final Estimate	Actual	Favorable (Unfavorable) Variance
<b>Administration</b>			
Executive	13	8	5
Law <sup>(1)</sup>	12	6	6
Budget & Finance <sup>(2)</sup>	17	9	8
Administration <sup>(3)</sup>	34	23	11
EEO	1	-	1
<b>Total Administration</b>	<b>77</b>	<b>46</b>	<b>31</b>
<b>Operations</b>			
ITS & Tolling	60	50	10
Central Business District Tolling Program	47	10	37
Operations (Non-Security)	54	38	16
<b>Total Operations</b>	<b>161</b>	<b>98</b>	<b>63</b>
<b>Maintenance</b>			
Maintenance	205	182	23
Operations - Maintainers	183	153	30
<b>Total Maintenance</b>	<b>388</b>	<b>335</b>	<b>53</b>
<b>Engineering/Capital</b>			
Engineering & Construction	123	107	16
Health & Safety	9	7	2
Law <sup>(1)</sup>	18	10	8
Planning & Budget Capital	8	6	2
<b>Total Engineering/Capital</b>	<b>158</b>	<b>130</b>	<b>28</b>
<b>Public Safety</b>			
Operations (Security)	540	412	128
Internal Security - Operations	45	28	17
<b>Total Public Safety</b>	<b>585</b>	<b>440</b>	<b>145</b>
<b>Total Positions</b>	<b>1,369</b>	<b>1,049</b>	<b>320</b>
Non-Reimbursable	<b>1,238</b>	<b>918</b>	<b>320</b>
Reimbursable	131	131	-
<b>Total Full-Time</b>	<b>1,369</b>	<b>1,049</b>	<b>320</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**  
**2022 YEAR-END REPORT**  
**TOTAL POSITIONS BY FUNCTION AND OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**December 2022**

	Final Estimate	Actual	Favorable (Unfavorable) Variance
<b>Administration</b>			
Managers/Supervisors	28	11	17
Professional, Technical, Clerical	49	35	14
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>77</b>	<b>46</b>	<b>31</b>
<b>Operations</b>			
Managers/Supervisors	73	43	30
Professional, Technical, Clerical	88	55	33
Operational Hourlies	-	-	-
<b>Total Operations</b>	<b>161</b>	<b>98</b>	<b>63</b>
<b>Maintenance</b>			
Managers/Supervisors	27	21	6
Professional, Technical, Clerical	11	8	3
Operational Hourlies <sup>(1)</sup>	350	306	44
<b>Total Maintenance</b>	<b>388</b>	<b>335</b>	<b>53</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	34	25	9
Professional, Technical, Clerical	124	105	19
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>158</b>	<b>130</b>	<b>28</b>
<b>Public Safety</b>			
Managers/Supervisors	179	117	62
Professional, Technical, Clerical	36	22	14
Operational Hourlies <sup>(2)</sup>	370	301	69
<b>Total Public Safety</b>	<b>585</b>	<b>440</b>	<b>145</b>
<b>Total Positions</b>			
Managers/Supervisors	341	217	124
Professional, Technical, Clerical	308	225	83
Operational Hourlies	720	607	113
<b>Total Positions</b>	<b>1,369</b>	<b>1,049</b>	<b>320</b>

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

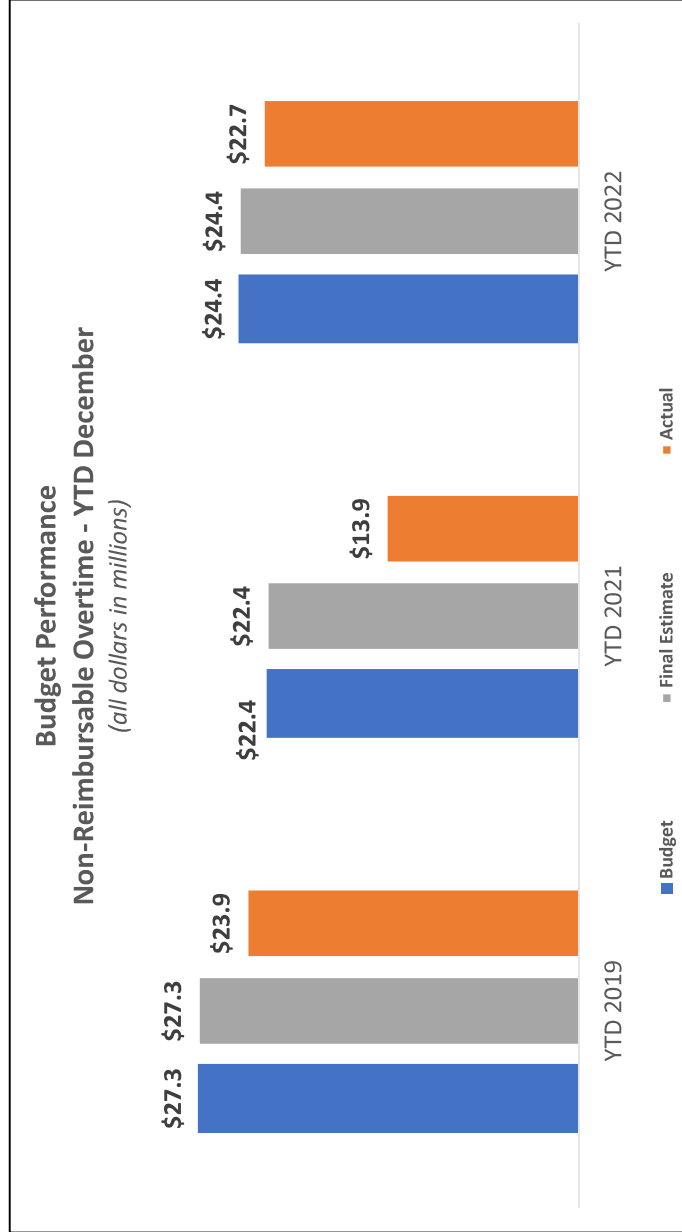
(2) Represents Bridge and Tunnel Officers performing public safety. These positions are paid annually, not hourly.

## BRIDGES AND TUNNELS

## NON-REIMBURSABLE OVERTIME

### OVERVIEW

- Savings of \$1.8M vs 2022 Adopted Budget/Final Estimate was due to managerial efficiencies and effective scheduling & deployment of employees and resources.
- Savings of \$1.2M vs YTD 2019 due to reductions in vacancy & absentee coverage resulting from managerial efficiencies, rescheduling, and enhanced staffing flexibility.
- Increase in spending of \$8.8 M vs YTD 2021 was due to increased vacancy & absentee coverage resulting from additional vacancies created by attrition; employee use of personal leave balances, absentee coverage due to the Omicron variant at the start of 2022; weather-related overtime; security enhancements, and maintenance requirements.



Notes: - 2021 was not typical due to the COVID pandemic.  
- 2022 year-end overtime amounts reflect the most recent accounting adjustments.

# BRIDGES AND TUNNELS

# REIMBURSABLE OVERTIME

## OVERVIEW

- Savings of \$1.2M for YTD 2022 Actual vs Final Estimate was mainly due to capital project activity.

