



Metropolitan Transportation Authority

Bridges and Tunnels Committee Meeting

April 2022

Committee Members

J. Barbas, Acting Chair

A. Albert

N. Brown

R. Glucksman

K. Law

J. Samuelsen

V. Tessitore

N. Zuckerman

Bridges & Tunnels Committee Meeting

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

**Monday, 4/25/2022
9:30 - 10:00 AM ET**

1. Summary of Actions - None

2. Public Comments

3. Approval of Minutes - March 2022

B&T Committee Minutes - March 2022 - Page 3

4. Committee Work Plan

B&T Committee Work Plan - Page 7

5. Report on Operations - February 2022

B&T Report on Operations - February 2022 - Page 13

6. Safety Report - February 2022

B&T Safety Report - February 2022 - Page 29

7. Financial Report - March 2022

B&T Financial Report - March 2022 - Page 34

8. Final Review of 2021 Year-End Operating Results

B&T Final Review of 2021 Year-End Operating Results - Page 48

9. Procurements - None



Bridges and Tunnels

Minutes of Committee Meeting March 2022



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

March 28, 2022

9:00 a.m.

In attendance were the Honorable:

David S. Mack, Chair (Virtual)
Andrew Albert
Jamey Barbas
Norman E. Brown
Randolph Glucksman
Vincent Tessitore, Jr.
Neal Zuckerman (Virtual)

Also in Attendance:

Robert W. Linn
Harold Porr III (Virtual)

In Person:

Daniel F. DeCrescenzo, Jr., President
Julia R. Christ, General Counsel and Corporate Secretary – TBTA, MTA
Richard Hildebrand, Vice President and Chief of Operations
Eric Osnes, Vice President and Chief Safety Officer

Virtual:

Nichola Angel, Acting Vice President, ITS & Tolling - Assistant Vice President, CBD Tolling Program
Sharon Gallo-Kotcher, Vice President, Labor Relations
Marissa Krinis, Financial Liaison TBTA, MTA Finance
Donald E. Look, Vice President and Chief Security Officer
Charles Passarella, Vice President, Maintenance and Operations Support

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

March 28, 2022

Minutes of TBTA Committee held March 28, 2022 at 9:00 a.m. A list of those in attendance is attached.

Public Speakers

The following speakers commented during the public speakers' session:

- Jason Anthony about Verrazzano-Narrows Bridge construction;
- Murray Bodin about roadway lines at the Henry Hudson Bridge;
- Christopher Greif about pedestrian walkways; and
- Aleta Dupree about tolling.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on February 22, 2022 were approved.

Committee Work Plan

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

President DeCrescenzo's Remarks

President DeCrescenzo opened his remarks by acknowledging the recent two-year anniversary of the beginning of the Covid-19 lockdown. He recognized the TBTA workforce that rose to each new round of challenges and exceeded expectations, all the while keeping each other as safe as possible and demonstrating mutual respect. In those early days, TBTA employees did not know what to expect as the pandemic settled in for the long-term, but they continued to do their jobs keeping themselves safe, keeping the business moving, and keeping the facilities safe, secure, and operating. President DeCrescenzo stated that in all endeavors, he remains extremely proud of TBTA's workforce.

President DeCrescenzo stated that weather extremes have been a frequent challenge for the TBTA workforce that has had to contend with two major storms featuring snow, ice, sleet, and high winds that at one point reached 80-miles-per-hour at the Verrazzano-Narrows Bridge. Due to these wind conditions, vehicle and other roadway restrictions were implemented to keep customers safe.

As we look with renewed hope to Spring, President DeCrescenzo stated that the expectation of familiar traffic patterns is on the horizon as traffic is trending close to pre-pandemic levels. Despite a lingering degree of uncertainty surrounding the pandemic, as well as any potential impact due to gas prices, the TBTA workforce continues to monitor facility traffic conditions and to provide customer service safely.

Finally, President DeCrescenzo recognized Sharon Gallo-Kotcher, longtime Vice President of Labor Relations, on her retirement after an extraordinary and impressive 33-year career, which began at New York City Transit in the Labor Relations Department. In 1991, Sharon moved over to TBTA, and in 1995 became Vice President of Labor Relations. TBTA has seen many changes through the years and Sharon has been an active participant in those changes, helping TBTA's Operations management with a smooth labor transition to E-ZPass in the 1990s and later with TBTA's successful transition to open road Cashless Tolling. President DeCrescenzo remarked that Sharon is an esteemed and irreplaceable colleague - a true friend - and it is bittersweet to lose her even as TBTA wishes her a happy and well-deserved retirement.

Report on Operations

With regard to the Report on Operations for January 2022, Chief Hildebrand stated that paid vehicle traffic was 22.0 million vehicles, which is 4.8% higher than the 21.6 million crossings in January 2021, but 13.2% lower, or about 3.3 million fewer crossings than in January 2020. E-ZPass market was 95.2% of TBTA's total traffic, which is consistent with January 2021 but slightly lower than two years ago. Preliminary figures indicate that traffic was higher by 28.5% in February 2022 as compared to the same month in 2021 and was 4.4% lower in February 2020, during which TBTA experienced the initial onset stages of the COVID-19 pandemic. Gasoline prices increased in January 2022 and averaged \$3.54 per gallon, which was \$1.09 higher than in 2021 and \$0.83 cents more than the same period two years ago. Unfavorable weather conditions had a negative impact on bridge and tunnel traffic in January 2022, with 20.4 inches of snowfall as compared to the 1.6 inches that fell in January 2021, and 2.6 inches in 2020.

Safety Report

With regard to the Safety Report for January 2022, Vice President Osnes stated that the total collision rate was 3.93 per million vehicles, or 38% better than in rolling years 2019 and 2020, and about the same as last year. The collisions with injuries rate was 0.66 per million vehicles, or 28% better than in 2020 and same as last year. The employee lost time injury rate was 5.5 incidents per 200,000 work hours, which was a slight decrease as compared to both 2021 and 2020.

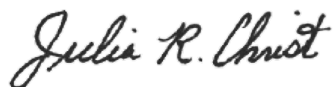
Procurements

President DeCrescenzo stated that there are no procurements.

Adjournment

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

Respectfully submitted,



Julia R. Christ
General Counsel and Corporate Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

TOPIC

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

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

April 2022

Final Review of 2021 Year-End Operating Results

Planning & Budget

May 2022

No items scheduled

June 2022

No items scheduled

July 2022

No items scheduled

August 2022

No meeting scheduled

September 2022

2023 Preliminary Budget

Planning & Budget

October 2022

2023 Preliminary Budget

Planning & Budget

November 2022

No items scheduled

December 2022

2023 Proposed Committee Work Plan
2023 Proposed Final Budget

Committee Chair & Members
Planning & Budget

January 2023

Approval of 2023 Work Plan

Committee Chair & Members

February 2023

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

Planning & Budget
Planning & Budget
Controller
Operations

March 2023

Annual Procurement Contracts Report

Procurement & Materials/
Finance

BRIDGES & TUNNELS COMMITTEE WORK PLAN

Detailed Summary

I. RECURRING

Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

Report on Operations

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

Safety Report

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

Financial Report

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

Procurements

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

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

II. SPECIFIC AGENDA ITEMS

APRIL 2022

Final Review of 2021 Year-End Operating Results

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

MAY 2022

No items scheduled

JUNE 2022

No items scheduled

JULY 2022

No items scheduled

AUGUST 2022

No meeting scheduled

SEPTEMBER 2022

2023 Preliminary Budget

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

OCTOBER 2022

2023 Preliminary Budget

Public comment will be accepted on the 2023 Preliminary Budget.

NOVEMBER 2022

No items scheduled.

DECEMBER 2022

2023 Proposed Committee Work Plan

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

2023 Proposed Final Budget

The Committee will recommend action to the Board.

JANUARY 2023

Approval of Work Plan for 2023

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

FEBRUARY 2023

Preliminary Review of 2022 Operating Budget Results

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

2023 Adopted Budget and February Financial Plan 2023-2026

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

2022 B&T Operating Surplus

The Committee will recommend action to the Board.

2022 Customer Environment Report

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

MARCH 2023

Annual Procurement Contracts Report

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



Bridges and Tunnels

Report on Operations February 2022



Richard Hildebrand
Vice President
Operations

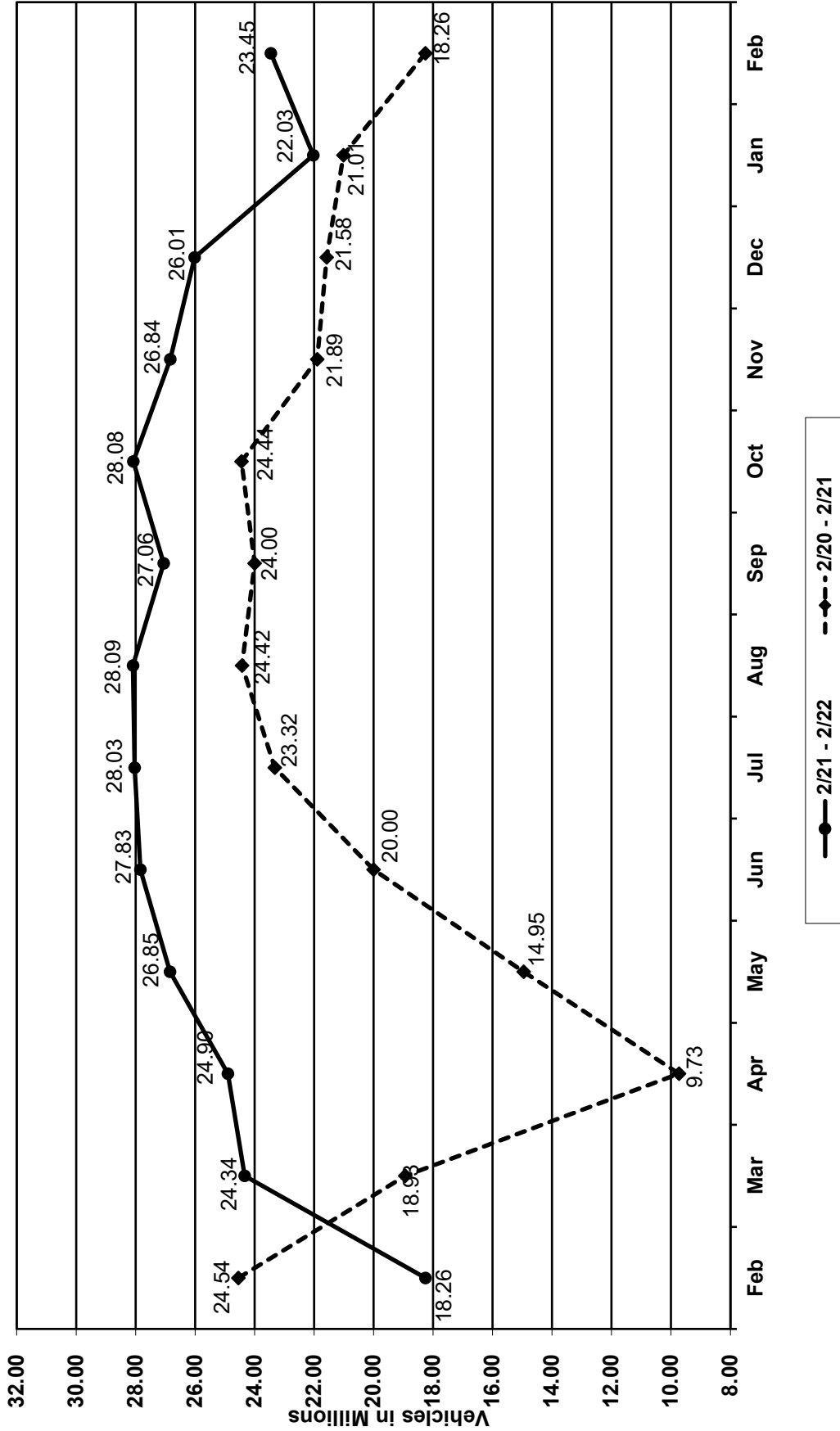
MTA Bridges and Tunnels February 2022 Traffic Trends

Summary

B&T's traffic numbers remain strong as the region continues to recover from the COVID-19 pandemic. For the month of February, 23.5 million paid vehicles crossed B&T facilities, an increase of 28.5% compared to 18.3 million in February 2021. Compared to February 2020, B&T paid traffic was 4.4% lower with 1.1 million fewer crossings. E-ZPass market share was 95.2% in February, consistent with last year and slightly lower than two years ago.

Gasoline prices have increased in February 2022 for the fourteenth time in the last fifteenth months. Gas prices averaged \$3.72 per gallon in February, which is \$1.11 higher than 2021 and \$1.00 higher than two years ago. Favorable weather conditions had a positive impact on B&T traffic in February as well. Snowfall in February was 2.7 inches, compared to 23.2 inches in 2021 and zero snowfall two years ago.

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



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

All B&T Facilities by Method of Payment	2022 YTD		
	February 2022	February 2021	February 2020
E-ZPass ¹	22,326,863	17,429,823	23,595,567
Tolls by Mail	1,125,729	825,717	945,100
Total	23,452,592	18,255,540	24,540,667
E-ZPass Market Share:			
Total	95.2%	95.5%	96.1%
Cars	95.1%	95.3%	96.1%
Trucks	96.4%	97.2%	96.9%

Facility	Average Weekday ²				Average Weekend ²				E-ZPass Market Share					
	Feb 2022		Feb 2021		Feb 2022		Feb 2021		Feb 2022		Feb 2021		Feb 2022 vs 2021	
	Total	E-ZPass	TBM	TBM	Total	E-ZPass	TBM	TBM	Feb 2022	Feb 2021	Feb 2020	2022 vs 2021	2022 vs 2020	2022 vs 2020
Bronx-Whitestone Bridge	128,134	120,786	7,349	7,349	122,640	113,765	8,875	8,875	92.6%	93.2%	93.6%	-0.5%	-0.8%	-0.8%
Cross Bay Bridge	21,124	20,261	863	863	15,960	15,222	728	728	95.4%	95.8%	96.8%	-0.3%	-1.3%	-1.3%
Henry Hudson Bridge	67,248	64,383	2,865	2,865	55,084	52,180	2,905	2,905	94.7%	95.5%	95.4%	-0.8%	-0.7%	-0.7%
Hugh L. Carey Tunnel	62,785	60,671	2,114	2,114	50,810	48,529	2,281	2,281	95.5%	95.1%	95.8%	0.5%	-0.3%	-0.3%
Manne Parkway Bridge	20,431	19,821	609	609	14,666	14,157	509	509	96.5%	96.8%	97.1%	-0.2%	-0.6%	-0.6%
Queens Midtown Tunnel	78,200	75,283	2,917	2,917	72,791	69,331	3,460	3,460	95.2%	94.7%	96.3%	0.6%	-1.0%	-1.0%
Robert F. Kennedy Bridge	170,508	162,049	8,459	8,459	153,911	144,375	9,536	9,536	93.8%	94.1%	94.8%	-0.3%	-0.7%	-0.7%
Throgs Neck Bridge	104,787	99,367	5,421	5,421	103,483	96,553	6,930	6,930	95.2%	93.7%	94.0%	-0.4%	-1.0%	-1.0%
Verrazano-Narrows Bridge ¹	208,723	201,073	7,650	7,650	193,318	183,745	9,573	9,573	95.2%	95.2%	95.7%	-0.2%	-0.7%	-0.7%
All Facilities¹	861,940	823,693	38,246	38,246	782,653	737,856	44,797	44,797	94.3%	94.5%	95.1%	-0.2%	-0.8%	-0.8%

Notes:

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

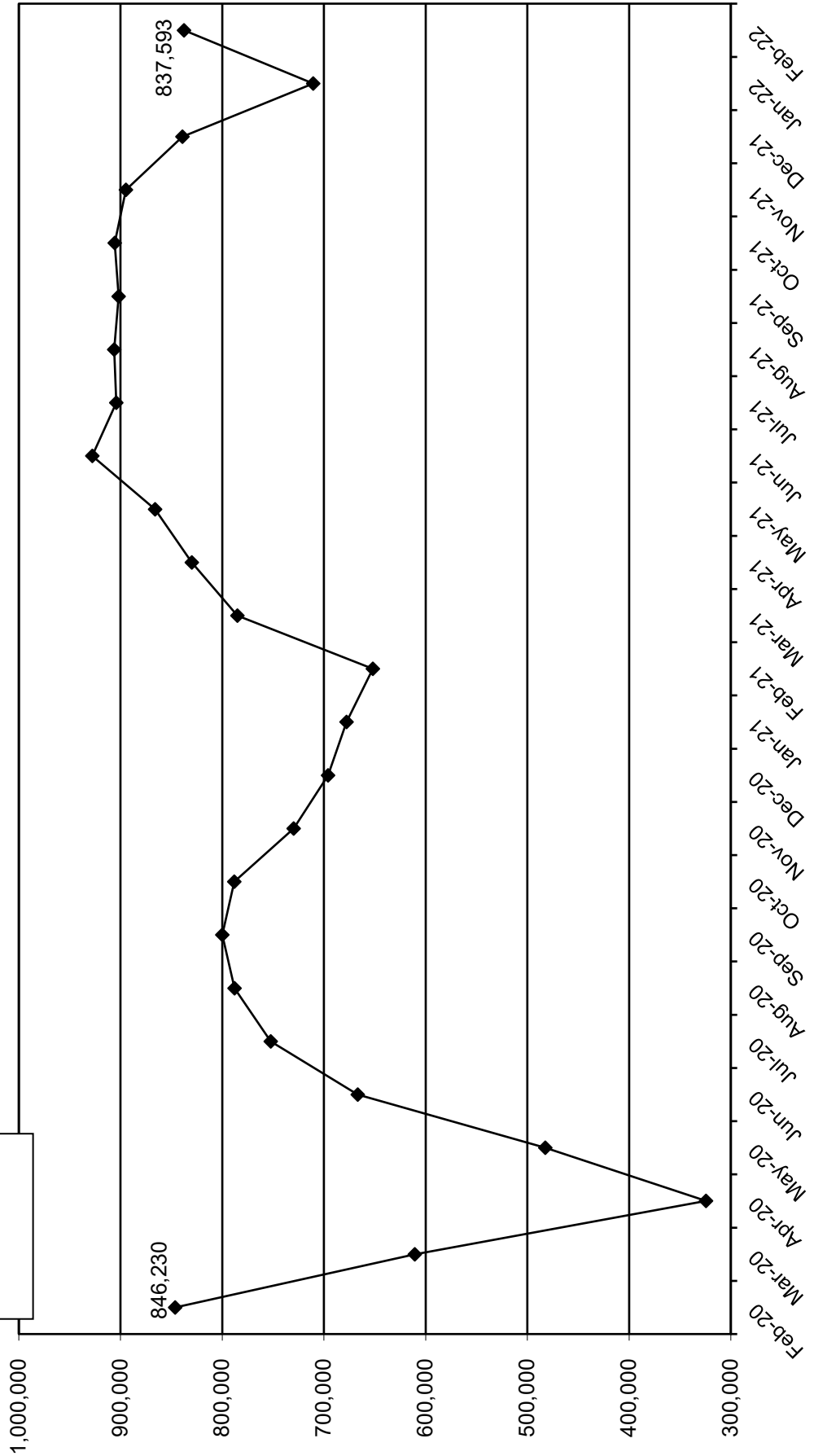
MTA Bridges and Tunnels
E-ZPass and Tolls by Mail Traffic
February 2022
Preliminary data subject to final audit

Distribution by Facility & Time Period			
Facility	February 2022		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	22.4%	23.0%	54.6%
Cross Bay Bridge	24.7%	25.0%	50.3%
Henry Hudson Bridge	23.6%	29.2%	47.2%
Hugh L. Carey Tunnel	25.2%	25.5%	49.4%
Marine Parkway Bridge	25.7%	27.3%	47.1%
Queens Midtown Tunnel	22.4%	23.6%	54.0%
Robert F. Kennedy Bridge	24.6%	21.8%	53.6%
Throgs Neck Bridge	23.8%	24.1%	52.1%
Verrazzano-Narrows Bridge	23.2%	24.3%	52.6%
All Facilities	23.6%	24.1%	52.3%

Payment Method by Facility (Transactions)			
Facility	February 2022		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	88.9%	4.9%	6.2%
Cross Bay Bridge	94.2%	1.5%	4.2%
Henry Hudson Bridge	85.3%	10.2%	4.5%
Hugh L. Carey Tunnel	90.3%	6.0%	3.7%
Marine Parkway Bridge	94.1%	2.8%	3.1%
Queens Midtown Tunnel	90.2%	5.8%	4.0%
Robert F. Kennedy Bridge	88.6%	6.1%	5.3%
Throgs Neck Bridge	86.7%	7.6%	5.6%
Verrazzano-Narrows Bridge	86.4%	9.6%	4.0%
All Facilities	88.1%	7.1%	4.8%

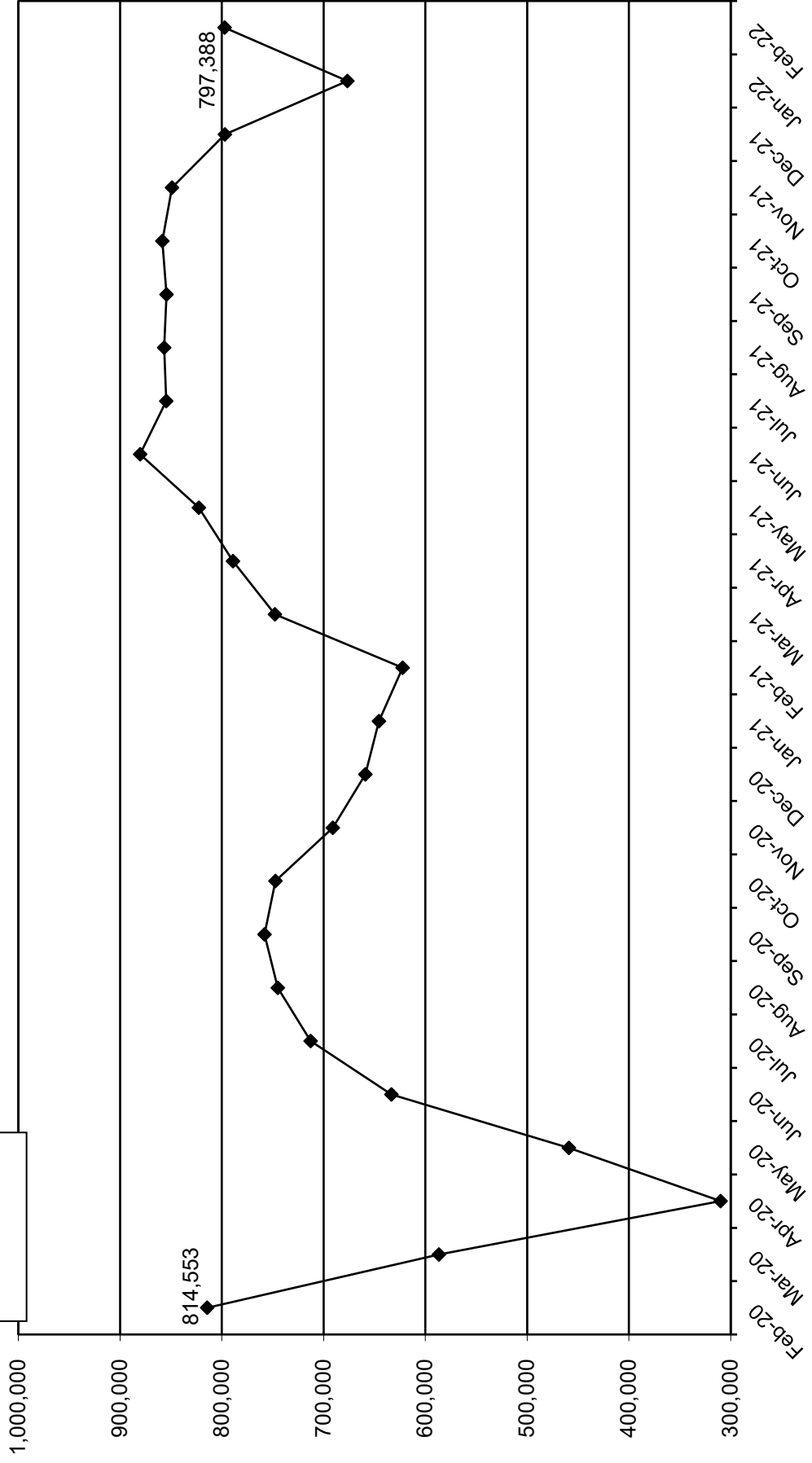
**MTA Bridges and Tunnels
Average Daily Traffic
February 2020 - February 2022**

All Vehicles



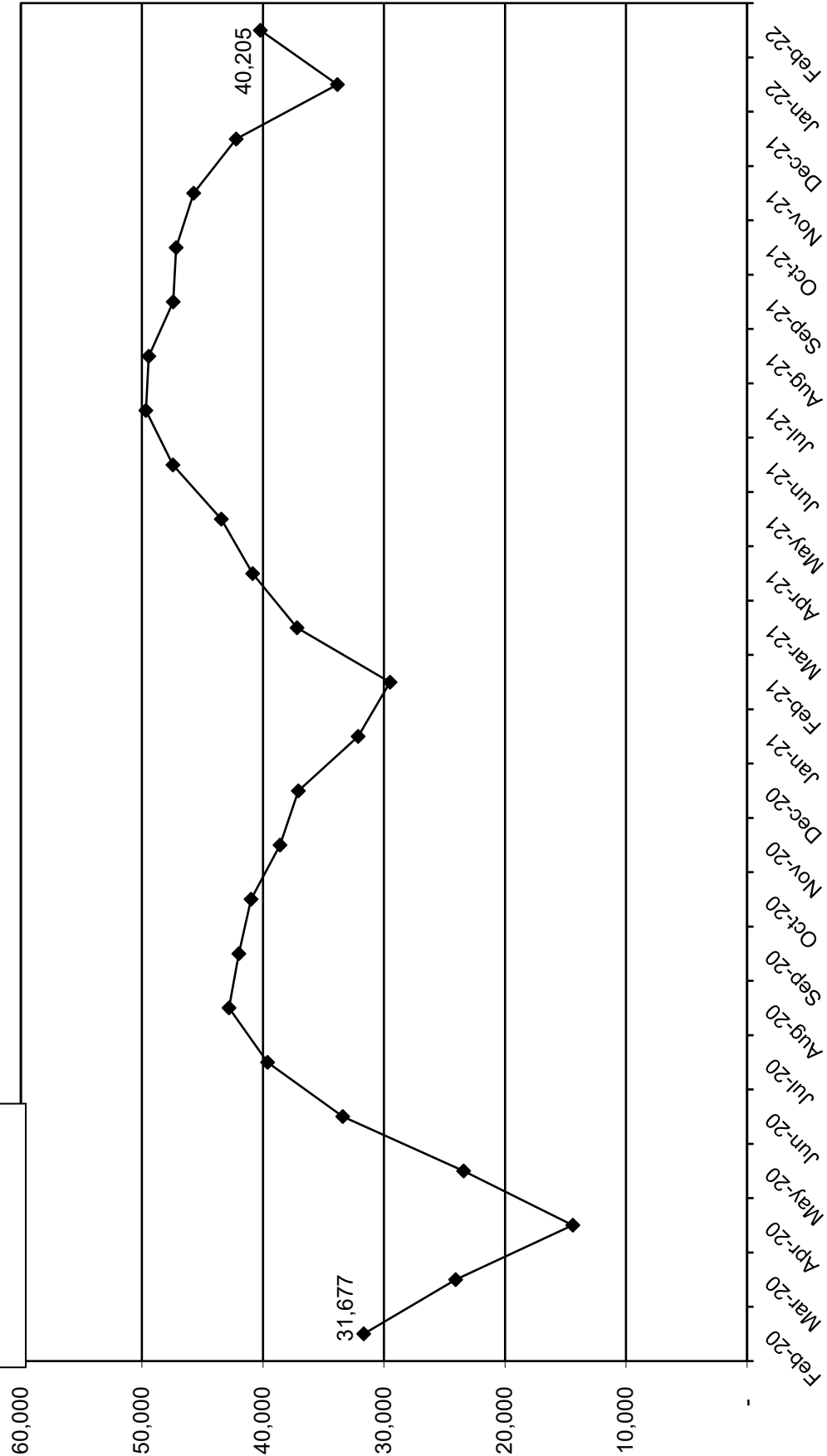
**MTA Bridges and Tunnels
Average Daily Traffic
February 2020 - February 2022**

**E-ZPass
Vehicles**



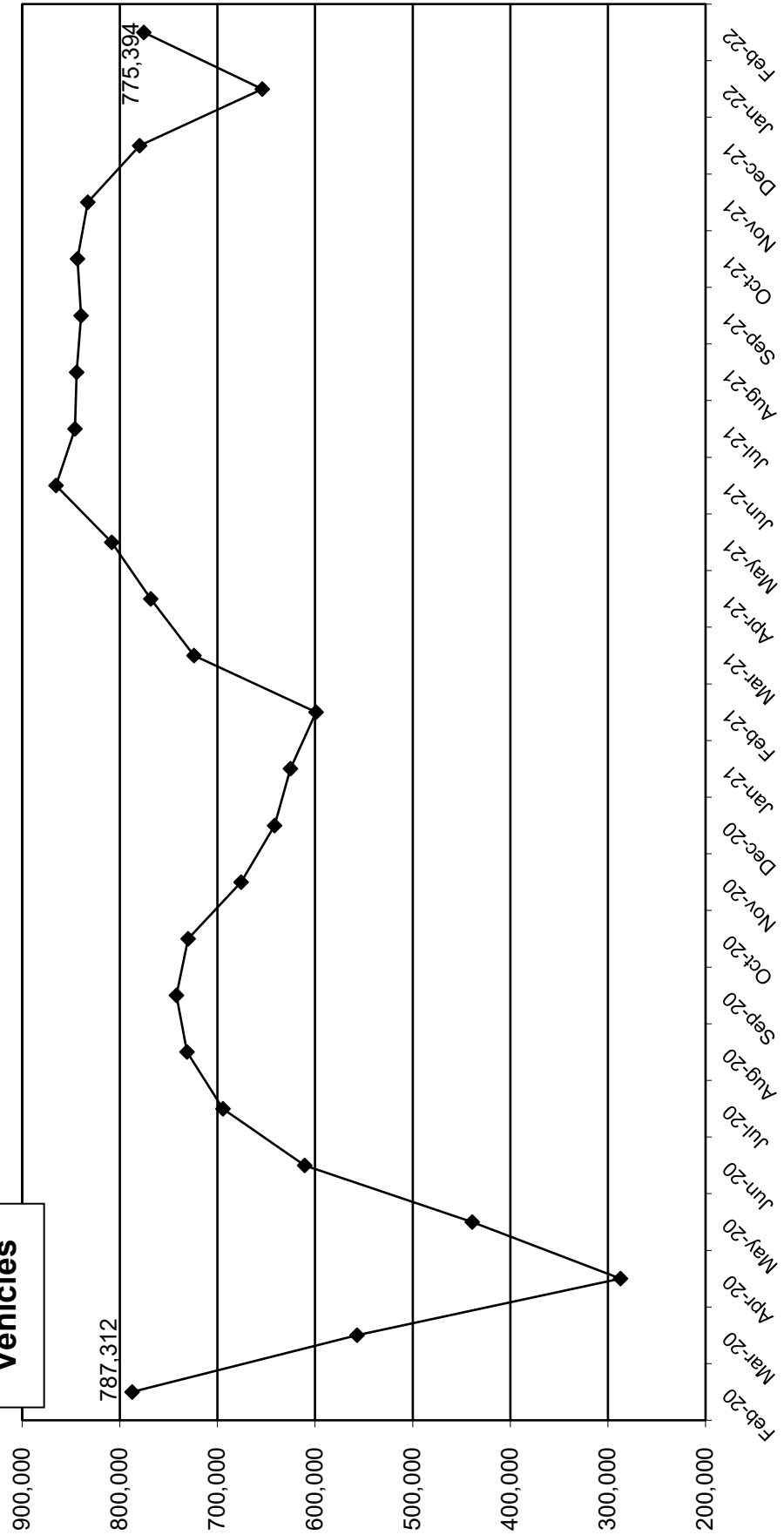
**MTA Bridges and Tunnels
Average Daily Traffic
February 2020- February 2022**

**Tolls by Mail
Vehicles**



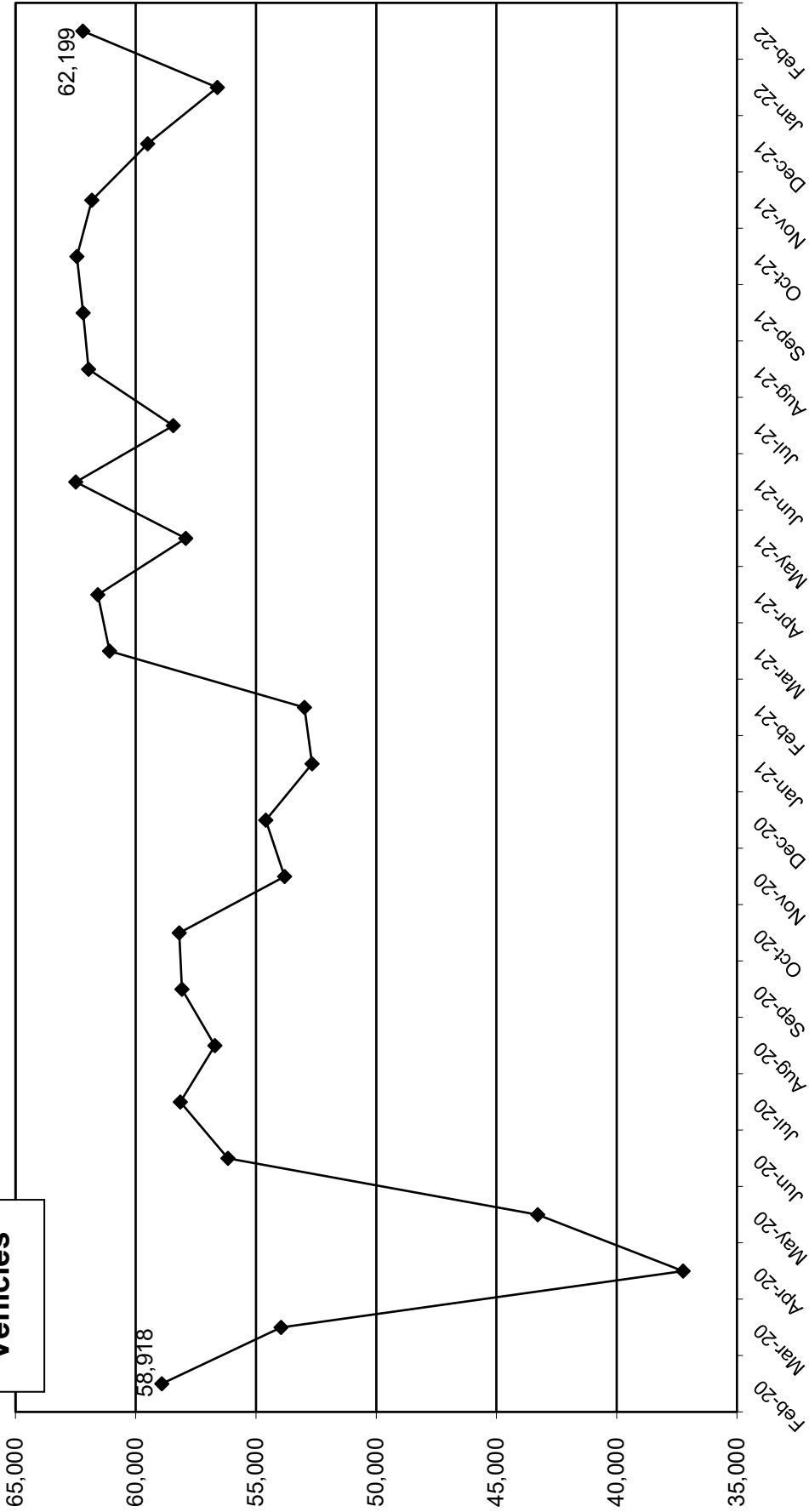
**MTA Bridges and Tunnels
Average Daily Traffic
February 2020 - February 2022**

**Passenger
Vehicles**



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

**Other
Vehicles**



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

Corridor	Toll Media	Feb(1)	3 Months(2) (Dec-Feb)	6 Months(3) (Sep-Feb)	9 Months(4) Jun-Feb)	12 Months(5) (Mar-Feb)
All Facilities	Total Vehicles	28.5%	17.5%	17.0%	19.4%	29.3%
	E-ZPass	28.1%	17.5%	17.0%	19.3%	29.1%
	Tolls by Mail	36.3%	17.3%	16.2%	19.8%	31.7%
RFK Bridge	Total Vehicles	25.5%	14.7%	14.8%	18.1%	28.7%
	E-ZPass	25.1%	14.8%	15.0%	18.3%	28.8%
	Tolls by Mail	32.4%	13.6%	11.1%	14.5%	27.0%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	46.3%	32.2%	29.8%	32.5%	44.8%
	E-ZPass	46.1%	32.5%	30.3%	32.8%	45.0%
	Tolls by Mail	49.8%	25.8%	19.9%	25.3%	41.7%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	27.0%	15.9%	14.3%	19.9%	24.8%
	E-ZPass	26.4%	15.6%	14.1%	19.8%	24.5%
	Tolls by Mail	37.5%	19.6%	17.1%	21.1%	28.4%
Verrazzano-Narrows Bridge	Total Vehicles	21.8%	12.5%	13.3%	16.1%	24.9%
	E-ZPass	21.6%	12.6%	13.3%	15.9%	24.6%
	Tolls by Mail	27.3%	9.8%	14.1%	21.2%	32.9%
Henry Hudson Bridge	Total Vehicles	36.8%	25.1%	26.2%	31.7%	47.7%
	E-ZPass	36.2%	24.9%	25.9%	31.3%	47.1%
	Tolls By Mail	51.7%	30.8%	32.6%	39.8%	59.8%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	20.5%	11.7%	10.2%	7.6%	14.4%
	E-ZPass	20.1%	11.6%	10.2%	7.7%	14.6%
	Tolls by Mail	33.3%	12.3%	10.3%	3.5%	10.1%

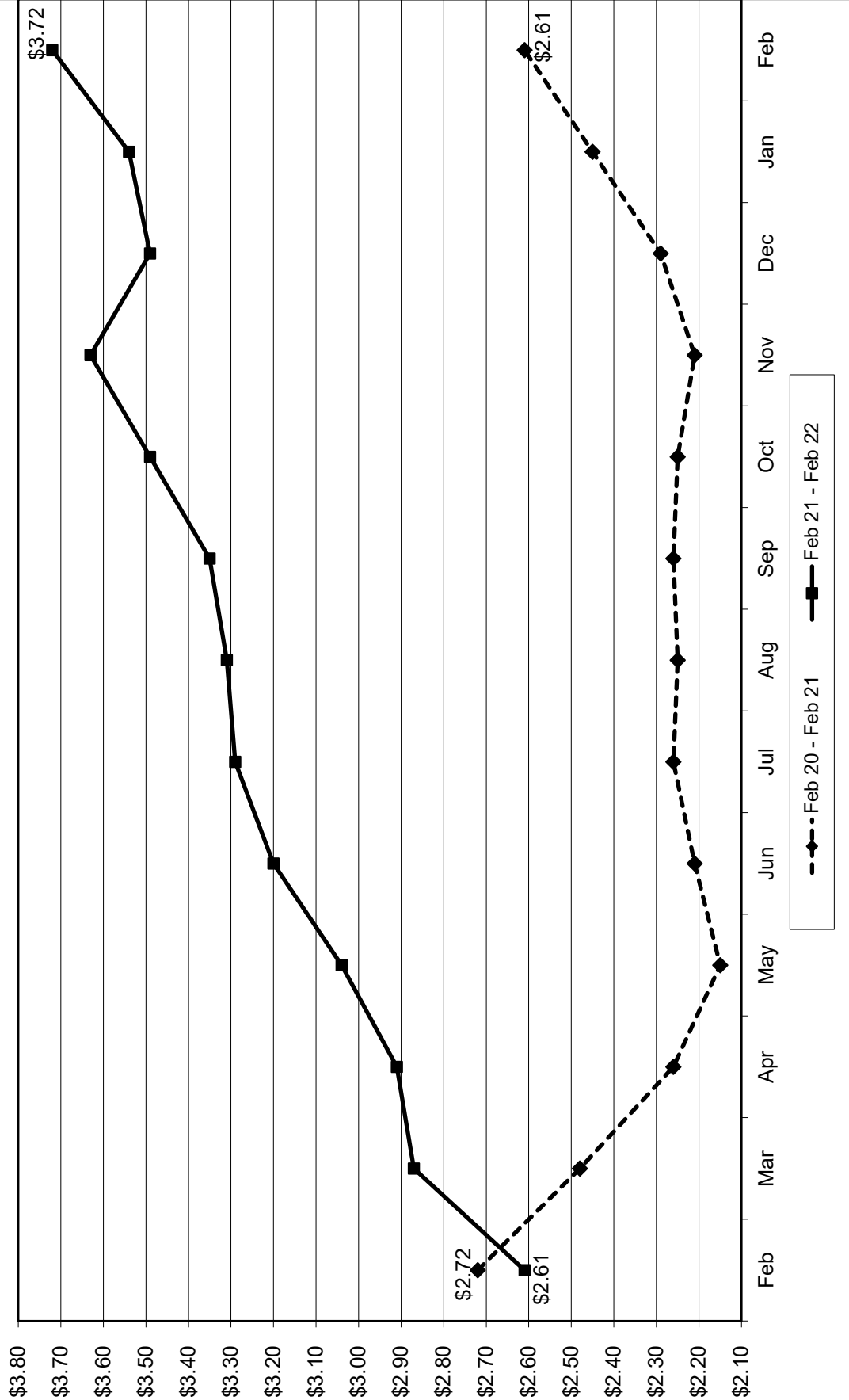
- (1) February 2022 vs. February 2021
- (2) December 2021 to February 2022 vs. December 2020 to February 2021
- (3) September 2021 to February 2022 vs. September 2020 to February 2021
- (4) June 2021 to February 2022 vs. June 2020 to February 2021
- (5) March 2021 to February 2022 vs. March 2020 to February 2021

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

Corridor	Toll Media	Feb(1)	3 Months(2) (Dec-Feb)	6 Months(3) (Sep-Feb)	9 Months(4) (Jun-Feb)	12 Months(5) (Mar-Feb)
All Facilities	Total Vehicles	28.5%	17.5%	17.0%	19.4%	29.3%
	Passenger	29.4%	18.0%	17.5%	20.2%	30.5%
	Other	17.4%	11.1%	10.3%	9.1%	14.4%
RFK Bridge	Total Vehicles	25.5%	14.7%	14.8%	18.1%	28.7%
	Passenger	26.3%	15.2%	15.4%	19.2%	30.4%
	Other	16.5%	9.7%	7.3%	5.8%	11.0%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	46.3%	32.2%	29.8%	32.5%	44.8%
	Passenger	48.0%	33.5%	31.1%	34.2%	46.9%
	Other	26.2%	17.4%	13.9%	11.4%	20.0%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	27.0%	15.9%	14.3%	19.9%	24.8%
	Passenger	27.9%	16.4%	14.9%	20.7%	26.4%
	Other	18.6%	10.9%	9.1%	10.0%	10.4%
Verrazzano-Narrows Bridge	Total Vehicles	21.8%	12.5%	13.3%	16.1%	24.9%
	Passenger	22.8%	13.0%	13.5%	16.4%	25.5%
	Other	10.5%	6.7%	10.6%	12.5%	18.7%
Henry Hudson Bridge	Total Vehicles	36.8%	25.1%	26.2%	31.7%	47.7%
	Passenger	36.6%	24.8%	26.0%	31.6%	47.6%
	Other	59.0%	61.9%	47.5%	47.1%	61.7%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	20.5%	11.7%	10.2%	7.6%	14.4%
	Passenger	20.9%	11.4%	9.9%	7.3%	14.3%
	Other	14.5%	16.0%	14.9%	12.1%	17.6%

(1) February 2022 vs. February 2021
(2) December 2021 to February 2022 vs. December 2020 to February 2021
(3) September 2021 to February 2022 vs. September 2020 to February 2021
(4) June 2021 to February 2022 vs. June 2020 to February 2021
(5) March 2021 to February 2022 vs. March 2020 to February 2021

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



Supplemental Data Page for the Report on Operations

<u>Month</u>	<u>Traffic & Average Gas Price⁽¹⁾</u>		<u>Weather⁽²⁾</u>			<u>Precipitation Days</u>
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	
Feb-20	24,540,667	\$2.72	40	2.7	-	12
Mar-20	18,934,838	\$2.48	48	2.7	-	12
Apr-20	9,730,391	\$2.26	51	4.5	-	14
May-20	14,953,991	\$2.15	61	1.2	-	11
Jun-20	20,001,850	\$2.21	76	1.1	-	8
Jul-20	23,322,086	\$2.26	83	4.7	-	12
Aug-20	24,423,978	\$2.25	80	4.9	-	13
Sep-20	24,002,326	\$2.26	70	4.1	-	9
Oct-20	24,436,257	\$2.25	60	5.2	-	13
Nov-20	21,889,990	\$2.21	54	4.4	-	8
Dec-20	21,579,179	\$2.29	41	3.5	10.2	10
Jan-21	21,014,689	\$2.45	37	2.2	1.6	9
Feb-21	18,255,540	\$2.61	35	4.1	23.2	14
Mar-21	24,335,609	\$2.87	46	3.1		7
Apr-21	24,896,430	\$2.91	55	2.8		10
May-21	26,848,094	\$3.04	64	3.9		12
Jun-21	27,834,962	\$3.20	76	2.4		7
Jul-21	28,032,430	\$3.29	78	8.5		17
Aug-21	28,090,122	\$3.31	79	6.9		11
Sep-21	27,056,983	\$3.35	73	8.8		9
Oct-21	28,078,500	\$3.49	65	4.0		11
Nov-21	26,839,397	\$3.63	49	0.8		9
Dec-21	26,013,482	\$3.49	45	1.4	0.6	13
Jan-22	22,027,224	\$3.54	32	3.5	20.4	12
Feb-22	23,452,592	\$3.72	38	3.2	2.7	9

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences

<u>Month</u>	<u>Traffic & Gas Monthly Inc/(Dec)</u>		<u>Weather Monthly Inc/(Dec)</u>			<u>Precipitation Days</u>
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	
2021 vs. 2020						
February	(6,285,127)	(\$0.11)	(5)	1.4	23	2
March	5,400,771	\$0.39	(2)	0.4	-	(5)
April	15,166,039	\$0.65	4	(1.7)	-	(4)
May	11,894,103	\$0.89	3	2.7	-	1
June	7,833,112	\$0.99	0	1.3	-	(1)
July	4,710,344	\$1.03	(5)	3.8	-	5
August	3,666,144	\$1.06	(1)	2.0	-	(2)
September	3,054,657	\$1.09	3	4.7	-	0
October	3,642,243	\$1.24	5	(1.2)	-	(2)
November	4,949,407	\$1.42	(5)	(3.6)	-	1
December	4,434,303	\$1.20	4	(2.1)	(10)	3
2022 vs. 2021						
January	1,012,535	\$1.09	(5)	1.3	19	3
February	5,197,052	\$1.11	3	(0.9)	(21)	(5)

1. Average gasoline (all types) price per gallon data are from the U.S. Bureau of Labor Statistics, NY-NJ-CT-PA area.
2. Local weather data are from the National Weather Service, LaGuardia Airport Station.
3. Toll Increase, March 31, 2019

Supplemental Data Page for Exhibits 2 through 6

Average Daily Traffic

<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Non-E-ZPass²</u>	<u>Passenger</u>	<u>Other</u>
Feb-20	846,230	814,553	31,677	787,312	58,918
Mar-20	610,801	586,729	24,072	556,839	53,962
Apr-20	324,346	309,939	14,407	287,106	37,240
May-20	482,387	458,957	23,430	439,104	43,283
Jun-20	666,728	633,329	33,399	610,558	56,170
Jul-20	752,325	712,705	39,620	694,181	58,144
Aug-20	787,870	745,061	42,810	731,158	56,712
Sep-20	800,078	758,094	41,984	741,997	58,080
Nov-20	729,666	691,081	38,585	675,851	53,815
Dec-20	696,103	659,036	37,066	641,506	54,597
Jan-21	677,893	645,750	32,144	625,230	52,663
Feb-21	651,984	622,494	29,490	598,994	52,990
Mar-21	785,020	747,848	37,172	723,929	61,090
Apr-21	829,881	789,032	40,849	768,300	61,581
May-21	866,068	822,640	43,428	808,143	57,925
Jun-21	927,832	880,397	47,435	865,344	62,488
Jul-21	904,272	854,608	49,664	845,831	58,441
Aug-21	906,133	856,706	49,427	844,173	61,960
Sep-21	901,899	854,493	47,406	839,711	62,189
Oct-21	905,758	858,590	47,168	843,312	62,446
Nov-21	894,647	848,930	45,717	832,818	61,828
Dec-21	839,145	796,926	42,219	779,636	59,508
Jan-22	710,556	676,702	33,853	653,949	56,606
Feb-22	837,593	797,388	40,205	775,394	62,199

Note: Bold numbers are preliminary.

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

Supplemental Data Page for Exhibit 8

Total Other Traffic

<u>Month</u>	<u>All Other Vehicles¹</u>	<u>Small Trucks²</u>	<u>Large Trucks³</u>	<u>Franchise Buses</u>
Feb-20	58,918	40,025	14,131	4,762
Mar-20	53,962	34,756	14,539	4,668
Apr-20	37,240	22,892	11,310	3,038
May-20	43,283	27,709	12,946	2,628
Jun-20	56,170	36,140	15,452	4,579
Jul-20	58,144	38,155	15,140	4,849
Aug-20	56,712	37,355	14,829	4,528
Sep-20	58,080	38,231	15,164	4,685
Oct-20	58,196	38,372	15,179	4,645
Nov-20	53,815	35,073	14,399	4,343
Dec-20	54,597	35,141	15,014	4,442
Jan-21	52,663	33,843	14,412	4,408
Feb-21	52,990	34,513	14,023	4,453
Mar-21	61,090	40,385	15,940	4,766
Apr-21	61,581	40,742	16,298	4,541
May-21	57,925	37,942	15,724	4,258
Jun-21	62,488	40,944	17,002	4,541
Jul-21	58,441	38,507	15,607	4,326
Aug-21	61,960	41,714	15,890	4,356
Sep-21	62,189	41,952	15,963	4,274
Oct-21	62,446	42,371	15,867	4,209
Nov-21	61,828	41,413	16,171	4,244
Dec-21	59,508	39,343	15,934	4,231
Jan-22	56,606	38,267	14,181	4,158
Feb-22	62,199	42,288	15,500	4,410

Note: Bold numbers are preliminary.

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



Bridges and Tunnels

Safety Report February 2022



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

Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	March 2019 - February 2020	March 2020 - February 2021	March 2021 - February 2022
Customer Collisions Rate per Million Vehicles	6.20	3.87	3.90
Customer Injury Collisions Rate per Million Vehicles	0.90	0.63	0.66
Employee Accident Reports	198	137	136
Employee Lost Time Injuries Rate per 200,000 Hours Worked	6.1	6.0	5.5

Leading Indicators				
Roadway Safety	2021		2022	
	February	Year End	February	Year to Date
Workforce Development (# of Participants)	0	0	19	19
Fleet Preventative Maintenance Insp.	73	1559	99	262
Safety Taskforce Inspections	0	14	0	0
Fire Safety	February	Year End	February	Year to Date
Fire Code Audits Completed	0	14	0	0
FDNY Liaison Visits	0	34	0	0

Definitions:

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

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

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

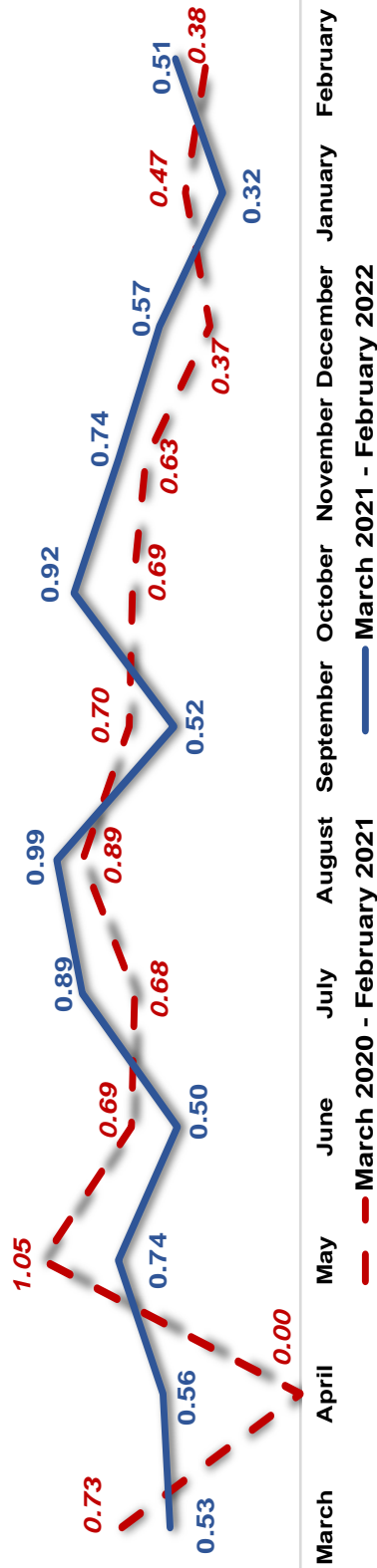
Fire Code Audits are required by the NYS Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

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

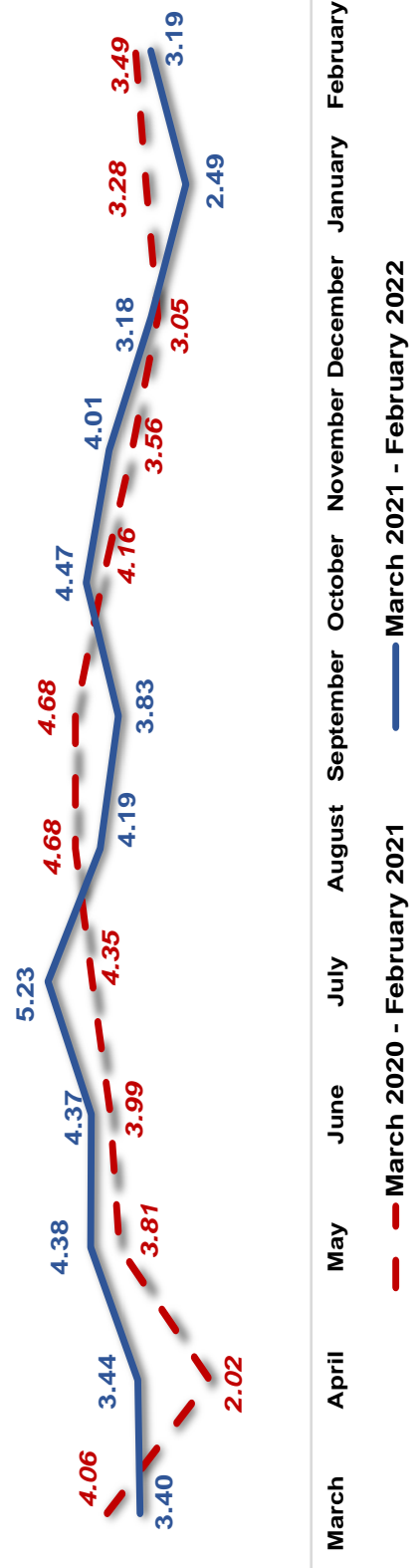


Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



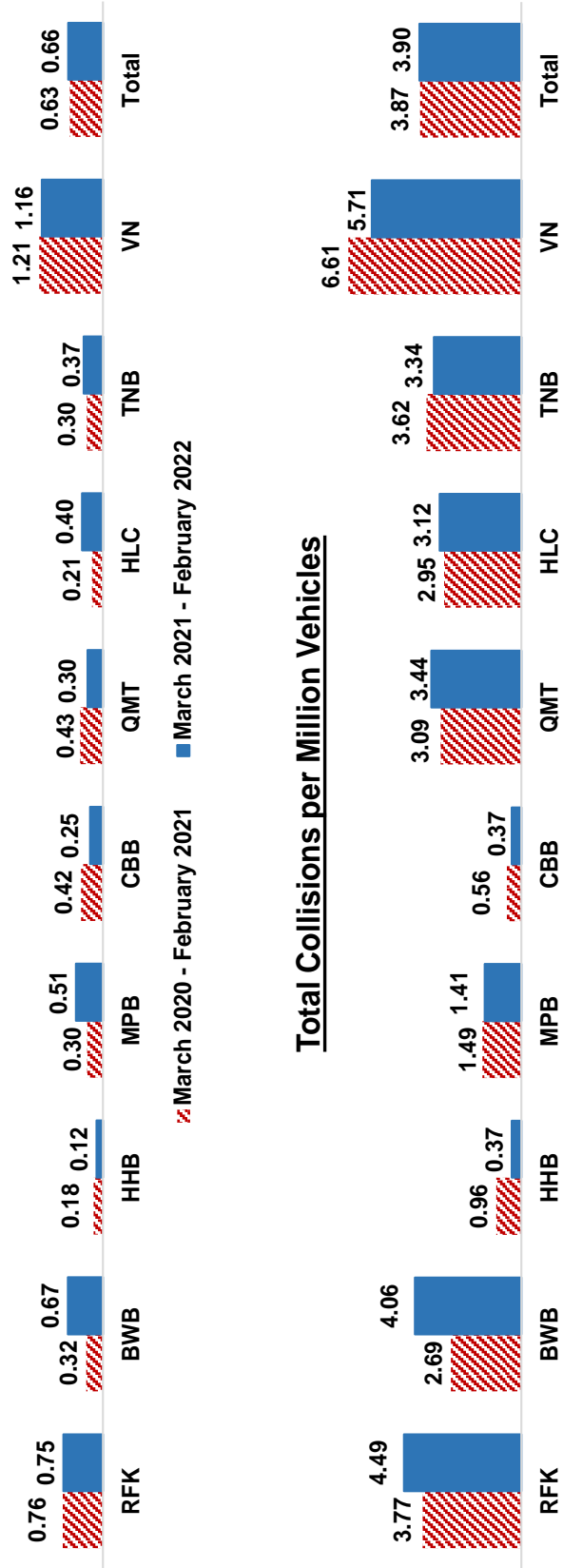
Total Collisions per Million Vehicles



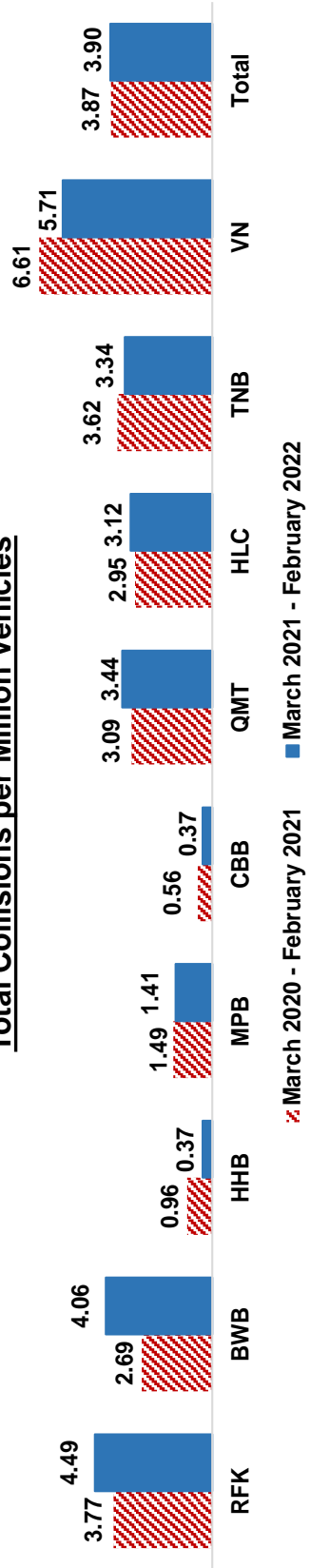


Collision Rates by Facility Year over Year Comparison of 12-Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





Collision Rates by Facility
Total Collisions per Million Vehicles: February 2021 – February 2022

	21-Feb	21-Mar	21-Apr	21-May	21-Jun	21-Jul	21-Aug	21-Sep	21-Oct	21-Nov	21-Dec	22-Jan	22-Feb
RFK	3.24	2.23	2.98	4.83	6.46	5.18	4.82	4.80	4.72	5.31	3.53	3.23	5.16
BWB	3.18	2.65	3.09	5.35	3.83	7.28	6.58	2.32	5.47	4.24	1.97	1.75	2.82
TNB	5.70	3.62	4.20	3.07	4.57	4.36	3.82	3.08	1.76	3.68	3.74	1.83	2.04
VNB	4.04	6.95	5.35	6.51	5.92	7.47	4.70	5.60	7.39	5.29	4.97	3.95	3.84
QMT	2.68	1.45	3.02	3.63	3.40	5.48	2.52	5.82	4.01	4.16	1.30	2.09	3.73
HLC	2.69	3.94	2.54	4.31	2.34	0.60	4.69	3.43	4.67	2.20	3.39	2.66	2.41
HHB	1.54	0.00	0.00	0.47	0.45	0.96	0.46	0.00	0.43	0.46	0.50	0.00	0.56
MPB	2.44	0.00	3.44	0.00	1.26	2.50	1.31	1.44	0.00	1.58	4.99	0.00	0.00
CBB	2.09	0.00	1.52	0.00	0.00	1.26	0.00	1.42	0.00	0.00	0.00	0.00	0.00
Total	3.49	3.40	3.44	4.38	4.37	5.23	4.19	3.83	4.47	4.01	3.18	2.49	3.19



Bridges and Tunnels

Financial Report March 2022

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

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

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

CURRENT ASSETS:

Cash-Unrestricted	11,604
Investments:	
Unrestricted	511,568
Restricted	761,403
Accrued interest receivable	619
Accounts receivable	434,248
Less allowance for uncollectible accounts	-329,250
Tolls due from other agencies	39,175
Prepaid expenses	23,684
	<hr/>
Total current assets	1,453,052
	<hr/>

NONCURRENT ASSETS:

Investments:	
Unrestricted	
Restricted	-
Facilities, less acc.dep of \$2,187,445	7,422,476
Capital lease 2 Broadway net acc. dep.	34,156
Derivative Hedge Assets	3,487
	<hr/>
Total noncurrent assets	7,460,120
	<hr/>

TOTAL ASSETS:	8,913,172
	<hr/>

DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to pension	47,296
Deferred outflow of resources related to other post-employment benefits	75,494
Accumulated decreases in fair value of derivative instruments	177,832
Defeasance costs	170,924
	<hr/>

TOTAL DEFERRED OUTFLOWS OF RESOURCES:	471,546
	<hr/>

TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	9,384,717
	<hr/> <hr/>

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

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

Current portion-long term debt	277,005
Interest Payable	136,594
Accounts Payable	133,842
Accrued Pension Payable	-
Payable to MTA-CAP	353,805
Due to MTA-Operating Expenses	3,310
Due to NYCTA-Operating Expenses	51
Accrued salaries	34,197
Accrued Vac & Sick Benefits	19,624
Current portion of estimated liability arising from injury	5,056
Due to New York City Transit Authority	54,225
Due to Metropolitan Transportation Authority	63,184
Unearned Toll Revenue	229,566
Tolls due to other agencies	58,782
E-ZPass Airport Toll Liability	4,737
	<hr/>
Total current liabilities	1,373,977

NONCURRENT LIABILITIES:

Long term debt	9,352,666
Post Employment Benefits Other than Pensions	813,359
Estimated liability arising from injury	49,702
Capital lease obligations	58,725
Other long-term liabilities	-
Derivative Hedge Liabilities	157,753
Due (to)/from MTA - change in fair value of derivative	23,566
Net Pension Liability	255,543
	<hr/>
Total noncurrent liabilities	10,711,314

DEFERRED INFLOW OF RESOURCES

Deferred Inflow of resources related to Pension	24,953
Deferred Inflow of resources related to other post-employment benefits	95,127

TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES 12,205,371

NET POSITION

 -2,820,654 *

TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET

 9,384,717

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

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
ACCURAL STATEMENT OF OPERATIONS by CATEGORY
MARCH 2022
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget		Favorable (Unfavorable)		Adopted Budget		Favorable (Unfavorable)		Adopted Budget		Favorable (Unfavorable)	
	Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent	
Revenue												
Farebox Revenue	\$0.000	\$0.000	-		\$0.000	\$0.000	-		\$0.000	\$0.000	-	
Vehicle Toll Revenue	180.930	16,121	8.9		0.000	197,052			180.930	16,121	8.9	
Other Operating Revenue	1,518	2,102	38.5		0.000	2,102			1,518	2,102	38.5	
Capital & Other Reimbursements	0.000	0.000	-		1.310	0.269	25.8		1,310	0.269	25.8	
Investment Income	0.099	(0.069)	(69.6)		0.000	0.000	-		0.030	(0.069)	(69.6)	
Total Revenue	\$182,548	\$199,184	9.1		\$1,041	\$200,494	25.8		\$183,589	\$16,905	9.2	
Expenses												
Labor:												
Payroll	\$9,981	\$0.882	8.8		\$0.512	\$0.447	12.7		10,494	\$0.947	9.0	
Overtime	2,158	1,694	21.5		\$0.080	0.033	59.3		2,238	1,727	22.9	
Health and Welfare	2,731	2,247	0.484	17.7	\$0.102	0.106	(3.7)		2,834	2,353	0.480	17.0
OPEB Current Payment	1,987	2,265	(0.279)	(14.0)	0.000	0.000	-		1,987	2,265	(0.279)	(14.0)
Pensions	3,207	2,797	0.410	12.8	\$0.186	0.132	28.9		3,393	2,930	0.464	13.7
Other Fringe Benefits	1,842	1,218	0.624	33.9	\$0.044	1.886	(23.2)		1,273	0.614	32.5	
Reimbursable Overhead	(0.116)	(0.537)	0.421	*	\$0.116	0.537	*		0.000	0.000	100.0	
Total Labor Expenses	\$21,791	\$18,784	\$3,007	13.8	\$1,041	\$1,310	(\$0,269)	(25.8)	\$22,832	\$20,094	\$2,738	12.0
Non-Labor:												
Electric Power	\$0.388	\$0.387	\$0.001	0.3	\$0.000	\$0.000	-		\$0.388	\$0.387	\$0.001	0.3
Fuel	0.303	0.322	(0.019)	(6.2)	0.000	0.303	-		0.303	(0.019)	(6.2)	
Insurance	1,164	1,031	0.133	11.4	0.000	0.000	-		1,164	1,031	0.133	11.4
Claims	0.000	0.000	0.000	-	0.000	0.000	-		0.000	0.000	-	
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	-		0.000	0.000	-	
Maintenance and Other Operating Contracts	13,668	11,500	2,188	16.0	0.000	0.000	-		13,668	11,500	2,188	16.0
Professional Service Contracts	3,210	2,421	0.789	24.6	0.000	0.000	-		3,210	2,421	0.789	24.6
Materials & Supplies	0.396	0.389	0.007	1.8	0.000	0.000	-		0.396	0.389	0.007	1.8
Other Business Expenses	4,808	4,317	0.491	10.2	0.000	0.000	-		4,808	4,317	0.491	10.2
Total Non-Labor Expenses	\$23,958	\$20,367	\$3,590	15.0	\$0.000	\$0.000	\$0.000	-	\$23,958	\$20,367	\$3,590	15.0
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	-		0.000	0.000	-	
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Gap Closing Actions:												
Add'l Actions for Budget Balance: Expense Impact	0.000	0.000	0.000	-	0.000	0.000	-		0.000	0.000	-	
Total Gap Closing Actions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$45,748	\$39,152	\$6,597	14.4	\$1,041	\$1,310	(\$0,269)	(25.8)	\$46,789	\$40,461	\$6,328	13.5
Depreciation	\$15,141	\$15,539	(\$0,398)	(2.6)	\$0.000	\$0.000	-		15,141	\$15,539	(\$0,398)	(2.6)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	-		0.000	0.000	-	
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	-		0.000	0.000	-	
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	-		0.000	0.000	-	
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	-		0.000	0.000	-	
Total Expenses after Non-Cash Liability Adjs.	\$60,889	\$54,690	\$6,199	10.2	\$1,041	\$1,310	(\$0,269)	(25.8)	\$61,930	\$56,000	\$5,930	9.6
Less: Depreciation	\$15,141	\$15,539	(\$0,398)	(2.6)	\$0.000	\$0.000	-		\$15,141	\$15,539	(\$0,398)	(2.6)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	-		0.000	0.000	-	
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	-		0.000	0.000	-	
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	-		0.000	0.000	-	
Total Expenses	\$45,748	\$39,152	\$6,597	14.4	\$1,041	\$1,310	(\$0,269)	(25.8)	\$46,789	\$40,461	\$6,328	13.5
Net Surplus/(Deficit)	\$136,799	\$160,032	\$23,233	17.0	\$0.000	\$0.000	\$0.000	-	\$136,799	\$160,032	\$23,233	17.0

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

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

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

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

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

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)	
	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget
Revenue												
Farebox Revenue	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000
Vehicle Toll Revenue	502.839	22,041	4.4	0.000	0.000	0.000	-	502.839	524.879	22,041	4.4	0.000
Other Operating Revenue	4,219	1,230	29.1	0.000	0.000	0.000	-	4,219	5,448	1,230	29.1	0.000
Capital & Other Reimbursements	0.000	0.000	-	0.000	3,389	3,389	16.0	3,389	3,542	16.0	0.000	0.000
Investment Income	0.276	(0.226)	(82.0)	0.000	0.000	0.000	-	0.276	0.050	(0.226)	(82.0)	0.000
Total Revenue	\$507.334	\$23,044	4.5	\$3,389	\$3,931	\$0,542	16.0	\$510,722	\$534,309	\$23,586	4.6	\$534,309
Expenses												
Labor:												
Payroll	\$29,774	\$26,931	9.5	1,707	\$1,341	\$0,366	21.4	31,481	\$28,272	\$3,209	10.2	\$28,272
Overtime	6,470	5,183	19.9	0.240	0.098	0.142	59.3	6,710	5,280	1,429	21.3	6,710
Health and Welfare	8,122	6,581	19.0	0.380	0.318	0.061	16.2	8,501	6,899	1,602	18.8	8,501
OPEB Current Payment	5,960	6,907	(15.9)	0.000	0.000	0.000	-	5,960	6,907	(0,947)	(15.9)	0.000
Pensions	9,690	8,390	13.4	0.490	0.397	0.093	19.0	10,180	8,787	1,393	13.7	10,180
Other Fringe Benefits	5,435	4,451	18.1	0.224	0.166	0.058	26.1	5,659	4,617	1,042	18.4	5,659
Reimbursable Overhead	(0,348)	(1,611)	*	0.348	1,611	(1,263)	*	0.000	0.000	0.000	100.0	0.000
Total Labor Expenses	\$65,102	\$56,831	12.7	\$3,389	\$3,931	(\$0,542)	(16.0)	\$68,491	\$60,762	\$7,729	11.3	\$60,762
Non-Labor:												
Electric Power	\$1,099	\$1,172	(6.7)	0.000	\$0.000	\$0.000	-	\$1,099	\$1,172	(\$0,073)	(6.7)	\$1,099
Fuel	0,664	0,780	(17.5)	0.000	0.000	0.000	-	0,664	0,780	(0,116)	(17.5)	0.000
Insurance	3,222	3,094	4.0	0.000	0.128	3,222	0.000	3,222	3,094	0,128	4.0	0.000
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	30,494	24,674	19.1	0.000	0.000	0.000	-	30,494	24,674	5,821	19.1	0.000
Professional Service Contracts	8,585	6,215	27.6	0.000	2,370	6,215	0.000	8,585	6,215	2,370	27.6	0.000
Materials & Supplies	0,777	0,705	9.2	0.000	0.072	0,777	0.000	0,777	0,705	0,072	9.2	0.000
Other Business Expenses	12,715	13,247	(4.2)	0.000	(0,532)	12,715	0.000	12,715	13,247	(0,532)	(4.2)	0.000
Total Non-Labor Expenses	\$57,556	\$49,887	13.3	\$0.000	\$0.000	\$0.000	-	\$57,556	\$49,887	\$7,669	13.3	\$49,887
Other Expense Adjustments												
Other	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000
Gap Closing Actions:												
Add'l Actions for Budget Balance: Expense Impact	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000
Total Gap Closing Actions	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$122,658	\$106,718	13.0	\$3,389	\$3,931	(\$0,542)	(16.0)	\$126,046	\$110,649	\$15,398	12.2	\$110,649
Depreciation	\$45,422	\$48,933	(7.7)	0.000	\$0.000	\$0.000	-	45,422	\$48,933	(\$3,511)	(7.7)	0.000
OPEB Obligation	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000
GASB 68 Pension Adjustment	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000
Environmental Remediation	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000
Total Expenses after Non-Cash Liability Adjs.	\$168,080	\$155,651	7.4	\$3,389	\$3,931	(\$0,542)	(16.0)	\$171,469	\$159,582	\$11,887	6.9	\$159,582
Less: Depreciation	\$45,422	\$48,933	(7.7)	\$0.000	\$0.000	\$0.000	-	\$45,422	\$48,933	(\$3,511)	(7.7)	\$0.000
Less: OPEB Obligation	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000
Less: GASB 68 Pension Adjustment	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000
Total Expenses	\$122,658	\$106,718	13.0	\$3,389	\$3,931	(\$0,542)	(16.0)	\$126,046	\$110,649	\$15,398	12.2	\$110,649
Net Surplus/(Deficit)	\$384,676	\$423,660	10.1	\$0.000	\$0.000	\$0.000	-	\$384,676	\$423,660	\$38,984	10.1	\$384,676

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

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

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

Total Support to Mass Transit **\$299,089** **\$332,471** **\$33,382** **11.2**
Note (d): Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

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

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Nonreimbursable						
Vehicle Toll Revenue	16,121	8.9%	Traffic volumes were above the forecast levels	22,041	4.4%	Traffic volumes were above the forecast levels
Other Operating Revenue	0,584	38.5%	Higher revenue primarily due to the timing of income from E-ZPass administrative fees	1,230	29.1%	Higher revenue primarily due to the timing of income from E-ZPass administrative fees
Investment Income	(0,069)	-69.6%	Lower than anticipated short-term investment returns on fund balances.	(0,226)	-82.0%	Lower than anticipated short-term investment returns on fund balances.
Payroll	0,882	8.8%	Lower payroll expenses primarily due to vacancies	2,843	9.5%	Lower payroll expenses primarily due to vacancies
Overtime	0,464	21.5%	See overtime chart	1,287	19.9%	See overtime chart
Health and Welfare	0,484	17.7%	Lower expenses primarily due to vacancies	1,541	19.0%	Lower expenses primarily due to vacancies
OPEB Current Payment	(0,279)	-14.0%	Higher expenses primarily due to timing against the budget allocation	(0,947)	-15.9%	Higher expenses primarily due to timing against the budget allocation
Pensions	0,410	12.8%	Lower non-reimbursable expenses primarily due to lower than allocated capital reimbursement offsets	1,300	13.4%	Lower non-reimbursable expenses primarily due to lower than allocated capital reimbursement offsets
Other Fringe Benefits	0,624	33.9%	Lower expenses primarily due to timing against the budget allocation.	0,983	18.1%	Lower expenses primarily due to timing against the budget allocation.
Electric Power	0,001	0.3%	Lower electricity expenses primarily due to timing against the budget allocation.	(0,073)	-6.7%	Higher electricity expenses primarily due to timing against the YTD budget allocation.
Fuel	(0,019)	-6.2%	Higher fuel expenses primarily due to increase prices	(0,116)	-17.5%	Higher fuel expenses primarily due to increase prices
Insurance	0,133	11.4%	Lower insurance expenses primarily due to timing against the monthly budget allocation	0,128	4.0%	Lower insurance expenses primarily due to timing against the YTD budget allocation
Maintenance and Other Operating Contracts	2,188	16.0%	Lower expenses mainly due to timing against the monthly budget allocation for E-ZPass customer service center, (\$0.884 Mill), major maintenance and painting, (\$0.883 Mill) and security and surveillance, (\$0.189 Mill).	5,821	19.1%	Lower expenses mainly due to timing against the YTD budget allocation for E-ZPass customer service center, (\$2.181 Mill), major maintenance and painting, (\$2.073 Mill), maintenance E-ZPass equipment, (\$0.316 Mill), security and surveillance costs, (\$0.459 Mill), and general maintenance costs, (\$0.250 Mill).
Professional Service Contracts	0,789	24.6%	Lower expenses primarily due to timing against the monthly budget allocation for bond issuance costs, (\$0.917 Mill), professional service contracts, (\$0.286 Mill), and planning studies, (\$0.159 Mill), offset by higher engineering services (\$0.574 Mill).	2,370	27.6%	Lower expenses primarily due to timing against the YTD budget allocation for bond issuance costs, (\$2.804 Mill), professional service contracts, (\$0.718 Mill), and planning studies, (\$0.476 Mill), offset by higher legal fees, (\$1.345 Mill) and higher engineering services, (\$0.429 Mill).
Materials & Supplies	0,007	1.8%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly budget allocation	0,072	9.2%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the YTD budget allocation
Other Business Expense	0,491	10.2%	Lower expenses primarily due to timing against the monthly budget allocation for credit card fees.	(0,532)	-4.2%	Higher expenses primarily due to timing against the YTD budget allocation for credit card fees.
Depreciation	(0,398)	-2.6%	Higher depreciation expense primarily due to timing against the monthly budget allocation.	(3,511)	-7.7%	Higher depreciation expense primarily due to timing against the YTD budget allocation.
Other Post Employment Benefits	0,000	-	No variance	0,000	-	No variance
Reimbursable						
Capital and Other Reimbursements	0,269	25.8%	Higher capital reimbursements due to timing against the monthly budget allocation	0,542	16.0%	Higher capital reimbursements due to timing against the YTD budget allocation
Payroll	0,065	12.7%	Lower capital reimbursements due to timing against the monthly budget allocation	0,366	21.4%	Lower capital reimbursements due to timing against the YTD budget allocation
Overtime	0,047	59.3%	See overtime tables	0,142	59.3%	See overtime tables
Health and Welfare	(0,004)	-3.7%	Higher capital reimbursements due to timing against the monthly budget allocation	0,061	16.2%	Lower capital reimbursements due to timing against the YTD budget allocation
OPEB Current Payment	0,000	-	No variance	0,000	-	No variance
Pensions	0,054	28.9%	Lower capital reimbursements due to timing against the monthly budget allocation	0,093	19.0%	Lower capital reimbursements due to timing against the YTD budget allocation
Other Fringe Benefits	(0,010)	-23.2%	Higher capital reimbursements due to timing against the monthly budget allocation	0,058	26.1%	Lower capital reimbursements due to timing against the YTD budget allocation
Reimbursable Overhead	(0,421)	*	Higher capital reimbursements due to timing against the monthly budget allocation	(1,263)	*	Higher capital reimbursements due to timing against the YTD budget allocation

*Variance exceeds 100%

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

Month of Mar

Year to date ending Mar 2022

Comparison Current Year vs. Prior Year:

	*Current Year		Prior Year		*Current Year		Percentage Change			
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		
	3.8	\$28.4	4.3	\$34.1	9.8	\$72.1	11.2	\$90.1	14.2%	25.0%
Bronx-Whitestone	0.6	1.6	0.6	1.8	1.7	4.0	1.7	4.8	4.0%	21.7%
Cross Bay	1.8	6.7	2.1	8.2	4.6	15.7	5.4	21.0	18.5%	33.6%
Henry Hudson	1.5	10.1	1.9	13.4	3.9	25.0	5.1	35.3	31.0%	41.4%
Hugh L. Carey	0.6	1.4	0.6	1.7	1.5	3.4	1.7	4.5	14.2%	29.9%
Marine Parkway	2.1	14.5	2.6	19.1	5.2	35.5	6.6	49.5	27.6%	39.5%
Queens Midtown	4.9	35.8	5.5	42.9	12.8	91.1	14.4	113.1	12.5%	24.1%
RFK	3.0	27.3	3.2	30.7	8.0	69.8	8.9	83.9	10.2%	20.1%
Throgs Neck	6.0	38.3	6.6	45.2	16.2	103.0	17.8	122.7	10.3%	19.1%
Verrazzano-Narrows										
Total	24.3	\$164.1	27.4	\$197.1	63.6	\$419.6	72.8	\$524.9	14.5%	25.1%
Revenue Per Vehicle		\$6.743		\$7.202		\$6.597		\$7.206		9.2%

Comparison Actual vs. Adopted Budget:

	March Actual		YTD Budget		YTD Actual		Percentage Change			
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		
	26.8	\$180.9	27.4	\$197.1	74.2	\$502.8	72.8	\$524.9	-1.9%	4.4%
Total All		\$6.763		\$7.202		\$6.773		\$7.206		6.4%

1) Toll increase implemented April 11, 2021
2) Numbers may not add due to rounding.

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

Facility	Revenue Collection Rate March 2022 ¹
Henry Hudson Bridge	96.8%
Hugh L. Carey Tunnel	97.1%
Queens Midtown Tunnel	98.6%
Marine Parkway Bridge	97.5%
Cross Bay Bridge	94.9%
Robert F. Kennedy Bridge	95.0%
Verrazzano-Narrows Bridge	92.9%
Bronx-Whitestone Bridge	94.6%
Throgs Neck Bridge	95.2%
All Facilities	95.0%

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

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

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	13	6	7	3 Managerial and 4 Professional vacancies
Law ⁽¹⁾	12	7	5	2 Managerial and 3 Professional vacancies
Budget & Finance ⁽²⁾	17	13	4	3 Managerial and 1 Professional vacancy
Administration ⁽³⁾	34	24	10	5 Managerial and 5 Professional vacancies
EEO	1	-	1	1 Professional vacancy
Total Administration	77	50	27	
Operations				
ITS & Tolling	66	49	17	9 Managerial and 8 Professional vacancies
Central Business District Tolling Program Operations (Non-Security)	41	7	34	2 Managerial and 32 Professional vacancies
	54	38	16	16 Managerial vacancies
Total Operations	161	94	67	
Maintenance				
Maintenance Operations - Maintainers	205	182	23	2 Managerial, 7 Professional, and 14 Maintainer vacancies
	183	145	38	38 Maintainer vacancies
Total Maintenance	388	327	61	
Engineering/Capital				
Engineering & Construction	123	117	6	6 Professional vacancies
Health & Safety	9	7	2	2 Professional vacancies
Law ⁽¹⁾	18	14	4	2 Managerial and 2 Professional vacancies
Planning & Budget Capital	8	6	2	1 Managerial and 1 Professional vacancy
Total Engineering/Capital	158	144	14	
Public Safety				
Operations (Security)	540	449	91	54 Managerial and 37 Operational vacancies
Internal Security - Operations	45	29	16	3 Managerial and 13 Professional vacancies
Total Public Safety	585	478	107	
Total Positions	1,369	1,093	276	
Non-Reimbursable	1,244	968	276	
Reimbursable	125	125	-	
Total Full-Time	1,369	1,093	276	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

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

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	26	13	13	5 vacancies in Administration, 3 in Executive, 3 in Budget & Finance, and 2 in Law
Professional, Technical, Clerical	51	37	14	5 vacancies in Administration, 4 in Executive, 3 in Law, and 1 vacancy in Budget & Finance and EEO
Operational Hours	-	-	-	
Total Administration	77	50	27	
Operations				
Managers/Supervisors	73	46	27	16 vacancies in Operations, 9 in ITS & Tolling, and 2 in CBDTP
Professional, Technical, Clerical	88	48	40	8 vacancies in ITS & Tolling and 32 in CBDTP
Operational Hours	-	-	-	
Total Operations	161	94	67	
Maintenance				
Managers/Supervisors	27	25	2	2 vacancies in Maintenance
Professional, Technical, Clerical	11	4	7	7 vacancies in Maintenance
Operational Hours ⁽¹⁾	350	298	52	14 vacancies in Maintenance and 38 in Operations
Total Maintenance	388	327	61	
Engineering/Capital				
Managers/Supervisors	34	31	3	2 vacancies in Law and 1 vacancy in Planning & Budget Capital
Professional, Technical, Clerical	124	113	11	6 vacancies in Engineering, 2 in Health & Safety, 2 in Law, and 1 vacancy in P&B Capital
Operational Hours	-	-	-	
Total Engineering/Capital	158	144	14	
Public Safety				
Managers/Supervisors	179	122	57	53 vacancies in Operations and 3 in Internal Security
Professional, Technical, Clerical	36	23	13	13 vacancies in Internal Security
Operational Hours ⁽²⁾	370	333	37	37 BTO vacancies in Operations
Total Public Safety	585	478	107	
Total Positions				
Managers/Supervisors	339	237	102	
Professional, Technical, Clerical	310	225	85	
Operational Hours	720	631	89	
Total Positions	1,369	1,093	276	

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

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

BRIDGES AND TUNNELS- NON-REIMBURSABLE OVERTIME

Overview

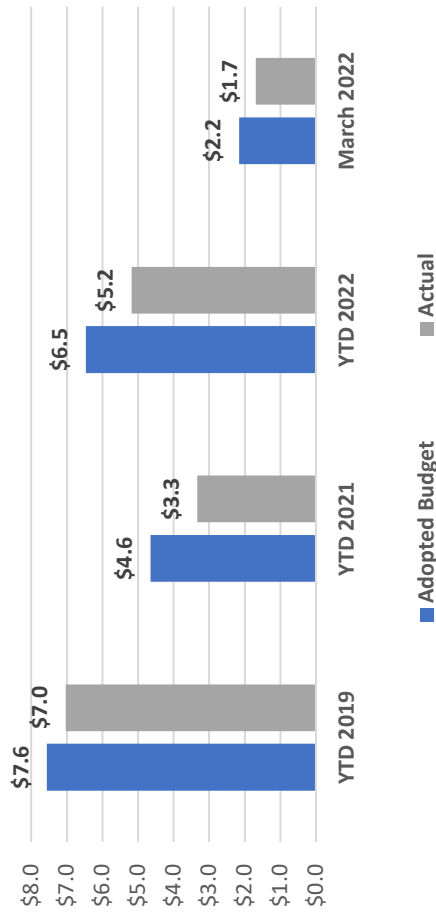
- Decrease of \$1.8 M vs YTD 2019 due to reductions in Vacancy/Absentee coverage because of enhanced staffing flexibility.
- Increase of \$1.9 M vs YTD 2021 due mainly to an increase in Vacancy/Absentee coverage, Weather, and Maintenance.
- Underspending of \$1.3M (-20%) vs Adopted Budget YTD due to continued efficiencies with Vacancy/Absentee Coverage and Routine and Unscheduled Maintenance.
- Underspending of \$0.5M (-22%) vs March month only budget mainly due to reductions in Vacancy/Absentee coverage and Routine Maintenance.

Agency Detail

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

Non-Reimbursable Overtime - YTD March Variance

(all dollars in millions)

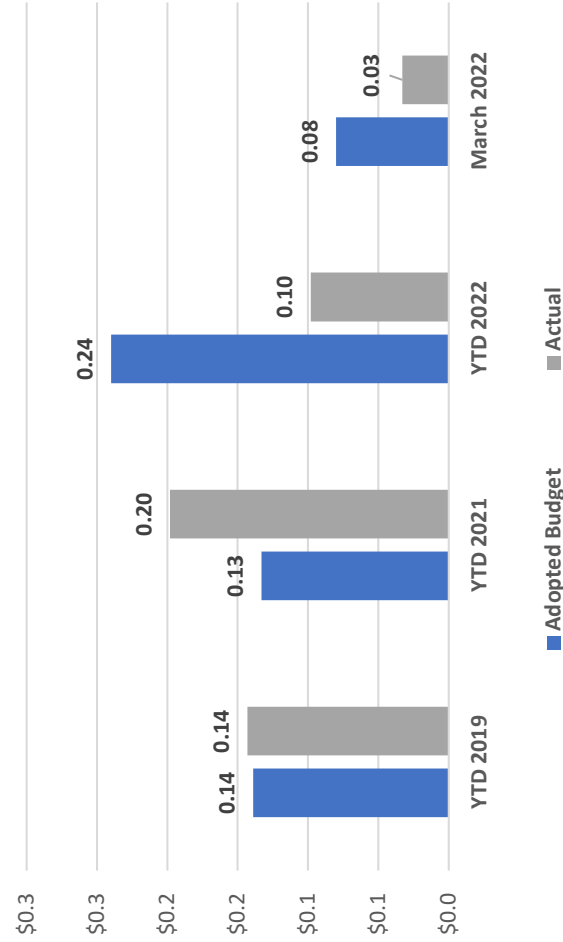


BRIDGES AND TUNNELS- REIMBURSABLE OVERTIME

Overview

- Decrease of \$45 K vs YTD 2019 due to a lower need for overtime on projects eligible for reimbursement from the capital program.
- Decrease of \$100K vs YTD 2021 due to the timing of billing and overtime needed on projects eligible for reimbursement from the capital program.
- Underspending of \$142K vs YTD Adopted Budget due to billing delays on the current projects including construction on the approaches to the Verrazzano-Narrows Bridge, deck replacement at the Throgs Neck Bridge, and weather monitoring system upgrades at Authority Facilities.
- Underspending of \$47K vs March month only budget due to billing delays from the Kronos outage.

Reimbursable Overtime - YTD March Variance *(all dollars in millions)*



Agency Detail

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

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



Bridges and Tunnels

Final Review of 2021 Year-End Operating Results



MTA BRIDGES AND TUNNELS

2021 YEAR-END REPORT

SUMMARY

In 2021, MTA Bridges and Tunnels (B&T) generated \$1,390.1 million in Support to Mass Transit, which was \$100.3 million above the Final Estimate of \$1,289.9 million.

Total non-reimbursable revenue in 2021 was \$2,194.5 million, which was \$39.8 million, or 1.8% above the 2021 Final Estimate. Toll revenue reached \$2,169.9 million, which was \$38.3 million, or 1.8% above forecast due to better than forecasted traffic projections, which were based on the “best case scenario” identified in the McKinsey analysis. Paid traffic for the year totaled 307.3 million crossings, which was slightly below the Final Estimate level of 308.3 million. Total Revenue was boosted by an additional \$2.5 million in Other Operating Revenue from a variety of miscellaneous sources, including parking receipts from the Battery Parking Garage and income from cellular equipment rentals in the Queens Midtown Tunnel and the Hugh L. Carey Tunnel; however, Investment Income was lower by \$1.0 million due to lower than anticipated short-term investment yields on fund balances.

Total non-reimbursable operating expenses were \$447.0 million, which was \$54.7 million below the Final Estimate of \$501.7 million. Under-spending occurred in both non-labor (\$26.0 million) and labor (\$28.7 million) expenses. The favorable labor variance was primarily due to the existence of vacancies throughout the year. The favorable non-labor results were primarily due to lower than anticipated costs for various maintenance and operating contracts and other business expenses.

Total reimbursable revenues and operating expenses before depreciation were each \$19.0 million. In both cases, this was \$0.7 million below the 2021 Final Estimate due to lower than estimated time spent on projects eligible for reimbursement from Capital Programs.

Deductions from Income, including Debt Service and Capitalized Assets, totaled \$357.3 million. This was \$5.7 million below the Final Estimate primarily due to lower Capitalized Asset expenses.

Debt Service totaled \$689.1 million and was \$9.8 million below the Final Estimate; B&T’s portion was \$336.1 million, which was \$4.9 million above the Final Estimate.

**MTA BRIDGES AND TUNNELS
2021 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2021 Final Estimate vs. Actual

The following section summarizes actual 2021 results and discusses significant variances to the 2021 Final Estimate by generic category.

Non-Reimbursable

Revenue

Total non-reimbursable revenue was \$2,194.5 million in 2021, which was \$39.8 million, or 1.8% above the 2021 Final Estimate.

Toll revenue comprised 99% of total non-reimbursable revenue and reached \$2,169.9 million, which was \$38.3 million, or 1.8% higher than the Final Estimate due to higher-than-forecasted traffic projections, which were based on the “best-case scenario” identified in the McKinsey analysis. Paid traffic for the year totaled 307.3 million crossings, which was 1.0 million lower than the Final Estimate level of 308.3 million.

Other Operating Revenue totaled \$24.5 million, which was \$2.5 million above the Final Estimate due to favorable results across several miscellaneous sources, including parking receipts from the Battery Parking Garage and income from cellular equipment rentals in the Queens Midtown Tunnel and the Hugh L. Carey Tunnel.

Investment Income was \$0.09 million, which was \$1.0 million below the Final Estimate due to lower than anticipated short-term investment yields on fund balances.

Operating Expenses

Total non-reimbursable operating expenses were \$447.0 million in 2021, which was \$54.7 million or 10.9% below the 2021 Final Estimate.

Labor

Labor expenses were \$219.4 million, which was \$28.7 million below the Final Estimate.

Payroll expenses were \$7.7 million below the Final Estimate due to the existence of vacancies throughout the year. Overtime was \$8.5 million below the Final Estimate due to scheduling and management efficiencies. Combined expenses for Health and Welfare and Pensions were \$4.8 million lower primarily due to the existence of vacancies in administrative and uniformed titles. Reimbursable Overhead credits were \$6.0 million below the Final Estimate due to lower capital project activity.

Non-Labor

Total Non-Labor expenses were \$227.7 million, which was \$26.0 million below the Final Estimate.

Insurance was \$1.4 million below the Final Estimate due to a lower than anticipated actuarial adjustment to the General Liability Insurance reserve.

Maintenance and Other Operating Contracts were below the Final Estimate by \$24.7 million. Approximately \$14.3 million was due to the timing of Major Maintenance projects that support B&T's Capital Programs. In addition, E-ZPass Customer Service Center expenses and E-ZPass tag expenses were favorable by \$7.6 million due to the closure of walk-in centers and reduced customer activity proportional to the decrease in traffic volume related to COVID-19. Smaller underruns occurred across numerous routine maintenance categories (\$2.8 million).

Professional Service Contracts were \$6.7 million above the Final Estimate. Higher expenses were primarily due to higher than anticipated legal fees (\$13.2 million) and bank fees (\$1.1 million), partially offset by lower than estimated bond issuance costs (\$3.5 million), planning studies (\$1.4 million), and other small professional service underruns totaling (\$2.2 million).

Materials and Supplies were \$0.5 million above the Final Estimate, primarily due to several minor overruns across various equipment and supply categories.

Other Business Expenses were \$7.4 million below the Final Estimate, primarily due to reduced credit card fees, attributed to fewer processed credit card transactions on accounts due to the overall decrease in traffic volume related to COVID-19.

Non-Cash Categories

Depreciation expenses were \$201.4 million, which was \$11.1 million higher than the Final Estimate.

The Final Estimate included \$40.2 million for the **GASB 75 OPEB Expense Adjustment**; the actual adjustment was \$61.4 million.

The **GASB 68 Pension Adjustment** was a credit of \$45.9 million, while the Final Estimate included a credit of \$5.4 million.

Net Surplus

The net surplus of \$1,747.4 million was \$94.5 million higher than the Final Estimate due to \$54.7 million in lower operating expenses and \$39.8 million in higher revenue.

Reimbursable

Total reimbursable revenues and operating expenses were each \$19.0 million, which was \$0.7 million above the 2021 Final Estimate. The variance resulted from lower than estimated time spent on projects eligible for reimbursement from the Capital Programs.

Non-Reimbursable and Reimbursable

Deductions from Income

Deductions from Income, including B&T Debt Service, Capitalized Assets, and Prepaid Expenses, totaled \$357.3 million. This was \$5.7 million below the Final Estimate primarily due to lower capitalized assets expenses.

Debt Service

Total Debt Service was \$689.1 million in 2021, which was \$9.8 million below the Final Estimate. B&T's portion was \$336.1 million, which was higher by \$4.9 million. Debt service for NYC Transit projects was below the Final Estimate by \$10.6 million, and B&T debt service for MTA projects was below by \$4.1 million.

Contribution to the Capital Program

B&T's PAYGO Contribution to the Capital Program was \$13.9 million, on par with the Final Estimate.

Total Support to Mass Transit

Total Support to Mass Transit was \$1,390.1 million in 2021, which was \$100.3 million above the Final Estimate of \$1,289.9 million, resulting from better than anticipated toll revenue (\$38.3 million) and favorable operating expenses (\$54.0 million).

2021 Adopted Budget vs. Actual

The following summarizes actual 2021 results and discusses significant variances to the estimates in the 2021 Adopted Budget by generic category.

Non-Reimbursable

Revenue

Total non-reimbursable revenue was \$2,194.5 million in 2021, which was \$778.5 million or 55.0% above the 2021 Adopted Budget.

Traffic and revenue performed at much higher levels than the McKinsey mid-point analysis assumed in the Adopted Budget. Paid traffic totaled 307.3 million, which was 88.7 million crossings, or 40.6% above the Adopted Budget. Toll revenue comprised 99% of non-reimbursable revenue and reached \$2,169.9 million, which was \$774.0 million above the Adopted Budget. The COVID-19 pandemic caused a minor decline in traffic; however, B&T recovered to approximately 98% of pre-pandemic levels.

Other Operating Revenue totaled \$24.5 million, which was \$5.6 million above the Adopted Budget primarily due to favorable results across several miscellaneous sources, including parking receipts from the Battery Parking Garage and income from cellular equipment rentals in the Queens Midtown Tunnel and the Hugh L. Carey Tunnel.

Investment Income was \$0.09 million, which was \$1.1 million below the Adopted Budget due to lower than anticipated short-term investment yields on fund balances.

Operating Expenses

Total non-reimbursable operating expenses were \$447.0 million in 2021, which was \$74.8 million or 14.3% below the 2021 Adopted Budget.

Labor

Total Labor expenses were \$219.4 million, which was \$32.6 million below the Adopted Budget.

Labor savings were realized primarily through lower payroll, overtime, and associated fringe benefits costs associated with the existence of vacancies throughout the year. Overtime was \$8.5 million below the Adopted Budget primarily due to scheduling and management efficiencies. Pension expenses were \$6.9 million lower primarily due to revised projections issued by the NYC Office of the Actuary to NYCERS. Other Fringe Benefits were \$3.2 million lower due to updated projections.

Non-Labor

Total Non-Labor expenses were \$227.7 million, which was \$42.2 million below the Adopted Budget.

Insurance expenses were \$1.6 million below the Adopted Budget due to a lower than anticipated actuarial adjustment to the General Liability Insurance reserve.

Electricity costs were \$1.5 million below the Adopted Budget primarily due to lower than initially forecast rates.

Maintenance and Other Operating Contracts were \$36.4 million below the Adopted Budget. Significant variances include:

- B&T's Major Maintenance and Bridge Painting Program was \$18.8 million below Budget due to several projects being rescheduled, canceled, or reduced in scope without compromising B&T's ability to maintain its facilities in a state of good repair.
- E-ZPass Customer Service Center expenses and E-ZPass tag expenses were favorable by \$10.0 million due to the closure of walk-in centers and reduced customer activity proportional to the decrease in traffic volume related to COVID-19.
- Numerous routine maintenance contracts came in under Budget for total savings of \$7.6 million.

Professional Service Contracts were \$0.8 million above the Budget. The primary drivers of these unfavorable results were higher than expected legal fees (\$13.2 million), partially offset by bond issuance costs (\$7.1 million), procurement card purchases (\$0.8 million), customer outreach needs (\$2.0 million), planning studies (\$1.4 million), and several other minor underruns across numerous miscellaneous consulting contracts.

Materials and Supplies were \$0.1 million above the Adopted Budget primarily due to several minor overruns across various equipment and supply categories.

Non-Cash Categories

Depreciation expenses for 2021 were \$201.4 million, which was \$31.5 million higher than the Adopted Budget.

Net Surplus

The net surplus for 2021 of \$1,747.4 million was \$853.3 million lower than the Adopted Budget primarily due to traffic outperforming the 2021 McKinsey-based traffic estimates.

Reimbursable

Total reimbursable revenues and operating expenses were each \$19.0 million. This was \$4.3 million below the 2021 Adopted Budget in both cases. The variance resulted from lower than estimated time spent on projects eligible for reimbursement from the capital program.

Non-Reimbursable and Reimbursable**Deductions from Income**

Deductions from Income include Capitalized Assets and Prepaid Expenses. Capitalized Assets were (\$15.1 million) below Adopted Budget, mainly due to the rescheduling of projects. Prepaid Expenses were \$0.6 million below Budget, primarily due to the timing of payments to the New York State Health Insurance Program.

Debt Service

Debt Service totaled \$689.1 million in 2021, which was \$16.2 million below the Adopted Budget. B&T's portion of total debt service was \$336.1 million, which was \$3.8 million above Budget.

Contribution to the Capital Program

B&T's PAYGO Contribution to the Capital Program was \$13.9 million, on par with the Adopted Budget.

Total Support to Mass Transit

Total Support to Mass Transit was \$1,390.1 million in 2021. The level was \$865.2 million above the Adopted Budget of \$524.9 million primarily due to higher traffic volume than the McKinsey-based projections.

MTA BRIDGES AND TUNNELS
2021 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON TRAFFIC VOLUME (UTILIZATION)

2021 Final Estimate vs. Actuals

Paid traffic totaled 307.3 million crossings, which was 0.3% below the Final Estimate of 308.3 million due to the impacts of the COVID-19 Omicron variant on traffic volume in December.

2021 Adopted Budget vs. Actuals

Paid traffic was 88.7 million crossings, or 40.6% above the Adopted Budget, primarily due to quicker than anticipated returns to pre-pandemic traffic volume, outperforming the 2021 McKinsey-based traffic estimates.

MTA BRIDGES AND TUNNELS
2021 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON POSITIONS

**NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME
EQUIVALENTS**

2021 Final Estimate vs. Actuals by Function and Department

Year-end headcount was 1,114 versus the Final Estimate of 1,369 positions, for a net variance of 255 positions. Net vacancies by function totaled 25 in Administration, 68 in Operations, 53 in Maintenance, 9 in Engineering/Capital, and 100 in Public Safety.

2021 Final Estimate vs. Actuals by Function and Occupation

Overall, there were 99 Managerial vacancies (13 in Administration, 23 in Operations, four in Maintenance, four in Engineering/Capital, and 55 in Public Safety); 79 Professional/Technical/Clerical vacancies (12 in Administration, 45 in Operations, four in Maintenance, five in Engineering/Capital, and 13 in Public Safety); and 77 Operational Hourly vacancies (45 in Maintenance and 32 in Public Safety).

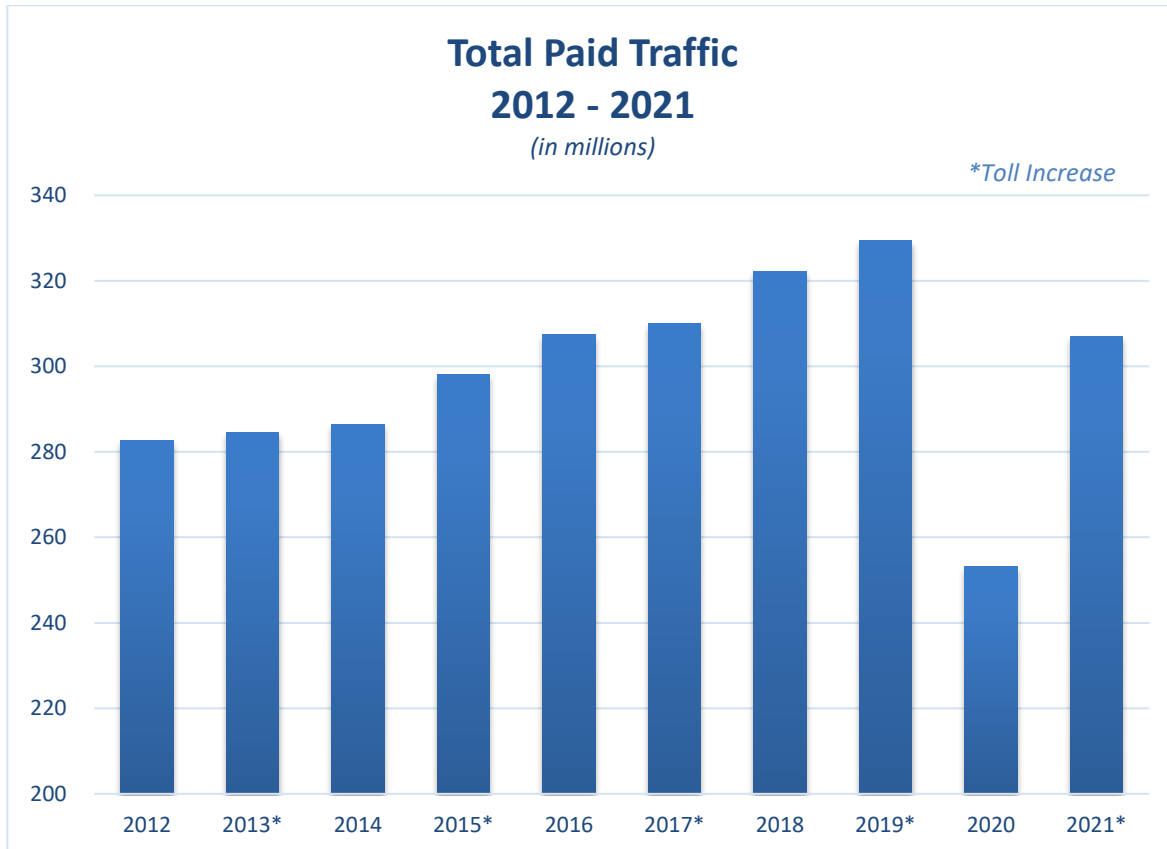
MTA BRIDGES AND TUNNELS

2021 YEAR-END REPORT

RESULTS OF OPERATIONS

Traffic

Total paid traffic increased to 307.3 million crossings in 2021, which was approximately 54.1 million, or 21.4% greater than 2020, but 22 million, or 6.7% below the record high level of 329.4 million crossings in 2019.



Major Accomplishments and Initiatives in 2021

- B&T experienced a reduction in lost-time injuries in 2021, resulting in a decreased injury rate to 5.6 per 200,000 work hours.
- Adjusting for annual traffic, the rate of collisions per million vehicles was 3.99 and the rate of collisions with injuries per million vehicles was 0.67 in 2021, an improvement in both rates over the previous year.
- The uninterrupted flow of traffic resulting from cashless tolling continued to yield sustained improvements in travel times for drivers across the agency's tolling areas. 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 Overtime spending in 2021 were estimated at \$23.3 million in the Adopted Budget, and actual costs came in at \$14.8 million, which was 36.5% lower due to scheduling, deployment, and managerial efficiencies.
- B&T performed several customer-facing reconstruction projects in 2021 including: a full deck replacement of the main span of the Throgs Neck bridge, including a new drainage system, fire standpipe, and lighting systems; 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; and the completion of the Upper and Lower Level Toll Plazas and Southbound Approach at the Henry Hudson Bridge and lighting replacement at NB/SB Henry Hudson Parkway.
- Maintenance upgraded all Crisis Prevention Hotlines at the Verrazzano-Narrows Bridge, Throgs Neck Bridge, Bronx-Whitestone Bridge, Henry Hudson Bridge, and Robert F. Kennedy Bridge, A total of 16 new phones were upgraded and installed. The old phones were 3G technology which was being phased out. The new phones are the latest 4G Technology.
- Maintenance supported all COVID-19 Mitigations, including cleaning and disinfecting all Authority vehicles, buildings, and facilities, signage installation, touchless thermometer installations for temperature checks, transportation for vaccination shots, and purchasing all required cleaning and Personal Protective Equipment (PPE) equipment.
- 2021 was the first full year of the TollsNY smartphone app, highlighting the functionality available to E-ZPass and Tolls by Mail customers to manage their accounts. The TollsNY app won multiple industry awards in 2021, including IBTTA's President's Award and Toll Excellence Customer Service Award. As of year-end, there were more than 1.4 million installations, and the TollsNY app is maintaining a 4.8 rating in the iOS app store.

MTA BRIDGES AND TUNNELS
2021 YEAR-END REPORT
2021 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
(\$ in millions)

NON-REIMBURSABLE

	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2021 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Vehicle Toll Revenue	1,395.827	2,131.558	2,169.877	774.049	55.5	38.319	1.8
Other Operating Revenue	18.937	22.040	24.515	5.578	29.5	2.475	11.2
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Investment Income	1.240	1.046	0.094	(1.146)	(92.4)	(0.952)	(91.0)
Total Revenue	\$1,416.004	\$2,154.644	\$2,194.486	\$778.482	55.0	\$39.842	1.8
Expenses							
Labor:							
Payroll	122.033	118.373	110.696	\$11.337	9.3	\$7.677	6.5
Overtime	22.411	22.411	13.863	8.548	38.1	8.548	38.1
Health and Welfare	32.741	29.663	30.759	1.982	6.1	(1.096)	(3.7)
OPEB Current Payment	25.500	24.874	24.652	0.847	3.3	0.222	0.9
Pensions	39.301	38.345	32.416	6.885	17.5	5.929	15.5
Other Fringe Benefits	18.059	16.341	14.895	3.164	17.5	1.446	8.8
Reimbursable Overhead	(8.032)	(1.880)	(7.892)	(0.140)	(1.7)	6.012	*
Total Labor Expenses	\$252.013	\$248.126	\$219.389	\$32.624	12.9	\$28.737	11.6
Non-Labor:							
Electricity	5.474	3.727	3.977	\$1.497	27.3	(\$0.250)	(6.7)
Fuel	1.463	1.697	1.765	(0.302)	(20.6)	(0.067)	(4.0)
Insurance	12.580	12.405	11.007	1.573	12.5	1.398	11.3
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	159.136	147.438	122.742	36.394	22.9	24.696	16.8
Professional Service Contracts	36.756	30.942	37.602	(0.846)	(2.3)	(6.660)	(21.5)
Materials & Supplies	3.234	2.767	3.300	(0.066)	(2.0)	(0.533)	(19.3)
Other Business Expenses	51.213	54.626	47.259	3.954	7.7	7.367	13.5
Total Non-Labor Expenses	\$269.855	\$253.602	\$227.651	\$42.204	15.6	\$25.951	10.2
Total Expenses before Depreciation & GASB Adj.	\$521.868	\$501.729	\$447.040	\$74.828	14.3	\$54.688	10.9
Depreciation	169.848	190.279	201.356	(\$31.508)	(18.6)	(\$11.077)	(5.8)
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
GASB 75 OPEB Expense Adjustment	36.023	40.227	61.350	(25.327)	(70.3)	(21.123)	(52.5)
GASB 68 Pension Adjustment	(13.153)	(5.436)	(45.917)	32.764	*	40.481	*
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses after Depreciation & GASB Adj.	\$714.587	\$726.799	\$663.830	\$50.757	7.1	\$62.969	8.7
Less: Depreciation	169.848	190.279	201.356	(\$31.508)	(18.6)	(\$11.077)	(5.8)
Less: OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
Less: GASB 75 OPEB Expense Adjustment	36.023	40.227	61.350	(25.327)	(70.3)	(21.123)	(52.5)
Less: GASB 68 Pension Adjustment	(13.153)	(5.436)	(45.917)	32.764	*	40.481	*
Total Expenses	\$521.868	\$501.729	\$447.040	\$74.828	14.3	\$54.688	10.9
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	\$894.136	\$1,652.916	\$1,747.446	\$853.310	95.4	\$94.530	5.7

Totals may not add due to rounding
* Variance exceeds 100%.

MTA BRIDGES AND TUNNELS
2021 YEAR-END REPORT
2021 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
(\$ in millions)

REIMBURSABLE

	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2020 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
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	23.317	18.267	18.973	(4.344)	(18.6)	0.705	3.9
Investment Income	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$23.317	\$18.267	\$18.973	(\$4.344)	(18.6)	\$0.705	3.9
Expenses							
Labor:							
Payroll	\$9.027	\$9.692	\$6.102	\$2.925	32.4	\$3.590	37.0
Overtime	0.909	0.909	0.957	(0.047)	(5.2)	(0.047)	(5.2)
Health and Welfare	1.943	2.101	1.452	0.491	25.3	0.649	30.9
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	2.323	2.520	1.823	0.500	21.5	0.697	27.7
Other Fringe Benefits	1.083	1.165	0.747	0.336	31.0	0.418	35.9
Reimbursable Overhead	8.032	1.880	7.892	0.140	1.7	(6.012)	*
Total Labor Expenses	\$23.317	\$18.267	\$18.973	\$4.344	18.6	(\$0.705)	(3.9)
Non-Labor:							
Electricity	\$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	-
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses before Depreciation & GASB Adj.	\$23.317	\$18.267	\$18.973	\$4.344	18.6	(\$0.705)	(3.9)
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
OPEB Obligation	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	-
Total Expenses after Depreciation & GASB Adj.	\$23.317	\$18.267	\$18.973	\$4.344	18.6	(\$0.705)	(3.9)
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	-
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	-
Total Expenses	\$23.317	\$18.267	\$18.973	\$4.344	18.6	(\$0.705)	(3.9)
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-

Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2021 YEAR-END REPORT
2021 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE
(Page 1 of 2)

	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2020 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Vehicle Toll Revenue	\$1,395.827	\$2,131.558	\$2,169.877	\$774.049	55.5	\$38.319	1.8
Other Operating Revenue	18.937	22.040	24.515	5.578	29.5	2.475	11.2
Capital and Other Reimbursements	23.317	18.267	18.973	(4.344)	(18.6)	0.705	3.9
Investment Income	1.240	1.046	0.094	(1.146)	(92.4)	(0.952)	(91.0)
Total Revenue	\$1,439.321	\$2,172.912	\$2,213.458	\$774.138	53.8	\$40.547	1.9
Expenses							
Labor:							
Payroll	\$131.060	\$128.065	\$116.799	\$14.261	10.9	\$11.266	8.8
Overtime	23.320	23.320	14.819	8.501	36.5	8.501	36.5
Health and Welfare	34.684	31.764	32.210	2.473	7.1	(0.447)	(1.4)
OPEB Current Payment	25.500	24.874	24.652	0.847	3.3	0.222	0.9
Pensions	41.624	40.865	34.239	7.385	17.7	6.626	16.2
Other Fringe Benefits	19.142	17.506	15.642	3.500	18.3	1.864	10.6
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	100.0
Total Labor Expenses	\$275.330	\$266.394	\$238.362	\$36.968	13.4	\$28.032	10.5
Non-Labor:							
Electricity	\$5.474	\$3.727	\$3.977	\$1.497	27.3	(\$0.250)	(6.7)
Fuel	1.463	1.697	1.765	(0.302)	(20.6)	(0.067)	(4.0)
Insurance	12.580	12.405	11.007	1.573	12.5	1.398	11.3
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	159.136	147.438	122.742	36.394	22.9	24.696	16.8
Professional Service Contracts	36.756	30.942	37.602	(0.846)	(2.3)	(6.660)	(21.5)
Materials & Supplies	3.234	2.767	3.300	(0.066)	(2.0)	(0.533)	(19.3)
Other Business Expenses	51.213	54.626	47.259	3.954	7.7	7.367	13.5
Total Non-Labor Expenses	\$269.855	\$253.602	\$227.651	\$42.204	15.6	\$25.951	10.2
Total Expenses before Depreciation & GASB Adj.	\$545.185	\$519.996	\$466.013	\$79.172	14.5	\$53.983	10.4
Depreciation	\$169.848	\$190.279	\$201.356	(\$31.508)	(18.6)	(\$11.077)	(5.8)
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
GASB 75 OPEB Expense Adjustment	36.023	40.227	61.350	(25.327)	(70.3)	(21.123)	(52.5)
GASB 68 Pension Adjustment	(13.153)	(5.436)	(45.917)	32.764	*	40.481	*
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses after Depreciation & GASB Adj.	\$737.903	\$745.066	\$682.802	\$55.101	7.5	\$62.264	8.4
Less: Depreciation	\$169.848	\$190.279	\$201.356	(\$31.508)	(18.6)	(\$11.077)	(5.8)
Less: OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
Less: GASB 75 OPEB Expense Adjustment	36.023	40.227	61.350	(25.327)	(70.3)	(21.123)	(52.5)
Less: GASB 68 Pension Adjustment	(13.153)	(5.436)	(45.917)	32.764	*	40.481	*
Total Expenses	\$545.185	\$519.996	\$466.013	\$79.172	14.5	\$53.983	10.4
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$894.136	\$1,652.916	\$1,747.446	\$853.310	95.4	\$94.530	5.7

Totals may not add due to rounding
* Variance exceeds 100%.

MTA BRIDGES AND TUNNELS
2021 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE
(Page 2 of 2)

	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2020 Adopted Budget		Final Estimate	
				\$	%	\$	%
Net Surplus/(Deficit)	\$894.136	\$1,652.916	\$1,747.446	\$853.310	95.4	\$94.530	5.7
Deductions from Income:							
Capitalized Assets	\$23.028	\$18.028	\$7.976	\$15.052	65.4	\$10.052	55.8
Prepaid Expenses	0.000	0.000	(0.609)	0.609	-	0.609	-
Adjusted Baseline Net Surplus/(Deficit)	\$871.108	\$1,634.888	\$1,740.079	\$868.971	99.8	\$105.191	6.4

Less: Debt Service	705,239	698,886	689,072	16,167	2.3	9.814	1.4
Less: Contribution to the Capital Program	13,878	13,878	13,878	(0.000)	(0.0)	0.000	0.0
Income Available for Distribution	\$151,991	\$922,124	\$1,037,129	\$885,138	*	\$115,005	12.5
Distributable To:							
MTA - Investment Income	1,240	1,046	0,094	(1,146)	(92.4)	(0,952)	(91.0)
MTA - Distributable Income	134,339	518,492	573,208	438,869	*	54,716	10.6
NYCT - Distributable Income	16,412	402,585	463,827	447,414	*	61,241	15.2
Total Distributable Income:	\$151,991	\$922,124	\$1,037,129	\$885,138	*	\$115,005	12.5
Actual Cash Transfers:							
MTA - Investment Income	1,240	1,046	0,763	(0,477)	(38.5)	(0,283)	(27.1)
MTA - Transfers	135,651	518,492	519,226	383,575	282.8	0,734	0.1
NYCT - Transfers	17,883	402,585	408,743	390,860	2,185.7	6,158	1.5
Total Cash Transfers:	\$154,774	\$922,124	\$928,732	\$773,958	500.1	\$6,608	0.7
SUPPORT TO MASS TRANSIT:							
Total Revenues	\$1,439,321	\$2,172,912	\$2,213,458	774,138	53.8	40,547	1.9
Less: Net Operating Expenses	545,185	519,996	466,013	79,172	14.5	53,983	10.4
Net Surplus/(Deficit)	\$894,136	\$1,652,916	\$1,747,446	\$853,310	95.4	\$94,530	5.7
Deductions from Operating Income:							
B&T Debt Service	\$332,287	\$331,136	\$336,054	(3,767)	(1.1)	(4,918)	(1.5)
Contribution to Capital Program	13,878	13,878	13,878	(0,000)	(0.0)	0,000	0.0
Capitalized Assets	23,028	18,028	7,976	15,052	65.4	10,052	55.8
Reserves and Prepaid Expenses	0,000	0,000	(0,609)	0,609	-	0,609	-
GASB Reserve	0,000	0,000	0,000	0,000	-	0,000	-
Total Deductions from Operating Inc.	\$369,193	\$363,042	\$357,299	\$11,894	3.2	\$5,743	1.6
Total Support to Mass Transit:	\$524,943	\$1,289,874	\$1,390,147	\$865,203	*	\$100,273	7.8

Totals may not add due to rounding
* Variance exceeds 100%.

MTA BRIDGES AND TUNNELS
2021 YEAR-END REPORT
2021 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

NON-REIMBURSABLE	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
Revenue					
Vehicle Toll Revenue	\$2,131.558	\$2,169.877	\$38.319	\$38.319	\$0.000
Other Operating Revenue	22.040	24.515	2.475	2.475	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Investment Income	1.046	0.094	(0.952)	(0.952)	0.000
Total Revenue	\$2,154.644	\$2,194.486	\$39.842	\$39.842	\$0.000
Expenses					
<i>Labor:</i>					
Payroll	\$118.373	\$110.696	\$7.677	\$7.677	\$0.000
Overtime	22.411	13.863	8.548	8.548	0.000
Health and Welfare	29.663	30.759	(1.096)	(1.096)	0.000
OPEB Current Payment	24.874	24.652	0.222	0.222	0.000
Pensions	38.345	32.416	5.929	5.929	0.000
Other Fringe Benefits	16.341	14.895	1.446	1.446	0.000
Reimbursable Overhead	(1.880)	(7.892)	6.012	6.012	0.000
Total Labor Expenses	\$248.126	\$219.389	\$28.737	\$28.737	\$0.000
<i>Non-Labor:</i>					
Electric Power	\$3.727	\$3.977	(\$0.250)	(\$0.250)	\$0.000
Fuel	1.697	1.765	(0.067)	(0.067)	0.000
Insurance	12.405	11.007	1.398	1.398	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	147.438	122.742	24.696	20.521	4.175
Professional Service Contracts	30.942	37.602	(6.660)	(6.660)	0.000
Materials & Supplies	2.767	3.300	(0.533)	(0.533)	0.000
Other Business Expenses	54.626	47.259	7.367	7.367	0.000
Total Non-Labor Expenses	\$253.602	\$227.651	\$25.951	\$21.776	\$4.175
Total Expenses before Depreciation & GASB Adj.	\$501.729	\$447.040	\$54.688	\$50.514	\$4.175
Depreciation	\$190.279	\$201.356	(\$11.077)	(\$11.077)	\$0.000
GASB 75 OPEB Expense Adjustment	40.227	61.350	(21.123)	(21.123)	0.000
GASB 68 Pension Adjustment	(5.436)	(45.917)	40.481	40.481	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses after Depreciation & GASB Adj.	\$726.799	\$663.830	\$62.969	\$58.794	\$4.175
Less: Depreciation	\$190.279	\$201.356	(\$11.077)	(\$11.077)	\$0.000
Less: GASB 75 OPEB Expense Adjustment	40.227	61.350	(21.123)	(21.123)	0.000
Less: GASB 68 Pension Adjustment	(5.436)	(45.917)	40.481	40.481	0.000
Total Expenses	\$501.729	\$447.040	\$54.688	\$50.514	\$4.175
Net Surplus/(Deficit)	\$1,652.916	\$1,747.446	\$94.530	\$90.355	\$4.175

Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2021 YEAR-END REPORT
2021 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

REIMBURSABLE	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing

Revenue					
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	18.267	18.973	0.705	0.705	0.000
Investment Income	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$18.267	\$18.973	\$0.705	\$0.705	\$0.000
Expenses					
Labor:					
Payroll	\$9.692	\$6.102	\$3.590	\$3.590	\$0.000
Overtime	0.909	0.957	(0.047)	(0.047)	0.000
Health and Welfare	2.101	1.452	0.649	0.649	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	2.520	1.823	0.697	0.697	0.000
Other Fringe Benefits	1.165	0.747	0.418	0.418	0.000
Reimbursable Overhead	1.880	7.892	(6.012)	(6.012)	0.000
Total Labor Expenses	\$18.267	\$18.973	(\$0.705)	(\$0.705)	\$0.000
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
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GASB Adj.	\$18.267	\$18.973	(\$0.705)	(\$0.705)	\$0.000
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
Total Expenses after Depreciation & GASB Adj.	\$18.267	\$18.973	(\$0.705)	(\$0.705)	\$0.000
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
Total Expenses	\$18.267	\$18.973	(\$0.705)	(\$0.705)	\$0.000
Net Surplus/(Deficit)	\$0.000	\$0.000	(\$0.000)	(\$0.000)	\$0.000

Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2021 YEAR-END REPORT
2021 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE (Page 1 of 2)	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
Revenue					
Vehicle Toll Revenue	2,131.558	2,169.877	38.319	38.319	0.000
Other Operating Revenue	22.040	24.515	2.475	2.475	0.000
Capital and Other Reimbursements	18.267	18.973	0.705	0.705	0.000
Investment Income	1.046	0.094	(0.952)	(0.952)	0.000
Total Revenue	\$2,172.912	\$2,213.458	\$40.547	\$40.547	\$0.000

Expenses					
Labor:					
Payroll	\$128.065	\$116.799	\$11.266	\$11.266	\$0.000
Overtime	23.320	14.819	8.501	8.501	0.000
Health and Welfare	31.764	32.210	(0.447)	(0.447)	0.000
OPEB Current Payment	24.874	24.652	0.222	0.222	0.000
Pensions	40.865	34.239	6.626	6.626	0.000
Other Fringe Benefits	17.506	15.642	1.864	1.864	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$266.394	\$238.362	\$28.032	\$28.032	\$0.000
Non-Labor:					
Electric Power	\$3.727	\$3.977	(\$0.250)	(\$0.250)	\$0.000
Fuel	1.697	1.765	(0.067)	(0.067)	0.000
Insurance	12.405	11.007	1.398	1.398	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	147.438	122.742	24.696	20.521	4.175
Professional Service Contracts	30.942	37.602	(6.660)	(6.660)	0.000
Materials & Supplies	2.767	3.300	(0.533)	(0.533)	0.000
Other Business Expenses	54.626	47.259	7.367	7.367	0.000
Total Non-Labor Expenses	\$253.602	\$227.651	\$25.951	\$21.776	\$4.175
Total Expenses before Depreciation & GASB Adj.	\$519.996	\$466.013	\$53.983	\$49.809	\$4.175
Depreciation	\$190.279	\$201.356	(\$11.077)	(\$11.077)	\$0.000
GASB 75 OPEB Expense Adjustment	40.227	61.350	(21.123)	(21.123)	0.000
GASB 68 Pension Adjustment	(5.436)	(45.917)	40.481	40.481	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses after Depreciation & GASB Adj.	\$745.066	\$682.802	\$62.264	\$58.089	\$4.175
Less: Depreciation	\$190.279	\$201.356	(\$11.077)	(\$11.077)	\$0.000
Less: GASB 75 OPEB Expense Adjustment	40.227	61.350	(21.123)	(21.123)	0.000
Less: GASB 68 Pension Adjustment	(5.436)	(45.917)	40.481	40.481	0.000
Total Expenses	\$519.996	\$466.013	\$53.983	\$49.809	\$4.175
Net Surplus/(Deficit)	\$1,652.916	\$1,747.446	\$94.530	\$90.355	\$4.175

Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2021 YEAR-END REPORT
2021 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE (Page 2 of 2)	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
Net Surplus/(Deficit)	\$1,652.916	\$1,747.446	\$94.530	\$90.355	\$4.175
Deductions from Income:					
Capitalized Assets	\$18.028	\$7.976	\$10.052	\$10.052	\$0.000
Prepaid Expenses	0.000	(0.609)	0.609	0.609	0.000
Adjusted Net Surplus/(Deficit)	\$1,634.888	\$1,740.079	\$105.191	\$101.016	\$4.175
Less: Debt Service	\$698.886	\$689.072	\$9.814	\$9.814	\$0.000
Less: Contribution to the Capital Program	13.878	13.878	0.000	0.000	0.000
Income Available for Distribution	\$922.124	\$1,037.129	\$115.005	\$110.830	\$4.175
Distributable To:					

MTA - Investment Income	\$1.046	\$0.094	(\$0.952)	(\$0.952)	\$0.000
MTA - Distributable Income	518.492	573.208	54.716	54.716	0.000
NYCT - Distributable Income	402.585	463.827	61.241	61.241	0.000
Total Distributable Income:	\$922.124	\$1,037.129	\$115.005	\$115.005	\$0.000
SUPPORT TO MASS TRANSIT:					
Total Revenues	\$2,172.912	\$2,213.458	\$40.547	\$40.547	\$0.000
Less: Net Operating Expenses	519.996	466.013	53.983	49.809	4.175
Net Operating Income:	\$1,652.916	\$1,747.446	\$94.530	\$90.355	\$4.175
Deductions from Operating Income:					
B&T Debt Service	\$331.136	\$336.054	(\$4.918)	(\$4.918)	\$0.000
Contribution to the Capital Program	13.878	13.878	0.000	0.000	0.000
Capitalized Assets	18.028	7.976	10.052	10.052	0.000
Prepaid Expenses	0.000	(0.609)	0.609	0.609	0.000
Total Deductions from Operating Inc.	\$363.042	\$357.299	\$5.743	\$5.743	\$0.000
Total Support to Mass Transit:	\$1,289.874	\$1,390.147	\$100.273	\$96.099	\$4.175

Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2021 Year-End Report
2021 Adopted Budget and Final Estimate vs. Actual
Traffic Volume and Toll Revenue
(in millions)

	December 2021 Year End		Favorable/(Unfavorable)	
	2021 Adopted Budget	2021 Final Estimate	2021 Adopted Budget Variance	2021 Final Estimate Variance
		Actual*	%	%
Total Traffic Volume*	218.571	307.285	88.714	(1.003)
			40.6%	-0.3%
Total Toll Revenue	\$1,395.827	\$2,169.877	\$774.049	\$38.319
			55.5%	1.8%

*Subject to final audit.

MTA BRIDGES AND TUNNELS
2021 YEAR-END REPORT
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
December 2021

Department	Final Estimate	Actual	Favorable (Unfavorable) Variance
Administration			
Office of the President	12	6	6
Law ⁽¹⁾	12	8	4
Budget & Finance ⁽²⁾	17	12	5
Administration ⁽³⁾	34	25	9
EEO	1	-	1
Total Administration	76	51	25
Operations			
ITS and Tolling	66	47	19
Central Business District Tolling Program	41	5	36
Operations (Non-Security)	55	42	13
Total Operations	162	94	68
Maintenance			
Maintenance	205	182	23
Operations - Maintainers	183	153	30
Total Maintenance	388	335	53
Engineering/Capital			
Engineering & Construction	123	121	2
Health & Safety	9	7	2
Law ⁽¹⁾	18	15	3
Capital Budget	8	6	2
Total Engineering/Capital	158	149	9
Public Safety			
Operations (Security)	540	457	83
Internal Security - Operations	45	28	17
Total Public Safety	585	485	100
Total Positions	1,369	1,114	255
Non-Reimbursable	1,244	989	255
Reimbursable	125	125	-
Total Full-Time	1,369	1,114	255

(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
2021 YEAR-END REPORT
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
December 2021

	Final Estimate	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	25	12	13
Professional, Technical, Clerical	51	39	12
Operational Hourlies	-	-	-
Total Administration	76	51	25
Operations			
Managers/Supervisors	74	51	23
Professional, Technical, Clerical	88	43	45
Operational Hourlies	-	-	-
Total Operations	162	94	68
Maintenance			
Managers/Supervisors	27	23	4
Professional, Technical, Clerical	11	7	4
Operational Hourlies ⁽¹⁾	350	305	45
Total Maintenance	388	335	53
Engineering/Capital			
Managers/Supervisors	34	30	4
Professional, Technical, Clerical	124	119	5
Operational Hourlies	-	-	-
Total Engineering/Capital	158	149	9
Public Safety			
Managers/Supervisors	179	124	55
Professional, Technical, Clerical	36	23	13
Operational Hourlies ⁽²⁾	370	338	32
Total Public Safety	585	485	100
Total Positions			
Managers/Supervisors	339	240	99
Professional, Technical, Clerical	310	231	79
Operational Hourlies	720	643	77
Total Positions	1,369	1,114	255

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

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

BRIDGES AND TUNNELS- NON-REIMBURSABLE OVERTIME

Overview

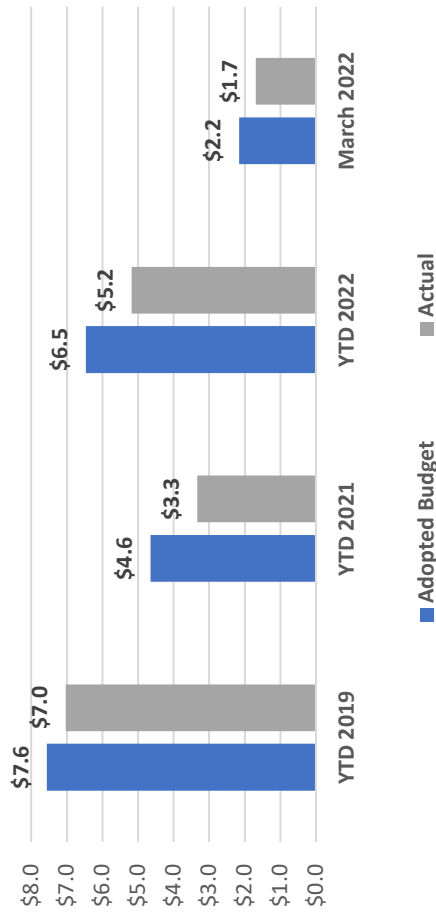
- Decrease of \$1.8 M vs YTD 2019 due to reductions in Vacancy/Absentee coverage because of enhanced staffing flexibility.
- Increase of \$1.9 M vs YTD 2021 due mainly to an increase in Vacancy/Absentee coverage, Weather, and Maintenance.
- Underspending of \$1.3M (-20%) vs Adopted Budget YTD due to continued efficiencies with Vacancy/Absentee Coverage and Routine and Unscheduled Maintenance.
- Underspending of \$0.5M (-22%) vs March month only budget mainly due to reductions in Vacancy/Absentee coverage and Routine Maintenance.

Agency Detail

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

Non-Reimbursable Overtime - YTD March Variance

(all dollars in millions)

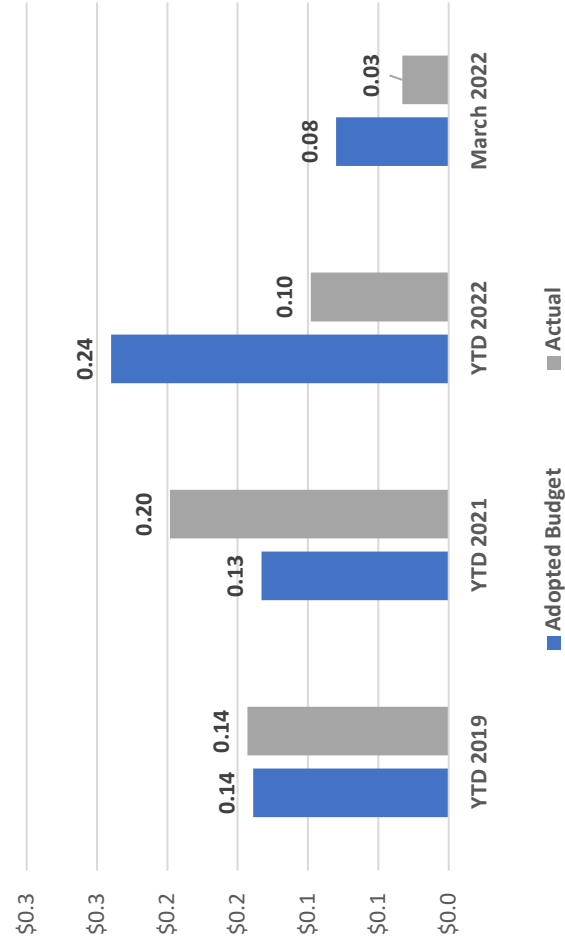


BRIDGES AND TUNNELS- REIMBURSABLE OVERTIME

Overview

- Decrease of \$45 K vs YTD 2019 due to a lower need for overtime on projects eligible for reimbursement from the capital program.
- Decrease of \$100K vs YTD 2021 due to the timing of billing and overtime needed on projects eligible for reimbursement from the capital program.
- Underspending of \$142K vs YTD Adopted Budget due to billing delays on the current projects including construction on the approaches to the Verrazzano-Narrows Bridge, deck replacement at the Throgs Neck Bridge, and weather monitoring system upgrades at Authority Facilities.
- Underspending of \$47K vs March month only budget due to billing delays from the Kronos outage.

Reimbursable Overtime - YTD March Variance *(all dollars in millions)*



Agency Detail

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

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