



Metropolitan Transportation Authority

Bridges and Tunnels Committee Meeting

February 2022

Committee Members

D. Mack, Chair

A. Albert

J. Barbas

N. Brown

R. Glucksman

K. Law

J. Samuelson

V. Tessitore

N. Zuckerman

Bridges & Tunnels Committee Meeting

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

**Tuesday, 2/22/2022
9:00 - 9:30 AM ET**

1. Summary of Actions - None

2. Public Comments Period

3. Approval of Minutes - January 2022

B&T Committee Minutes - January 2022 - Page 3

4. Committee Work Plan

B&T Committee Work Plan - Page 8

5. Report on Operations - December 2021

B&T Report on Operations - December 2021 - Page 14

6. Safety Report - December 2021

B&T Safety Report - December 2021 - Page 30

7. 2021 Customer Environment Report

B&T 2021 Customer Environment Report - Page 35

8. Financial Report - January 2022

B&T Financial Report - January 2022 - Page 45

9. 2021 B&T Operating Surplus (Action Item)

2021 B&T Operating Surplus (Action Item) - Page 59

10. B&T Adopted Budget/2022-2025 Financial Plan (Information Item)

B&T Adopted Budget - 2022-2025 Financial Plan - Page 70

11. Procurements - None



Bridges and Tunnels

Minutes of Committee Meeting January 2022



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

January 24, 2022

9:00 a.m.

In attendance were the Honorable:

David S. Mack, Acting Chair (Virtual)
Andrew Albert (Virtual)
Jamey Barbas
Norman E. Brown
Randolph Glucksman (Virtual)
Kevin S. Law
Haeda B. Mihaltses
Vincent Tessitore, Jr.
Neal Zuckerman

Also in Attendance:
Michael Fleischer (Virtual)
Harold Porr III (Virtual)
Robert W. Linn

In Person:

Daniel F. DeCrescenzo, Jr., President
Lynn Gore, Deputy Chief Procurement Officer
Richard Hildebrand, Vice President and Chief of Operations
Eric Osnes, Vice President and Chief Safety Officer

Virtual:

Julia R. Christ, General Counsel and Corporate Secretary - TBTA, MTA
Joseph Keane, P.E., Senior Vice President and Chief Engineer-TBTA, MTA Construction & Development
Marissa Krinis, Financial Liaison TBTA, MTA Finance
Charles Passarella, Vice President, Maintenance and Operations Support

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

January 24, 2022

Minutes of TBTA Committee held January 24, 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 bicycle and pedestrian access at the Verrazzano-Narrows Bridge; and
- Murray Bodin about Manual on Uniform Traffic Control Devices (MUTCD) compliance.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on December 13, 2021 were approved.

Committee Work Plan

President DeCrescenzo requested Committee approval of the proposed changes to the TBTA Committee Work Plan for 2022.

Upon a motion duly made and seconded, the Committee approved the TBTA Committee Work Plan for 2022.

President DeCrescenzo's Remarks

President DeCrescenzo thanked all TBTA employees for contending with a rough period over the holidays due to the Omicron spike and its impact on the workforce. Despite a rise in employee cases not experienced since Spring 2020 and compounded by overall pandemic-fatigue, employees met the challenges and maintained a high level of service, while continuing to practice safety mitigations to keep the workplace and one another as safe as possible.

While Omicron also had an impact on traffic over the past two months, President DeCrescenzo stated that TBTA's preliminary toll revenue for 2021 appears to be \$2.15 billion collected. Previously, TBTA exceeded \$2 billion in toll revenue for the first time in 2019. TBTA's preliminary annual traffic count reached about 308 million total vehicles, which is TBTA's fourth highest annual traffic count. Next month, TBTA will confirm these preliminary figures and will provide information on TBTA's 2021 Surplus Revenue to the MTA.

Finally, President DeCrescenzo commended TBTA front-line employees for also dealing with the threat of two holiday season winter storms, one of which produced over 70-mph wind gusts on TBTA's bridges. No matter the severity of the event, the TBTA workforce is prepped and ready to handle whatever Mother Nature has in store.

Report on Operations

With regard to the Report on Operations for November 2021, Vice President and Chief of Operations (Chief) Hildebrand stated that paid vehicle traffic was 26.8 million vehicles, which is 0.1% lower, or about 0.1 million fewer vehicles, as compared to the same month in 2019. Traffic was 22.6% higher than it was in November of 2020, during which TBTA had 21.9 million paid crossings. Preliminary figures indicate that traffic declined by 3.5% in December 2021 as compared to the same month in 2019 and was 6.7% lower year to date as compared to 2019. E-ZPass market share remains high at 95.2% of TBTA's total traffic, which is slightly higher than 2020 but slightly lower than two years ago when the market share was 95.6%. Commissioner Law inquired whether an E-ZPass market share of 95% means that only 5% of TBTA customers are not using E-ZPass; Chief Hildebrand agreed.

Safety Report

With regard to the Safety Report for November 2021, Vice President and Chief Safety Officer (CSO) Osnes stated that the 2021 total collision rate was 3.98 per million vehicles, or 36% better than in 2019 and 8.5% better than in 2020. The 2021 collisions with injuries rate was 0.66 per million vehicles, or 27% better than in 2019 and 8% better than in 2020. The employee lost time injury rate was 5.8 incidents per 200,000 work hours, with a slight decrease as compared to the same period in 2020 and 2019. Commissioner Zuckerman referred to page 36 of the Committee materials and inquired as to why the Bronx-Whitestone Bridge accident rate has increased by 15% and whether that increase is attributable to any emerging trend. CSO Osnes responded that while there was an off-property condition that has since been resolved, he would look into any trends to see if he can identify the root cause of the issue.

Procurements

For January 2022, Deputy Chief Procurement Officer (DCPO) Gore stated that there are three (3) procurements totaling \$4.4 million.

Non-Competitive Procurements

DCPO Gore stated that there are no non-competitive procurements.

Competitive Procurements

DCPO Gore stated that there are three (3) competitively solicited Personal Service contracts totaling \$4.4 million, as follows:

- Gannett Fleming Engineers and Architects, PC for project management consultant services for the New York Customer Service Center contracts in the amount of \$1.86 million for a period of two years. TBTA will be reimbursed two-thirds of the cost of this contract by the New York State Thruway Authority (NYSTA) and the Port Authority of New York and New Jersey (PANYNJ).
- WSP USA, Inc., and the other to AECOM USA, Inc., for traffic and revenue assessment and environmental review of TBTA's toll-related actions in the aggregate amount of \$2.5 million for a period of five years.

Personal Service Contracts

Gannett Fleming Engineers and Architects, PC	Contract No. PSC-21-3047 TBTA is seeking Board approval to award one competitively solicited personal service contract to Gannett Fleming Engineers and Architects, PC for project management consultant services for the New York Customer Service Center contracts.	\$1,867,505
WSP USA, Inc. AECOM USA, Inc.	Contract No. PSC-21-3050A Contract No. PSC-21-3050B TBTA is seeking Board approval to award two competitively solicited personal service contracts one to WSP USA, Inc. and the other to AECOM USA, Inc. for traffic and revenue assessment and environmental review of TBTA's toll-related actions.	\$2,500,000 (Aggregate)

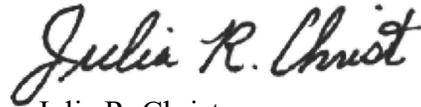
DCPO Gore stated that there are no ratifications.

Upon a motion duly made and seconded, the Committee considered and voted in favor of the competitive procurements.

Adjournment

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

Respectfully submitted,

A handwritten signature in black ink that reads "Julia R. Christ". The signature is written in a cursive style with a large initial "J".

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

February 2022

Preliminary Review of 2021 Operating Budget Results
2022 Adopted Budget/Financial Plan 2022-2025
2021 B&T Operating Surplus
2021 Customer Environment Report

Planning & Budget
Planning & Budget
Controller
Operations

March 2022

Annual Procurement Contracts Report

Procurement & Materials/
Finance

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

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, construction injury rates, and leading indicators for roadway, construction, and fire safety. The Safety Report is provided on a two month lag, except in September when it includes reports with June and July data.

Financial Report

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

Procurements

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

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

II. SPECIFIC AGENDA ITEMS

FEBRUARY 2022

Preliminary Review of 2021 Operating Budget Results

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

2022 Adopted Budget and February Financial Plan 2022-2025

The Agency will present its revised 2021 Adopted Budget and Financial Plan which will incorporate any changes made by the Board at the December 2021 meeting and any Agency technical adjustments.

2021 B&T Operating Surplus

The Committee will recommend action to the Board.

2021 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 2022

Annual Procurement Contracts Report

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

APRIL 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.



Bridges and Tunnels

Report on Operations December 2021



Richard Hildebrand
Vice President
Operations

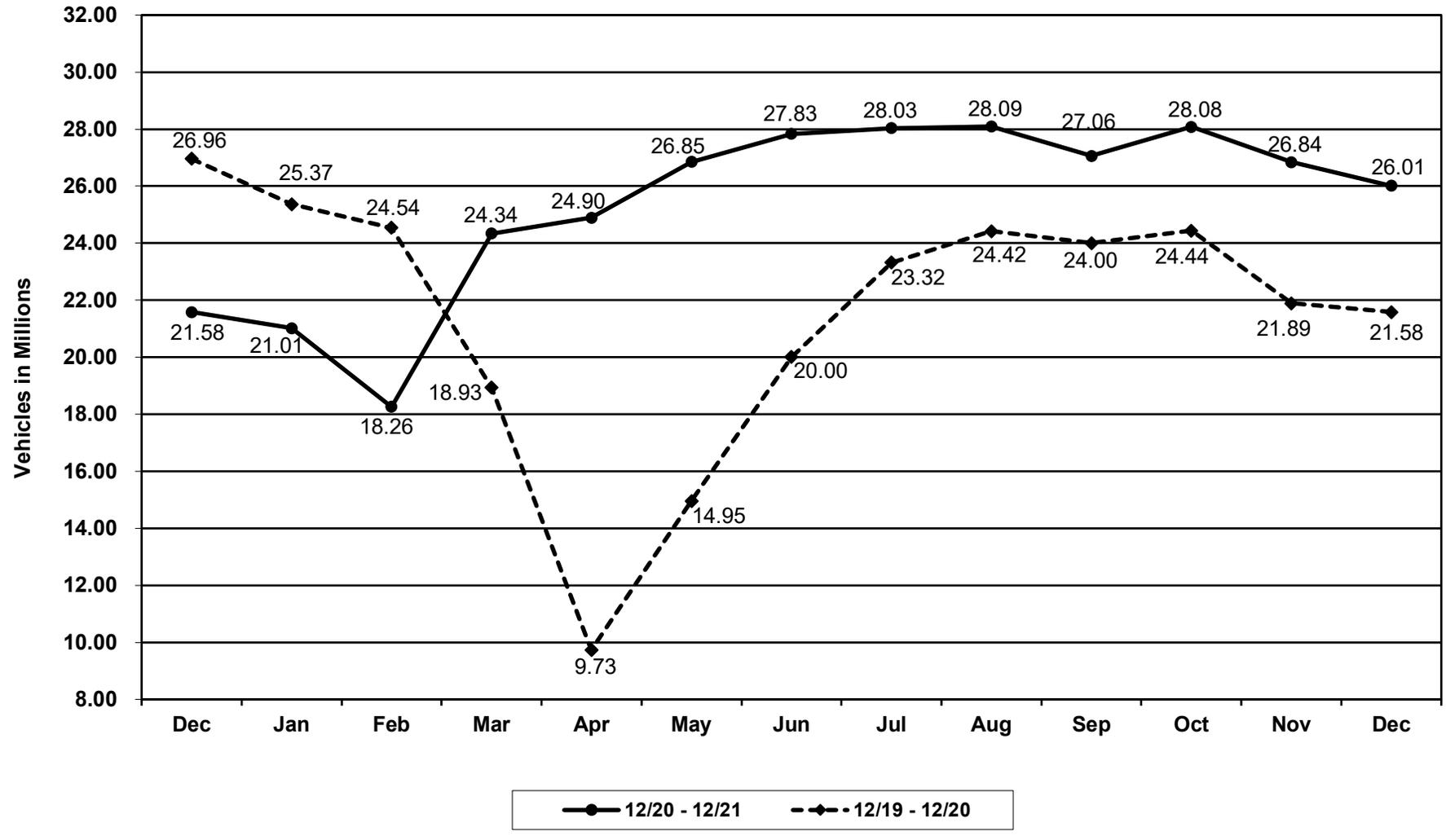
MTA Bridges and Tunnels December 2021 Traffic Trends

Summary

B&T's traffic numbers remain strong as the region continues to recover from the COVID-19 pandemic. For the month of December, 26.0 million paid vehicles crossed B&T facilities, an increase of 20.6% compared to 21.6 million in December 2020. Compared to December 2019, B&T paid traffic was 3.5% lower with 0.9 million fewer crossings.

Gasoline prices have declined in December 2021 for the first time since October 2020 to November 2020, while favorable weather had a positive impact on B&T traffic in December. Rainfall in December was 1.4 inches, compared to 3.5 inches in 2020 and 7.2 inches two years ago. Gas prices averaged \$3.49 per gallon in December, which is \$1.20 higher than 2020 and \$0.82 higher than two years ago. E-ZPass market share was 95.0% in December, consistent with last year and slightly lower than two years ago.

MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending December 2021



**MTA Bridges and Tunnels
E-ZPass and Tolls by Mail Traffic
December 2021**
Preliminary data subject to final audit

All B&T Facilities by Method of Payment				
	December 2021	December 2020	December 2019	2021 YTD
E-ZPass ¹	24,704,700	20,430,127	25,658,704	291,690,472
Tolls by Mail ¹	1,308,782	1,149,052	1,297,030	15,605,766
Total	26,013,482	21,579,179	26,955,734	307,296,238
E-ZPass Market Share:				
Total	95.0%	94.7%	95.2%	94.9%
Cars	94.9%	94.5%	95.1%	94.8%
Trucks	96.1%	97.2%	96.3%	96.5%

Facility	Average Weekday ²					Average Weekend ²										
	Dec 2021			E-ZPass Market Share					Dec 2021			E-ZPass Market Share				
	Total	E-ZPass	TBM	Dec 2021	Dec 2020	Dec 2019	2021 vs 2020	2021 vs 2019	Total	E-ZPass	TBM	Dec 2021	Dec 2020	Dec 2019	2021 vs 2020	2021 vs 2019
Bronx-Whitestone Bridge	135,028	126,940	8,088	94.0%	93.8%	94.4%	0.2%	-0.4%	124,968	115,386	9,582	92.3%	92.2%	92.4%	0.1%	-0.1%
Cross Bay Bridge	21,896	21,006	890	95.9%	96.4%	97.3%	-0.5%	-1.3%	16,506	15,740	766	95.4%	94.9%	95.9%	0.4%	-0.5%
Henry Hudson Bridge	68,720	65,589	3,131	95.4%	95.9%	96.0%	-0.4%	-0.5%	59,433	56,079	3,355	94.4%	95.1%	95.0%	-0.7%	-0.7%
Hugh L. Carey Tunnel	61,532	59,367	2,165	96.5%	95.5%	96.2%	0.9%	0.2%	52,123	49,805	2,318	95.6%	94.3%	94.5%	1.3%	1.0%
Marine Parkway Bridge	21,274	20,642	632	97.0%	96.8%	97.3%	0.2%	-0.2%	15,630	15,067	563	96.4%	96.0%	96.4%	0.4%	0.0%
Queens Midtown Tunnel	78,532	75,513	3,019	96.2%	95.5%	96.8%	0.6%	-0.7%	73,061	69,517	3,544	95.1%	93.7%	95.4%	1.4%	-0.2%
Robert F. Kennedy Bridge	172,167	163,348	8,820	94.9%	94.5%	95.6%	0.3%	-0.7%	157,684	147,848	9,837	93.8%	93.1%	93.9%	0.7%	-0.1%
Throgs Neck Bridge	104,074	98,366	5,708	94.5%	94.7%	95.1%	-0.2%	-0.5%	106,102	98,622	7,480	93.0%	92.9%	93.0%	0.0%	-0.1%
Verrazano-Narrows Bridge ¹	<u>213,670</u>	<u>205,229</u>	<u>8,442</u>	<u>96.0%</u>	<u>95.8%</u>	<u>96.4%</u>	<u>0.2%</u>	<u>-0.3%</u>	<u>202,187</u>	<u>191,591</u>	<u>10,596</u>	<u>94.8%</u>	<u>94.3%</u>	<u>94.6%</u>	<u>0.4%</u>	<u>0.1%</u>
All Facilities¹	876,894	836,000	40,894	95.3%	95.1%	95.9%	0.2%	-0.5%	807,695	759,654	48,040	94.1%	93.6%	94.1%	0.5%	0.0%

Notes:

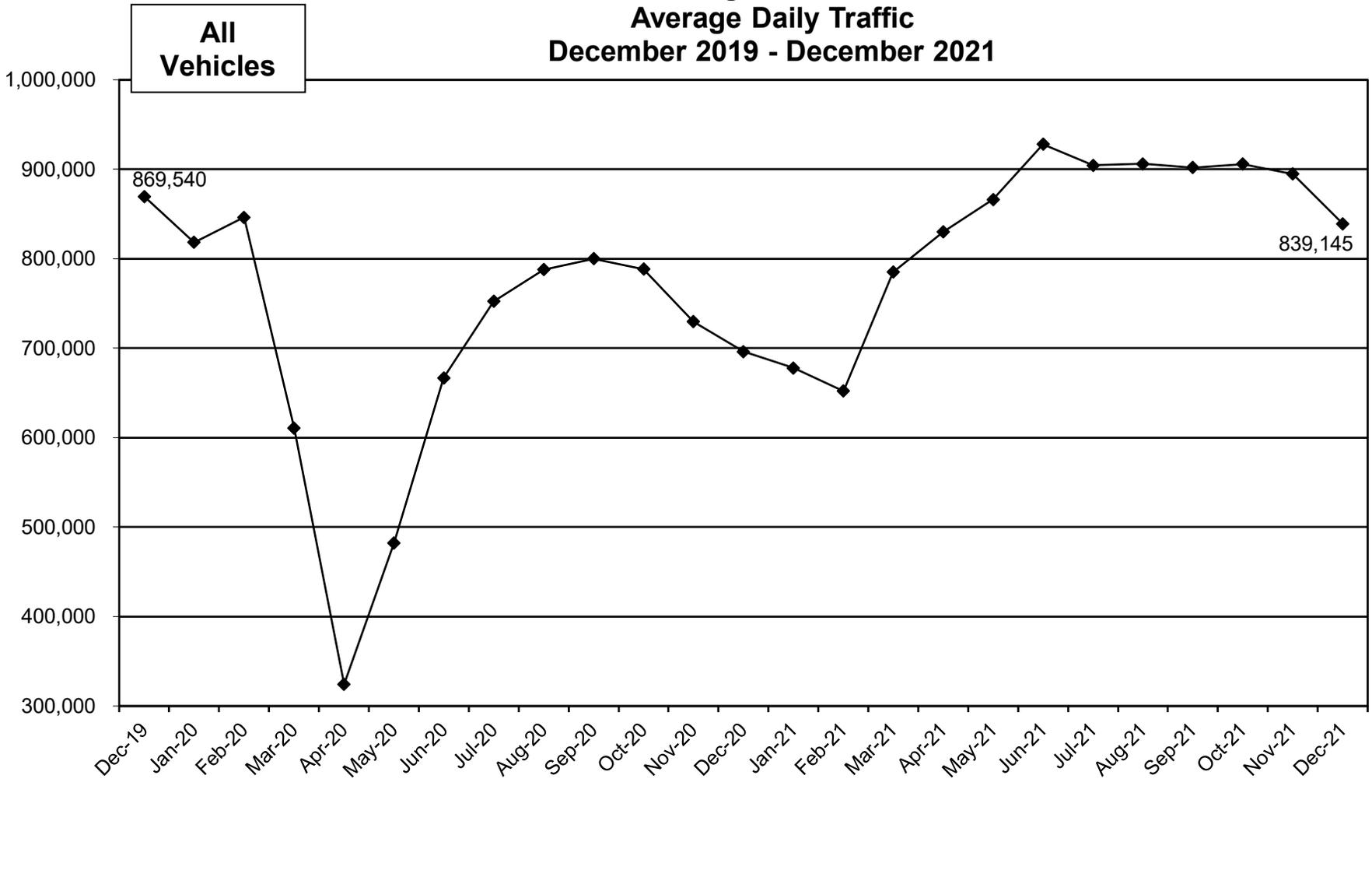
- At the Verrazano-Narrows Bridge (VNB), tolls were only collected in the westbound direction prior to December 1, 2020.
- Average traffic and market share figures exclude holidays.

MTA Bridges and Tunnels
E-ZPass and Tolls by Mail Traffic
December 2021
Preliminary data subject to final audit

Distribution by Facility & Time Period			
Facility	December 2021		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	21.8%	22.5%	55.8%
Cross Bay Bridge	23.9%	24.3%	51.8%
Henry Hudson Bridge	21.6%	28.3%	50.2%
Hugh L. Carey Tunnel	23.6%	25.1%	51.3%
Marine Parkway Bridge	24.8%	26.8%	48.4%
Queens Midtown Tunnel	21.3%	22.8%	55.9%
Robert F. Kennedy Bridge	23.5%	21.4%	55.2%
Throgs Neck Bridge	22.7%	24.0%	53.3%
Verrazzano-Narrows Bridge	22.3%	23.8%	53.9%
All Facilities	22.5%	23.6%	53.9%

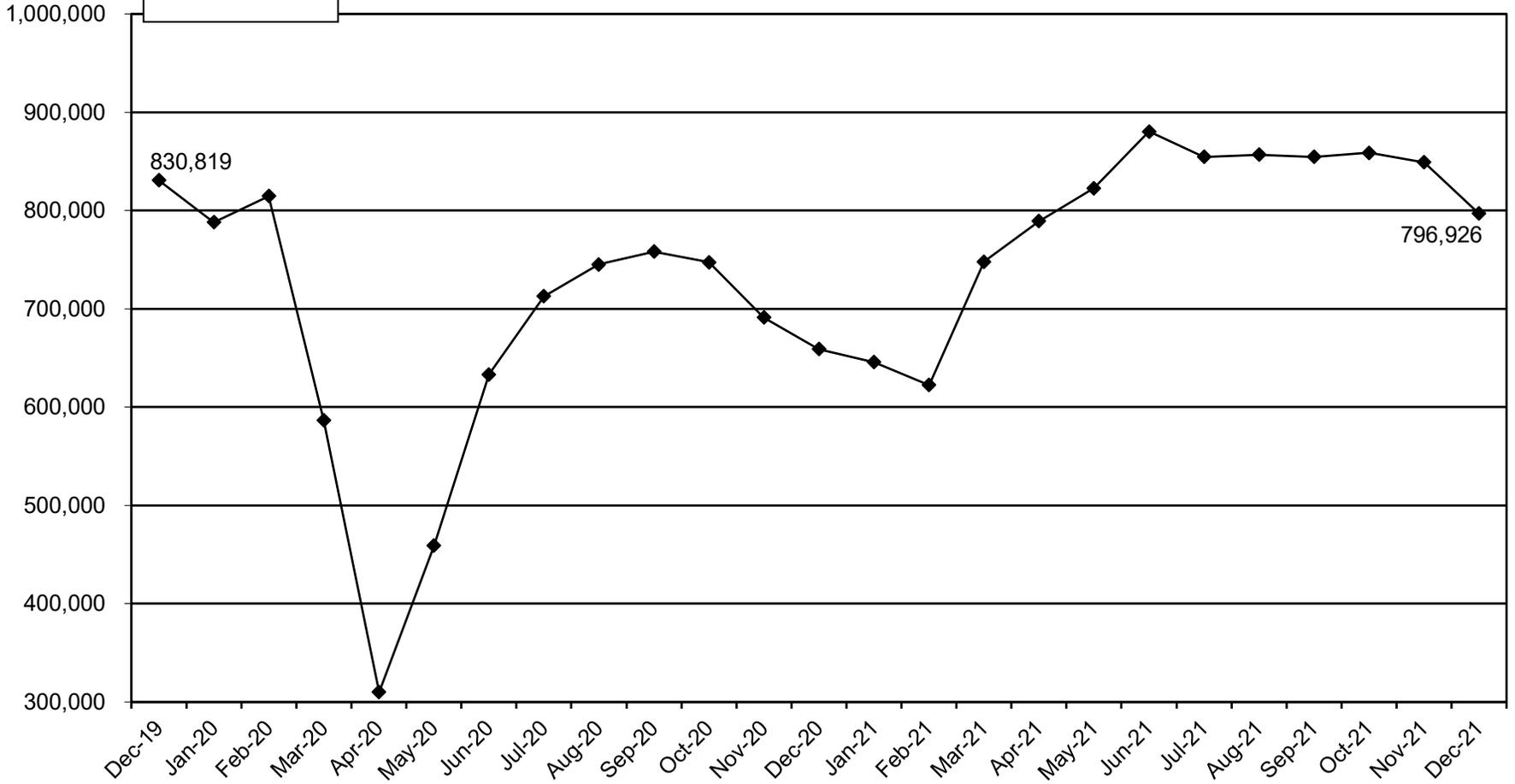
Payment Method by Facility (Transactions)			
Facility	December 2021		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	88.2%	5.4%	6.4%
Cross Bay Bridge	94.2%	1.6%	4.2%
Henry Hudson Bridge	83.6%	11.5%	4.8%
Hugh L. Carey Tunnel	89.7%	6.5%	3.8%
Marine Parkway Bridge	93.9%	2.9%	3.1%
Queens Midtown Tunnel	90.3%	5.6%	4.2%
Robert F. Kennedy Bridge	88.2%	6.3%	5.4%
Throgs Neck Bridge	85.8%	8.2%	6.0%
Verrazzano-Narrows Bridge	85.2%	10.5%	4.3%
All Facilities	87.4%	7.6%	5.0%

MTA Bridges and Tunnels Average Daily Traffic December 2019 - December 2021



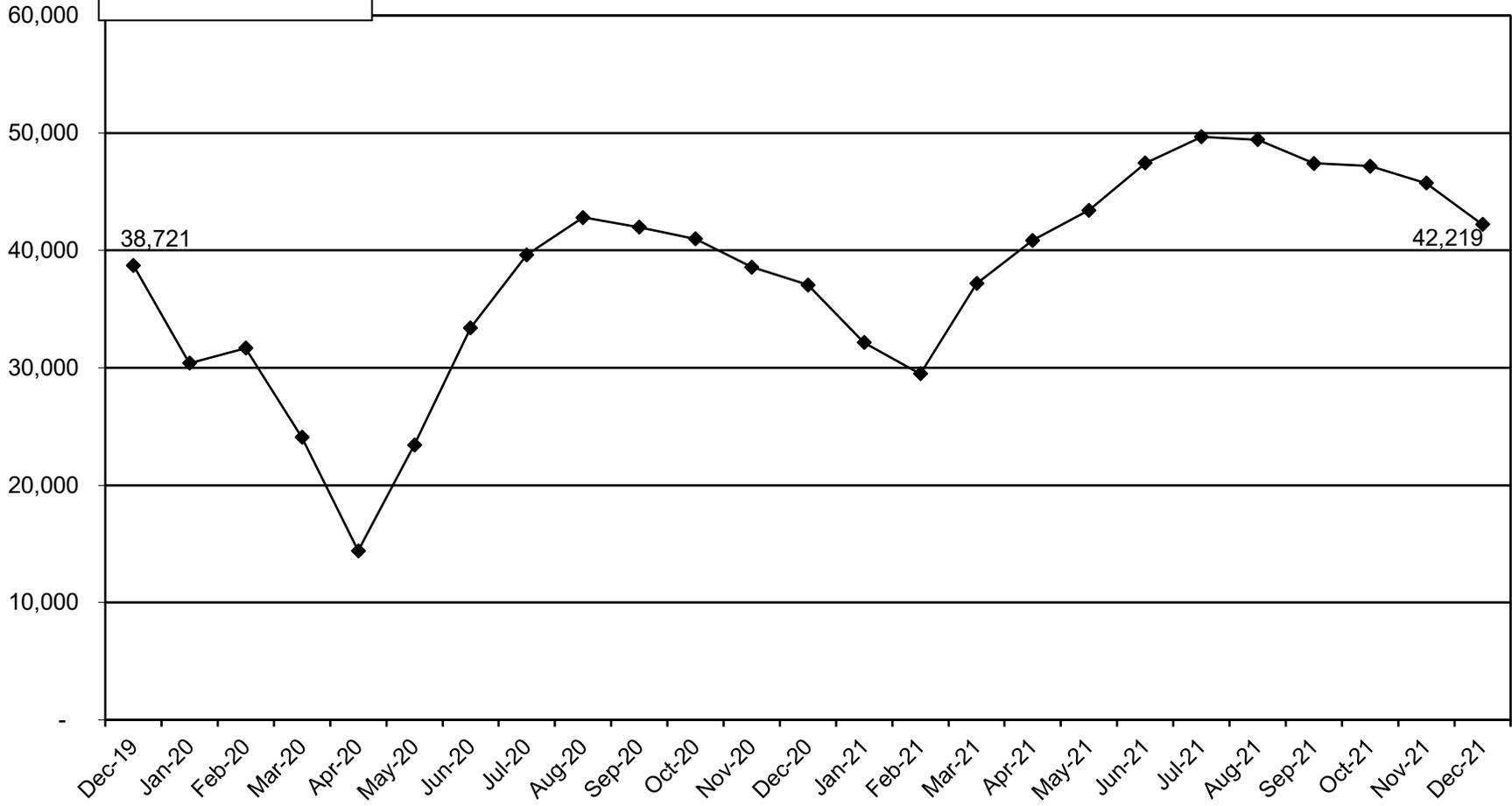
**MTA Bridges and Tunnels
Average Daily Traffic
December 2019 - December 2021**

**E-ZPass
Vehicles**

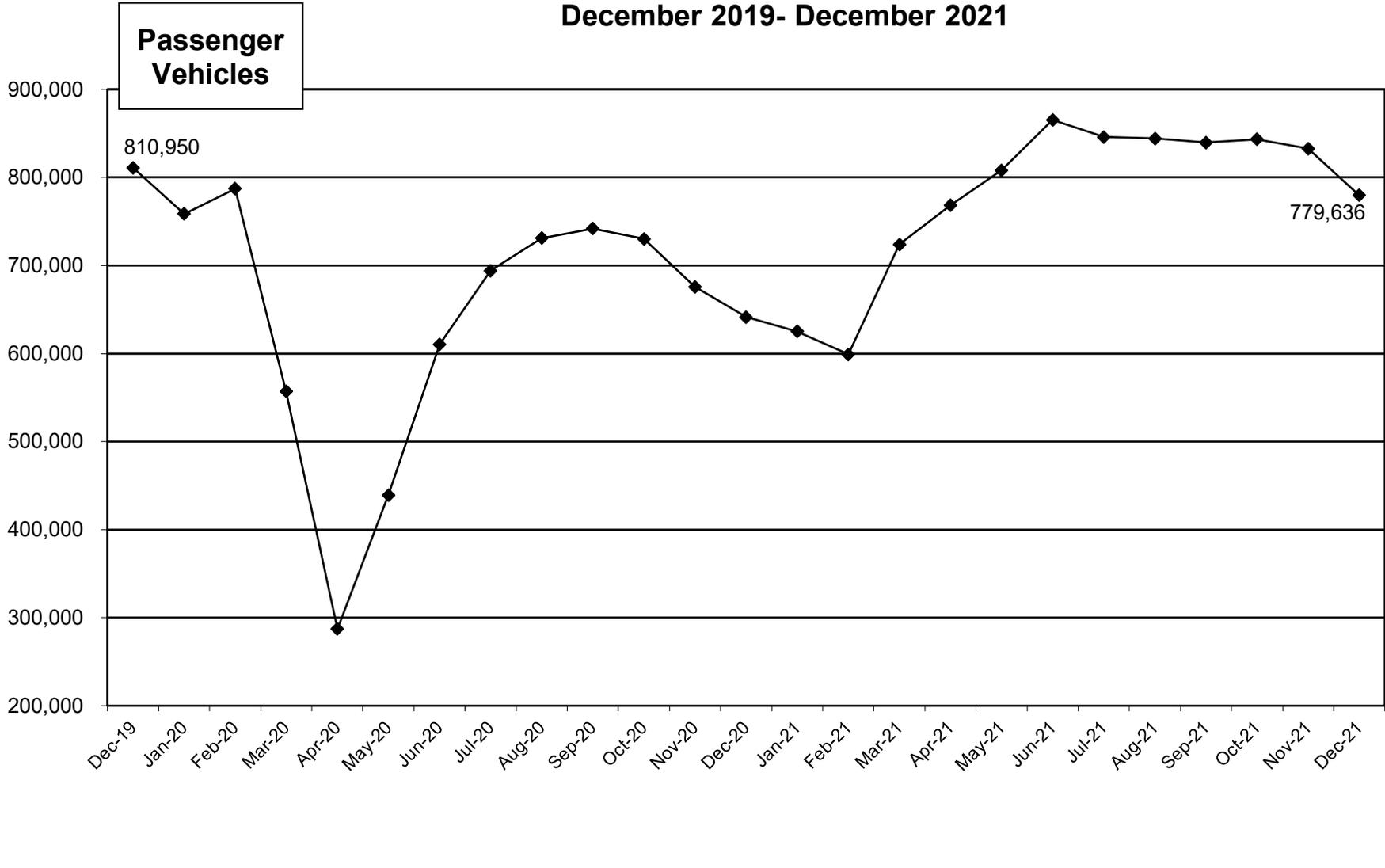


MTA Bridges and Tunnels Average Daily Traffic December 2019- December 2021

**Tolls by Mail
Vehicles**

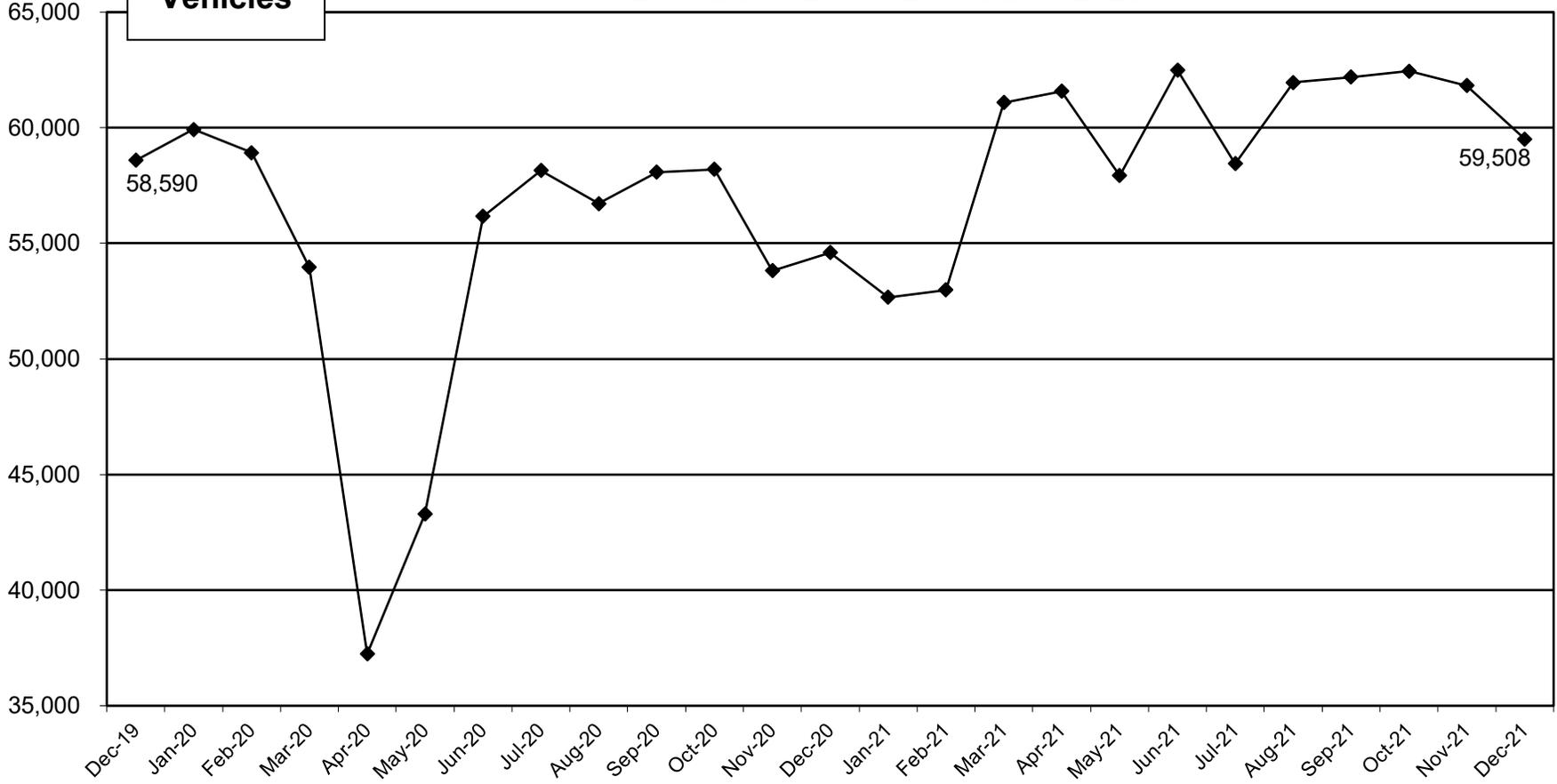


MTA Bridges and Tunnels Average Daily Traffic December 2019- December 2021



MTA Bridges and Tunnels Average Daily Traffic December 2019 - December 2021

Other
Vehicles



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

Corridor	Toll Media	Dec(1)	3 Months(2) (Oct-Dec)	6 Months(3) (Jul-Dec)	9 Months(4) Apr-Dec)	12 Months(5) (Jan-Dec)
All Facilities	Total Vehicles	20.5%	19.2%	17.5%	32.2%	21.7%
	E-ZPass	20.9%	19.4%	17.6%	32.2%	21.4%
	Tolls by Mail	13.9%	15.8%	16.8%	32.2%	28.7%
RFK Bridge	Total Vehicles	18.1%	16.2%	16.8%	32.0%	21.7%
	E-ZPass	18.7%	16.6%	17.1%	32.4%	21.5%
	Tolls by Mail	8.7%	9.2%	11.7%	26.6%	25.1%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	33.7%	31.3%	29.0%	48.9%	31.1%
	E-ZPass	34.4%	32.0%	29.4%	49.3%	30.8%
	Tolls by Mail	18.2%	16.5%	19.6%	40.6%	38.7%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	19.3%	16.4%	14.3%	32.6%	17.8%
	E-ZPass	19.4%	16.3%	14.2%	32.5%	17.4%
	Tolls by Mail	17.6%	17.0%	16.0%	33.6%	23.8%
Verrazzano-Narrows Bridge	Total Vehicles	14.9%	15.8%	15.1%	27.7%	20.2%
	E-ZPass	15.3%	15.9%	14.9%	27.3%	19.6%
	Tolls by Mail	7.4%	15.3%	19.9%	35.7%	32.8%
Henry Hudson Bridge	Total Vehicles	31.7%	30.5%	28.4%	53.8%	35.0%
	E-ZPass	31.8%	30.3%	28.0%	53.4%	34.2%
	Tolls By Mail	31.1%	34.6%	35.6%	62.8%	53.4%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	13.8%	12.9%	4.8%	14.6%	9.5%
	E-ZPass	14.1%	13.0%	5.1%	14.9%	9.6%
	Tolls by Mail	7.2%	11.4%	-0.8%	8.0%	6.6%

(1) December 2021 vs. December 2020

(2) October 2021 to December 2021 vs. October 2020 to December 2020

(3) July 2020 to December 2021 vs. July 2019 to December 2020

(4) April 2021 to December 2021 vs. April 2020 to December 2020

(5) January 2020 to December 2021 vs. January 2019 to December 2020

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

Corridor	Toll Media	Dec(1)	3 Months(2) (Oct-Dec)	6 Months(3) (Jul-Dec)	9 Months(4) (Apr-Dec)	12 Months(5) (Jan-Dec)
All Facilities	Total Vehicles	20.5%	19.2%	17.5%	32.2%	21.7%
	Passenger	21.5%	19.9%	18.3%	33.7%	22.7%
	Other	9.0%	10.3%	7.9%	15.1%	10.2%
RFK Bridge	Total Vehicles	18.1%	16.2%	16.8%	32.0%	21.7%
	Passenger	19.1%	17.1%	17.9%	34.0%	23.2%
	Other	6.9%	6.0%	4.4%	11.0%	5.7%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	33.7%	31.3%	29.0%	48.9%	31.1%
	Passenger	35.4%	32.8%	30.6%	51.2%	32.7%
	Other	12.0%	12.4%	8.3%	21.2%	11.7%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	19.3%	16.4%	14.3%	32.6%	17.8%
	Passenger	20.4%	17.2%	15.2%	33.9%	19.0%
	Other	9.3%	8.6%	5.7%	16.1%	6.9%
Verrazzano-Narrows Bridge	Total Vehicles	14.9%	15.8%	15.1%	27.7%	20.2%
	Passenger	15.7%	16.1%	15.3%	28.2%	20.4%
	Other	6.0%	13.1%	12.6%	21.2%	17.8%
Henry Hudson Bridge	Total Vehicles	31.7%	30.5%	28.4%	53.8%	35.0%
	Passenger	31.5%	30.3%	28.3%	53.7%	35.0%
	Other	55.5%	45.1%	36.7%	63.9%	35.0%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	13.8%	12.9%	4.8%	14.6%	9.5%
	Passenger	13.5%	12.7%	4.5%	14.5%	9.3%
	Other	18.3%	16.9%	11.0%	18.4%	11.6%

(1) December 2021 vs. December 2020

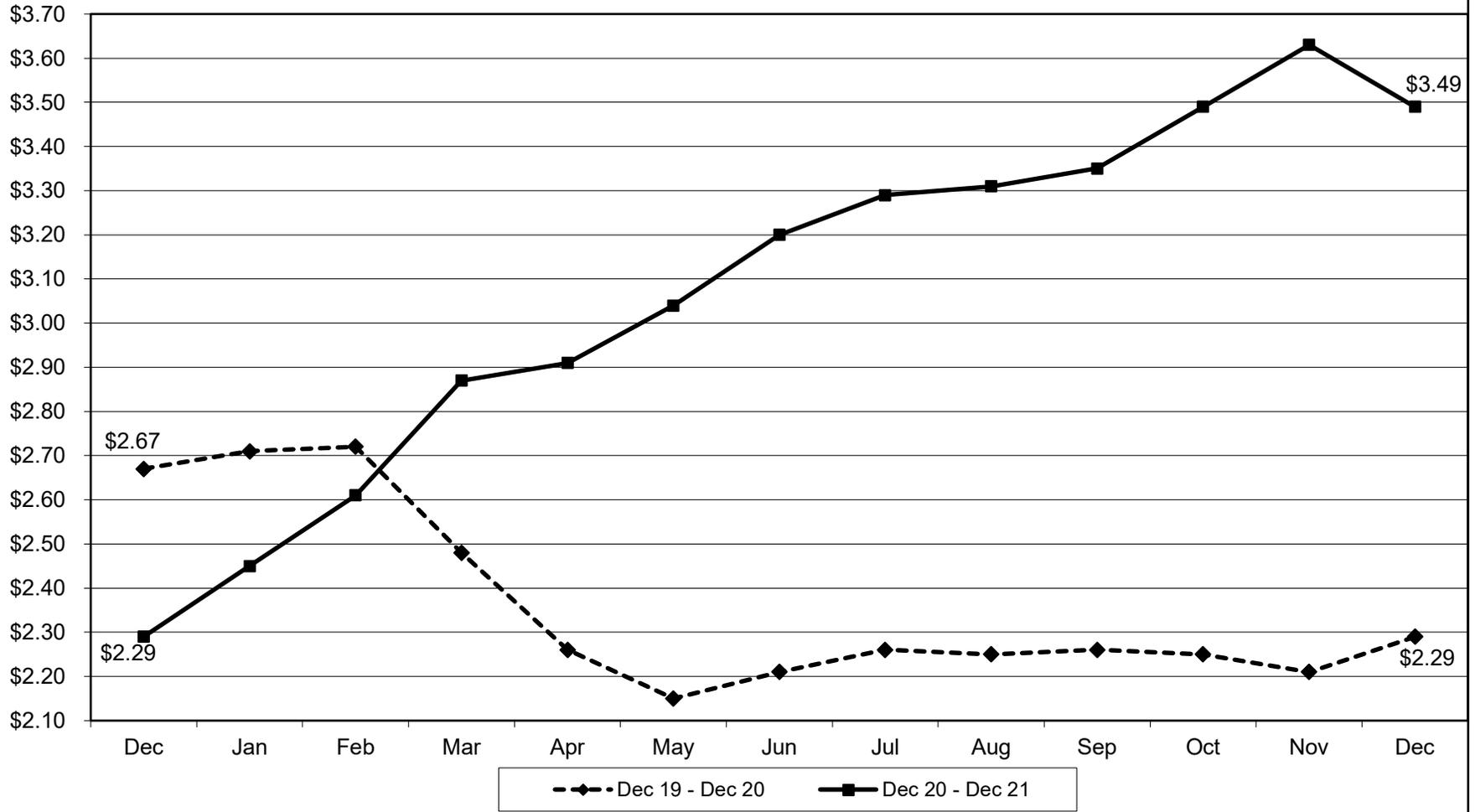
(2) October 2021 to December 2021 vs. October 2020 to December 2020

(3) July 2020 to December 2021 vs. July 2019 to December 2020

(4) April 2021 to December 2021 vs. April 2020 to December 2020

(5) January 2020 to December 2021 vs. January 2019 to December 2020

Supplemental Graph Gas Prices in the NY-NJ-CT-PA Area December 2019 - December 2021



Supplemental Data Page for the Report on Operations

<u>Month</u>	<u>Traffic & Average Gas Price⁽¹⁾</u>		<u>Weather⁽²⁾</u>			
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
Dec-19	26,955,736	\$2.67	39	7.2	2.0	14
Jan-20	25,368,494	\$2.71	39	1.6	2.6	9
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

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>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
2020 vs. 2019						
December	(5,376,557)	(\$0.38)	2	(3.7)	8	(4)
2021 vs. 2020						
January	(4,353,805)	(\$0.26)	(2)	0.6	(1)	0
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

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>
Dec-19	869,540	830,819	38,721	810,950	58,590
Jan-20	818,339	787,951	30,388	758,412	59,927
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

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>
Dec-19	58,590	39,005	14,862	4,723
Jan-20	59,927	40,479	14,625	4,823
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

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 December 2021



**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		
	January 2019 - December 2019	January 2020 - December 2020	* January 2021 - December 2021
Customer Collisions Rate per Million Vehicles	6.26	4.07	3.99
Customer Injury Collisions Rate per Million Vehicles	0.87	0.70	0.67
Employee Accident Reports	200	146	139
Employee Lost Time Injuries Rate per 200,000 Hours Worked	6.0	5.7	5.6

Leading Indicators				
Roadway Safety	2020		2021	
	December	Year End	December	Year to Date
Workforce Development (# of Participants)	8	273	0	0
Fleet Preventative Maintenance Insp.	131	1463	118	1559
Safety Taskforce Inspections	0	0 *	0	14
Fire Safety	December	Year End	December	Year to Date
Fire Code Audits Completed	0	14	1	14
FDNY Liaison Visits	0	12	2	34

* Safety Manager evaluations at each B&T facility supersedes task force inspections due to COVID 19.

** Conditions beginning Mid-March 2020 reflect an intra-pandemic period and therefore, is not indicative of prior history.

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.

Construction Safety Inspections are conducted by an independent safety monitor to ensure that the necessary components for a safe construction are present. Inspections include review of safety organization, job hazard analysis, safe work plans for specific high risk activities, personal protective equipment, fire protection, industrial hygiene, and training.

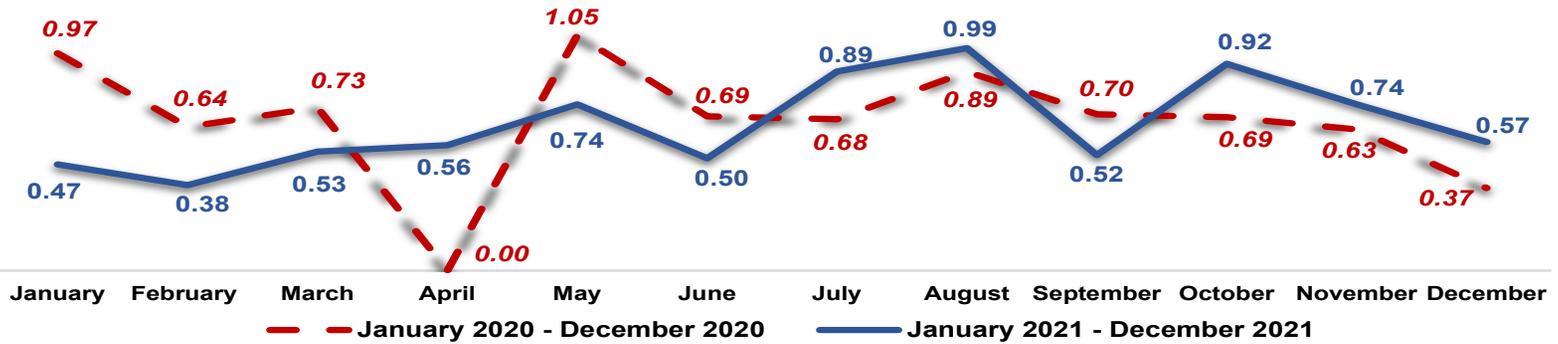
Fire Code Audits are required by the NYS Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

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



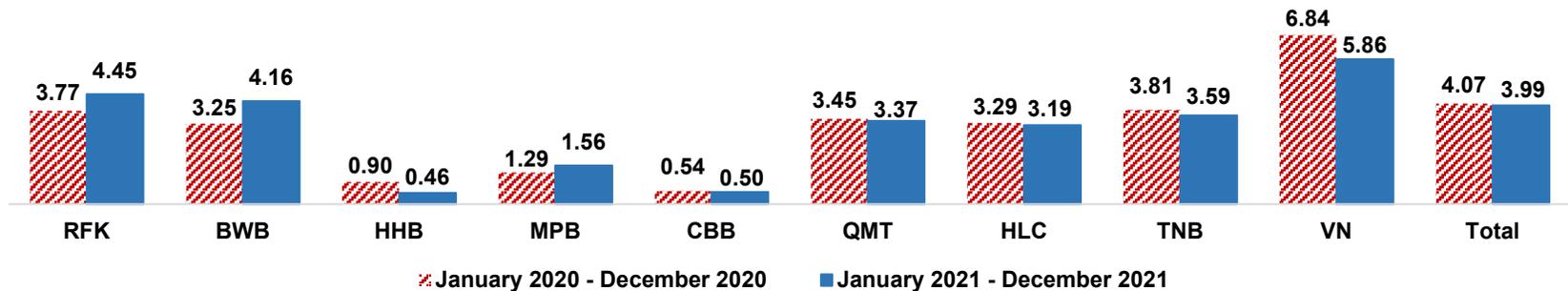


Collision Rates by Facility Year over Year Comparison of 12-Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





Collision Rates by Facility

Total Collisions per Million Vehicles: December 2020 – December 2021

	20-Dec	21-Jan	21-Feb	21-Mar	21-Apr	21-May	21-Jun	21-Jul	21-Aug	21-Sep	21-Oct	21-Nov	21-Dec
RFK	3.47	4.47	3.24	2.23	2.98	4.83	6.46	5.18	4.82	4.80	4.72	5.31	3.53
BWB	2.09	2.46	3.18	2.65	3.09	5.35	3.83	7.28	6.58	2.32	5.47	4.24	1.97
TNB	2.92	1.83	5.70	3.62	4.20	3.07	4.57	4.36	3.82	3.08	1.76	3.68	3.74
VNB	4.63	5.49	4.04	6.95	5.35	6.51	5.92	7.47	4.70	5.60	7.39	5.29	4.97
QMT	2.34	1.82	2.68	1.45	3.02	3.63	3.40	5.48	2.52	5.82	4.01	4.16	1.30
HLC	2.23	3.20	2.69	3.94	2.54	4.31	2.34	0.60	4.69	3.43	4.67	2.20	3.39
HHB	1.99	0.69	1.54	0.00	0.00	0.47	0.45	0.96	0.46	0.00	0.43	0.46	0.50
MPB	0.00	0.00	2.44	0.00	3.44	0.00	1.26	2.50	1.31	1.44	0.00	1.58	4.99
CBB	0.00	0.00	2.09	0.00	1.52	0.00	0.00	1.26	0.00	1.42	0.00	0.00	0.00
Total	3.05	3.32	3.49	3.40	3.44	4.38	4.37	5.23	4.19	3.83	4.47	4.01	3.18



Bridges and Tunnels

2021 Customer Environment Report



KEY CUSTOMER SERVICE AREAS

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

SCOPE OF THE OPERATIONS AND MAINTENANCE DEPARTMENTS

The Operations and Maintenance Departments operate and maintain MTA Bridges and Tunnels’ seven bridges and two tunnels in a manner that ensures safe, secure, continuous, expeditious, efficient, and courteous service to its customers who drive more than 308 million vehicles over its facilities annually.

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

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

CRITICAL OBJECTIVES

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

EXECUTIVE SUMMARY

The following is a summary of 2021 results:

Customer Environment

In 2021, B&T reapplied lane striping and other pavement markings to a total of 390,336 linear feet of roadway at its facilities. Clear roadway striping and pavement marking helps B&T customers safely navigate its crossings. To enhance the customer environment, B&T repaired 1,182 potholes and swept 13,122 miles of roadway in 2021.

Customer Safety

B&T customer safety performance improved in 2021. The total collision rate per million vehicles was 3.99, 1.9% better than the 4.06 rate in 2020. The collision with injury rate per million vehicles also improved by 4.1% in 2021, compared to 2020 (0.67 versus 0.70, respectively).



PERFORMANCE REPORT

Maintenance Work Orders

A completed maintenance work order indicates the completion of a maintenance task that was either scheduled or requested; an emergency work order relates to high priority conditions that directly impact customers. In 2021, B&T completed 12,136 work orders, 3.7% more than 2020. The average time to complete an emergency work order was 0.4 days.

Roadway Lights in Service (%)

In 2021, 97.6% of B&T roadway lights were in service, 0.1% more than 2020.

Roadway Sweeping

B&T swept 13,122 miles of roadway in 2021, 2.1% less than the 13,397 miles swept in 2020.

Storm Drains

B&T cleaned 9.6% fewer storm drains in 2021 compared to 2020 (3,803 versus 4,208, respectively).

Potholes Repaired

In 2021, B&T repaired 1,182 potholes, 23.9% more than 2020 (954).

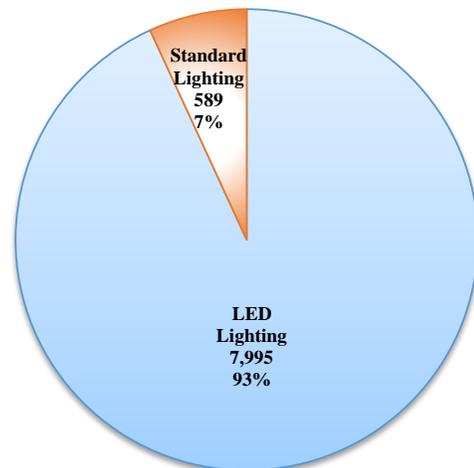
Roadway Striping

Roadway striping and other pavement markings enhance the ability of customers to safely and expeditiously cross B&T facilities. In 2021, B&T striped 390,336 linear feet of roadway, 342% more than 2020 (88,313 linear feet).

LED Lighting

B&T continues to upgrade its conventional roadway lighting to high efficiency LED lighting. As of year-end 2021, B&T has upgraded 93% of its lighting to LED.

Standard Lighting vs. LED Lighting: 2021



Performance Statistics	2018	2019	2020	2021	2020 vs. 2021 % Change
Completed Maintenance Work Orders (All)	13,901	14,288	11,698	12,136	3.7%
Maintenance Work Orders (Emergency)	16	10	11	12	9.1%
Avg. days to completion for emergency work order	0.4	0.4	0.3	0.4	33.3%
Potholes repaired	3,855	1,966	954	1,182	23.9%
Roadway sweeping (miles)	13,014	13,758	13,397	13,122	(2.1%)
Roadway lights in service (%)	95.5%	96.3%	97.6%	97.6%	0.1%
Storm drains cleaned	2,000	4,368	4,208	3,803	(9.6%)
Tunnel cleaning -walls and ceilings (linear ft.)	4,335,053	13,233,161	10,681,374	11,236,315	5.2%
Roadway striping replaced (linear ft.)	379,651	410,383	88,313	390,336	342.0%



Customer Travel Time

Customer travel times are based on weekday peak periods (6am-9am and 4pm-7pm) at MTA Bridges and Tunnels' facilities. 2020 travel times may be atypical for comparison purposes due to the COVID-19 pandemic, which impacted traffic volumes during the year.

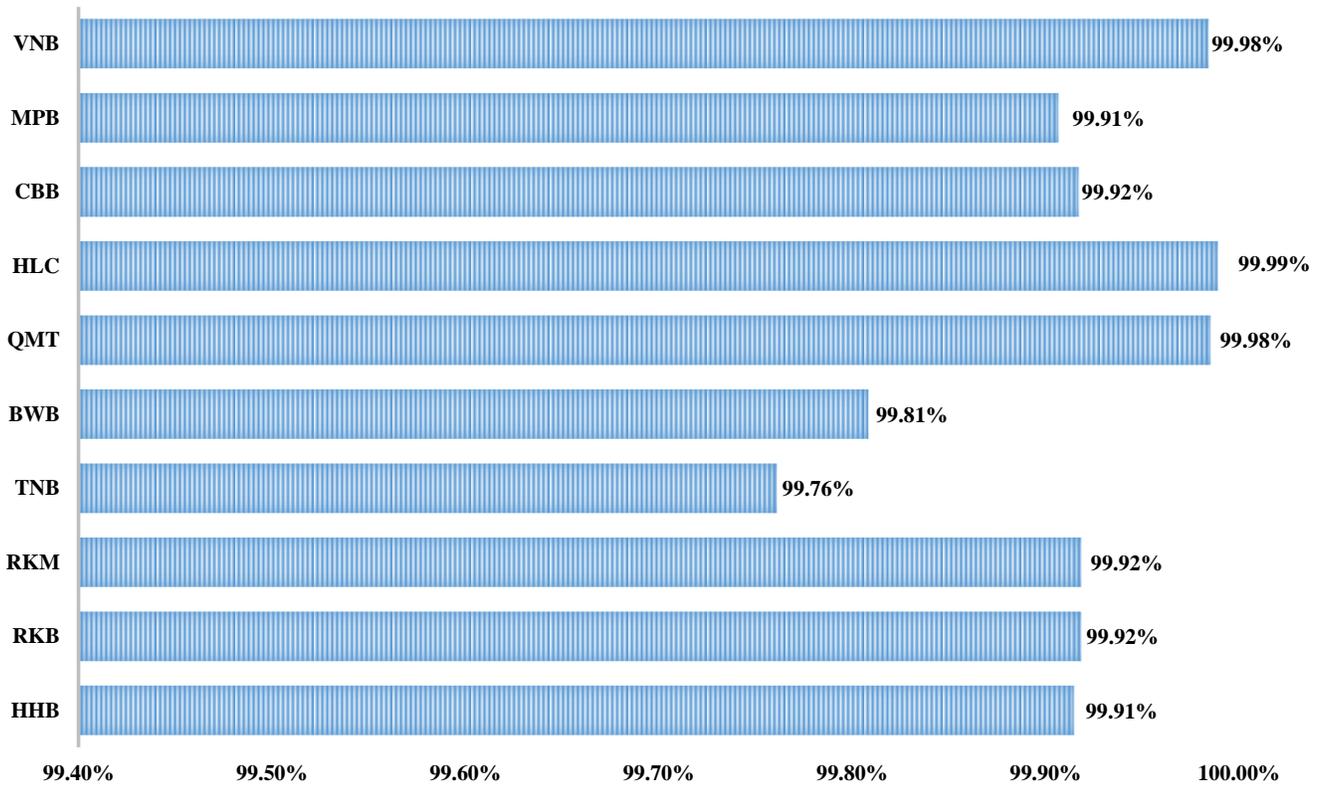
2021 vs. 2020 Travel Time Report											
Facility / Travel Direction	Free-Flow Travel Time	AM Peak				PM Peak					
		2021 Average	2021 Travel Time Index (TTI)	2020 Average	2020 vs. 2021 % Change	2021 Average	2021 Travel Time Index (TTI)	2020 Average	2020 vs. 2021 % Change		
Verrazano-Narrows Bridge											
Brooklyn Bound (Upper Level)	3:35	4:43	1.32	4:53	-3%	↓	4:05	1.14	3:58	3%	↑
Brooklyn Bound (Lower Level)	3:35	4:43	1.32	5:07	-8%	↓	4:06	1.14	3:59	3%	↑
Staten Island Bound (Upper Level)	3:35	4:05	1.14	4:14	-4%	↓	5:29	1.53	4:47	15%	↑
Staten Island Bound (Lower Level)	3:35	4:05	1.14	4:30	-9%	↓	5:20	1.49	4:55	9%	↑
Throgs Neck Bridge											
Queens to Bronx	2:00	3:00	1.50	2:53	4%	↑	3:00	1.50	2:50	6%	↑
Bronx to Queens	2:00	4:33	2.28	3:06	47%	↑	3:35	1.79	2:47	29%	↑
Bronx-Whitestone Bridge											
Queens to Bronx	1:20	1:41	1.26	1:38	3%	↑	1:46	1.33	1:38	8%	↑
Bronx to Queens	1:20	2:15	1.69	2:06	7%	↑	2:29	1.86	1:54	31%	↑
Robert F. Kennedy Bridge											
Manhattan to Queens	3:50	4:04	1.06	4:01	1%	↑	6:42	1.75	4:42	43%	↑
Queens to Manhattan	3:50	5:47	1.51	4:59	16%	↑	7:18	1.90	4:42	55%	↑
Manhattan to Bronx	1:45	1:56	1.10	1:53	3%	↑	6:18	3.60	3:22	87%	↑
Bronx to Manhattan	1:45	2:37	1.50	2:33	3%	↑	2:06	1.20	1:52	13%	↑
Bronx to Queens	3:05	3:55	1.27	3:56	0%	-	4:56	1.60	3:53	27%	↑
Queens to Bronx	3:05	4:50	1.57	4:19	12%	↑	9:32	3.09	5:14	82%	↑
Henry Hudson Bridge											
Manhattan to Bronx	0:37	0:52	1.41	0:53	-2%	↓	0:56	1.51	0:54	4%	↑
Bronx to Manhattan	0:37	1:04	1.73	1:02	3%	↑	1:03	1.70	1:03	0%	-
Marine Parkway Bridge											
Rockaways to Brooklyn	1:10	1:48	1.54	2:09	-16%	↓	1:48	1.54	2:09	-16%	↓
Brooklyn to Rockaways	1:10	1:50	1.57	2:09	-15%	↓	1:45	1.50	2:08	-18%	↓
Cross Bay Bridge											
Rockaways to Queens	0:44	0:46	1.05	1:43	-55%	↓	0:47	1.07	1:43	-54%	↓
Queens to Rockaways	0:54	1:13	1.35	1:04	14%	↑	0:57	1.06	0:57	0%	-
Hugh L. Carey Tunnel											
Brooklyn to Manhattan	2:28	4:44	1.92	4:26	7%	↑	7:29	3.03	5:19	41%	↑
Manhattan to Brooklyn	2:35	3:59	1.54	3:48	5%	↑	4:43	1.83	4:35	3%	↑
Queens Midtown Tunnel											
Queens to Manhattan	2:20	4:04	1.74	3:41	10%	↑	4:30	1.93	3:25	32%	↑
Manhattan to Queens	2:20	4:05	1.75	3:27	18%	↑	3:38	1.56	3:14	12%	↑
Free-Flow Travel Time values reflect COVID-19 free-flow condition at TBTA facilities in April 2020.											
Travel Time Index (TTI) is the ratio of the average peak period travel time to the free-flow travel time. The measure is computed for the AM peak period (6am-9am) and the PM peak period (4pm-7pm) on weekdays. A TTI of 1.30 indicates a 20-minute free-flow trip takes 26 minutes (20 X 1.30) in the rush hours.											
Uncongested (TTI <1.3)											
Moderate Congestion (TTI 1.4-2.5)											
Congested (TTI > 2.5)											



Toll Roadway Lane Availability

B&T’s cashless tolling system reads E-ZPass tags and captures images of vehicles using equipment attached to gantries above the roadways. The overall toll roadway lane availability was 99.91% in 2021.

2021 Toll Roadway Lane Availability



Customer Safety

Performance Statistics	2018	2019	2020	2021	2020 vs. 2021 % Change
Collision Rate per Million Vehicles	6.57	6.26	4.06	3.99	(1.9%)
Collision with Injury Rate per Million Vehicles	1.01	0.87	0.70	0.67	(4.1%)
Speeding Summonses	6,284	4,640	1,544	369	(76.1%)
Truck Summonses	4,441	4,436	1,619	2,011	24.2%
Emergency Response Time (min:sec)	7:20	7:06	7:22	7:49	6.1%

In 2021, the collision rate per million vehicles was 3.99, 1.9% better than 2020 (4.06). The collision with injury rate per million vehicles also improved in 2021 (0.67), 4.1% better than 2020 (0.70).

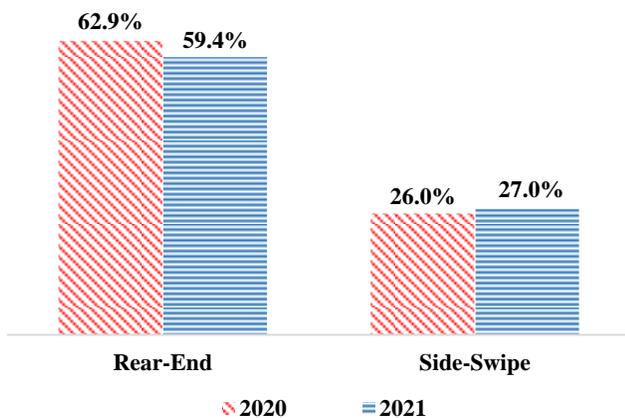
59.4% of collisions at B&T facilities in 2021 were rear-end collisions, 3.5% lower than 2020 (62.9%).

Side-swipe/lane change collisions accounted for 27.0% of collisions in 2021, 1.0% higher than 2020 (26.0%).

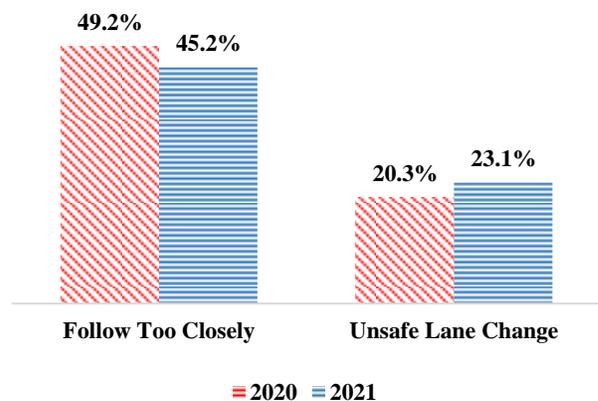
In 2021, “following too closely” accounted for 45.2% of collisions, marking a decrease of 4.0% from 49.2% compared to 2020. Collisions involving an “unsafe lane change” increased by 2.8% to 23.1% in 2021, compared to 20.3% in 2020.

B&T responded to 7,718 roadway incidents in 2021. The average emergency response time was 7 minutes and 49 seconds. Incidents included disabled vehicles, collisions and debris in the roadway.

**Leading Collisions Types
2020 vs. 2021**



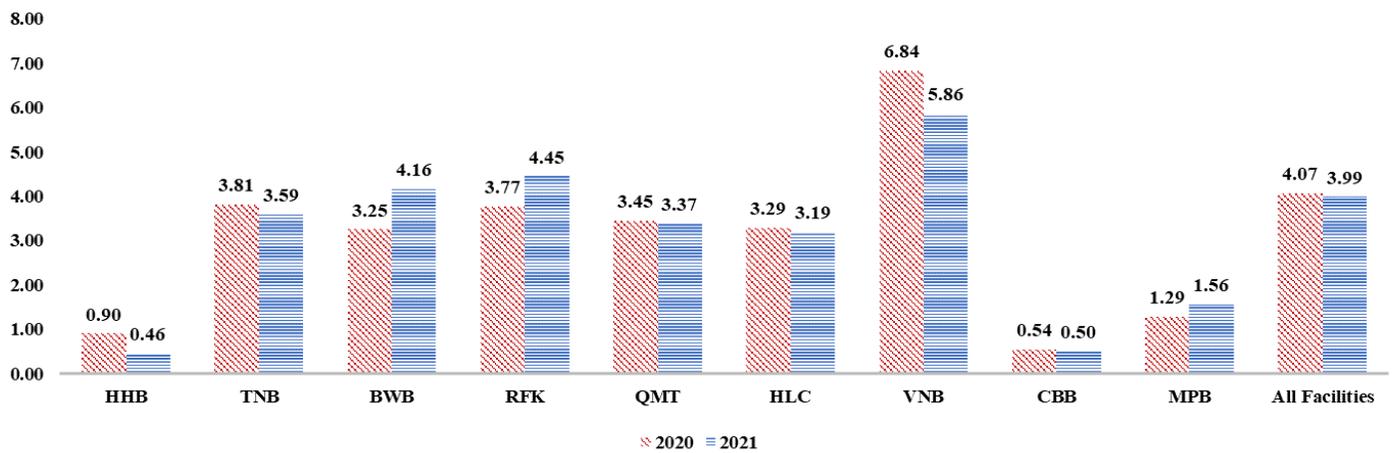
**Leading Collision Factors
2020 vs. 2021**



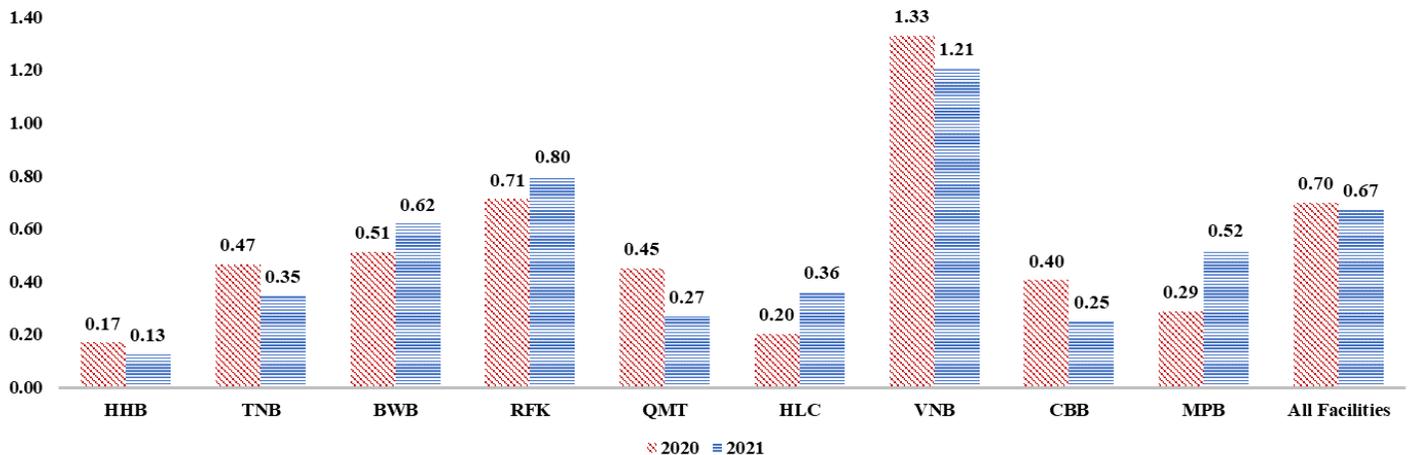


Both collision rate indicators improved in 2021 compared to 2020. B&T has a continuing focus on collision mitigation at all of its crossings. Some mitigation efforts include roadway safety enforcement, traffic alerts, signage and pavement markings. The improvements in the overall collision rate performance are in part attributed to the success of this focus.

2020 vs. 2021 Total Collision Rates per Million Vehicles



2020 vs. 2021 Collision with Injuries Rates per Million Vehicles





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

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

- 10,135 summonses were issued in 2021, 12.5% higher than 2020.
- 17.0% (1,721) of the summonses issued in 2021 were safety related. Types of safety summonses include Speeding, Disobeying Signs / Traffic Control Devices and Unsafe Lane Change.
- B&T’s Special Operations Division utilized collision data (collisions by type, collisions by tour, collisions by day of the week, collision factors, etc.) to direct patrol deployments across all facilities.

Summons Type	2020	2021	% Change
Speed	1,544	369	(76.1%)
Disobey Signs/Traffic Control Device	894	1,143	27.9%
Cell Phone/Texting	116	113	(2.6%)
Unsafe Lane Change/Failure to Signal	166	96	(42.2%)
*All Other	6,291	8,414	33.7%
Total	9,011	10,135	12.5%

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



Indicator Definitions

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



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

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



Bridges and Tunnels

Financial Report January 2022

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

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

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

CURRENT ASSETS:

Cash-Unrestricted	17,962
Investments:	
Unrestricted	667,717
Restricted	712,382
Accrued interest receivable	290
Accounts receivable	410,878
Less allowance for uncollectible accounts	-312,843
Tolls due from other agencies	48,638
Prepaid expenses	23,551
	<hr/>
Total current assets	1,568,575
	<hr/>

NONCURRENT ASSETS:

Investments:	
Unrestricted	
Restricted	-
Facilities, less acc.dep of \$2,154,235	7,389,621
Capital lease 2 Broadway net acc. dep.	34,340
Derivative Hedge Assets	3,487
	<hr/>
Total noncurrent assets	7,427,448
	<hr/>

TOTAL ASSETS:	<hr/> 8,996,023 <hr/>
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DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to pension	53,200
Deferred outflow of resources related to other post-employment benefits	75,494
Accumulated decreases in fair value of derivative instruments	177,832
Defeasance costs	175,546
	<hr/>

TOTAL DEFERRED OUTFLOWS OF RESOURCES:	<hr/> 482,073 <hr/>
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TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	<hr/> 9,478,095 <hr/> <hr/>
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MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of January 31, 2022
(in thousands)

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

Current portion-long term debt	277,005
Interest Payable	76,661
Accounts Payable	127,737
Accrued Pension Payable	0
Payable to MTA-CAP	359,820
Due to MTA-Operating Expenses	2,803
Due to NYCTA-Operating Expenses	58
Accrued salaries	31,714
Accrued Vac & Sick Benefits	19,624
Current portion of estimated liability arising from injury	6,179
Due to New York City Transit Authority	120,093
Due to Metropolitan Transportation Authority	145,796
Unearned Toll Revenue	202,493
Tolls due to other agencies	107,843
E-ZPass Airport Toll Liability	4,522
	<hr/>
Total current liabilities	1,482,346

NONCURRENT LIABILITIES:

Long term debt	9,364,313
Post Employment Benefits Other than Pensions	813,359
Estimated liability arising from injury	49,524
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	10,722,783

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 12,325,210

NET POSITION

-2,847,114 *

TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET

9,478,095

*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
JANUARY 2022

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	164.610	160.854	(3.756)	(2.3)	0.000	0.000	0.000	-	164.610	160.854	(3.756)	(2.3)
Other Operating Revenue	1.381	1.618	0.237	17.2	0.000	0.000	0.000	-	1.381	1.618	0.237	17.2
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.165	1.311	0.146	12.5	1.165	1.311	0.146	12.5
Investment Income	0.090	0.006	(0.085)	(93.6)	0.000	0.000	0.000	-	0.090	0.006	(0.085)	(93.6)
Total Revenue	\$166.081	\$162.478	(\$3.603)	(2.2)	\$1.165	\$1.311	\$0.146	12.5	\$167.246	\$163.789	(\$3.457)	(2.1)
Expenses												
<i>Labor:</i>												
Payroll	\$9.903	\$8.844	\$1.059	10.7	\$0.590	\$0.447	\$0.143	24.3	10.494	\$9.291	\$1.202	11.5
Overtime	2.154	1.790	0.364	16.9	\$0.080	0.033	0.047	59.3	2.234	1.823	0.411	18.4
Health and Welfare	2.696	2.228	0.468	17.4	\$0.138	0.106	0.032	23.1	2.834	2.334	0.500	17.6
OPEB Current Payment	1.987	2.325	(0.338)	(17.0)	0.000	0.000	0.000	-	1.987	2.325	(0.338)	(17.0)
Pensions	3.238	2.797	0.441	13.6	0.155	0.132	0.023	14.7	3.393	2.929	0.464	13.7
Other Fringe Benefits	1.801	2.015	(0.215)	(11.9)	0.086	0.056	0.030	34.9	1.886	2.071	(0.185)	(9.8)
Reimbursable Overhead	(0.116)	(0.537)	0.421	*	0.116	0.537	(0.421)	*	0.000	0.000	0.000	100.0
Total Labor Expenses	\$21.663	\$19.462	\$2.201	10.2	\$1.165	\$1.311	(\$0.146)	(12.5)	\$22.828	\$20.773	\$2.055	9.0
<i>Non-Labor:</i>												
Electric Power	\$0.340	\$0.346	(\$0.006)	(1.8)	\$0.000	\$0.000	\$0.000	-	\$0.340	\$0.346	(\$0.006)	(1.8)
Fuel	0.045	0.064	(0.019)	(42.1)	0.000	0.000	0.000	-	0.045	0.064	(0.019)	(42.1)
Insurance	1.002	1.031	(0.029)	(2.9)	0.000	0.000	0.000	-	1.002	1.031	(0.029)	(2.9)
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.337	6.139	2.198	26.4	0.000	0.000	0.000	-	8.337	6.139	2.198	26.4
Professional Service Contracts	2.756	0.984	1.772	64.3	0.000	0.000	0.000	-	2.756	0.984	1.772	64.3
Materials & Supplies	0.105	(0.000)	0.105	*	0.000	0.000	0.000	-	0.105	(0.000)	0.105	*
Other Business Expenses	4.276	3.564	0.712	16.6	0.000	0.000	0.000	-	4.276	3.564	0.712	16.6
Total Non-Labor Expenses	\$16.861	\$12.128	\$4.733	28.1	\$0.000	\$0.000	\$0.000	-	\$16.861	\$12.128	\$4.733	28.1
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Gap Closing Actions:												
¹ Add'l Actions for Budget Balance: Expense Impact	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Gap Closing Actions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$38.524	\$31.590	\$6.934	18.0	\$1.165	\$1.311	(\$0.146)	(12.5)	\$39.689	\$32.901	\$6.788	17.1
Depreciation	\$15.141	\$16.697	(\$1.556)	(10.3)	\$0.000	\$0.000	\$0.000	-	15.141	\$16.697	(\$1.556)	(10.3)
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.	\$53.665	\$48.287	\$5.377	10.0	\$1.165	\$1.311	(\$0.146)	(12.5)	\$54.830	\$49.598	\$5.231	9.5
Less: Depreciation	\$15.141	\$16.697	(\$1.556)	(10.3)	\$0.000	\$0.000	\$0.000	-	\$15.141	\$16.697	(\$1.556)	(10.3)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$38.524	\$31.590	\$6.934	18.0	\$1.165	\$1.311	(\$0.146)	(12.5)	\$39.689	\$32.901	\$6.788	17.1
Net Surplus/(Deficit)	\$127.557	\$130.888	\$3.331	2.6	\$0.000	\$0.000	\$0.000	-	\$127.557	\$130.888	\$3.331	2.6

Results are preliminary and subject to audit review.

Differences are due to rounding.

*Variance exceeds 100%

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)									\$127.557	\$130.888	\$3.331	2.6
Less: Capitalized Assets									0.291	0.011	0.280	96.3
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$127.267	\$130.877	\$3.611	2.8
Less: Debt Service									57.652	55.595	2.057	3.6
Less: Contribution to the Capital Program									0.000	0.000	0.000	-
Income Available for Distribution									\$69.615	\$75.282	\$5.667	8.1
Distributable To:												
MTA - Investment Income									0.090	0.006	(0.085)	(93.6)
MTA - Distributable Income									39.382	41.360	1.978	5.0
NYCTR - Distributable Income									30.142	33.917	3.775	12.5
Total Distributable Income									\$69.615	\$75.282	\$5.667	8.1
Support to Mass Transit:												
Total Revenues									167.246	163.789	(3.457)	(2.1)
Less: Total Operating Expenses									<u>39.689</u>	<u>32.901</u>	<u>6.788</u>	17.1
Net Operating Income/(Deficit)									\$127.557	\$130.888	\$3.331	2.6
Deductions from Net Operating Income:												
Capitalized Assets									0.291	0.011	0.280	96.3
Reserves									0.000	0.000	0.000	-
B&T Debt Service									28.089	29.690	(1.601)	(5.7)
Contribution to the Capital Program									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$28.380	\$29.701	(\$1.321)	(4.7)
Total Support to Mass Transit									\$99.178	\$101.187	\$2.010	2.0

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

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
JANUARY Year-To-Date

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	164.610	160.854	(3.756)	(2.3)	0.000	0.000	0.000	-	164.610	160.854	(3.756)	(2.3)
Other Operating Revenue	1.381	1.618	0.237	17.2	0.000	0.000	0.000	-	1.381	1.618	0.237	17.2
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.165	1.311	0.146	12.5	1.165	1.311	0.146	12.5
Investment Income	0.090	0.006	(0.085)	(93.6)	0.000	0.000	0.000	-	0.090	0.006	(0.085)	(93.6)
Total Revenue	\$166.081	\$162.478	(\$3.603)	(2.2)	\$1.165	\$1.311	\$0.146	12.5	\$167.246	\$163.789	(\$3.457)	(2.1)
Expenses												
<i>Labor:</i>												
Payroll	\$9.903	\$8.844	\$1.059	10.7	0.590	\$0.447	\$0.143	24.3	10.494	\$9.291	\$1.202	11.5
Overtime	2.154	1.790	0.364	16.9	0.080	0.033	0.047	59.3	2.234	1.823	0.411	18.4
Health and Welfare	2.696	2.228	0.468	17.4	0.138	0.106	0.032	23.1	2.834	2.334	0.500	17.6
OPEB Current Payment	1.987	2.325	(0.338)	(17.0)	0.000	0.000	0.000	-	1.987	2.325	(0.338)	(17.0)
Pensions	3.238	2.797	0.441	13.6	0.155	0.132	0.023	14.7	3.393	2.929	0.464	13.7
Other Fringe Benefits	1.801	2.015	(0.215)	(11.9)	0.086	0.056	0.030	34.9	1.886	2.071	(0.185)	(9.8)
Reimbursable Overhead	(0.116)	(0.537)	0.421	*	0.116	0.537	(0.421)	*	0.000	0.000	0.000	100.0
Total Labor Expenses	\$21.663	\$19.462	\$2.201	10.2	\$1.165	\$1.311	(\$0.146)	(12.5)	\$22.828	\$20.773	\$2.055	9.0
<i>Non-Labor:</i>												
Electric Power	\$0.340	\$0.346	(\$0.006)	(1.8)	0.000	\$0.000	\$0.000	-	\$0.340	\$0.346	(\$0.006)	(1.8)
Fuel	0.045	0.064	(0.019)	(42.1)	0.000	0.000	0.000	-	0.045	0.064	(0.019)	(42.1)
Insurance	1.002	1.031	(0.029)	(2.9)	0.000	0.000	0.000	-	1.002	1.031	(0.029)	(2.9)
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.337	6.139	2.198	26.4	0.000	0.000	0.000	-	8.337	6.139	2.198	26.4
Professional Service Contracts	2.756	0.984	1.772	64.3	0.000	0.000	0.000	-	2.756	0.984	1.772	64.3
Materials & Supplies	0.105	(0.000)	0.105	*	0.000	0.000	0.000	-	0.105	(0.000)	0.105	*
Other Business Expenses	4.276	3.564	0.712	16.6	0.000	0.000	0.000	-	4.276	3.564	0.712	16.6
Total Non-Labor Expenses	\$16.861	\$12.128	\$4.733	28.1	\$0.000	\$0.000	\$0.000	-	\$16.861	\$12.128	\$4.733	28.1
Other Expense Adjustments												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Gap Closing Actions:												
¹ Add'l Actions for Budget Balance: Expense Impact	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Gap Closing Actions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$38.524	\$31.590	\$6.934	18.0	\$1.165	\$1.311	(\$0.146)	(12.5)	\$39.689	\$32.901	\$6.788	17.1
Depreciation	\$15.141	\$16.697	(\$1.556)	(10.3)	0.000	\$0.000	\$0.000	-	15.141	\$16.697	(\$1.556)	(10.3)
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.	\$53.665	\$48.287	\$5.377	10.0	\$1.165	\$1.311	(\$0.146)	(12.5)	\$54.830	\$49.598	\$5.231	9.5
Less: Depreciation	\$15.141	\$16.697	(\$1.556)	(10.3)	\$0.000	\$0.000	\$0.000	-	\$15.141	\$16.697	(\$1.556)	(10.3)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$38.524	\$31.590	\$6.934	18.0	\$1.165	\$1.311	(\$0.146)	(12.5)	\$39.689	\$32.901	\$6.788	17.1
Net Surplus/(Deficit)	\$127.557	\$130.888	\$3.331	2.6	\$0.000	\$0.000	\$0.000	-	\$127.557	\$130.888	\$3.331	2.6

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

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Net Income/(Deficit)									\$127.557	\$130.888	\$3.331	2.6
Less: Capitalized Assets									0.291	0.011	\$0.280	96.3
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$127.267	\$130.877	\$3.611	2.8
Less: Debt Service									57.652	55.595	2.057	3.6
Less: Contribution to the Capital Program									0.000	0.000	0.000	-
Income Available for Distribution									\$69.615	\$75.282	\$5.667	8.1
Distributable To:												
MTA - Investment Income									0.090	0.006	(0.085)	(93.6)
MTA - Distributable Income									39.382	41.360	1.978	5.0
NYCTR - Distributable Income									30.142	33.917	3.775	12.5
Total Distributable Income									\$69.615	\$75.282	\$5.667	8.1
Support to Mass Transit:												
Total Revenues									167.246	163.789	(3.457)	(2.1)
Less: Total Operating Expenses									<u>39.689</u>	<u>32.901</u>	<u>6.788</u>	17.1
Net Operating Income/(Deficit)									\$127.557	\$130.888	\$3.331	2.6
Deductions from Net Operating Income:												
Capitalized Assets									0.291	0.011	0.280	96.3
Reserves									0.000	0.000	0.000	-
B&T Debt Service									28.089	29.690	(1.601)	(5.7)
Contribution to the Capital Program									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$28.380	\$29.701	(\$1.321)	(4.7)
Total Support to Mass Transit									\$99.178	\$101.187	\$2.010	2.0

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

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

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	Jan-22			Year-to-Date		
	\$	%		\$	%	
Nonreimbursable						
Vehicle Toll Revenue	(3.756)	-2.3%	Traffic volumes were below the revised forecast levels	(3.756)	-2.3%	Traffic volumes were below the revised forecast levels
Other Operating Revenue	0.237	*	Higher revenue primarily due to the timing of income from E-ZPass administrative fees	0.237	17.2%	Higher revenue primarily due to the timing of income from E-ZPass administrative fees
Investment Income	(0.085)	-93.6%	Lower than anticipated short-term investment returns on fund balances.	(0.085)	-93.6%	Lower than anticipated short-term investment returns on fund balances.
Payroll	1.059	10.7%	Lower payroll expenses primarily due to vacancies	1.059	10.7%	Lower payroll expenses primarily due to vacancies
Overtime	0.364	16.9%	See overtime chart	0.364	16.9%	See overtime chart
Health and Welfare	0.468	17.4%	Lower expenses primarily due to vacancies	0.468	17.4%	Lower expenses primarily due to vacancies
OPEB Current Payment	(0.338)	-17.0%	Higher expenses primarily due to timing against the budget allocation	(0.338)	-17.0%	Higher expenses primarily due to timing against the budget allocation
Pensions	0.441	13.6%	Lower non-reimbursable expenses primarily due to lower than allocated capital reimbursement offsets	0.441	13.6%	Lower non-reimbursable expenses primarily due to lower than allocated capital reimbursement offsets
Other Fringe Benefits	(0.215)	-11.9%	Higher expenses primarily due to timing against the budget allocation.	(0.215)	-11.9%	Higher expenses primarily due to timing against the budget allocation.
Electric Power	(0.006)	-1.8%	Higher electricity expenses primarily due to timing against the budget allocation.	(0.006)	-1.8%	Higher electricity expenses primarily due to timing against the budget allocation.
Fuel	(0.019)	-42.1%	Higher fuel expenses primarily due to timing against the monthly budget allocation	(0.019)	-42.1%	Higher fuel expenses primarily due to timing against the monthly budget allocation
Insurance	(0.029)	-2.9%	Higher insurance expenses primarily due to timing against the monthly budget allocation	(0.029)	-2.9%	Higher insurance expenses primarily due to timing against the monthly budget allocation
Maintenance and Other Operating Contracts	2.198	26.4%	Lower expenses mainly due to timing against the monthly budget allocation for major maintenance and painting, (\$0.684 Mill), E-ZPass tags, (\$0.335 Mill), maintenance E-ZPass equipment, (\$0.281 Mill), security and surveillance costs, (\$0.198 Mill), E-ZPass customer service center, (\$0.187 Mill) and general maintenance costs, (\$0.125 Mill).	2.198	26.4%	Lower expenses mainly due to timing against the monthly budget allocation for major maintenance and painting, (\$0.684 Mill), E-ZPass tags, (\$0.335 Mill), maintenance E-ZPass equipment, (\$0.281 Mill), security and surveillance costs, (\$0.198 Mill), E-ZPass customer service center, (\$0.187 Mill) and general maintenance costs, (\$0.125 Mill).
Professional Service Contracts	1.772	64.3%	Lower expenses primarily due to timing against the monthly budget allocation for bond issuance costs, (\$0.978 Mill), professional service contracts, (\$0.216 Mill), planning studies, (\$0.159 Mill) and engineering services, (\$0.114 Mill).	1.772	64.3%	Lower expenses primarily due to timing against the monthly budget allocation for bond issuance costs, (\$0.978 Mill), professional service contracts, (\$0.216 Mill), planning studies, (\$0.159 Mill) and engineering services, (\$0.114 Mill).
Materials & Supplies	0.105	100.0%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly budget allocation	0.105	100.0%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly budget allocation
Other Business Expense	0.712	16.6%	Lower expenses primarily due to timing against the monthly budget allocation for credit card fees.	0.712	16.6%	Lower expenses primarily due to timing against the monthly budget allocation for credit card fees.
Depreciation	(1.556)	-10.3%	Higher depreciation expense primarily due to timing against the monthly budget allocation.	(1.556)	-10.3%	Higher depreciation expense primarily due to timing against the monthly budget allocation.
Other Post Employment Benefits	0.000	-	No variance	0.000	-	No variance
Reimbursable						
Capital and Other Reimbursements	0.146	12.5%	Higher capital reimbursements due to timing against the monthly budget allocation	0.146	12.5%	Higher capital reimbursements due to timing against the monthly budget allocation
Payroll	0.143	24.3%	Lower capital reimbursements due to timing against the monthly budget allocation	0.143	24.3%	Lower capital reimbursements due to timing against the monthly budget allocation
Overtime	0.047	*	See overtime tables	0.047	59.3%	See overtime tables
Health and Welfare	0.032	*	Lower capital reimbursements due to timing against the monthly budget allocation	0.032	23.1%	Lower capital reimbursements due to timing against the monthly budget allocation
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	0.023	*	Lower capital reimbursements due to timing against the monthly budget allocation	0.023	14.7%	Lower capital reimbursements due to timing against the monthly budget allocation
Other Fringe Benefits	0.030	*	Lower capital reimbursements due to timing against the monthly budget allocation	0.030	34.9%	Lower capital reimbursements due to timing against the monthly budget allocation
Reimbursable Overhead	(0.421)	-363.2%	Higher capital reimbursements due to timing against the monthly budget allocation	(0.421)	-363.2%	Higher capital reimbursements due to timing against the monthly budget allocation

*Variance exceeds 100%

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

Month of Jan

Year to date ending Jan 2022

Comparison Current Year vs. Prior Year:

Prior Year		*Current Year		Percentage Change			Prior Year		*Current Year		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
3.3	\$24.2	3.4	\$27.8	2.3%	15.2%	Bronx-Whitestone	3.2	\$24.2	3.4	\$27.8	5.3%	15.2%
0.6	1.3	0.5	1.5	-2.6%	15.7%	Cross Bay	0.6	1.3	0.5	1.5	-0.6%	15.7%
1.5	4.9	1.6	6.0	3.5%	23.0%	Henry Hudson	1.4	4.9	1.6	6.0	7.7%	23.0%
1.3	8.2	1.5	10.5	11.6%	28.7%	Hugh L. Carey	1.2	8.2	1.5	10.5	20.1%	28.7%
0.5	1.1	0.5	1.4	0.3%	20.3%	Marine Parkway	0.5	1.1	0.5	1.4	4.7%	20.3%
1.7	11.4	1.9	14.6	12.2%	28.0%	Queens Midtown	1.6	11.4	1.9	14.6	16.5%	28.0%
4.3	30.6	4.3	34.4	0.4%	12.4%	RFK	4.2	30.6	4.3	34.4	2.0%	12.4%
2.7	23.9	2.7	26.1	-0.3%	9.4%	Throgs Neck	2.7	23.9	2.7	26.1	-0.1%	9.4%
5.6	36.1	5.6	38.5	-0.7%	6.7%	Verrazzano-Narrows	5.4	36.1	5.6	38.5	2.0%	6.7%
21.6	\$141.6	22.0	\$160.9	2.1%	13.6%	Total	21.0	\$141.6	22.0	\$160.9	4.8%	13.6%
	\$6.564		\$7.303		11.3%	Revenue Per Vehicle		\$6.740		\$7.303		8.3%

1) Toll increase implemented April 11, 2021

2) Numbers may not add due to rounding.

Comparison Actual vs. Adopted Budget:

January Budget		January Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
24.3	\$164.6	22.0	\$160.9	-9.3%	-2.3%	Total All	24.3	\$164.6	22.0	\$160.9	-9.3%	-2.3%
	\$6.778		\$7.303		7.7%	Revenue Per Vehicle		\$6.778		\$7.303		7.7%

3) 2022 January traffic and revenue is 3.0M below and \$9.6M above January 2019, a decline of -11.9% and increase 6.3% respectively

4) 2022 January YTD traffic and revenue is 3.0M below and \$9.6M above January YTD 2019, a decline of -11.9% and increase of 6.3% respectively

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

Facility	Revenue Collection Rate January 2022 ¹
Henry Hudson Bridge	97.4%
Hugh L. Carey Tunnel	97.6%
Queens Midtown Tunnel	99.0%
Marine Parkway Bridge	97.8%
Cross Bay Bridge	94.7%
Robert F. Kennedy Bridge	95.7%
Verrazzano-Narrows Bridge	93.4%
Bronx-Whitestone Bridge	95.1%
Throgs Neck Bridge	95.6%
All Facilities	95.5%

1. Represents total revenue collections from transactions in February 2020 through January 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
January 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	8	4	2 Managerial and 2 Professional vacancies
Budget & Finance ⁽²⁾	17	13	4	3 Managerial and 1 Professional vacancy
Administration ⁽³⁾	34	25	9	4 Managerial and 5 Professional vacancies
EEO	1	-	1	1 Professional vacancy
Total Administration	77	52	25	
Operations				
ITS & Tolling	66	46	20	9 Managerial and 11 Professional vacancies
Central Business District Tolling Program	41	6	35	2 Managerial and 33 Professional vacancies
Operations (Non-Security)	54	38	16	16 Managerial vacancies
Total Operations	161	90	71	
Maintenance				
Maintenance	205	179	26	3 Managerial, 7 Professional, and 16 Maintainer vacancies
Operations - Maintainers	183	150	33	33 Maintainer vacancies
Total Maintenance	388	329	59	
Engineering/Capital				
Engineering & Construction	123	119	4	4 Professional vacancies
Health & Safety	9	7	2	2 Professional vacancies
Law ⁽¹⁾	18	15	3	2 Managerial vacancies and 1 Professional vacancy
Planning & Budget Capital	8	6	2	1 Managerial and 1 Professional vacancy
Total Engineering/Capital	158	147	11	
Public Safety				
Operations (Security)	540	450	90	53 Managerial and 37 Operational vacancies
Internal Security - Operations	45	29	16	3 Managerial and 13 Professional vacancies
Total Public Safety	585	479	106	
Total Positions	1,369	1,097	272	
Non-Reimbursable	1,244	972	272	
Reimbursable	125	125	-	
Total Full-Time	1,369	1,097	272	

(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
January 2022

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	26	14	12	4 vacancies in Administration, 3 in Executive, 3 in Budget & Finance, and 2 in Law
Professional, Technical, Clerical	51	38	13	5 vacancies in Administration, 4 in Executive, 2 in Law, and 1 vacancy in Budget & Finance and EEO
Operational Hourlies	-	-	-	
Total Administration	77	52	25	
Operations				
Managers/Supervisors	73	46	27	16 vacancies in Operations, 9 in ITS & Tolling, and 2 in CBDTP
Professional, Technical, Clerical	88	44	44	11 vacancies in ITS & Tolling and 33 in CBDTP
Operational Hourlies	-	-	-	
Total Operations	161	90	71	
Maintenance				
Managers/Supervisors	27	24	3	3 vacancies in Maintenance
Professional, Technical, Clerical	11	4	7	7 vacancies in Maintenance
Operational Hourlies ⁽¹⁾	350	301	49	16 vacancies in Maintenance and 33 in Operations
Total Maintenance	388	329	59	
Engineering/Capital				
Managers/Supervisors	34	31	3	2 vacancies in Law and 1 vacancy in Planning & Budget Capital
Professional, Technical, Clerical	124	116	8	4 vacancies in Engineering, 2 in Health & Safety, 1 in Law, and 1 in P&B Capital
Operational Hourlies	-	-	-	
Total Engineering/Capital	158	147	11	
Public Safety				
Managers/Supervisors	179	123	56	53 vacancies in Operations and 3 in Internal Security
Professional, Technical, Clerical	36	23	13	13 vacancies in Internal Security
Operational Hourlies ⁽²⁾	370	333	37	37 BTO vacancies in Operations
Total Public Safety	585	479	106	
Total Positions				
Managers/Supervisors	339	238	101	
Professional, Technical, Clerical	310	225	85	
Operational Hourlies	720	634	86	
Total Positions	1,369	1,097	272	

(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.

B&T – Non-Reimbursable Overtime Variance

January 2022 and budget vs. variance

\$M

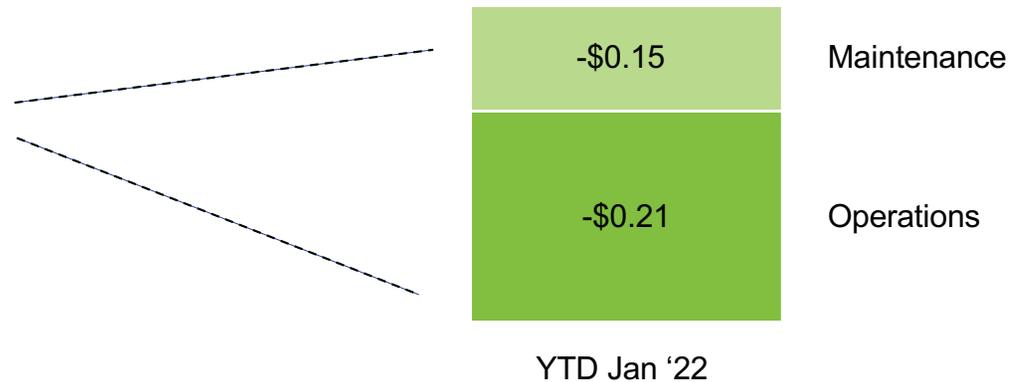
- Favorable
- Unfavorable
- Budget

Annual Adopted Budget: \$24.4M



Overview

- January 2022 Non-reimbursable Overtime was \$0.36 million, or 17%, below budget.
- January 2022 Non-reimbursable Overtime was \$0.7 million, or 68%, above January 2021 spend.
- January 2022 Non-reimbursable Overtime was \$0.5 million, or 23%, below January 2019 pre-pandemic spend.
- Operations Overtime was below forecast by \$0.21 million, primarily due to scheduling, deployment, and managerial efficiencies.
- Maintenance Overtime was below forecast by \$0.15 million. Overtime savings are attributed to the deferral of non-critical maintenance work and managerial efficiencies.
- Operations and Maintenance continues to review and prioritize need for overtime.



Note: January actuals are preliminary estimates and may require subsequent revision due to impacts of Kronos timekeeping system outage.

Source: February Financial Plan. GL actuals for actual overtime spending. Numbers may not add due to rounding.

B&T – Reimbursable Overtime Variance

January 2022 and budget vs. variance

\$M

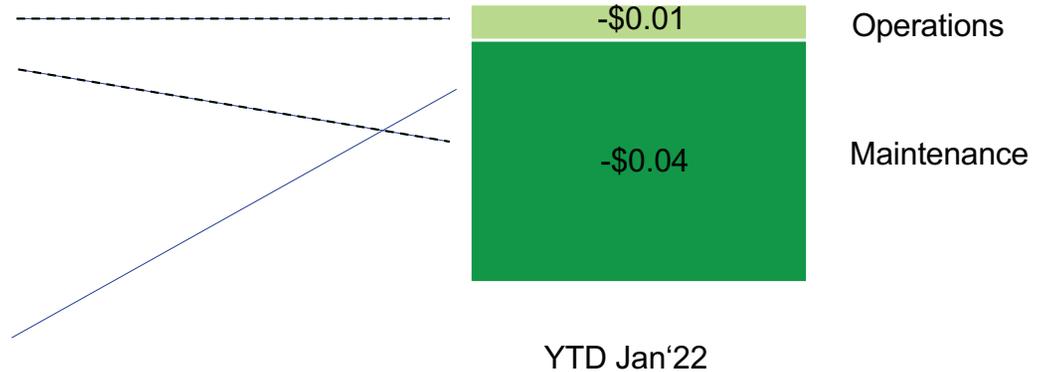
- Favorable
- Unfavorable
- Budget

Annual Adopted Budget: \$0.95M



Overview

- January 2022 Reimbursable Overtime was \$47 thousand, or 59%, under budget due to timing.
- January 2022 Reimbursable Overtime was \$9 thousand below 2021 spend.
- January 2022 Reimbursable Overtime was \$12 thousand below 2019 pre-pandemic spend.
- Current projects include construction on the approaches to the Verrazano-Narrows Bridge, deck replacement at the Throgs Neck Bridge, and weather monitoring system upgrades at Authority Facilities.



Note: January actuals are preliminary estimates and may require subsequent revision due to impacts of Kronos timekeeping system outage.

Source: February Financial Plan. GL actuals for actual overtime spending. Numbers may not add due to rounding.



Bridges and Tunnels

2021 B&T Operating Surplus (Action Item)



Staff Summary



Subject: 2021 TBTA Operating Surplus
Department: Finance
Department Head Name Marissa Krinis (B&T Financial Liaison)
Department Head Signature <i>Marissa Krinis</i>
Project Manager Name Lloyd Jairam

Date February 22, 2022
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	MTA B&T Committee	02/22/22			
2	MTA Finance Committee	02/22/22			
3	MTA Board	02/22/22			

Internal Approvals			
Order	Approval	Order	Approval
2	President <i>Det. P. D. [Signature]</i>		VP Staff Services
3	Chief Financial Officer <i>[Signature]</i>		VP Procurement & Materials
	General Counsel		VP Labor Relations
	VP Operations		VP & Chief Engineer

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

PURPOSE:

To obtain MTA Board approval of resolutions which will:

- Certify and transfer \$1,037,034,639 operating surplus to the MTA and NYCTA pursuant to Section 1219-a(2)(b) of the Public Authorities Law of the State of New York.
- Transfer \$94,397 representing 2021 investment income to the MTA pursuant to Section 569-c of the Public Authorities Law of the State of New York.
- Advance the 2022 TBTA Surplus as per attached Resolution.

DISCUSSION:

The attached calculation and letter from Deloitte & Touche LLP represent the Triborough Bridge and Tunnel Authority's operating surplus for fiscal year ending December 31, 2021. The amount of surplus available for transfer to the MTA and NYCTA is \$1,037,034,639. The amount of investment income that is surplus funds and available to transfer to MTA for fiscal year 2021 is \$94,397.

BUDGET IMPACT: None.

ALTERNATIVES: None.

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

Triborough Bridge and Tunnel Authority

(A Component Unit of the Metropolitan Transportation Authority)

Agreed-Upon Procedures Performed in
Connection with the Schedule of Operating
Surplus for the Year Ended December 31, 2021

INDEPENDENT ACCOUNTANT'S AGREED-UPON PROCEDURES REPORT

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

We have performed the procedures enumerated in the accompanying Exhibit B on the Triborough Bridge and Tunnel Authority's (the "Authority") calculation of the operating surplus ("Operating Surplus") presented in the Schedule of Operating Surplus ("the Schedule") for the year ended December 31, 2021 ("the subject matter") (Exhibit A), in accordance with Chapter 717 Section 1219-a (2)(e) of the New York Public Authorities Law and various bond resolutions. The Authority is responsible for the subject matter.

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

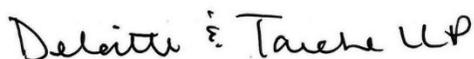
We make no representation regarding the appropriateness of the procedures either for the purpose for which our report has been requested or for any other purpose. Accordingly, this report may not be suitable for either the purpose of which this report has been requested or for any other purpose. The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

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

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

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

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



February 10, 2022

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2021

OPERATING REVENUES (Procedure 1)	\$ 2,202,927,427
OPERATING EXPENSES (Procedure 2)	<u>(447,040,200)</u>
NET OPERATING REVENUE	1,755,887,227
DECREASE IN PREPAID EXPENSES AND OTHER ADJUSTMENTS (Procedure 2)	608,964
DEBT SERVICE ON BONDS (Procedure 3)	(697,737,819)
INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS (Procedure 4)	130,133
ESTABLISHMENT OF GASB 43 RESERVE ACCOUNT (Procedure 7)	-
PURCHASE OF CAPITAL ASSETS FUNDED FROM OPERATIONS (Procedure 5)	(7,975,866)
CAPITAL CONTRIBUTION - PAYGO (Procedure 8)	(13,878,000)
ESTABLISHMENT OF NECESSARY RECONSTRUCTION RESERVE ACCOUNT (Procedure 6)	<u>-</u>
OPERATING SURPLUS	<u>\$ 1,037,034,639</u>

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

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

NOTES TO THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2021 (Exhibit A)

1. REPORTING ENTITY

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

2. OPERATING SURPLUS CALCULATION REQUIREMENTS

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

3. BASIS OF ACCOUNTING

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

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2021 (Exhibit A)

1. OPERATING REVENUES

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

2. OPERATING EXPENSES

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

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

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

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

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

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

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2021 (Exhibit A)

3. DEBT SERVICE ON BONDS

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

We confirmed that for all debt types, the debt service represents interest paid and/or accrued applicable to calendar year 2021 and the principal payment due January 1, 2022, on all bond indebtedness and certificates.

4. INTEREST INCOME

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

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2021 (Exhibit A)

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

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

5. CAPITAL ASSETS FUNDED FROM OPERATIONS

- We compared the amount of "Purchase of Capital Assets Funded From Operations," which represents amounts paid and capitalized for vehicles and other fixed assets, appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger of the TBTA which excludes CBD Tolling activities and found a difference of \$1,739,674 due to the fact that vehicles and other fixed assets not funded from operations were recorded and tracked in the same general ledger account.

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

6. NECESSARY RECONSTRUCTION RESERVE

- We compared the amount appearing on the Schedule of Operating Surplus (Exhibit A) as "Establishment of Necessary Reconstruction Reserve Account" to the TBTA Financial Plan, which was approved by the Finance Committee at the December 13, 2021, meeting, to set aside and reduce the operating surplus by \$0 and found them to be in agreement. (The Necessary Reconstruction Reserve Account was established by the TBTA by resolution adopted March 29, 1968).
- We inquired whether this amount, together with interest income thereon, is to be used to fund reconstruction of present facilities within the meaning of TBTA's General Revenue Bond Resolution and we have been informed that this amount, together with interest income thereon, is to be used to fund reconstruction of present facilities within the meaning of the TBTA's General Revenue Bond Resolution.

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2021 (Exhibit A)

7. GASB 43 RESERVE

- We compared the amount appearing on the Schedule of Operating Surplus (Exhibit A) as “Establishment of GASB 43 Reserve Account” to the TBTA Financial Plan, which was approved by the Finance Committee at the December 13, 2021, meeting, to set aside and reduce the operating surplus by \$0 and found them to be in agreement.

8. CAPITAL CONTRIBUTION-PAYGO

- We compared the amount appearing on the Schedule of Operating Surplus (Exhibit A) as “Capital Contribution- PAYGO” to the TBTA July Financial Plan 2022-2025, which was approved by the Finance Committee at the July 19, 2021, meeting, to set aside and reduce the operating surplus by \$13,878,000 and found them to be in agreement.

* * * * *

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

SUPPORTING SCHEDULE TO THE SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2021 (Exhibit A)

TOTAL REVENUES		\$	\$2,203,022,449
LESS: Interest Income	\$	94,397	
Other Non-Operating Revenue		<u>625</u>	<u>95,022</u>
OPERATING REVENUES (Exhibit A)		\$	<u>\$2,202,927,427</u>
TOTAL EXPENSES (excluding depreciation)		\$	800,933,924
LESS: Non-Operating Expenses	\$	336,782,690	
Reimbursement of Personnel Costs		<u>17,111,034</u>	<u>353,893,724</u>
OPERATING EXPENSES (Exhibit A)		\$	<u>447,040,200</u>
PREPAID EXPENSES AND OTHER ADJUSTMENTS:			
Balance December 31, 2020	\$	25,234,900	
Balance December 31, 2021		<u>24,625,936</u>	
DECREASE IN PREPAID EXPENSES AND OTHER ADJUSTMENTS (Exhibit A)		\$	<u>(608,964)</u>
DEBT SERVICE:			
TBTA	\$	344,590,016	
MTA		109,818,051	
NYCTA		<u>243,199,619</u>	
Subtotal		697,607,686	
INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS (Exhibit A)		<u>130,133</u>	
TOTAL DEBT SERVICE ON BONDS (Exhibit A)		\$	<u>697,737,819</u>



Bridges and Tunnels

2022 Adopted Budget/Financial Plan 2022-2025 (Information Item)



MTA BRIDGES & TUNNELS
FEBRUARY FINANCIAL PLAN 2022-2025
2021 FINAL ESTIMATE AND 2022 ADOPTED BUDGET

In accordance with MTA-approved budget procedures, the following information presents MTA Bridges & Tunnel's 2021 Final Estimate, 2022 Adopted Budget and the Financial Plan for 2022-2025. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Plan and adopted by the Board in December 2021, as well as other technical adjustments.

Technical adjustments include:

- Transfer of one position between functional/occupation groups and departments with no change to the overall number of positions.

The attached also includes schedules detailing the monthly allocation of financials, including overtime, and headcount, and utilization data based on the 2022 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA BRIDGES & TUNNELS
February Financial Plan 2022-2025
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2021		2022		2023		2024		2025	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2021 November Financial Plan: Net Surplus/(Deficit)	1,244	\$1,652.916	1,244	\$1,721.945	1,250	\$1,722.878	1,250	\$1,714.440	1,250	\$1,715.451
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
MTA Policy Actions:										
MTA Re-estimates:										
Other:										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2022 February Financial Plan: Net Surplus/(Deficit)	1,244	\$1,652.916	1,244	\$1,721.945	1,250	\$1,722.878	1,250	\$1,714.440	1,250	\$1,715.451

MTA BRIDGES & TUNNELS
February Financial Plan 2022-2025
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2021		2022		2023		2024		2025	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2021 November Financial Plan: Net Surplus/(Deficit)	125	\$0.000	125	\$0.000	125	\$0.000	125	\$0.000	125	\$0.000
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
MTA Policy Actions:										
MTA Re-estimates:										
Other:										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2022 February Financial Plan: Net Surplus/(Deficit)	125	\$0.000	125	\$0.000	125	\$0.000	125	\$0.000	125	\$0.000

MTA BRIDGES AND TUNNELS
February Financial Plan 2022 - 2025
Accrual Statement of Operations By Category
(\$ in millions)

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
Non-Reimbursable					
Operating Revenue					
Toll Revenue	\$2,131.558	\$2,256.999	\$2,268.020	\$2,273.535	\$2,294.699
Other Operating Revenue	22.040	18.936	18.936	18.936	18.936
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Investment Income	1.046	1.240	1.240	1.240	1.240
Total Revenues	\$2,154.644	\$2,277.175	\$2,288.196	\$2,293.712	\$2,314.875
Operating Expense					
Labor:					
Payroll	\$118.373	\$124.516	\$127.038	\$129.579	\$132.362
Overtime	22.411	24.435	25.001	25.535	26.216
Health and Welfare	29.663	34.218	35.766	37.385	39.134
OPEB Current Payments	24.874	25.827	26.620	27.472	28.379
Pension	38.345	40.939	42.214	43.586	45.105
Other Fringe Benefits	16.341	23.080	23.628	23.516	23.892
Reimbursable Overhead	(1.880)	(8.192)	(8.356)	(8.523)	(8.523)
Total Labor Expenses	\$248.126	\$264.823	\$271.911	\$278.550	\$286.564
Non-Labor:					
Electric Power	\$3.727	\$5.840	\$5.706	\$5.730	\$5.876
Fuel	1.697	2.006	1.945	1.904	1.937
Insurance	12.405	14.607	17.212	20.187	23.775
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	173.731	170.924	173.551	182.648
Professional Services Contracts	30.942	41.100	42.047	43.293	42.071
Materials and Supplies	2.767	3.009	3.364	3.436	3.433
Other Business Expenses	54.626	50.113	52.209	52.621	53.120
Total Non-Labor Expenses	\$253.602	\$290.407	\$293.407	\$300.721	\$312.860
Other Expense Adjustments:					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$501.729	\$555.230	\$565.318	\$579.271	\$599.425
Depreciation	\$190.279	\$181.689	\$194.355	\$194.355	\$194.355
GASB 75 OPEB Expense Adjustment	40.227	43.073	43.980	45.428	46.921
GASB 68 Pension Expense Adjustment	(5.436)	(5.598)	(5.825)	(5.949)	(6.166)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$726.799	\$774.393	\$797.828	\$813.105	\$834.535
Less: Depreciation	190.279	181.689	194.355	194.355	194.355
GASB 75 OPEB Exp Adjustment	40.227	43.073	43.980	45.428	46.921
GASB 68 Pension Exp Adjustment	(5.436)	(5.598)	(5.825)	(5.949)	(6.166)
Total Expenses	\$501.729	\$555.230	\$565.318	\$579.271	\$599.425
Net Surplus/(Deficit)	\$1,652.916	\$1,721.945	\$1,722.878	\$1,714.440	\$1,715.451

MTA BRIDGES AND TUNNELS
February Financial Plan 2022 - 2025
Accrual Statement of Operations By Category
(\$ in millions)

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
Reimbursable					
Operating Revenue					
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	28.282	29.384	30.005	30.108
Investment Income	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$18.267	\$28.282	\$29.384	\$30.005	\$30.108
Operating Expense					
<u>Labor:</u>					
Payroll	\$9.692	\$11.902	\$12.443	\$12.692	\$12.754
Overtime	0.909	0.952	0.995	1.039	1.039
Health and Welfare	2.101	2.621	2.746	2.801	2.816
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000
Pension	2.520	3.173	3.333	3.406	3.424
Other Fringe Benefits	1.165	1.441	1.511	1.545	1.552
Reimbursable Overhead	1.880	8.192	8.356	8.523	8.523
Total Labor Expenses	\$18.267	\$28.282	\$29.384	\$30.005	\$30.108
<u>Non-Labor:</u>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expense Adjustments:</u>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$18.267	\$28.282	\$29.384	\$30.005	\$30.108
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BRIDGES AND TUNNELS
February Financial Plan 2022 - 2025
Accrual Statement of Operations By Category
(\$ in millions)

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
Non-Reimbursable / Reimbursable					
Page 1 of 2					
Operating Revenue					
Toll Revenue	\$2,131.558	\$2,256.999	\$2,268.020	\$2,273.535	\$2,294.699
Other Operating Revenue	22.040	18.936	18.936	18.936	18.936
Capital and Other Reimbursements	18.267	28.282	29.384	30.005	30.108
Investment Income	1.046	1.240	1.240	1.240	1.240
Total Revenues	\$2,172.912	\$2,305.457	\$2,317.580	\$2,323.717	\$2,344.984
Operating Expense					
Labor:					
Payroll	\$128.065	\$136.418	\$139.481	\$142.271	\$145.116
Overtime	23.320	25.387	25.996	26.574	27.256
Health and Welfare	31.764	36.839	38.512	40.186	41.949
OPEB Current Payments	24.874	25.827	26.620	27.472	28.379
Pension	40.865	44.112	45.547	46.992	48.529
Other Fringe Benefits	17.506	24.521	25.139	25.061	25.444
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$266.394	\$293.105	\$301.295	\$308.556	\$316.673
Non-Labor:					
Electric Power	\$3.727	\$5.840	\$5.706	\$5.730	\$5.876
Fuel	1.697	2.006	1.945	1.904	1.937
Insurance	12.405	14.607	17.212	20.187	23.775
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	173.731	170.924	173.551	182.648
Professional Services Contracts	30.942	41.100	42.047	43.293	42.071
Materials and Supplies	2.767	3.009	3.364	3.436	3.433
Other Business Expenses	54.626	50.113	52.209	52.621	53.120
Total Non-Labor Expenses	\$253.602	\$290.407	\$293.407	\$300.721	\$312.860
Other Expense Adjustments:					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$519.996	\$583.512	\$594.702	\$609.277	\$629.533
Depreciation	\$190.279	\$181.689	\$194.355	\$194.355	\$194.355
GASB 75 OPEB Expense Adjustment	40.227	43.073	43.980	45.428	46.921
GASB 68 Pension Expense Adjustment	(5.436)	(5.598)	(5.825)	(5.949)	(6.166)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$745.066	\$802.675	\$827.212	\$843.110	\$864.644
Less: Depreciation	190.279	181.689	194.355	194.355	194.355
GASB 75 OPEB Exp Adjustment	40.227	43.073	43.980	45.428	46.921
GASB 68 Pension Exp Adjustment	(5.436)	(5.598)	(5.825)	(5.949)	(6.166)
Total Expenses	\$519.996	\$583.512	\$594.702	\$609.277	\$629.533
Net Surplus/(Deficit)	\$1,652.916	\$1,721.945	\$1,722.878	\$1,714.440	\$1,715.451

MTA BRIDGES AND TUNNELS
February Financial Plan 2022 - 2025
Accrual Statement of Operations by Category
(\$ in millions)

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
Non-Reimbursable / Reimbursable					
Page 2 of 2					
Net Surplus/(Deficit)	\$1,652.916	\$1,721.945	\$1,722.878	\$1,714.440	\$1,715.451
<u>Deductions from Income:</u>					
Less: Capitalized Assets	\$18.028	\$26.448	\$27.786	\$22.836	\$23.585
B&T Capital Reserves & Prepaid Exp.	0.000	0.000	0.000	0.000	0.000
GASB 45 Reserves	0.000	0.000	0.000	0.000	0.000
Adjusted Net Surplus/(Deficit)	\$1,634.888	\$1,695.497	\$1,695.091	\$1,691.604	\$1,691.866
Less: Debt Service	\$698.886	\$700.073	\$797.274	\$797.087	\$862.317
Less: Contribution to the Capital Program	13.878	0.000	0.000	0.000	0.000
Income Available for Distribution	\$922.124	\$995.424	\$897.817	\$894.517	\$829.549
<u>Distributable To:</u>					
MTA - Investment Income	\$1.046	\$1.240	\$1.240	\$1.240	\$1.240
MTA - Distributable Income	518.492	552.981	509.381	503.613	473.171
NYCT - Distributable Income	402.585	441.203	387.196	389.664	355.138
Total Distributable Income	\$922.124	\$995.424	\$897.817	\$894.517	\$829.549
<u>Actual Cash Transfers:</u>					
MTA - Investment Income - Prior Year	\$0.763	\$1.046	\$1.240	\$1.240	\$1.240
MTA - Cash Surplus Transfer	517.093	549.533	513.741	504.190	476.215
NYCT - Cash Surplus Transfer	393.419	437.342	392.597	389.417	358.591
Total Cash Transfers	\$911.276	\$987.921	\$907.578	\$894.847	\$836.046
SUPPORT TO MASS TRANSIT:					
Total Revenue	\$2,172.912	\$2,305.457	\$2,317.580	\$2,323.717	\$2,344.984
Total Expenses Before Non-Cash Liability Adjs.	519.996	583.512	594.702	609.277	629.533
Net Operating Income	\$1,652.916	\$1,721.945	\$1,722.878	\$1,714.440	\$1,715.451
<u>Deductions from Operating Income:</u>					
B&T Debt Service	\$331.136	\$342.963	\$412.981	\$434.521	\$489.127
Contribution to the Capital Program	13.878	0.000	0.000	0.000	0.000
Capitalized Assets	18.028	26.448	27.786	22.836	23.585
B&T Capital Reserves	0.000	0.000	0.000	0.000	0.000
GASB Reserves	0.000	0.000	0.000	0.000	0.000
Total Deductions from Operating Income	\$363.042	\$369.411	\$440.768	\$457.357	\$512.712
Total Support to Mass Transit	\$1,289.874	\$1,352.534	\$1,282.110	\$1,257.083	\$1,202.739

MTA BRIDGES AND TUNNELS
February Financial Plan 2022 - 2025
Traffic Volume (Utilization) and Toll Revenue
(in millions)

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
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TRAFFIC VOLUME

Total Traffic Volume	308.287	331.964	333.957	334.673	336.789
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TOLL REVENUE

Toll Revenue	\$2,131.558	\$2,256.999	\$2,268.020	\$2,273.535	\$2,294.699
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MTA BRIDGES AND TUNNELS
February Financial Plan 2022-2025
Total Positions by Function
Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents

FUNCTION/DEPARTMENT	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
Administration					
Executive	12	13	13	13	13
Law ⁽¹⁾	12	12	12	12	12
CFO ⁽²⁾	17	17	17	17	17
Administration ⁽³⁾	34	34	34	34	34
EEO	1	1	1	1	1
Total Administration	76	77	77	77	77
Operations					
ITS & Tolling	66	66	72	72	72
Central Business District Tolling Program	41	41	41	41	41
Operations (Non-Security)	55	54	54	54	54
Total Operations	162	161	167	167	167
Maintenance					
Maintenance	205	205	205	205	205
Operations - Maintainers	183	183	183	183	183
Total Maintenance	388	388	388	388	388
Engineering/Capital					
Engineering & Construction	123	123	123	123	123
Health & Safety	9	9	9	9	9
Law ⁽¹⁾	18	18	18	18	18
Planning & Budget Capital	8	8	8	8	8
Total Engineering/Capital	158	158	158	158	158
Public Safety					
Operations (Security)	540	540	540	540	540
Internal Security - Operations	45	45	45	45	45
Total Public Safety	585	585	585	585	585
Total Positions	1,369	1,369	1,375	1,375	1,375
<i>Non-Reimbursable</i>	1,244	1,244	1,250	1,250	1,250
<i>Reimbursable</i>	125	125	125	125	125
<i>Total Full-Time</i>	1,369	1,369	1,375	1,375	1,375
<i>Total Full-Time Equivalents</i>	0	0	0	0	0

(1) Includes Legal and Procurement staff.

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

(3) Includes Human Resources and Administration staff.

MTA BRIDGES AND TUNNELS
February Financial Plan 2022 - 2025
Total Positions by Functional and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
Administration					
Managers/Supervisors	25	26	26	26	26
Professional/Technical/Clerical	51	51	51	51	51
Operational Hourlies	0	0	0	0	0
Total Administration Headcount	76	77	77	77	77
Operations					
Managers/Supervisors	74	73	73	73	73
Professional/Technical/Clerical	88	88	94	94	94
Operational Hourlies (1)	0	0	0	0	0
Total Operations Headcount	162	161	167	167	167
Maintenance					
Managers/Supervisors	27	27	27	27	27
Professional/Technical/Clerical	11	11	11	11	11
Operational Hourlies (2)	350	350	350	350	350
Total Maintenance Headcount	388	388	388	388	388
Engineering / Capital					
Managers/Supervisors	34	34	34	34	34
Professional/Technical/Clerical	124	124	124	124	124
Operational Hourlies	0	0	0	0	0
Total Engineering Headcount	158	158	158	158	158
Public Safety					
Managers/Supervisors	179	179	179	179	179
Professional, Technical, Clerical	36	36	36	36	36
Operational Hourlies (3)	370	370	370	370	370
Total Public Safety Headcount	585	585	585	585	585
Total Positions					
Managers/Supervisors	339	339	339	339	339
Professional, Technical, Clerical	310	310	316	316	316
Operational Hourlies	720	720	720	720	720
Total Positions	1,369	1,369	1,375	1,375	1,375

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

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

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

MTA BRIDGES AND TUNNELS
February Financial Plan - 2022 Adopted Budget
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable													
Operating Revenue													
Toll Revenue	\$164.610	\$157.299	\$180.930	\$188.175	\$199.647	\$201.260	\$202.853	\$206.997	\$192.880	\$197.315	\$189.908	\$175.126	\$2,256.999
Other Operating Revenue	1.381	1.320	1.518	1.579	1.675	1.689	1.702	1.737	1.618	1.655	1.593	1.469	18.936
Investment Income	0.090	0.086	0.099	0.103	0.110	0.111	0.111	0.114	0.106	0.108	0.104	0.096	1.240
Total Revenues	\$166.081	\$158.705	\$182.548	\$189.857	\$201.431	\$203.059	\$204.667	\$208.847	\$194.604	\$199.079	\$191.606	\$176.691	\$2,277.175
Operating Expenses													
Labor:													
Payroll	\$9.903	\$9.889	\$9.981	\$15.114	\$10.053	\$9.933	\$9.971	\$9.730	\$10.027	\$9.740	\$15.237	\$4.936	\$124.516
Overtime	2.154	2.158	2.158	1.949	1.889	1.891	1.889	1.889	1.892	2.153	2.220	2.194	24.435
Health and Welfare	2.696	2.694	2.731	4.104	2.735	2.680	2.712	1.991	2.580	2.539	4.039	2.716	34.218
OPEB Current Payments	1.987	1.987	1.987	2.980	1.987	1.987	1.987	1.987	1.987	1.987	2.980	1.987	25.827
Pension	3.238	3.244	3.207	4.929	3.268	3.198	3.242	2.246	3.062	3.011	4.813	3.480	40.939
Other Fringe Benefits	1.801	1.792	1.842	2.740	1.829	1.797	1.814	1.422	1.741	1.717	2.709	1.877	23.080
Reimbursable Overhead	(0.116)	(0.116)	(0.116)	(0.116)	(0.116)	(0.116)	(0.116)	(0.116)	(0.116)	(0.116)	(0.116)	(0.116)	(8.192)
Total Labor Expenses	\$21.663	\$21.649	\$21.791	\$31.700	\$21.645	\$21.370	\$21.499	\$19.149	\$21.172	\$21.031	\$31.883	\$10.273	\$264.823
Non-Labor:													
Electric Power	\$0.340	\$0.371	\$0.388	\$0.310	\$0.242	\$0.404	\$0.424	\$0.460	\$0.320	\$0.325	\$0.342	\$1.914	\$5.840
Fuel	0.045	0.316	0.303	0.042	0.026	0.206	0.003	0.172	0.122	0.064	0.152	0.554	2.006
Insurance	1.002	1.056	1.164	1.166	1.181	1.181	1.181	1.181	1.181	1.181	1.223	1.912	14.607
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	8.337	8.469	13.688	9.715	9.253	17.424	10.854	11.200	19.563	11.569	11.618	42.039	173.731
Professional Services Contracts	2.756	2.619	3.210	2.840	2.879	3.458	2.716	2.820	3.734	2.715	2.762	8.591	41.100
Materials and Supplies	0.105	0.276	0.396	0.091	0.140	0.264	0.066	0.132	0.211	0.209	0.132	0.988	3.009
Other Business Expenses	4.276	3.630	4.808	3.585	3.538	3.589	3.755	4.390	3.842	3.643	4.825	6.232	50.113
Total Non-Labor Expenses	\$16.861	\$16.737	\$23.958	\$17.750	\$17.260	\$26.526	\$18.999	\$20.355	\$28.973	\$19.706	\$21.053	\$62.230	\$290.407
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000												
Total Expenses before Depreciation and GASB Adjs.	\$38.524	\$38.385	\$45.748	\$49.450	\$38.904	\$47.896	\$40.498	\$39.504	\$50.144	\$40.738	\$52.936	\$72.503	\$555.230
Depreciation	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$181.689
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	43.073	43.073
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(5.598)	(5.598)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses/Expenditures	\$53.665	\$53.526	\$60.889	\$64.590	\$54.045	\$63.037	\$55.638	\$54.645	\$65.285	\$55.878	\$68.077	\$125.118	\$774.393
Less: Depreciation	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$181.689
Less: OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Less: GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(5.598)	(5.598)
Total Expenses	\$38.524	\$38.385	\$45.748	\$49.450	\$38.904	\$47.896	\$40.498	\$39.504	\$50.144	\$40.738	\$52.936	\$115.576	\$598.303
Net Surplus/(Deficit)	\$127.557	\$120.320	\$136.799	\$140.408	\$162.527	\$155.163	\$164.169	\$169.344	\$144.460	\$158.341	\$138.670	\$104.188	\$1,721.945

-- Differences are due to rounding

MTA BRIDGES AND TUNNELS
February Financial Plan - 2022 Adopted Budget
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Reimbursable													
Operating Revenue													
Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1.165	1.183	1.041	1.219	0.918	1.195	1.064	3.414	1.393	1.795	1.308	12.587	28.282
Total Revenues	\$1.165	\$1.183	\$1.041	\$1.219	\$0.918	\$1.195	\$1.064	\$3.414	\$1.393	\$1.795	\$1.308	\$12.587	\$28.282
Operating Expenses													
Labor:													
Payroll	\$0.590	\$0.604	\$0.512	\$0.626	\$0.440	\$0.561	\$0.522	\$0.764	\$0.467	\$0.754	\$0.503	\$5.558	\$11.902
Overtime	0.080	0.080	0.080	0.080	0.080	0.080	0.080	0.080	0.080	0.080	0.080	0.072	0.952
Health and Welfare	0.138	0.139	0.102	0.147	0.099	0.153	0.122	0.843	0.254	0.295	0.211	0.118	2.621
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.155	0.149	0.186	0.161	0.126	0.195	0.151	1.147	0.331	0.382	0.277	(0.087)	3.173
Other Fringe Benefits	0.086	0.094	0.044	0.089	0.057	0.089	0.072	0.465	0.145	0.169	0.120	0.010	1.441
Reimbursable Overhead	0.116	0.116	0.116	0.116	0.116	0.116	0.116	0.116	0.116	0.116	0.116	6.917	8.192
Total Labor Expenses	\$1.165	\$1.183	\$1.041	\$1.219	\$0.918	\$1.195	\$1.064	\$3.414	\$1.393	\$1.795	\$1.308	\$12.587	\$28.282
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000											
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000											
Total Expenses before Depreciation and GASB Adjs.	\$1.165	\$1.183	\$1.041	\$1.219	\$0.918	\$1.195	\$1.064	\$3.414	\$1.393	\$1.795	\$1.308	\$12.587	\$28.282
Net Surplus/(Deficit)	\$0.000	\$0.000											

-- Differences are due to rounding

MTA BRIDGES AND TUNNELS
February Financial Plan - 2022 Adopted Budget
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable / Reimbursable - Page 1 of 2													
Operating Revenue													
Toll Revenue	\$164.610	\$157.299	\$180.930	\$188.175	\$199.647	\$201.260	\$202.853	\$206.997	\$192.880	\$197.315	\$189.908	\$175.126	\$2,256.999
Other Operating Revenue	1.381	1.320	1.518	1.579	1.675	1.689	1.702	1.737	1.618	1.655	1.593	1.469	18.936
Capital and Other Reimbursements	1.165	1.183	1.041	1.219	0.918	1.195	1.064	3.414	1.393	1.795	1.308	12.587	28.282
Investment Income	0.090	0.086	0.099	0.103	0.110	0.111	0.111	0.114	0.106	0.108	0.104	0.096	1.240
Total Revenues	\$167.246	\$159.888	\$183.589	\$191.077	\$202.349	\$204.253	\$205.731	\$212.261	\$195.997	\$200.874	\$192.914	\$189.278	\$2,305.457
Operating Expenses													
Labor:													
Payroll	\$10.494	\$10.494	\$10.494	\$15.741	\$10.494	\$10.494	\$10.494	\$10.494	\$10.494	\$10.494	\$15.741	\$10.494	\$136.418
Overtime	2.234	2.238	2.238	2.029	1.969	1.971	1.969	1.969	1.972	2.233	2.300	2.266	25.387
Health and Welfare	2.834	2.834	2.834	4.251	2.834	2.834	2.834	2.834	2.834	2.834	4.251	2.834	36.839
OPEB Current Payments	1.987	1.987	1.987	2.980	1.987	1.987	1.987	1.987	1.987	1.987	2.980	1.987	25.827
Pension	3.393	3.393	3.393	5.090	3.393	3.393	3.393	3.393	3.393	3.393	5.090	3.393	44.112
Other Fringe Benefits	1.886	1.886	1.886	2.829	1.886	1.886	1.886	1.886	1.886	1.886	2.829	1.886	24.521
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$22.828	\$22.831	\$22.832	\$32.919	\$22.563	\$22.565	\$22.563	\$22.563	\$22.565	\$22.827	\$33.190	\$22.860	\$293.105
Non-Labor:													
Electric Power	\$0.340	\$0.371	\$0.388	\$0.310	\$0.242	\$0.404	\$0.424	\$0.460	\$0.320	\$0.325	\$0.342	\$1.914	\$5.840
Fuel	0.045	0.316	0.303	0.042	0.026	0.206	0.003	0.172	0.122	0.064	0.152	0.554	2.006
Insurance	1.002	1.056	1.164	1.166	1.181	1.181	1.181	1.181	1.181	1.181	1.223	1.912	14.607
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	8.337	8.469	13.688	9.715	9.253	17.424	10.854	11.200	19.563	11.569	11.618	42.039	173.731
Professional Services Contracts	2.756	2.619	3.210	2.840	2.879	3.458	2.716	2.820	3.734	2.715	2.762	8.591	41.100
Materials and Supplies	0.105	0.276	0.396	0.091	0.140	0.264	0.066	0.132	0.211	0.209	0.132	0.988	3.009
Other Business Expenses	4.276	3.630	4.808	3.585	3.538	3.589	3.755	4.390	3.842	3.643	4.825	6.232	50.113
Total Non-Labor Expenses	\$16.861	\$16.737	\$23.958	\$17.750	\$17.260	\$26.526	\$18.999	\$20.355	\$28.973	\$19.706	\$21.053	\$62.230	\$290.407
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000												
Total Expenses before Depreciation and GASB Adjs.	\$39.689	\$39.568	\$46.789	\$50.669	\$39.822	\$49.091	\$41.562	\$42.918	\$51.538	\$42.533	\$54.243	\$85.090	\$583.512
Depreciation	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$181.689
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	43.073	43.073
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(5.598)	(5.598)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses/Expenditures	\$54.830	\$54.709	\$61.930	\$65.810	\$54.963	\$64.231	\$56.703	\$58.058	\$66.679	\$57.674	\$69.384	\$137.705	\$802.675
Less: Depreciation	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$15.141	\$181.689
Less: OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Less: GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(5.598)	(5.598)
Total Expenses	\$39.689	\$39.568	\$46.789	\$50.669	\$39.822	\$49.091	\$41.562	\$42.918	\$51.538	\$42.533	\$54.243	\$128.162	\$626.584
Net Surplus/(Deficit)	\$127.557	\$120.320	\$136.799	\$140.408	\$162.527	\$155.163	\$164.169	\$169.344	\$144.460	\$158.341	\$138.670	\$104.188	\$1,721.945

-- Differences are due to rounding

MTA BRIDGES AND TUNNELS
February Financial Plan - 2022 Adopted Budget
Accrual Statement of Operations by Category
(\$ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable / Reimbursable - Page 2 of 2													
Net Surplus/(Deficit)	\$127.557	\$120.320	\$136.799	\$140.408	\$162.527	\$155.163	\$164.169	\$169.344	\$144.460	\$158.341	\$138.670	\$104.188	\$1,721.945
<i>Deductions from Income:</i>													
B&T Capitalized Assets	\$0.291	\$0.558	\$0.471	\$0.315	\$0.037	\$4.845	\$0.657	\$3.956	\$2.956	\$1.347	\$0.062	\$10.954	\$26.448
B&T Capital Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
B&T Capital Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
B&T Prepaid Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
B&T GASB Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Adjusted Net Surplus/(Deficit)	\$127.267	\$119.761	\$136.328	\$140.092	\$162.490	\$150.318	\$163.512	\$165.388	\$141.504	\$156.994	\$138.609	\$93.235	\$1,695.497
Total Debt Service	\$57.652	\$57.652	\$57.652	\$57.652	\$53.436	\$58.726	\$59.381	\$59.381	\$59.381	\$59.381	\$56.994	\$62.786	\$700.073
Contribution to the Capital Program	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Income Available for Distribution	\$69.615	\$62.109	\$78.676	\$82.440	\$109.054	\$91.592	\$104.131	\$106.007	\$82.123	\$97.613	\$81.614	\$30.449	\$995.424
<i>Distributable To:</i>													
MTA - Investment Income	\$0.090	\$0.086	\$0.099	\$0.103	\$0.110	\$0.111	\$0.111	\$0.114	\$0.106	\$0.108	\$0.104	\$0.096	\$1.240
MTA - Distributable Income	39.382	35.631	43.908	45.788	59.092	50.361	56.630	57.567	45.628	53.372	45.534	20.087	552.981
NYCT - Distributable Income	30.142	26.391	34.668	36.548	49.852	41.121	47.390	48.327	36.388	44.132	35.976	10.265	441.203
Total Distributable Income:	\$69.615	\$62.109	\$78.676	\$82.440	\$109.054	\$91.592	\$104.131	\$106.007	\$82.123	\$97.613	\$81.614	\$30.449	\$995.424
<i>Actual Cash Transfers:</i>													
MTA - Investment Income - Prior Year	\$0.000	\$1.046	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1.046
MTA - Cash Surplus Transfer	0.000	87.293	32.068	39.517	41.210	53.183	45.325	50.967	51.810	41.066	48.035	59.059	549.533
NYCT - Cash Surplus Transfer	0.000	67.387	23.752	31.201	32.894	44.867	37.009	42.651	43.494	32.750	39.719	41.618	437.342
Total Cash Transfers:	\$0.000	\$155.726	\$55.820	\$70.718	\$74.104	\$98.050	\$82.334	\$93.618	\$95.304	\$73.816	\$87.754	\$100.677	\$987.921
SUPPORT TO MASS TRANSIT:													
Total Revenue	\$167.246	\$159.888	\$183.589	\$191.077	\$202.349	\$204.253	\$205.731	\$212.261	\$195.997	\$200.874	\$192.914	\$189.278	\$2,305.457
Total Expenses Before Non-Cash Liability Adjs.	39.689	39.568	46.789	50.669	39.822	49.091	41.562	42.918	51.538	42.533	54.243	85.090	583.512
Net Operating Income:	\$127.557	\$120.320	\$136.799	\$140.408	\$162.527	\$155.163	\$164.169	\$169.344	\$144.460	\$158.341	\$138.670	\$104.188	\$1,721.945
<i>Deductions from Operating Income:</i>													
B&T Debt Service	\$28.089	\$28.089	\$28.089	\$28.089	\$23.872	\$29.163	\$29.818	\$29.818	\$29.818	\$29.818	\$26.600	\$31.701	\$342.963
Contribution to the Capital Program	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capitalized Assets	0.291	0.558	0.471	0.315	0.037	4.845	0.657	3.956	2.956	1.347	0.062	10.954	26.448
Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Deductions from Operating Income:	\$28.380	\$28.647	\$28.560	\$28.404	\$23.910	\$34.008	\$30.475	\$33.773	\$32.774	\$31.165	\$26.661	\$42.655	\$369.411
Total Support to Mass Transit:	\$99.178	\$91.672	\$108.239	\$112.003	\$138.617	\$121.155	\$133.695	\$135.570	\$111.686	\$127.176	\$112.009	\$61.533	\$1,352.534

MTA BRIDGES AND TUNNELS
February Financial Plan - 2022 Adopted Budget
Traffic Volume (Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>TRAFFIC VOLUME</u>													
Traffic Volume	24.284	23.208	26.753	27.271	29.267	29.297	29.559	30.125	28.201	28.836	27.481	27.683	331.964
<u>TOLL REVENUE</u>													
Toll Revenue	\$164.610	\$157.299	\$180.930	\$188.175	\$199.647	\$201.260	\$202.853	\$206.997	\$192.880	\$197.315	\$189.908	\$175.126	\$2,256.999

MTA BRIDGES & TUNNELS
February Financial Plan - 2022 Adopted Budget
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Executive	13	13	13	13	13	13	13	13	13	13	13	13
Law ⁽¹⁾	12	12	12	12	12	12	12	12	12	12	12	12
CFO ⁽²⁾	17	17	17	17	17	17	17	17	17	17	17	17
Administration ⁽³⁾	34	34	34	34	34	34	34	34	34	34	34	34
EEO	1	1	1	1	1	1	1	1	1	1	1	1
Total Administration	77											
Operations												
ITS & Tolling	66	66	66	66	66	66	66	66	66	66	66	66
Central Business District Tolling Program	41	41	41	41	41	41	41	41	41	41	41	41
Operations (Non-Security)	54	54	54	54	54	54	54	54	54	54	54	54
Total Operations	161											
Maintenance												
Maintenance	205	205	205	205	205	205	205	205	205	205	205	205
Operations - Maintainers	183	183	183	183	183	183	183	183	183	183	183	183
Total Maintenance	388											
Engineering/Capital												
Engineering & Construction	123	123	123	123	123	123	123	123	123	123	123	123
Health & Safety	9	9	9	9	9	9	9	9	9	9	9	9
Law ⁽¹⁾	18	18	18	18	18	18	18	18	18	18	18	18
Planning & Budget Capital	8	8	8	8	8	8	8	8	8	8	8	8
Total Engineering/Capital	158											
Public Safety												
Operations (Security)	540	540	540	540	540	540	540	540	540	540	540	540
Internal Security - Operations	45	45	45	45	45	45	45	45	45	45	45	45
Total Public Safety	585											
Total Positions	1,369											
<i>Non-Reimbursable</i>	1,244	1,244	1,244	1,244	1,244	1,244	1,244	1,244	1,244	1,244	1,244	1,244
<i>Reimbursable</i>	125	125	125	125	125	125	125	125	125	125	125	125
<i>Total Full-Time</i>	1,369	1,369	1,369	1,369	1,369	1,369	1,369	1,369	1,369	1,369	1,369	1,369
<i>Total Full-Time Equivalents</i>	0	0	0	0	0	0	0	0	0	0	0	0

(1) Includes Legal and Procurement staff.

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

(3) Includes Human Resources and Administration staff.

MTA BRIDGES AND TUNNELS
February Financial Plan - 2022 Adopted Budget
Total Positions by Function and Occupation

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	26	26	26	26	26	26	26	26	26	26	26	26
Professional/Technical/Clerical	51	51	51	51	51	51	51	51	51	51	51	51
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Administration Headcount	77											
Operations												
Managers/Supervisors	73	73	73	73	73	73	73	73	73	73	73	73
Professional/Technical/Clerical	88	88	88	88	88	88	88	88	88	88	88	88
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Operations Headcount	161											
Maintenance												
Managers/Supervisors	27	27	27	27	27	27	27	27	27	27	27	27
Professional/Technical/Clerical	11	11	11	11	11	11	11	11	11	11	11	11
Operational Hourlies	350	350	350	350	350	350	350	350	350	350	350	350
Total Maintenance Headcount	388											
Engineering / Capital												
Managers/Supervisors	34	34	34	34	34	34	34	34	34	34	34	34
Professional/Technical/Clerical	124	124	124	124	124	124	124	124	124	124	124	124
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Engineering Headcount	158											
Public Safety												
Managers/Supervisors	179	179	179	179	179	179	179	179	179	179	179	179
Professional, Technical, Clerical	36	36	36	36	36	36	36	36	36	36	36	36
Operational Hourlies	370	370	370	370	370	370	370	370	370	370	370	370
Total Public Safety Headcount	585											
Total Positions												
Managers/Supervisors	339	339	339	339	339	339	339	339	339	339	339	339
Professional, Technical, Clerical	310	310	310	310	310	310	310	310	310	310	310	310
Operational Hourlies	720	720	720	720	720	720	720	720	720	720	720	720
Total Positions	1,369											