



Metropolitan Transportation Authority

Bridges and Tunnels Committee Meeting

February 2024

Committee Members

D. Mack, Chair

A. Albert

J. Barbas

N. Brown

R. Glucksman

F. Miranda

J. Samuelson

L. Sorin

V. Tessitore

M. Valdivia

Bridges & Tunnels Committee Meeting
2 Broadway, 20th Floor Board Room
New York, NY 10004
Monday, 2/26/2024
9:00 - 9:30 AM ET

1. Summary of Actions - None

2. Public Comments Period

3. Approval of Minutes - January 2024

B&T Committee Minutes - January 2024 - Page 3

4. Committee Work Plan

B&T Committee Work Plan - Page 7

5. Report on Operations - December 2023

B&T Report on Operations - December 2023 - Page 13

6. Safety Report - December 2023

B&T Safety Report - December 2023 - Page 25

7. 2023 Customer Environment Report

B&T 2023 Customer Environment Report - Page 30

8. Financial Report - January 2024

B&T Financial Report - January 2024 - Page 40

9. 2023 B&T Operating Surplus (Action Item)

2023 B&T Operating Surplus (Action Item) - Page 52

10. B&T Adopted Budget/2024-2027 Financial Plan

B&T Adopted Budget/2024-2027 Financial Plan (Information Item) - Page 65

11. Procurements - None



Bridges and Tunnels

Minutes of Committee Meeting January 2024



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

January 29, 2024

9:00 a.m.

In attendance were the Honorable:

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

In Person:

Nichola Angel, Vice President of Intelligent Transportation Systems and Tolling
Joyce Brown, Agency Chief Equal Opportunity Officer
Pashko Camaj, Acting Vice President and Chief Safety Officer
Paul L. Friman, General Counsel and Corporate Secretary – TBTA, MTA
Lynn Gore, Deputy Chief Procurement Officer
Richard Hildebrand, Vice President and Chief of Operations
Donald E. Look, Vice President and Chief Security Officer
Rose Pascone, Assistant Director, Government and Community Relations
Catherine T. Sheridan, P.E., President

MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

January 29, 2024

Minutes of TBTA Committee held January 29, 2024 at 9:00 a.m. A list of those in attendance is attached.

Public Speakers

The following speakers commented during the public speakers' session:

- Jack Nierenberg about congestion pricing.
- Matthew Buchys Hyland about electronic toll payment methods.
- Murray Bodin about traffic safety.
- Charlton D'souza about congestion pricing.
- Joseph Morales about E-ZPass, overtime budget surplus, and the TransCore contract.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meetings held on November 29, 2023 and December 18, 2023 were approved.

Committee Work Plan

Upon a motion duly made and seconded, the TBTA Committee Work Plan for 2024 was approved.

President Sheridan's Remarks

President Sheridan opened her remarks by stating that TBTA facilities experienced January's extreme winter weather. She acknowledged TBTA's teams in the field and those working behind the scenes for responding to quick-changing conditions, especially related to high winds. They kept TBTA's customers and fellow employees safe, and its business operations running smoothly.

President Sheridan commended the coordinated emergency response to an afternoon rush hour vehicle fire in the Manhattan-bound East Tube of the Hugh L. Carey Tunnel on January 9th. TBTA's Bridge and Tunnel Officers, maintainers, facility management, C&D engineering partners, as well as FDNY, collectively prevented this incident from escalating to a threat to life safety and serious structural damage. She also noted TBTA's similarly efficient handling this morning of an unoccupied school bus fire at the Bronx-Whitestone Bridge.

Looking back and taking stock of TBTA's achievements in 2023, as featured in a recent MTA Press Release, President Sheridan took pride in noting there was a continued downward trend in collisions despite a record year in traffic volume, increased robust enforcement against persistent toll violators, coupled with steady revenue recovery and improvements in how TBTA identifies and catches toll evaders.

President Sheridan announced that Pashko Camaj has been named Acting Vice President and Chief Safety Officer.

Year 2023 Positive Performance Trends in Review

TBTA Department Heads Pashko Camaj, Acting Vice President and Chief Safety Officer; Richard Hildebrand, Vice President and Chief of Operations; and Nichola Angel, Vice President of Intelligent Transportation Systems and Tolling; presented a review of TBTA's positive 2023

performance trends as to safety, toll violation enforcement, and toll revenue recovery.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details of the presentation, Committee members comments, TBTA Department Heads responses, and President Sheridan's remarks.

Procurements

For January 2024, Deputy Chief Procurement Officer (DCPO) Lynn Gore stated that there is one (1) procurement action.

Non-Competitive Procurements

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

Competitive Procurements

DCPO Gore stated that there is one (1) procurement action sought for approval to amend personal service Contract PSC-13-2949 with TransCore, LP to exercise three, one-year option renewals for cashless tolling maintenance services at TBTA's toll facilities in the not-to-exceed amount of \$38.9 million, as follows:

Modifications to Personal Service Contracts and Miscellaneous Service Contracts

TransCore, LP Contract No. PSC-13- 2949 Nine Years and Seven Months	TBTA is seeking Board approval to amend this personal service contract with TransCore, LP to exercise the three (3) one-year options with additional funding for continued cashless tolling maintenance.	\$38,947,759
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Upon a motion duly made and seconded, the Committee considered and voted in favor of the competitive procurement action.

Adjournment

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

Respectfully submitted,



Paul L. Friman
General Counsel and Corporate Secretary



Bridges and Tunnels

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/Office of
Management & Budget
Procurement & Materials

II. SPECIFIC AGENDA ITEMS

Responsibility

February 2024

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

Office of Management &
Budget
Controller
Operations

March 2024

Annual Procurement Contracts Report

Office of Management &
Budget

April 2024

No items scheduled

May 2024

Final Review of 2023 Year-End Operating Results

Office of Management &
Budget

June 2024

No items scheduled

July 2024

No items scheduled

August 2024

No meeting scheduled

September 2024

2025 Preliminary Budget

Office of Management &
Budget

October 2024

2025 Preliminary Budget

Office of Management &
Budget

November 2024

No items scheduled

December 2024

2025 Proposed Committee Work
Plan 2025 Proposed Final Budget

Committee Chair & Members
Office of Management &
Budget

Diversity Report – 3rd Quarter

EEO

January 2025

Approval of 2025 Work Plan

Committee Chair & Members

BRIDGES & TUNNELS COMMITTEE WORK PLAN

Detailed Summary

I. RECURRING

Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

Report on Operations

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

Safety Report

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

Financial Report

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

Procurements

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

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

II. SPECIFIC AGENDA ITEMS

FEBRUARY 2024

2024 Adopted Budget and February Financial Plan 2024-2027

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

2023 B&T Operating Surplus

The Committee will recommend action to the Board.

2023 Customer Environment Report

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

MARCH 2024

Annual Procurement Contracts Report

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

APRIL 2024

No items scheduled

MAY 2024

Final Review of 2023 Year-End Operating Results

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

JUNE 2024

No items scheduled

JULY 2024

No items scheduled

AUGUST 2024

No meeting scheduled

SEPTEMBER 2024

2025 Preliminary Budget

Agency will present highlights of the Preliminary Budget to the Committee. Public comment will be accepted on the 2025 Preliminary Budget.

OCTOBER 20242025 Preliminary Budget

Agency will present highlights of the Preliminary Budget to the Committee. Public comment will be accepted on the 2025 Preliminary Budget.

NOVEMBER 2024

No items scheduled

DECEMBER 20242025 Proposed Committee Work Plan

The Committee Chair will present a draft Bridges and Tunnels Committee Work Plan for 2025 that will address initiatives to be reported throughout the year.

2025 Proposed Final Budget

The Committee will recommend action to the Board.

Diversity Report – 3rd Quarter 2024

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

JANUARY 2025Approval of Work Plan for 2025

The committee will have already received a draft work plan for 2025 at the December 2024 meeting. The committee will be requested to approve the amended work plan for the year.



Bridges and Tunnels

Report on Operations December 2023



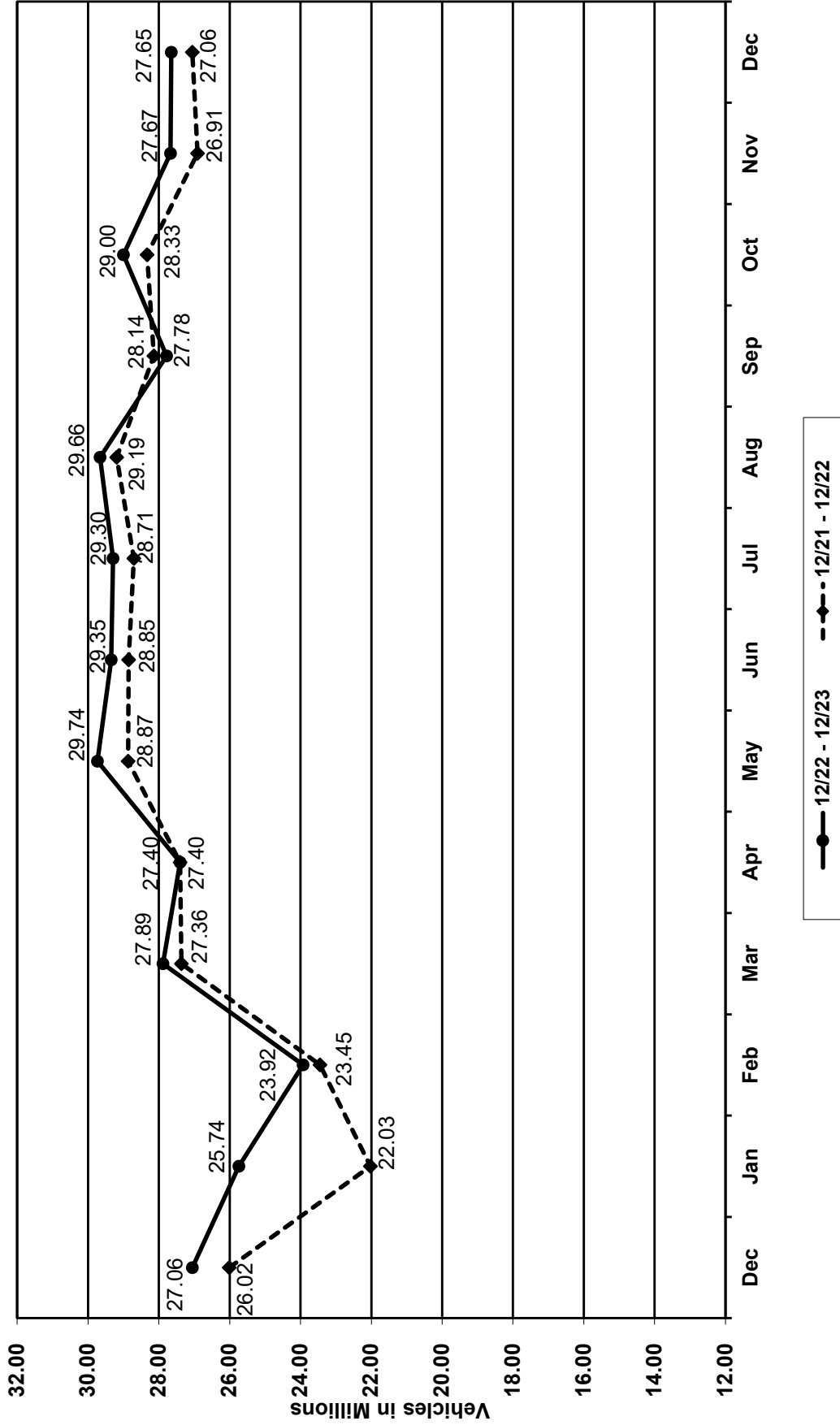
MTA Bridges and Tunnels December 2023 Traffic Trends

Summary

B&T's total paid traffic for December was 27.7 million, an increase of 2.2% compared to 27.1 million crossings in December 2022. Compared to December 2021, B&T paid traffic was 6.3% higher with an increase of 1.6 million crossings.

Weather conditions were not a significant factor on December traffic.

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



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

All B&T Facilities by Method of Payment	December 2023		December 2022		December 2021		2023 YTD	
	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass
E-ZPass ¹	25,459,580	25,490,861	24,768,565	24,768,565	313,479,996	313,479,996	2,193,087	2,193,087
Tolls by Mail	27,652,677	27,096,085	1,246,448	1,246,448	21,606,505	21,606,505	335,086,501	335,086,501
Total	53,112,257	52,586,946	26,015,013	26,015,013	335,086,501	335,086,501		
E-ZPass Market Share:								
Total	92.1%	94.2%	95.2%	95.2%	93.6%	93.6%		
Cars	91.8%	94.1%	95.1%	95.1%	93.4%	93.4%		
Trucks	95.5%	96.1%	96.2%	96.2%	95.7%	95.7%		

Facility	Average Weekday ²				Average Weekend ²				E-ZPass Market Share				E-ZPass Market Share				
	Total	E-ZPass	TBM	2023 vs 2022	Total	E-ZPass	TBM	2023 vs 2022	Dec 2023	Dec 2022	Dec 2021	2023 vs 2022	Dec 2023	Dec 2022	Dec 2021	2023 vs 2022	
Bronx-Whitestone Bridge	132,431	119,763	12,648	-3.9%	131,296	117,178	14,118	-3.9%	90.4%	93.0%	94.4%	-2.6%	89.2%	91.6%	92.9%	-2.3%	
Cross Bay Bridge	21,290	19,867	1,423	-2.8%	16,112	14,929	1,183	-2.8%	93.4%	95.6%	96.1%	-2.2%	92.7%	94.9%	95.6%	-2.3%	
Henry Hudson Bridge	70,732	65,839	4,892	-1.8%	61,659	56,771	4,888	-1.8%	93.4%	95.2%	95.6%	-1.8%	92.1%	94.1%	94.6%	-2.1%	
Hugh L. Carey Tunnel	65,505	61,726	3,779	-1.7%	57,354	53,502	3,853	-1.7%	94.5%	96.2%	96.7%	-1.7%	93.3%	95.0%	95.8%	-1.7%	
Maine Parkway Bridge	21,540	20,471	1,068	-1.8%	16,285	15,349	936	-1.8%	95.2%	96.7%	97.0%	-1.6%	94.3%	96.1%	96.6%	-1.8%	
Queens Midtown Tunnel	189,332	173,272	16,060	-2.1%	172,545	155,995	16,550	-2.1%	94.4%	96.1%	96.5%	-1.7%	93.4%	95.1%	95.5%	-1.8%	
Robert F. Kennedy Bridge	116,041	105,889	10,152	-3.3%	115,151	103,797	11,354	-3.3%	91.8%	94.2%	95.2%	-2.4%	90.4%	92.8%	94.1%	-2.4%	
Throgs Neck Bridge	224,682	210,337	14,345	-1.8%	212,553	196,431	16,122	-1.8%	91.6%	93.9%	94.9%	-2.3%	90.1%	92.3%	93.4%	-2.1%	
Verazzano-Narrows Bridge ¹	925,557	856,301	69,256	-2.1%	861,204	786,996	74,208	-2.1%	93.6%	94.9%	95.6%	-1.6%	92.4%	94.4%	94.2%	-2.0%	
All Facilities¹																	

- Notes:
- As of April 1, 2023, customers receiving E-ZPass violation notices are now receiving Tolls by Mail notices. Previously these customers were included in E-ZPass market share.
 - Average traffic and market share figures exclude holidays.

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

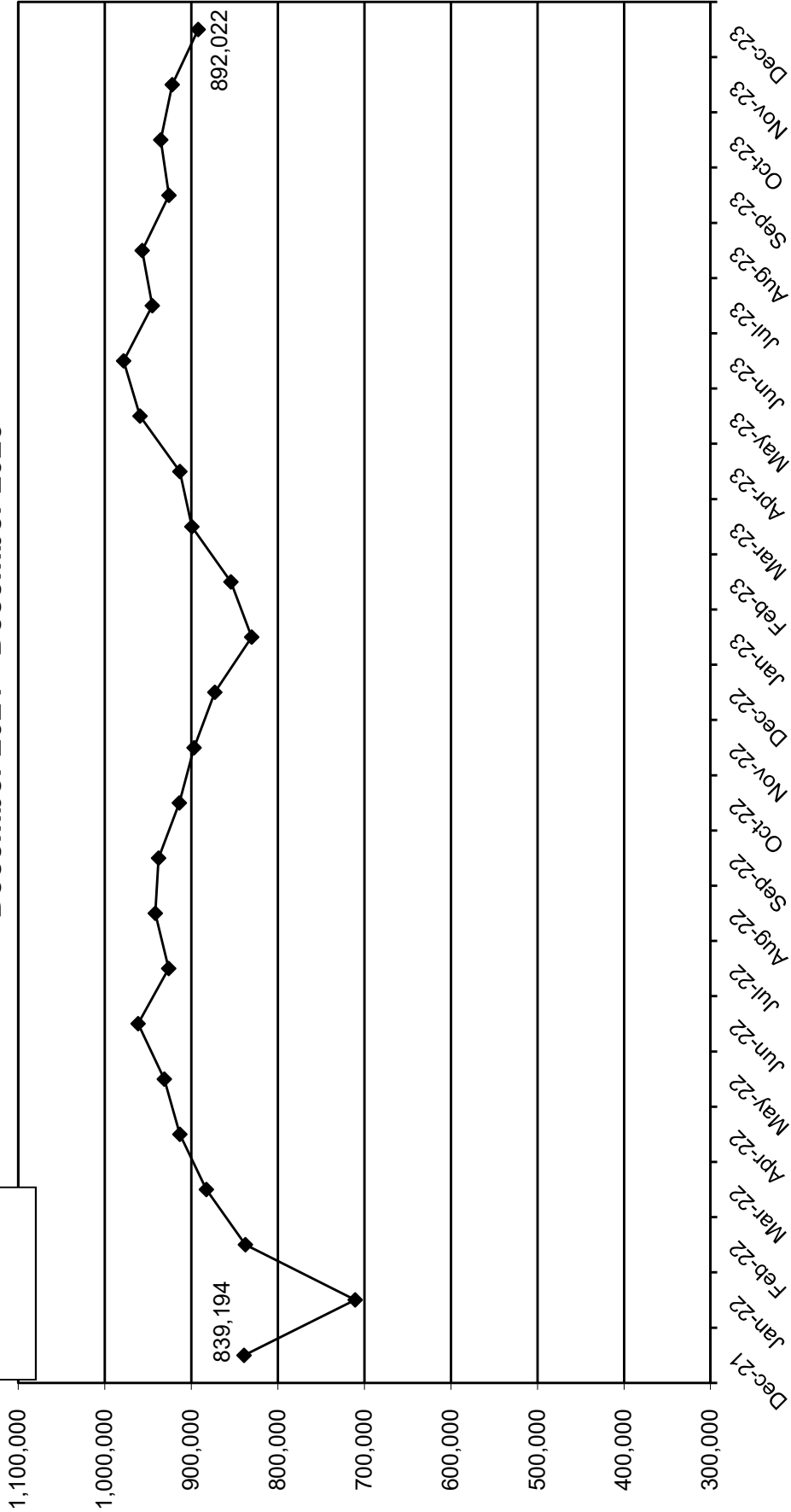
Distribution by Facility & Time Period			
Facility	December 2023		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	21.3%	22.7%	56.0%
Cross Bay Bridge	24.2%	24.1%	51.7%
Henry Hudson Bridge	21.1%	29.0%	49.9%
Hugh L. Carey Tunnel	22.3%	23.9%	53.8%
Marine Parkway Bridge	24.3%	26.3%	49.4%
Queens Midtown Tunnel	20.1%	22.3%	57.6%
Robert F. Kennedy Bridge	22.9%	21.0%	56.1%
Throgs Neck Bridge	22.0%	23.1%	54.9%
Verrazzano-Narrows Bridge	21.9%	23.5%	54.6%
All Facilities	21.9%	23.2%	54.8%

Payment Method by Facility (Transactions)			
Facility	December 2023		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	84.6%	5.4%	10.0%
Cross Bay Bridge	91.6%	1.5%	6.9%
Henry Hudson Bridge	80.8%	11.9%	7.3%
Hugh L. Carey Tunnel	87.3%	6.6%	6.1%
Marine Parkway Bridge	91.6%	3.2%	5.2%
Queens Midtown Tunnel	88.6%	5.2%	6.2%
Robert F. Kennedy Bridge	84.7%	6.4%	8.9%
Throgs Neck Bridge	82.7%	8.2%	9.2%
Verrazzano-Narrows Bridge	81.8%	11.4%	6.8%
All Facilities	84.2%	7.8%	7.9%

NOTE: As of April 1, 2023, customers receiving E-ZPass violation notices are now receiving Tolls by Mail notices. Previously these customers were included in E-ZPass market share.

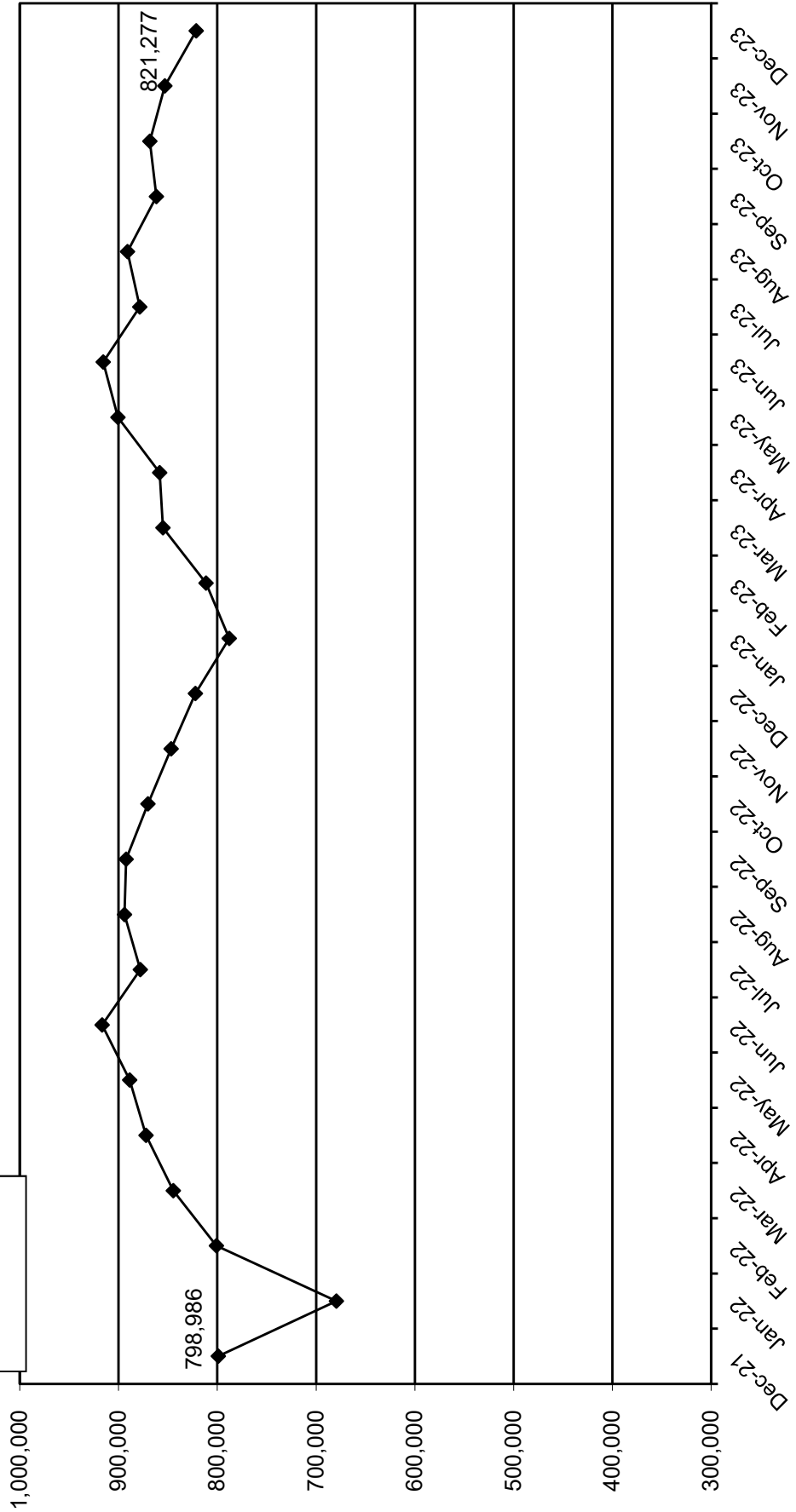
**MTA Bridges and Tunnels
Average Daily Traffic
December 2021 - December 2023**

All Vehicles



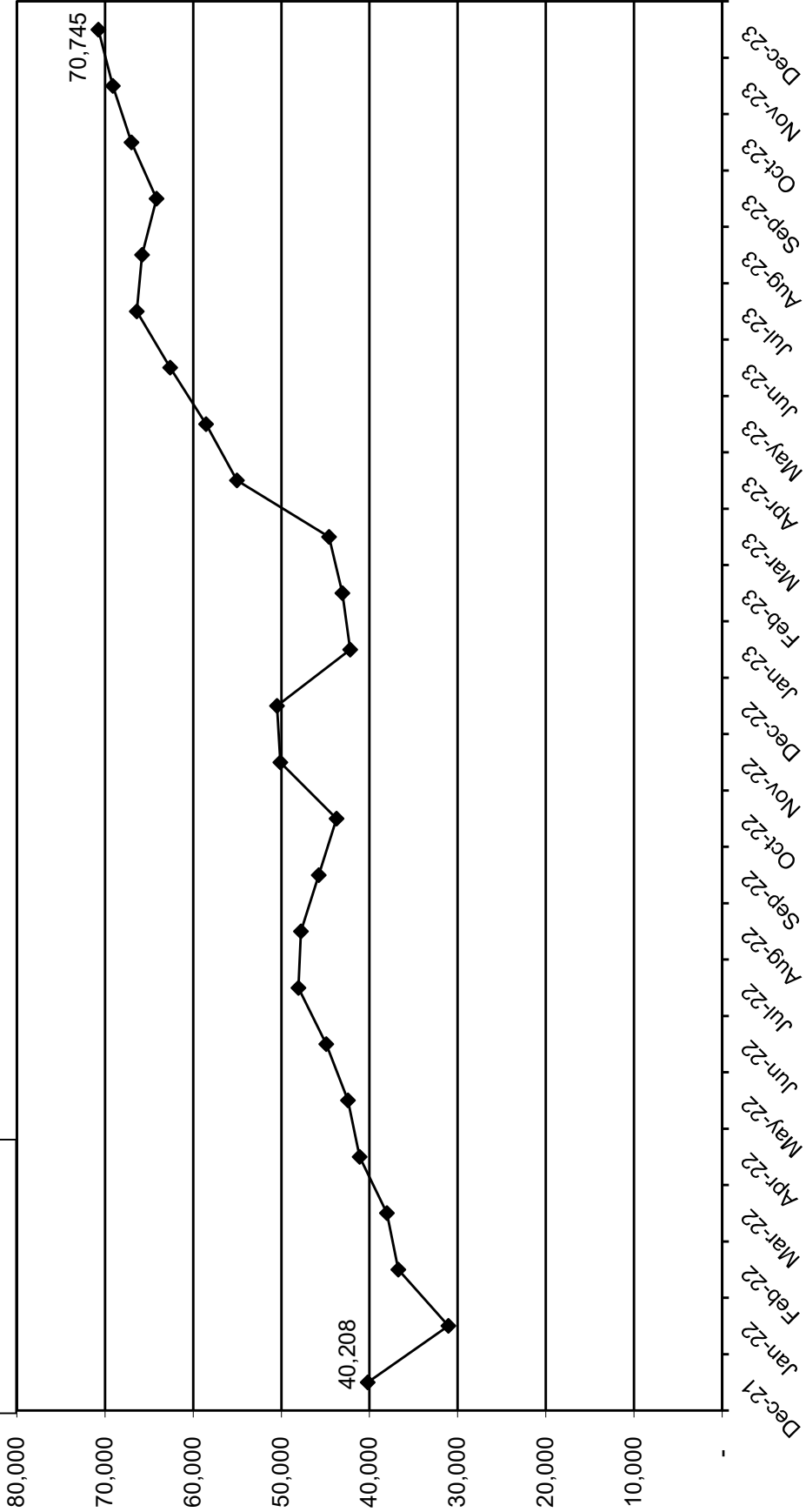
**MTA Bridges and Tunnels
Average Daily Traffic
December 2021 - December 2023**

**E-ZPass
Vehicles**



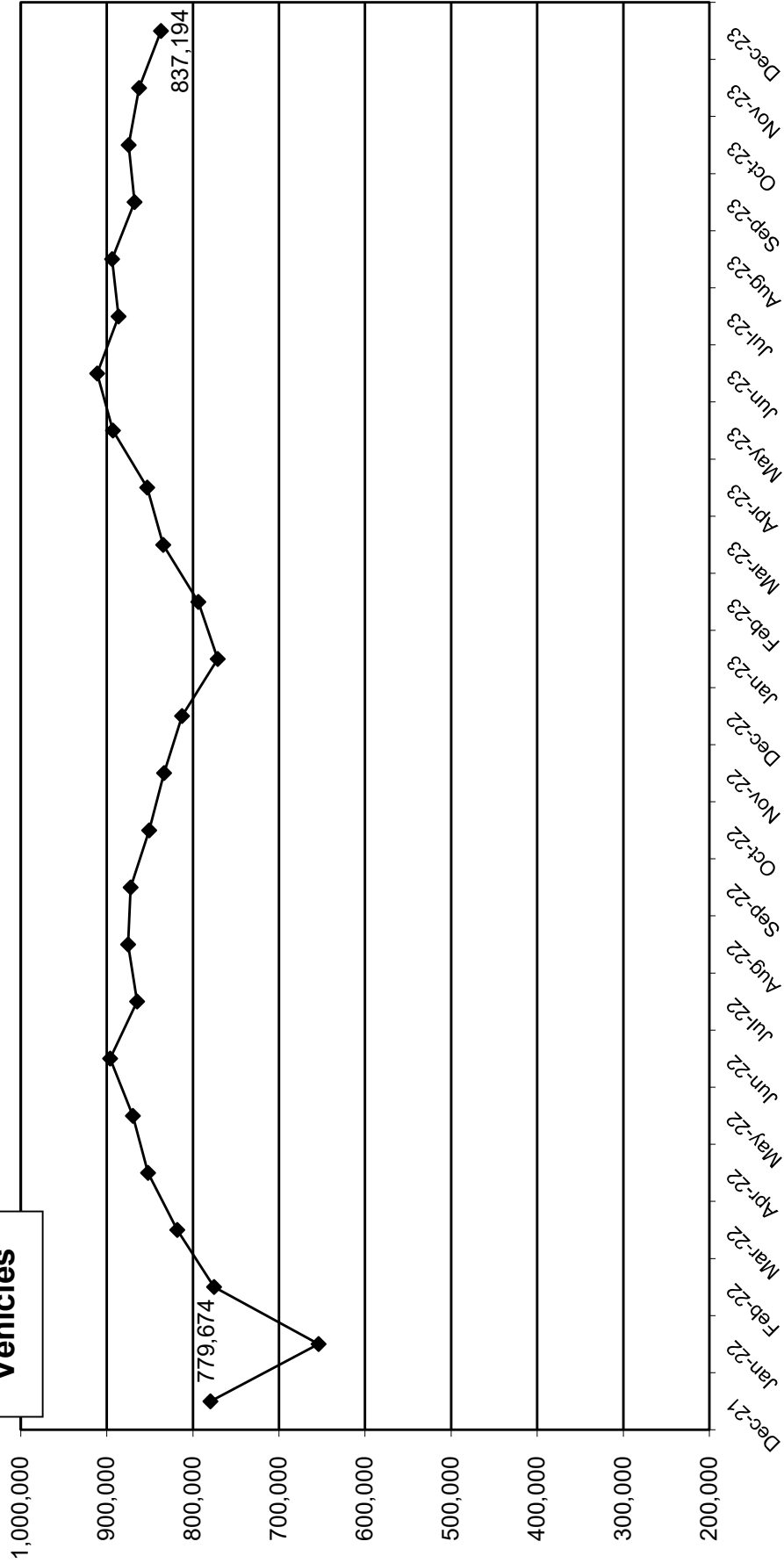
**MTA Bridges and Tunnels
Average Daily Traffic
December 2021- December 2023**

**Tolls by Mail
Vehicles**



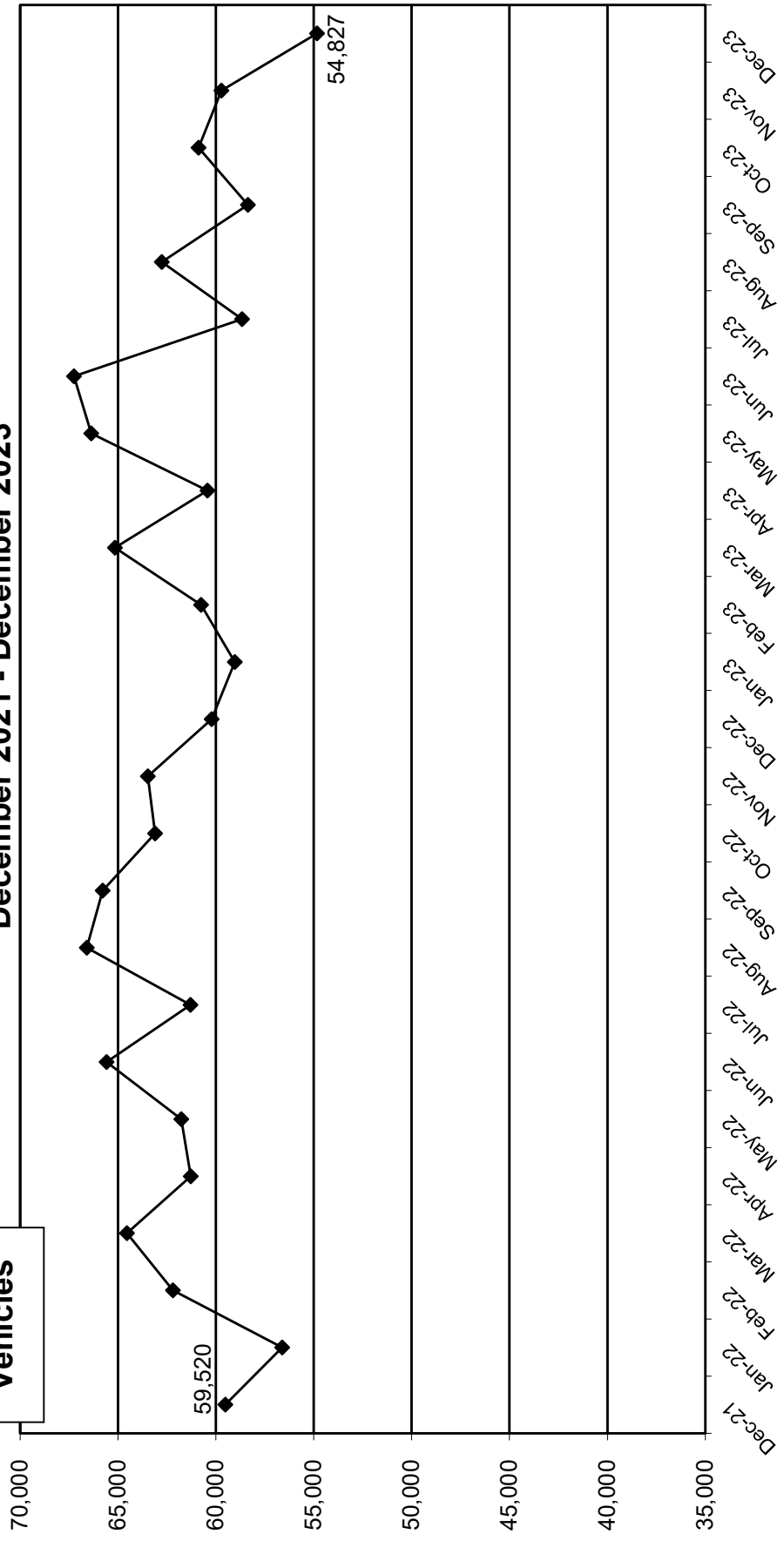
**MTA Bridges and Tunnels
Average Daily Traffic
December 2021 - December 2023**

**Passenger
Vehicles**



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

**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	2.2%	2.5%	1.6%	1.6%	2.7%
	E-ZPass	-0.1%	0.1%	-0.6%	-0.4%	1.0%
	Tolls by Mail	40.1%	43.3%	41.0%	39.8%	36.4%
RFK Bridge	Total Vehicles	3.1%	3.8%	2.8%	2.9%	4.0%
	E-ZPass	0.4%	1.0%	0.2%	0.5%	1.9%
	Tolls by Mail	41.5%	46.8%	45.8%	44.3%	41.0%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	1.7%	2.5%	1.3%	0.9%	2.2%
	E-ZPass	-0.1%	0.6%	-0.4%	-0.7%	0.9%
	Tolls by Mail	41.4%	44.6%	41.8%	40.7%	37.0%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.6%	2.6%	2.1%	1.4%	3.1%
	E-ZPass	-0.1%	-0.1%	-0.4%	-0.5%	1.1%
	Tolls by Mail	37.5%	40.1%	38.6%	38.8%	34.9%
Verrazano-Narrows Bridge	Total Vehicles	2.0%	2.1%	1.5%	1.7%	2.6%
	E-ZPass	-0.1%	0.0%	-0.5%	-0.1%	1.1%
	Tolls by Mail	42.0%	45.2%	42.2%	41.3%	37.3%
Henry Hudson Bridge	Total Vehicles	1.1%	0.8%	-0.6%	-0.3%	1.1%
	E-ZPass	-0.9%	-1.2%	-2.4%	-2.0%	-0.3%
	Tolls By Mail	36.1%	36.9%	33.0%	32.1%	29.6%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	0.8%	0.7%	-0.9%	-1.9%	-1.1%
	E-ZPass	-1.3%	-1.3%	-2.7%	-3.4%	-2.3%
	Tolls by Mail	49.1%	51.5%	41.7%	35.4%	30.6%

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

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	2.2%	2.5%	1.6%	1.6%	2.7%
	Passenger	3.0%	3.1%	2.2%	2.0%	3.1%
	Other	-9.0%	-6.1%	-6.6%	-3.5%	-2.4%
RFK Bridge	Total Vehicles	3.1%	3.8%	2.8%	2.9%	4.0%
	Passenger	4.2%	4.6%	3.6%	3.4%	4.4%
	Other	-11.1%	-7.3%	-7.3%	-3.1%	-1.3%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	1.7%	2.5%	1.3%	0.9%	2.2%
	Passenger	2.7%	3.3%	2.0%	1.3%	2.6%
	Other	-13.4%	-10.7%	-9.6%	-5.1%	-3.1%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.6%	2.6%	2.1%	1.4%	3.1%
	Passenger	3.5%	3.2%	2.9%	1.7%	3.8%
	Other	-6.9%	-4.4%	-6.3%	-3.5%	-3.8%
Verrazzano-Narrows Bridge	Total Vehicles	2.0%	2.1%	1.5%	1.7%	2.6%
	Passenger	2.7%	2.6%	1.9%	2.0%	2.9%
	Other	-7.4%	-4.4%	-4.3%	-1.3%	-1.1%
Henry Hudson Bridge	Total Vehicles	1.1%	0.8%	-0.6%	-0.3%	1.1%
	Passenger	1.2%	0.9%	-0.5%	-0.3%	1.2%
	Other	-8.9%	-8.4%	-10.2%	-3.4%	-0.8%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	0.8%	0.7%	-0.9%	-1.9%	-1.1%
	Passenger	1.4%	1.2%	-0.5%	-1.8%	-1.0%
	Other	-8.7%	-7.1%	-7.7%	-3.9%	-2.0%

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



Bridges and Tunnels

Safety Report December 2023



Safety Report

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

Performance Indicator				
Performance Indicator	12-Month Average			
	January 2021 - December 2021	January 2022 - December 2022	January 2023 - December 2023	
Customer Collisions Rate per Million Vehicles	3.97	3.97	3.43	
Customer Injury Collisions Rate per Million Vehicles	0.67	0.82	0.81	
Employee Accident Reports	140	113	139	
Employee Lost Time Injuries Rate per 200,000 Hours Worked	5.7	5.6	4.6	
Leading Indicators				
Roadway Safety	2022		2023	
	December	Year End	December	Year to Date
Workforce Development (# of Participants)	0	490	39	1065
Fleet Preventative Maintenance Insp.	113	1531	125	1434
* Safety Taskforce Inspections	0	14	0	14
Fire Safety	December	Year End	December	Year to Date
* Fire Code Audits Completed	1	14	1	14
** FDNY Liaison Visits	0	29	0	28

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

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

Definitions:

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

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

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

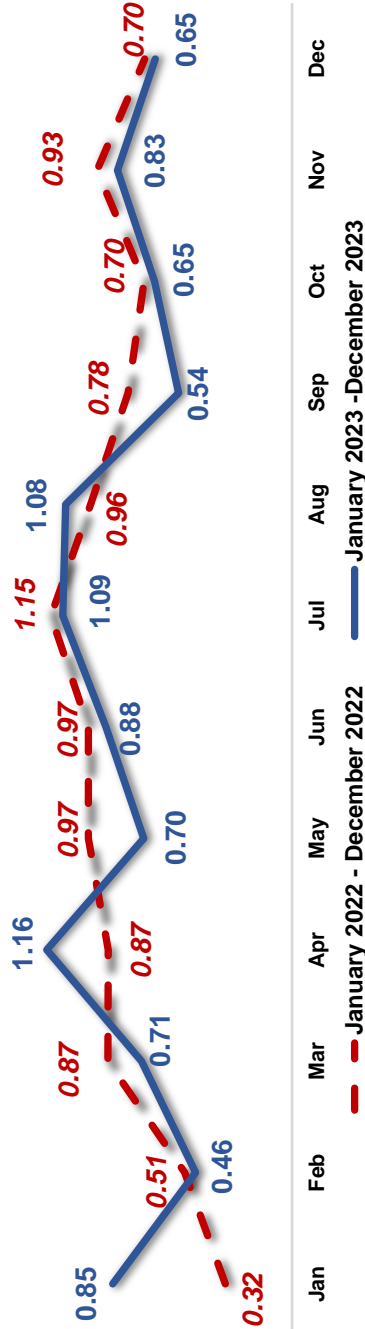
Fire Code Audits are required by the NY'S Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

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

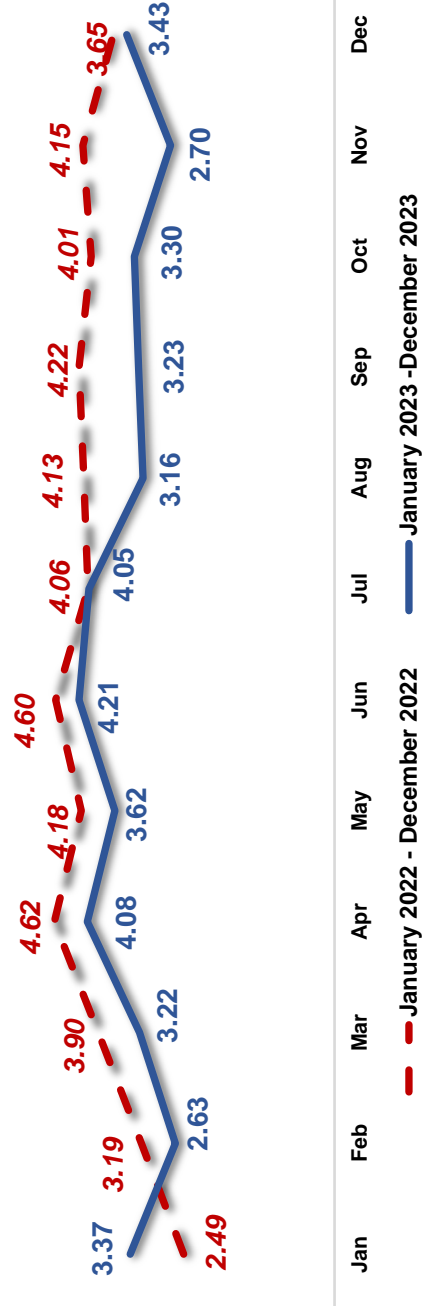


Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



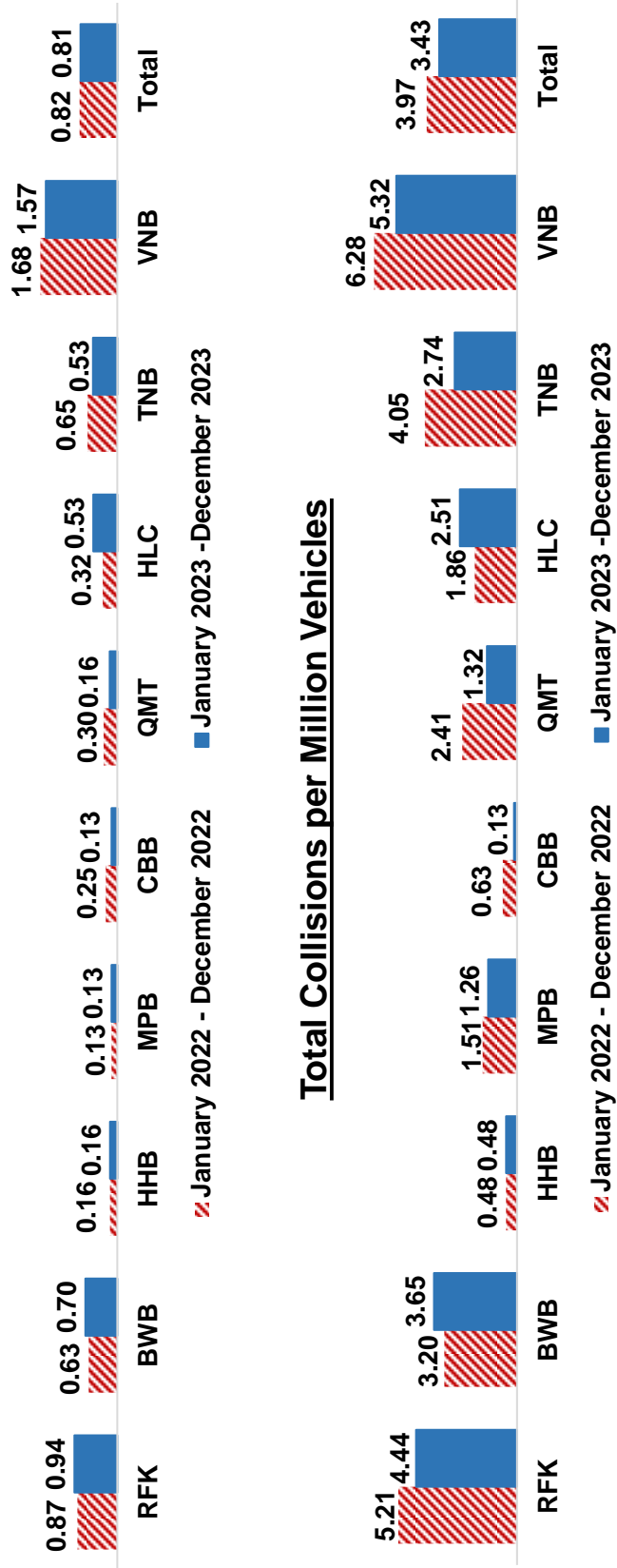
Total Collisions per Million Vehicles





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

Collisions with Injuries per Million Vehicles





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

	22-Dec	23-Jan	23-Feb	23-Mar	23-Apr	23-May	23-Jun	23-Jul	23-Aug	23-Sep	23-Oct	23-Nov	23-Dec
RFK	4.22	4.07	3.74	3.00	5.57	5.40	5.55	5.45	3.99	4.77	4.72	3.17	3.56
BWB	1.94	4.56	2.49	2.39	2.18	3.89	5.78	4.96	3.11	4.79	2.10	2.67	4.66
TNB	3.61	3.72	3.64	3.16	3.38	1.81	3.12	2.29	1.53	3.05	2.68	3.05	1.96
VNB	6.74	4.73	3.43	6.53	6.52	5.66	6.37	6.84	4.96	3.19	5.26	4.11	5.73
QMT	1.22	1.28	0.90	0.77	2.80	0.75	1.92	0.39	2.29	1.95	1.83	0.40	0.40
HLC	3.23	0.00	1.20	2.05	4.89	2.02	1.02	2.70	3.57	2.11	3.44	3.16	3.66
HHB	0.49	0.53	0.56	0.47	0.47	1.29	0.00	0.48	0.46	0.00	0.00	0.47	0.98
MPB	1.67	3.49	0.00	1.60	0.00	2.77	2.71	0.00	1.28	1.49	1.53	0.00	0.00
CBB	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.29	0.00	0.00	0.00	0.00	0.00
Total	3.65	3.37	2.63	3.22	4.08	3.62	4.21	4.05	3.16	3.20	3.30	2.70	3.43



Bridges and Tunnels

2023 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 327 million vehicles over its facilities annually.

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

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

CRITICAL OBJECTIVES

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

EXECUTIVE SUMMARY

The following is a summary of 2023 results:

Customer Environment

In 2023, B&T reapplied lane striping and other pavement markings to a total of 154,841 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 1,068 potholes and swept 12,502 miles of roadway in 2023.

Customer Safety

B&T customer safety performance improved in 2023. In 2023, the total collision rate per million vehicles was 3.43, 13.6% better than the 3.97 rate in 2022. The collision with injury rate continues to be less than one collision per million vehicles for 2023 (0.81), relatively unchanged from 2022 (0.82).



PERFORMANCE REPORT

Performance Statistics	2020	2021	2022	2023	2022 vs. 2023 % Change
Completed Maintenance Work Orders (All)	11,698	12,136	12,636	12,877	1.9%
Maintenance Work Orders (Emergency)	11	12	17	12	(29.4%)
Avg. days to completion for emergency work order	0.3	0.4	0.4	0.5	25.0%
Potholes repaired	954	1,182	1,027	1,068	4.0%
Roadway sweeping (miles)	13,397	13,122	13,901	12,502	(10.1%)
Roadway lights in service (%)	97.6%	97.6%	98.1%	98.5%	0.4%
Storm drains cleaned	4,208	3,803	2,574	2,148	(16.6%)
Tunnel cleaning -walls and ceilings (linear ft.)	10,681,374	11,236,315	9,520,961	7,627,120	(19.9%)
Roadway striping replaced (linear ft.)	88,313	390,336	469,170	154,841	(67.0%)

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 2023, B&T completed 12,877 work orders. The average time to complete an emergency work order was 0.5 days.

Roadway Sweeping

In 2023, B&T swept a total of 12,502 miles of roadways and approaches. B&T maintains a vigilant eye on roadway conditions and ensures a high-quality driving experience for customers by continuously addressing needs promptly.

Storm Drains

B&T cleaned 2,148 drains in 2023 to reduce flooding conditions and increase roadway safety during storm events.

Potholes Repaired

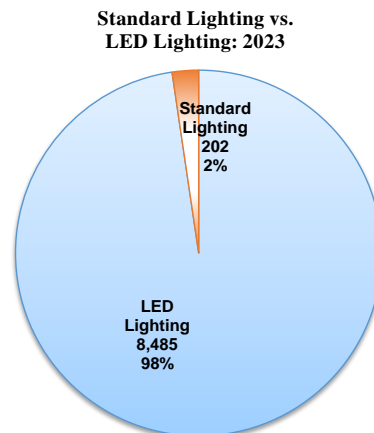
In 2023, B&T addressed 1,068 potholes on roadways and approaches. This can be credited to enhancements in roadway maintenance and materials, as well as upgrades like deck replacement projects, and the presence of milder temperatures.

Roadway Striping

Roadway striping and other pavement markings enhance the ability of customers to safely and expeditiously cross B&T facilities. In 2023, B&T striped 154,841 linear feet of roadway.

LED Lighting

B&T continues to upgrade its conventional roadway lighting to high efficiency LED lighting. As of year-end 2023, B&T has upgraded 98% of its lighting to LED.





Customer Travel Time

Customer travel times are based on weekday peak periods (6am-9am and 4pm-7pm) at MTA Bridges and Tunnels' facilities. Despite increased traffic in 2023 over 2022, authority-wide, most peak-period travel times have remained unchanged compared to the same period last year.

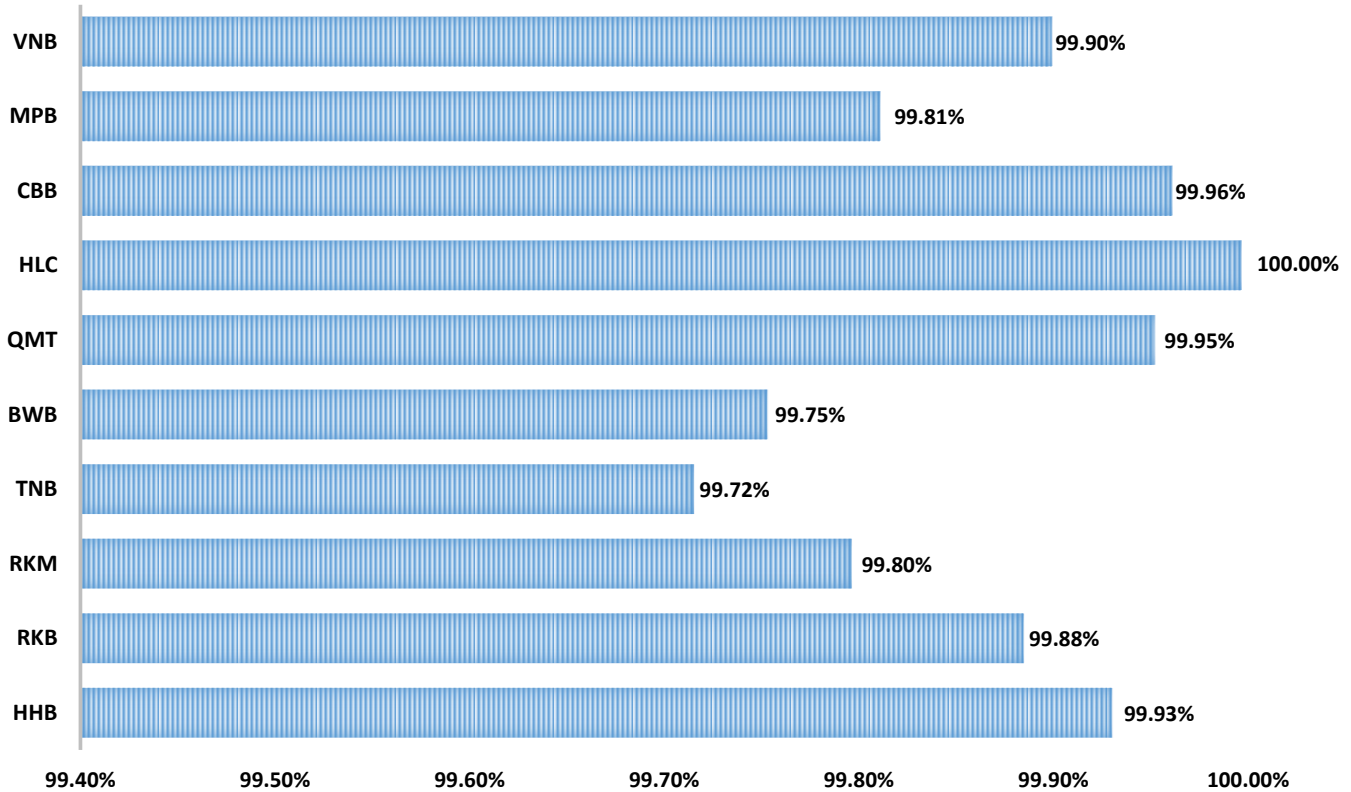
2023 vs. 2022 Travel Time Report											
Facility / Travel Direction	Free-Flow Travel Time	AM Peak				PM Peak					
		2023 YTD December Average	2023 YTD December Travel Time Index (TTI)	2022 YTD December Average	YTD December 2022 vs. 2023 % Change	2023 YTD December Average	2023 YTD December Travel Time Index (TTI)	2022 YTD December Average	YTD December 2022 vs. 2023 % Change		
Verrazzano-Narrows Bridge											
Brooklyn Bound (Upper Level)	3:35	5:23	1.50	5:16	2%	↑	3:48	1.06	3:51	-1%	↓
Brooklyn Bound (Lower Level)	3:35	5:54	1.65	5:30	7%	↑	3:59	1.11	4:14	-6%	↓
Staten Island Bound (Upper Level)	3:35	3:47	1.06	3:57	-4%	↓	4:47	1.33	5:00	-4%	↓
Staten Island Bound (Lower Level)	3:35	4:10	1.16	4:07	1%	↑	4:40	1.30	4:55	-5%	↓
Throgs Neck Bridge											
Queens to Bronx	2:00	3:01	1.51	3:10	-5%	↓	2:48	1.40	3:06	-10%	↓
Bronx to Queens	2:00	2:55	1.46	3:59	-27%	↓	3:30	1.75	3:56	-11%	↓
Bronx-Whitestone Bridge											
Queens to Bronx	1:20	2:36	1.95	2:52	-9%	↓	2:53	2.16	2:50	2%	↑
Bronx to Queens	1:20	2:21	1.76	2:20	1%	↑	2:20	1.75	2:18	1%	↑
Robert F. Kennedy Bridge											
Manhattan to Queens	3:50	4:03	1.06	4:03	0%	-	7:23	1.93	7:41	-4%	↓
Queens to Manhattan	3:50	7:06	1.85	7:25	-4%	↓	7:32	1.97	7:34	0%	↓
Manhattan to Bronx	1:45	1:57	1.11	1:59	-2%	↓	5:44	3.28	5:35	3%	↑
Bronx to Manhattan	1:45	3:06	1.77	3:10	-2%	↓	2:35	1.48	2:34	1%	↑
Bronx to Queens	3:05	4:01	1.30	4:01	0%	-	6:01	1.95	6:24	-6%	↓
Queens to Bronx	3:05	5:42	1.85	5:58	-5%	↓	8:31	2.76	8:44	-3%	↓
Henry Hudson Bridge											
Manhattan to Bronx	0:37	0:53	1.43	0:53	0%	-	0:56	1.51	0:55	2%	↑
Bronx to Manhattan	0:37	1:04	1.73	1:06	-3%	↓	1:06	1.78	1:03	5%	↑
Marine Parkway Bridge											
Rockaways to Brooklyn	1:10	1:46	1.51	1:45	1%	↑	1:48	1.54	1:45	3%	↑
Brooklyn to Rockaways	1:10	1:47	1.53	1:44	3%	↑	1:42	1.46	1:42	0%	-
Cross Bay Bridge											
Rockaways to Queens	0:44	0:47	1.07	0:47	0%	-	0:46	1.05	0:45	2%	↑
Queens to Rockaways	0:54	1:13	1.35	1:12	1%	↑	1:01	1.13	0:59	3%	↑
Hugh L. Carey Tunnel											
Brooklyn to Manhattan	2:28	5:55	2.40	5:41	4%	↑	9:30	3.85	9:17	2%	↑
Manhattan to Brooklyn	2:35	4:08	1.60	4:01	3%	↑	4:38	1.79	4:52	-5%	↓
Queens Midtown Tunnel											
Queens to Manhattan	2:20	4:53	2.09	4:58	-2%	↓	7:00	3.00	7:27	-6%	↓
Manhattan to Queens	2:20	4:36	1.97	4:42	-2%	↓	4:09	1.78	3:57	5%	↑
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 99.87% in 2023.

2023 Toll Roadway Lane Availability





Customer Safety

Performance Statistics	2020	2021	2022	2023	2022 vs. 2023
Collision Rate per Million Vehicles	4.06	3.99	3.97	3.43	(13.6%)
Collision with Injury Rate per Million Vehicles	0.70	0.67	0.82	0.81	(2.2%)
Speeding Summonses	1,544	369	659	1,518	130.3%
Truck Summonses	1,619	2,011	2,354	2,900	23.2%
Emergency Response Time (min:sec)	7:22	7:49	7:39	7:47	1.7%

In 2023, the collision rate per million vehicles was 3.43, 13.6% better than 2022 (3.97). The collision with injury rate per million vehicles decreased in 2023 0.81, 2.2% better than 2022 (0.82).

55.9% of collisions at B&T facilities in 2023 were rear-end collisions, 4.1% lower than 2022 (60.0%).

Side-swipe/lane change collisions accounted for 23.1% of collisions in 2023, 0.5% lower than 2022 (23.6%).

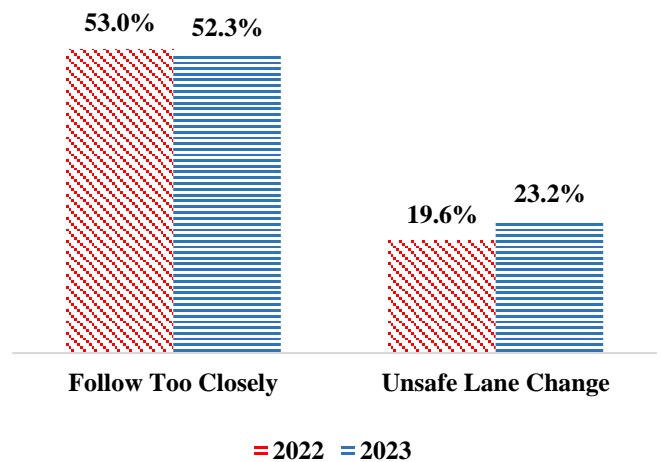
In 2023, “following too closely” accounted for 52.3% of collisions, marking a decrease of 0.7% from 53.0% compared to 2022. Collisions involving an “unsafe lane change” increased by 3.5% to 23.2% in 2023, compared to 19.6% in 2022.

B&T responded to 7,079 roadway incidents in 2023. The average emergency response time was 7 minutes and 47 seconds. Incidents included disabled vehicles, collisions and debris in the roadway.

**Leading Collisions Types
2022 vs. 2023**



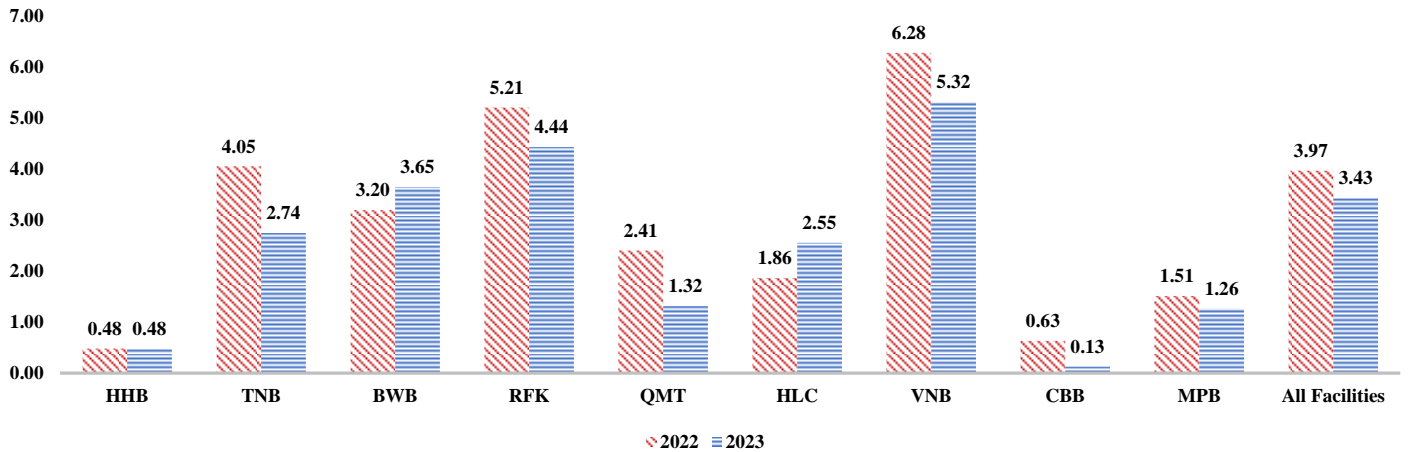
**Leading Collision Factors
2022 vs. 2023**



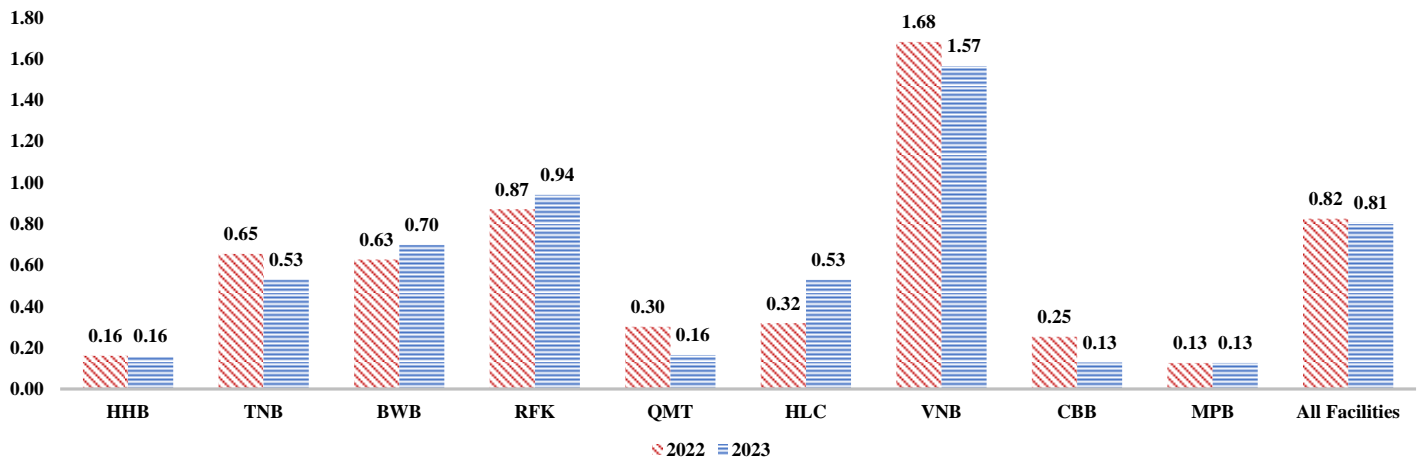


The collision rate in 2023 improved by 13.6% in 2023, compared to 2022 (3.43 versus 3.97, respectively). The collision with injuries rate per million vehicles decreased by 2.2%, compared to 2022 (0.81 versus 0.82, respectively). The collision with injury rate continues to be less than one collision per million vehicles. B&T has a continuing focus on collision mitigation at all its crossings. Some mitigation efforts include roadway safety enforcement, traffic alerts, signage and pavement markings. The improvements in the overall collision rate performance are in part attributed to the success of this focus.

2022 vs. 2023 Total Collision Rates per Million Vehicles



2022 vs. 2023 Collision with Injuries Rates per Million Vehicles





B&T customer safety improvements in 2023 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:

- 17,702 summonses were issued in 2023, 14.2% higher than 2022.
- 18.2% (3,226) of the summonses issued in 2023 were safety related. Types of safety summonses include Speeding, Disobeying Signs / Traffic Control Devices, Cell Phone/Texting, and Unsafe Lane Change.
- B&T’s Special Operations Division utilized collision data (collisions by type, collisions by tour, collisions by day of the week, collision factors, etc.) to direct patrol deployments across all facilities.

Summons Type	2022	2023	% Change
Speed	659	1,518	130.3%
Disobey Signs/Traffic Control Device	1,507	1,403	(6.9%)
Cell Phone/Texting	191	170	(11.0%)
Unsafe Lane Change/Failure to Signal	170	135	(20.6%)
*All Other	12,979	14,476	11.5%
Total	15,506	17,702	14.2%

*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 2024



MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of January 31, 2024
(in thousands)

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

CURRENT ASSETS:

Cash-Unrestricted	9,640
Investments:	
Unrestricted	844,621
Restricted	1,602,714
Accrued interest receivable	-227,127
Accounts receivable	547,047
Accounts receivable-Other	35,143
Less allowance for uncollectible accounts	-498,668
Tolls due from other agencies	40,175
Loan receivable from MTA	11,473,653
Prepaid expenses	22,130
	<hr/>
Total current assets	13,849,327

NONCURRENT ASSETS:

Investments:	
Unrestricted	158,092
Restricted	-
Facilities, less acc.dep of \$2,501,244	7,889,238
Capital lease 2 Broadway net acc. dep.	56,266
Derivative Hedge Assets	3,254
	<hr/>
Total noncurrent assets	8,106,850

TOTAL ASSETS:	<hr/> 21,956,177
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DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to pension	63,135
Deferred outflow of resources related to other post-employment benefits	155,800
Deferred outflow of resources related to capital Lease	12,775
Accumulated decreases in fair value of derivative instruments	71,358
Defeasance costs	69,569
	<hr/>

TOTAL DEFERRED OUTFLOWS OF RESOURCES:	<hr/> 372,638
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**TOTAL ASSETS AND DEFERRED OUTFLOWS
OF RESOURCES**

22,328,815

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of January 31, 2024
(in thousands)

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

Current portion-long term debt	842,435
Interest Payable	207,189
Accounts Payable	156,363
Accrued Pension Payable	0
Payable to MTA-CAP	29,195
Due to MTA-Operating Expenses	3,633
Due to NYCTA-Operating Expenses	53
Accrued salaries	3,449
Accrued Vac & Sick Benefits	18,616
Current portion of estimated liability arising from injury	8,463
Due to New York City Transit Authority	-453,610
Due to Metropolitan Transportation Authority	-514,721
Unearned Toll Revenue	254,366
Tolls due to other agencies	83,545
E-ZPass Airport Toll Liability	2,946
	<u>641,922</u>
Total current liabilities	<u>641,922</u>

NONCURRENT LIABILITIES:

Long term debt	22,806,949
Post Employment Benefits Other than Pensions	908,111
Estimated liability arising from injury	51,886
Capital lease obligations	84,781
Other long-term liabilities	-
Derivative Hedge Liabilities	34,012
Due (to)/from MTA - change in fair value of derivative	40,599
Net Pension Liability	167,407
Security deposits-Contra	-
	<u>24,093,746</u>
Total noncurrent liabilities	<u>24,093,746</u>

DEFERRED INFLOW OF RESOURCES

Deferred Inflow of resources related to Pension	54,456
Deferred Inflow of resources related to other post-employment benefits	167,013
Deferred Inflow of resources related to Capital Lease	11,695

TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES 24,968,831

NET POSITION -2,640,017 *

TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET 22,328,815

*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 - 2024 ADOPTED BUDGET
ACCURAL STATEMENT OF OPERATIONS by CATEGORY
January 2024
(\$ in millions)

	Nonreimbursable				Reimbursable				Total					
	Adopted Budget		Favorable (Unfavorable)		Actual		Favorable (Unfavorable)		Adopted Budget		Actual		Favorable (Unfavorable)	
	Amount	Percent	Variance	Percent	Amount	Variance	Percent	Amount	Amount	Variance	Percent	Amount	Variance	Percent
Revenue														
Farebox Revenue	\$0,000	-	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-
Vehicle Toll Revenue	187,758	2.3	4,331	2.3	0,000	0,000	-	0,000	187,758	192,089	4,331	2.3		
Other Operating Revenue	1,415	8.8	1,539	8.8	0,000	0,000	-	0,000	1,415	1,539	0,124	8.8		
Capital & Other Reimbursements	0,000	-	0,000	-	1,761	(0,535)	(30.4)	0,000	1,761	1,226	(0,535)	(30.4)		
Investment Income	1,011	44.2	0,447	44.2	0,000	0,000	-	0,000	1,011	1,459	0,447	44.2		
Total Revenue	\$190,185	2.6	\$195,087	2.6	\$1,761	(\$0,535)	(30.4)	\$1,761	\$191,946	\$196,313	\$4,368	2.3		
Expenses														
Labor:														
Payroll	\$11,438	13.0	\$9,951	13.0	\$0,571	\$0,147	25.8	\$0,147	\$0,571	\$10,375	\$1,634	13.6		
Overtime	2,897	3.4	0,098	3.4	\$0,128	0,082	64.4	0,082	3,025	2,845	0,180	6.0		
Health and Welfare	3,105	22.2	2,415	22.2	\$0,137	0,035	25.8	0,035	3,242	2,517	0,725	22.4		
OPEB Current Payment	4,010	28.7	1,151	28.7	0,000	0,000	-	0,000	4,010	2,859	1,151	28.7		
Pensions	2,156	(10.6)	2,385	(10.6)	0,131	0,034	25.8	0,034	2,287	2,482	(0,195)	(8.5)		
Other Fringe Benefits	2,619	(1.0)	2,647	(1.0)	0,066	0,018	26.7	0,018	2,685	2,695	(0,10)	(0.4)		
Reimbursable Overhead	(0,726)	(30.0)	(0,510)	(30.0)	0,728	0,218	30.0	0,218	0,000	0,000	0,000	-		
Total Labor Expenses	\$25,497	11.6	\$22,545	11.6	\$1,761	\$0,535	30.4	\$0,535	\$27,258	\$23,772	\$3,486	12.8		
Non-Labor:														
Electric Power	\$0,311	(42.7)	\$0,444	(42.7)	\$0,000	\$0,000	-	\$0,000	\$0,311	\$0,444	(\$0,133)	(42.7)		
Fuel	0,081	(91.5)	0,155	(91.5)	0,000	0,000	-	0,000	0,081	0,155	(0,074)	(91.5)		
Insurance	1,342	15.2	1,138	15.2	0,000	0,000	-	0,000	1,342	1,138	0,204	15.2		
Claims	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	-		
Maintenance and Other Operating Contracts	8,666	43.6	4,890	43.6	0,000	0,000	-	0,000	8,666	4,890	3,775	43.6		
Professional Service Contracts	2,022	45.0	1,113	45.0	0,000	0,000	-	0,000	2,022	1,113	0,909	45.0		
Materials & Supplies	0,343	93.3	0,023	93.3	0,000	0,000	-	0,000	0,343	0,023	0,320	93.3		
Other Business Expenses	1,326	*	4,550	(3,223)	0,000	(3,223)	*	0,000	1,326	4,550	(3,223)	*		
Total Non-Labor Expenses	\$14,090	12.6	\$12,311	12.6	\$0,000	\$0,000	-	\$0,000	\$14,090	\$12,311	\$1,779	12.6		
Other Expense Adjustments:														
Other	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	-		
Gap Closing Actions:														
Add'l Actions for Budget Balance: Expense Impact	0,000	-	0,000	-	0,000	0,000	-	0,000	0,000	0,000	0,000	-		
Total Gap Closing Actions	\$0,000	-	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	\$0,000	-		
Total Expenses before Non-Cash Liability Adjs.	\$39,587	11.9	\$34,857	11.9	\$1,761	\$0,535	30.4	\$0,535	\$41,348	\$36,083	\$5,265	12.7		
Depreciation	\$16,874	(7.4)	\$18,123	(7.4)	\$0,000	\$0,000	-	\$0,000	16,874	\$18,123	(\$1,249)	(7.4)		
OPEB Obligation	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	-		
GASB 68 Pension Adjustment	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	-		
GASB 87 Net Adjustment	0,194	100.0	0,000	100.0	0,000	0,194	100.0	0,194	0,194	0,000	0,194	100.0		
Total Expenses after Non-Cash Liability Adjs.	\$56,655	6.5	\$52,980	6.5	\$1,761	\$0,535	30.4	\$0,535	\$58,416	\$54,206	\$4,210	7.2		
Less: Depreciation	\$16,874	(7.4)	\$18,123	(7.4)	\$0,000	\$0,000	-	\$0,000	\$16,874	\$18,123	(\$1,249)	(7.4)		
Less: OPEB Obligation	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	-		
Less: GASB 68 Pension Adjustment	0,000	-	0,000	-	0,000	0,000	-	0,000	0,000	0,000	0,000	-		
Less: GASB 87 Net Adjustment	0,194	100.0	0,000	100.0	0,000	0,194	100.0	0,194	0,194	0,000	0,194	100.0		
Total Expenses	\$39,587	11.9	\$34,857	11.9	\$1,761	\$0,535	30.4	\$0,535	\$41,348	\$36,083	\$5,265	12.7		
Net Surplus/(Deficit)	\$150,598	6.4	\$160,230	6.4	\$0,000	\$0,000	-	\$0,000	\$150,598	\$160,230	\$9,632	6.4		

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

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2024 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
January 2024
(\$ in millions)

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

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

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2024 ADOPTED BUDGET
ACCURAL STATEMENT OF OPERATIONS by CATEGORY
January 2024 Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)	
	Actual	Percent	Actual	Percent	Actual	Percent	Actual	Percent	Actual	Percent	Actual	Percent
Revenue												
Farebox Revenue	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	192,089	2.3	0.000	-	0.000	-	187,758	2.3	192,089	2.3	4,331	8.8
Other Operating Revenue	1,415	8.8	0.000	-	0.000	-	1,415	8.8	1,539	8.8	0.124	0.3
Capital & Other Reimbursements	0.000	-	0.000	-	1,226	(30.4)	1,761	(30.4)	1,226	(30.4)	(0.535)	(1.1)
Investment Income	1,011	44.2	0.000	-	0.000	-	1,011	44.2	1,459	44.2	0.447	1.1
Total Revenue	\$190,185	2.6	\$195,087	2.6	\$1,226	(30.4)	\$191,946	(30.4)	\$196,313	2.3	\$4,368	9.1
Expenses												
Labor:												
Payroll	\$11,438	13.0	\$9,951	13.0	\$0.424	25.8	12,009	25.8	\$10,375	13.6	\$1,634	4.2
Overtime	2,897	3.4	2,799	3.4	0.098	64.4	3,025	64.4	2,845	3.7	0.180	0.5
Health and Welfare	3,105	22.2	2,415	22.2	0.690	25.8	3,242	25.8	2,517	3.2	0.725	1.9
OPEB Current Payment	4,010	28.7	2,859	28.7	0.000	-	4,010	28.7	2,859	3.7	1,151	28.4
Pensions	2,156	(10.6)	2,385	(10.6)	0.228	25.8	2,482	25.8	2,482	(8.5)	(0.196)	(0.5)
Other Fringe Benefits	2,619	(1.0)	2,647	(1.0)	0.066	26.7	2,685	26.7	2,685	(0.4)	(0.010)	(0.0)
Reimbursable Overhead	(0.728)	(30.0)	(0.510)	(30.0)	0.218	30.0	0.000	30.0	0.000	-	0.000	-
Total Labor Expenses	\$25,497	11.6	\$22,545	11.6	\$1,226	30.4	\$27,258	30.4	\$23,772	12.8	\$3,486	8.8
Non-Labor:												
Electric Power	\$0.311	(42.7)	\$0.444	(42.7)	0.000	-	\$0.311	-	\$0.444	(42.7)	(\$0.133)	(3.1)
Fuel	0.081	(91.5)	0.155	(91.5)	0.000	-	0.081	-	0.155	(91.5)	(0.074)	(1.8)
Insurance	1,342	15.2	1,138	15.2	0.000	-	1,342	15.2	1,138	15.2	0.204	0.5
Claims	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	-
Maintenance and Other Operating Contracts	8,666	43.6	4,890	43.6	0.000	-	8,666	43.6	4,890	43.6	3,775	9.5
Professional Service Contracts	2,022	45.0	1,113	45.0	0.000	-	2,022	45.0	1,113	45.0	0.909	2.3
Materials & Supplies	0.343	93.3	0.023	93.3	0.000	-	0.343	93.3	0.023	93.3	0.320	0.8
Other Business Expenses	1,326	(3,223)	4,550	(3,223)	0.000	-	1,326	-	4,550	(3,223)	3,223	8.0
Total Non-Labor Expenses	\$14,090	12.6	\$12,311	12.6	\$0.000	-	\$14,090	-	\$12,311	12.6	\$1,779	4.5
Other Expense Adjustments												
Other	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	-
Gap Closing Actions:												
Adopt/ Actions for Budget Balance: Expense Impact	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	-
Total Expenses before Non-Cash Liability Adjts.	\$39,587	11.9	\$34,857	11.9	\$1,226	30.4	\$41,348	30.4	\$36,083	12.7	\$5,265	13.7
Depreciation	\$16,874	(7.4)	\$18,123	(7.4)	\$0.000	-	16,874	-	\$18,123	(7.4)	(\$1,249)	(3.2)
OPEB Obligation	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	-
GASB 68 Pension Adjustment	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	-
GASB 87 Net Adjustment	0.194	100.0	0.000	100.0	0.000	30.4	0.194	30.4	0.000	100.0	0.194	0.5
Total Expenses after Non-Cash Liability Adjts.	\$56,655	6.5	\$52,980	6.5	\$1,226	30.4	\$58,416	30.4	\$54,206	7.2	\$4,210	10.7
Less: Depreciation	\$16,874	(7.4)	\$18,123	(7.4)	\$0.000	-	\$16,874	-	\$18,123	(7.4)	(\$1,249)	(3.2)
Less: OPEB Obligation	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	-
Less: GASB 68 Pension Adjustment	0.000	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000	-
Less: GASB 87 Net Adjustment	0.194	100.0	0.000	100.0	0.000	30.4	0.194	30.4	0.000	100.0	0.194	0.5
Total Expenses	\$39,587	11.9	\$34,857	11.9	\$1,226	30.4	\$41,348	30.4	\$36,083	12.7	\$5,265	13.7
Net Surplus/(Deficit)	\$150,598	6.4	\$160,230	6.4	\$0.000	-	\$150,598	-	\$160,230	6.4	\$9,632	25.0

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

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2024 ADOPTED BUDGET
ACCURAL STATEMENT of OPERATIONS by CATEGORY
January 2024 Year-To-Date
(\$ in millions)

	Nonreimbursable			Reimbursable			Total			
	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent	
Net Income/(Deficit)				\$150,598	\$160,230	\$9,632			\$9,632	6.4
Less: Capitalized Assets Reserves				0.091	0.117	(\$0.026)				(28.5)
GASB Reserves				0.000	0.000	0.000			0.000	-
Adjusted Net Income/(Deficit)				\$150,507	\$160,114	\$9,607			\$9,607	6.4
Less: Debt Service				55,121	53,150	1,971			1,971	3.6
Less: Contribution to the Capital Program				0.000	0.000	0.000			0.000	-
Income Available for Distribution				\$95,386	\$106,964	\$11,577			\$11,577	12.1
Distributable To:										
MTA - Investment Income				1,011	1,459	0,447			0,447	44.2
MTA - Distributable Income				50,395	55,793	5,398			5,398	10.7
NYCTR - Distributable Income				43,980	51,171	7,191			7,191	16.4
Total Distributable Income				\$95,386	\$108,422	\$13,036			\$13,036	13.7
Support to Mass Transit:										
Total Revenues				191,946	196,313	4,368			4,368	2.3
Less: Total Operating Expenses				41,348	36,083	5,265			5,265	12.7
Net Operating Income/(Deficit)				\$150,598	\$160,230	\$9,632			\$9,632	6.4
Deductions from Net Operating Income:										
Capitalized Assets Reserves				0.091	0.117	(0.026)				(28.5)
B&T Debt Service				32,980	35,234	(2,254)				(6.8)
Contribution to the Capital Program				0.000	0.000	0.000			0.000	-
GASB Reserves				0.000	0.000	0.000			0.000	-
Total Deductions From Operating Income				\$33,070	\$35,350	(\$2,280)			(\$2,280)	(6.9)
Total Support to Mass Transit				\$117,527	\$124,880	\$7,353			\$7,353	6.3

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 - 2024 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
 (\$ in millions)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
			Jan-24			
Nonreimbursable						
Vehicle Toll Revenue	4,331	2.3%	Higher than budgeted traffic volume and higher average toll revenue per vehicle.	4,331	2.3%	Higher than budgeted traffic volume and higher average toll revenue per vehicle.
Other Operating Revenue	0,124	8.8%	Higher revenue primarily due to the timing of income from administrative fees.	0,124	8.8%	Higher revenue primarily due to the timing of income from administrative fees.
Investment Income	1,487	44.2%	Higher than anticipated short-term investment returns on fund balances.	0,447	44.2%	Higher than anticipated short-term investment returns on fund balances.
Payroll	1,487	13.0%	Lower payroll expenses primarily due to vacancies, and an incorrect journal entry that will be reversed in February, partially offset by higher payroll costs associated with recently settled collective bargaining agreements and non-represented payroll increases.	1,487	13.0%	Lower payroll expenses primarily due to vacancies, and an incorrect journal entry that will be reversed in February, partially offset by higher payroll costs associated with recently settled collective bargaining agreements and non-represented payroll increases.
Overtime	0,098	3.4%	Lower overtime largely due to management efficiencies, and improved scheduling and deployment practices.	0,098	3.4%	Lower overtime largely due to management efficiencies, and improved scheduling and deployment practices.
Health and Welfare	0,690	22.2%	Lower expenses primarily due to timing of medical expenses against the adopted budget allocation as well as vacancies.	0,690	22.2%	Lower expenses primarily due to timing of medical expenses against the adopted budget allocation as well as vacancies.
OPEB Current Payment	1,151	28.7%	Lower expenses primarily due to timing against the adopted budget allocation.	1,151	28.7%	Lower expenses primarily due to timing against the adopted budget allocation.
Pensions	(0,228)	-10.6%	Higher expenses primarily due to the timing against the adopted budget allocation.	(0,228)	-10.6%	Higher expenses primarily due to the timing against the adopted budget allocation.
Other Fringe Benefits	(0,027)	-1.0%	Higher expenses primarily due to the timing of FICA costs.	(0,027)	-1.0%	Higher expenses primarily due to the timing of FICA costs.
Electric Power	(0,133)	-42.7%	Higher expenses primarily due to timing against the adopted budget allocation.	(0,133)	-42.7%	Higher expenses primarily due to timing against the adopted budget allocation.
Fuel	(0,074)	-91.5%	Higher expenses primarily due to an increase in heating fuel costs.	(0,074)	-91.5%	Higher expenses primarily due to an increase in heating fuel costs.
Insurance	0,204	15.2%	Lower expenses primarily due to lower-than-budgeted property and liability insurance premiums and the timing against the adopted budget allocation.	0,204	15.2%	Lower insurance expenses primarily due to lower-than-budgeted property insurance premiums and the timing against the adopted budget allocation.
Maintenance and Other Operating Contracts	3,775	43.6%	Lower expenses are mainly due to the timing against the adopted budget allocation for maintenance of E-ZPass equipment (\$1,482 Mill), E-ZPass Customer Service Center (\$1,343 Mill), Major Maintenance & Painting (\$0,565 Mill), and E-ZPass tag costs (\$0,489 Mill), partially offset by higher HVAC maintenance (\$0,394 Mill).	3,775	43.6%	Lower expenses are mainly due to the timing against the adopted budget allocation for maintenance of E-ZPass equipment (\$1,482 Mill), E-ZPass Customer Service Center (\$1,343 Mill), Major Maintenance & Painting (\$0,565 Mill), and E-ZPass tag costs (\$0,489 Mill), partially offset by higher HVAC maintenance (\$0,394 Mill).
Professional Service Contracts	0,909	45.0%	Lower expenses are primarily due to the favorable timing against the monthly adopted budget allocation for bond issuance costs (\$0,354 Mill), professional service contracts (\$0,201 Mill), and planning studies (\$0,169 Mill).	0,909	45.0%	Lower expenses are primarily due to the favorable timing against the monthly adopted budget allocation for bond issuance costs (\$0,354 Mill), professional service contracts (\$0,201 Mill), and planning studies (\$0,169 Mill).
Materials & Supplies	0,320	93.3%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the adopted budget allocation.	0,320	93.3%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the adopted budget allocation.
Other Business Expense	(3,223)	*	Higher expenses primarily due to the timing of credit card processing fees.	(3,223)	*	Higher expenses primarily due to the timing of credit card processing fees.
Depreciation	(1,249)	-7.4%	Higher depreciation expense primarily due to timing against the adopted budget allocation.	(1,249)	-7.4%	Higher depreciation expense primarily due to timing against the adopted budget allocation.
Reimbursable						
Capital and Other Reimbursements	(0,535)	-30.4%	Lower capital reimbursements due to timing against the adopted budget allocation.	(0,535)	-30.4%	Lower capital reimbursements due to timing against the adopted budget allocation.
Payroll	0,147	25.8%	Lower capital reimbursements due to timing against the adopted budget allocation.	0,147	25.8%	Lower capital reimbursements due to timing against the adopted budget allocation.
Overtime	0,082	64.4%	Lower capital reimbursements due to timing against the adopted budget allocation.	0,082	64.4%	Lower capital reimbursements due to timing against the adopted budget allocation.
Health and Welfare	0,035	25.8%	Lower capital reimbursements due to timing against the adopted budget allocation.	0,035	25.8%	Lower capital reimbursements due to timing against the adopted budget allocation.
Pensions	0,034	25.8%	Lower capital reimbursements due to timing against the adopted budget allocation.	0,034	25.8%	Lower capital reimbursements due to timing against the adopted budget allocation.
Other Fringe Benefits	0,018	26.7%	Lower capital reimbursements due to timing against the adopted budget allocation.	0,018	26.7%	Lower capital reimbursements due to timing against the adopted budget allocation.
Reimbursable Overhead	0,218	30.0%	Lower capital reimbursements due to timing against the adopted budget allocation.	0,218	30.0%	Lower capital reimbursements due to timing against the adopted budget allocation.

*Variance exceeds 100%

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

Year to date ending January 2024

Month of January

Comparison Current Year vs. Prior Year:

	*Current Year		Prior Year		Percentage Change	
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
Bronx-Whitestone	3.7	\$31.2	3.9	\$31.4	-5.3%	-0.4%
Cross Bay	0.6	1.6	0.6	1.6	-3.1%	2.4%
Henry Hudson	1.8	7.2	1.9	7.3	-6.5%	-1.8%
Hugh L. Carey	1.7	12.6	1.7	12.2	-0.4%	2.8%
Marine Parkway	0.6	1.5	0.6	1.5	-1.9%	3.4%
Queens Midtown	2.3	18.0	2.3	17.5	-0.7%	2.7%
RFK	5.2	42.0	5.1	39.8	1.4%	5.4%
Throgs Neck	3.3	31.3	3.2	29.5	2.6%	6.4%
Verrazano-Narrows	6.2	46.6	6.3	43.8	-1.9%	6.4%
Total	25.4	\$192.1	25.7	\$184.6	-1.3%	4.1%
Revenue Per Vehicle		\$7.564		\$7.172		5.5%

1) Toll increase implemented August 6, 2023

2) Numbers may not add due to rounding.

Comparison Actual vs. Adopted Budget:

	January Actual		YTD Budget		Percentage Change	
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
Total All	25.4	\$192.1	25.0	\$187.8	1.7%	2.3%
Revenue Per Vehicle		\$7.564		\$7.519		0.6%

3) 2024 January traffic is \$0.3M below January 2023 traffic, a decrease of 1.3% and revenue is \$7.5M above January 2023, an increase of 4.1%.

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

Facility	Revenue Collection Rate January 2024
Henry Hudson Bridge	94.4%
Hugh L. Carey Tunnel	95.2%
Queens Midtown Tunnel	96.6%
Marine Parkway Bridge	95.4%
Cross Bay Bridge	93.2%
Robert F. Kennedy Bridge	93.1%
Verrazzano-Narrows Bridge	92.8%
Bronx-Whitestone Bridge	93.0%
Throgs Neck Bridge	94.0%
All Facilities	93.7%

1. Represents total revenue collections from transactions February 2022 through January 2023

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2024 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
 January 2024

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	15	11	4	5 Managerial vacancies partially offset by 1 overrun in Professional
Law ⁽¹⁾	12	5	7	2 Managerial and 5 Professional vacancies
Budget & Finance ⁽²⁾	17	10	7	5 Managerial and 2 Professional vacancies
Administration ⁽³⁾	34	26	8	5 Managerial and 3 Professional vacancies
EEO	1	-	1	1 Professional vacancy
Total Administration	79	52	27	
Operations				
ITS & Tolling	70	74	(4)	9 Professional overrun partially offset by 5 Managerial vacancies
Central Business District Tolling Program	48	10	38	4 Managerial and 34 Professional vacancies
Operations (Non-Security)	54	34	20	29 Managerial vacancies partially offset by 9 overrun in Professional
Total Operations	172	118	54	
Maintenance				
Maintenance	205	200	5	7 Managerial and 2 Professional vacancies partially offset by 4 overrun in Hourly
Operations - Maintainers	183	151	32	32 Maintainer vacancies
Total Maintenance	388	351	37	
Engineering/Capital				
Engineering & Construction	123	98	25	4 Managerial and 21 Professional vacancies
Health & Safety	9	7	2	3 Managerial vacancies offset by 1 overrun in Professional
Law ⁽¹⁾	18	9	9	3 Managerial and 6 Professional vacancies
Planning & Budget Capital	8	6	2	1 Managerial and 1 Professional vacancy
Total Engineering/Capital	158	120	38	
Public Safety				
Operations (Security)	375	352	23	4 Managerial and 19 Operational vacancies
Internal Security - Operations	45	29	16	5 Managerial and 11 Professional vacancies
Total Public Safety	420	381	39	
Total Positions	1,217	1,022	195	
Non-Reimbursable	1,086	891	195	
Reimbursable	131	131	-	
Total Full-Time	1,217	1,022	195	

(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 - 2024 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
 January 2024

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	30	13	17	5 vacancies in Administration, 5 in Executive, 5 in Budget & Finance, and 2 in Law
Professional, Technical, Clerical	49	39	10	5 vacancies in Law, 3 in Administration, 2 in Budget & Finance, 1 in EEO, 1 overrun in Executive
Operational Hourlies	-	-	-	
Total Administration	79	52	27	
Operations				
Managers/Supervisors	73	34	39	6 vacancies in ITS & Tolling, 4 in CBDTP, and 29 in Operations
Professional, Technical, Clerical	99	84	15	34 vacancies in CBDTP, partially offset by 9 overrun in Operations, and 10 overrun in ITS & Tolling
Operational Hourlies	-	-	-	
Total Operations	172	118	54	
Maintenance				
Managers/Supervisors	27	20	7	7 vacancies in Maintenance
Professional, Technical, Clerical	11	10	1	2 vacancies in Maintenance, partially offset by 1 overrun in Operations
Operational Hourlies ⁽¹⁾	350	321	29	33 vacancies in Operations, partially offset by 4 overrun in Maintenance
Total Maintenance	388	351	37	
Engineering/Capital				
Managers/Supervisors	34	23	11	4 vacancies in Engineering, 3 in Law, 3 in Health & Safety and 1 in Capital Budget
Professional, Technical, Clerical	124	97	27	21 vacancies in Engineering, 6 in Law, and 1 in Capital Budget, partially offset by 1 in Health & Safety
Operational Hourlies	-	-	-	
Total Engineering/Capital	158	120	38	
Public Safety				
Managers/Supervisors	117	108	9	5 vacancies in Internal Security and 4 in Operations
Professional, Technical, Clerical	36	25	11	11 vacancies in Internal Security
Operational Hourlies ⁽²⁾	267	248	19	19 BTO vacancies in Operations
Total Public Safety	420	381	39	
Total Positions				
Managers/Supervisors	281	198	83	
Professional, Technical, Clerical	319	255	64	
Operational Hourlies	617	569	48	
Total Positions	1,217	1,022	195	

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

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



Bridges and Tunnels

2023 B&T Operating Surplus (Action Item)



Staff Summary



Subject:	2023 TBTA Operating Surplus
Department:	Finance
Department Head Name	James McGovern (Controller's Department)
Department Head Signature	
Project Manager Name	Tricia Cangemi

Date	February 26, 2024
Vendor Name	
Contract Number	
Contract Manager Name	
Table of Contents Ref #	

Board Action					
Order	To	Date	Approval	Info	Other
1	MTA B&T Committee	02/26/24	X		
2	MTA Finance Committee	02/26/24	X		
3	MTA Board	02/28/24	X		

Internal Approvals			
Order	Approval	Order	Approval
2	President		VP Staff Services
3	Chief Financial Officer		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		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 \$1,289,101,743 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 \$12,369,374 representing 2023 investment income to the MTA pursuant to Section 569-c of the Public Authorities Law of the State of New York.
- Advance the 2024 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, 2023. The amount of surplus available for transfer to the MTA and NYCTA is \$1,289,101,743. The amount of investment income that is surplus funds and available to transfer to MTA for fiscal year 2023 is 12,369,374.

BUDGET IMPACT: None.

ALTERNATIVES: None.

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

RESOLVED, that the Chairman and Chief Executive Officer or their related designees are hereby authorized to certify to the Mayor of the City of New York and to the Chairman of the Metropolitan Transportation Authority, that for the purposes of Section 1219-a (2) (e) of the Public Authorities Law of the State of New York, the amount of the Authority's operating surplus for its fiscal year ending December 31, 2023 is \$1,289,101,743.

RESOLVED, that this Authority hereby makes the following determination in respect of its operating surplus for its fiscal year ending December 31, 2023, for the purposes of Section 1219-a (2) (e) of the Public Authorities Law of the State of New York:

Operating Revenue	\$2,456,906,110
Operating Expense	<u>(480,677,752)</u>
Net Operating Revenue	\$1,976,228,358
Increase in Prepaid Expenses and Other Adjustments	(295,620)
Debt Service on Bonds	(694,198,598)
Interest Income on Unexpended Bond Proceeds and Debt Service Fund	15,543,569
Purchase of Capital Assets Funded from Operations	(15,409,891)
Prior Year Adjustments Relating to 2022	<u>7,233,925</u>
Operating Surplus	<u>\$ 1,289,101,743</u>

February 22, 2024

RESOLVED, that the amount of \$12,369,374 representing the Authority's investment income for the year 2023 is determined to be surplus funds of the Authority; and be it further

RESOLVED, that the amount of \$12,369,374 be transferred and paid over to Metropolitan Transportation Authority in a lump sum as soon as practicable pursuant to Section 569-c of the Public Authorities Law.

RESOLVED, pursuant to the provisions of paragraphs (b), (c), and (d) of subdivision 2 of Section 1219-a of the Public Authorities Law, that the Chairman and Chief Executive Officer or their related designees are authorized in his discretion, to advance to Metropolitan Transportation Authority and New York City Transit Authority monthly, out of funds in the General Fund created by the General Revenue Bond Resolution which are attributable to the operations of the 2024 fiscal year (other than funds arising out of the investment of monies of the Authority) and which have been released and paid over to the Authority free and clear of the lien and the pledge of the General Revenue Bond Resolution as provided in Section 506 thereof, an aggregate amount not to exceed 90% of the Chairman's estimate of the sum which that month's operations, if available, will contribute to the "operating surplus" of the Authority which he anticipates will or may be certified and transferred for the fiscal year in which such month falls; and

RESOLVED, that the monies thus authorized to be advanced monthly shall be apportioned between Metropolitan Transportation Authority and New York City Transit Authority and paid as follows:

1. The first \$1.8 million to New York City Transit Authority;
2. Fifty percentum of the remainder to New York City Transit Authority (less applicable bond service); and
3. The remainder to Metropolitan Transportation Authority (less applicable bond service).

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, 2023

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, 2023 (Exhibit A) and the Supporting Schedule to the Schedule of Operating Surplus for the year ended December 31, 2023 (Exhibit C) (collectively "the subject matter"), 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 parties 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.

Deloitte & Touche LLP

February 12, 2024

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2023

OPERATING REVENUES (Procedure 1)	\$ 2,456,906,110
OPERATING EXPENSES (Procedure 2)	<u>(480,677,752)</u>
NET OPERATING REVENUE	1,976,228,358
INCREASE IN PREPAID EXPENSES AND OTHER ADJUSTMENTS (Procedure 2)	(295,620)
DEBT SERVICE ON BONDS (Procedure 3)	(694,198,598)
INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS (Procedure 4)	15,543,569
ESTABLISHMENT OF GASB 43 RESERVE ACCOUNT (Procedure 7)	-
PURCHASE OF CAPITAL ASSETS FUNDED FROM OPERATIONS (Procedure 5)	(15,409,891)
CAPITAL CONTRIBUTION - PAYGO (Procedure 8)	-
ESTABLISHMENT OF NECESSARY RECONSTRUCTION RESERVE ACCOUNT (Procedure 6)	-
ADJUSTMENTS (Procedure 9):	
OPERATING EXPENSES RELATED TO 2022	4,292,871
OPERATING REVENUES RELATED TO 2022	<u>2,941,054</u>
OPERATING SURPLUS	<u>\$ 1,289,101,743</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, 2023 (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 Annual Comprehensive 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, 2023 (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 confirmed 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.

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 confirmed 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 confirmed them to be in agreement.
- We recalculated the “Increase 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 confirmed them to be in agreement.

We inquired whether the operating expenses were 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, 2023 (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 confirmed 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 them to be in agreement.
- We confirmed that the Debt Service represents interest paid and/or accrued applicable to calendar year 2023 and the principal payment due January 1, 2024, 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 confirmed 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, 2023 (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), which excludes CBD Tolling activities, to the general ledger of the TBTA and confirmed them to be in agreement.

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 20, 2023, meeting, to set aside and reduce the operating surplus by \$0 and confirmed them to be in agreement. (We confirmed 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, 2023 (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 20, 2023, meeting, to set aside and reduce the operating surplus by \$0 and confirmed them to be in agreement.

8. CAPITAL CONTRIBUTION-PAYGO

- We compared the amount appearing on the Schedule of Operating Surplus (Exhibit A) as “Capital Contribution- PAYGO” to the TBTA Financial Plan which was approved by the Finance Committee at the December 20, 2023, meeting, to set aside and reduce the operating surplus by \$0 and confirmed them to be in agreement.

9. ADJUSTMENTS

- We compared the amount appearing on the Schedule of Operating Surplus as “Operating Expenses Related To 2022” to the difference between the December 31, 2022 Surplus and Post Surplus Operating Expenses in the general ledger of the TBTA, which excludes CBD Tolling activities, and confirmed to be in agreement.
- We compared the amount appearing on the Schedule of Operating Surplus as “Operating Revenues Related To 2022” to the difference between the December 31, 2022 Surplus and Post Surplus Operating Revenues (net of other revenues) in the general ledger of the TBTA, which excludes CBD Tolling activities, and confirmed to be in agreement.

* * * * *

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

SUPPORTING SCHEDULE TO THE SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2023

TOTAL REVENUES		\$	2,469,275,484
LESS: Interest Income			<u>12,369,374</u>
OPERATING REVENUES (Exhibit A)		\$	<u>2,456,906,110</u>
TOTAL EXPENSES (excluding depreciation)		\$	837,620,595
LESS: Non-Operating Expenses	\$	337,685,551	
Reimbursement of Personnel Costs		<u>19,257,292</u>	\$ <u>356,942,843</u>
OPERATING EXPENSES (Exhibit A)		\$	<u>480,677,752</u>
PREPAID EXPENSES AND OTHER ADJUSTMENTS:			
Balance December 31, 2022	\$	22,999,251	
Balance December 31, 2023		<u>23,294,871</u>	
INCREASE IN PREPAID EXPENSES AND OTHER ADJUSTMENTS (Exhibit A)		\$	<u>295,620</u>
DEBT SERVICE:			
TBTA	\$	387,830,163	
MTA		93,396,264	
NYCTA		<u>197,428,602</u>	
Subtotal		678,655,029	
INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS (Exhibit A)			<u>15,543,569</u>
TOTAL DEBT SERVICE ON BONDS (Exhibit A)		\$	<u>694,198,598</u>



Bridges and Tunnels

2024 Adopted Budget/Financial Plan 2024-2027 (Information Item)



**MTA BRIDGES & TUNNELS
FEBRUARY FINANCIAL PLAN 2024-2027
2023 FINAL ESTIMATE AND 2024 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Bridges & Tunnel's (B&T) 2023 Final Estimate, 2024 Adopted Budget and the Financial Plan for 2024-2027. Financials are unchanged from the November Plan, which was adopted by the MTA Board in December 2023. Minor technical adjustments of a non-financial nature have been incorporated into this Plan.

The attached includes schedules detailing the monthly allocation of financials, including headcount and utilization data, based on the 2024 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA BRIDGES & TUNNELS
February Financial Plan 2024-2027
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

		Favorable/(Unfavorable)									
		2023		2024		2025		2026		2027	
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars

2023 November Financial Plan: Adjusted Net Surplus/(Deficit)	1,085	\$1,869.445	1,086	\$1,990.092	1,086	\$1,955.493	1,086	\$1,940.583	1,086	\$1,926.320
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Technical Adjustments:

Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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MTA Plan Adjustments:

Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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2024 February Financial Plan: Adjusted Net Surplus/(Deficit)	1,085	\$1,869.445	1,086	\$1,990.092	1,086	\$1,955.493	1,086	\$1,940.583	1,086	\$1,926.320
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MTA BRIDGES & TUNNELS
February Financial Plan 2024-2027
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

		Favorable/(Unfavorable)							
		2024		2025		2026		2027	
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars

2023 November Financial Plan: Adjusted Net Surplus/(Deficit)	131	\$0.000	131	\$0.000	131	\$0.000	131	\$0.000	131	\$0.000
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Technical Adjustments:

Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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MTA Plan Adjustments:

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
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2024 February Financial Plan: Adjusted Net Surplus/(Deficit)	131	\$0.000	131	\$0.000	131	\$0.000	131	\$0.000	131	\$0.000
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MTA BRIDGES AND TUNNELS
February Financial Plan 2024 - 2027
Accrual Statement of Operations By Category
(\$ in millions)

	Final Estimate 2023	Adopted Budget 2024	2025	2026	2027
Non-Reimbursable					
Operating Revenue					
Toll Revenue	\$2,400.165	\$2,526.207	\$2,529.488	\$2,531.495	\$2,534.027
Other Operating Revenue	18.936	18.936	18.936	18.936	18.936
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Investment Income	8.240	13.240	1.240	1.240	1.240
Total Revenues	\$2,427.341	\$2,558.383	\$2,549.665	\$2,551.672	\$2,554.203
Operating Expense					
Labor:					
Payroll	\$113.891	\$112.790	\$116.469	\$119.521	\$122.103
Overtime	26.849	29.231	30.335	31.300	31.459
Health and Welfare	32.214	35.180	37.607	40.137	42.798
OPEB Current Payments	30.820	32.670	34.630	36.708	38.910
Pension	27.980	24.326	27.267	29.599	30.912
Other Fringe Benefits	22.180	22.703	23.257	23.847	23.840
Reimbursable Overhead	(6.459)	(8.523)	(8.523)	(8.523)	(8.523)
Total Labor Expenses	\$247.475	\$248.376	\$261.042	\$272.588	\$281.498
Non-Labor:					
Electric Power	\$4.345	\$5.099	\$5.486	\$5.521	\$5.650
Fuel	3.086	3.093	2.868	2.767	2.807
Insurance	12.831	16.732	19.569	22.555	26.178
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	166.823	169.340	177.975	179.298	181.733
Professional Services Contracts	39.041	45.615	46.264	46.715	47.693
Materials and Supplies	5.243	3.380	3.398	3.481	3.560
Other Business Expenses	55.452	54.214	54.268	54.306	54.344
Total Non-Labor Expenses	\$286.822	\$297.474	\$309.827	\$314.644	\$321.965
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.	\$534.296	\$545.850	\$570.869	\$587.232	\$603.463
Depreciation	\$209.397	\$202.491	\$202.491	\$202.491	\$202.491
GASB 68 Pension Expense Adjustment	(19.406)	(17.210)	(19.867)	(21.816)	(22.847)
GASB 75 OPEB Expense Adjustment	29.203	29.166	29.043	28.983	26.781
GASB 87 Lease Adjustment	2.324	2.324	2.324	2.324	2.324
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$755.814	\$762.621	\$784.860	\$799.215	\$812.212
Less: Depreciation	209.397	202.491	202.491	202.491	202.491
GASB 68 Pension Expense Adj	(19.406)	(17.210)	(19.867)	(21.816)	(22.847)
GASB 75 OPEB Expense Adj	29.203	29.166	29.043	28.983	26.781
GASB 87 Net Adjustment	2.324	2.324	2.324	2.324	2.324
Total Expenses	\$534.296	\$545.850	\$570.869	\$587.232	\$603.463
Net Surplus/(Deficit)	\$1,893.045	\$2,012.533	\$1,978.795	\$1,964.440	\$1,950.740

MTA BRIDGES AND TUNNELS
February Financial Plan 2024 - 2027
Accrual Statement of Operations By Category
(\$ in millions)

	Final Estimate 2023	Adopted Budget 2024	2025	2026	2027
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	17.422	30.838	30.958	31.101	31.225
Investment Income	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$17.422	\$30.838	\$30.958	\$31.101	\$31.225
Operating Expense					
<u>Labor:</u>					
Payroll	\$6.242	\$13.525	\$13.603	\$13.684	\$13.766
Overtime	0.824	1.039	1.039	1.060	1.060
Health and Welfare	1.489	2.801	2.816	2.831	2.846
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000
Pension	1.645	3.406	3.424	3.443	3.462
Other Fringe Benefits	0.763	1.545	1.552	1.560	1.568
Reimbursable Overhead	6.459	8.523	8.523	8.523	8.523
Total Labor Expenses	\$17.422	\$30.838	\$30.958	\$31.101	\$31.225
<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.	\$17.422	\$30.838	\$30.958	\$31.101	\$31.225
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BRIDGES AND TUNNELS
February Financial Plan 2024 - 2027
Accrual Statement of Operations By Category
(\$ in millions)

	Final Estimate 2023	Adopted Budget 2024	2025	2026	2027
Non-Reimbursable / Reimbursable					
Page 1 of 2					
Operating Revenue					
Toll Revenue	\$2,400.165	\$2,526.207	\$2,529.488	\$2,531.495	\$2,534.027
Other Operating Revenue	18.936	18.936	18.936	18.936	18.936
Capital and Other Reimbursements	17.422	30.838	30.958	31.101	31.225
Investment Income	8.240	13.240	1.240	1.240	1.240
Total Revenues	\$2,444.764	\$2,589.221	\$2,580.622	\$2,582.772	\$2,585.428
Operating Expense					
Labor:					
Payroll	\$120.134	\$126.314	\$130.072	\$133.205	\$135.869
Overtime	27.672	30.270	31.375	32.360	32.519
Health and Welfare	33.703	37.981	40.423	42.967	45.644
OPEB Current Payments	30.820	32.670	34.630	36.708	38.910
Pension	29.625	27.732	30.691	33.042	34.374
Other Fringe Benefits	22.943	24.248	24.810	25.408	25.408
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$264.897	\$279.214	\$292.000	\$303.689	\$312.723
Non-Labor:					
Electric Power	\$4.345	\$5.099	\$5.486	\$5.521	\$5.650
Fuel	3.086	3.093	2.868	2.767	2.807
Insurance	12.831	16.732	19.569	22.555	26.178
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	166.823	169.340	177.975	179.298	181.733
Professional Services Contracts	39.041	45.615	46.264	46.715	47.693
Materials and Supplies	5.243	3.380	3.398	3.481	3.560
Other Business Expenses	55.452	54.214	54.268	54.306	54.344
Total Non-Labor Expenses	\$286.822	\$297.474	\$309.827	\$314.644	\$321.965
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.	\$551.719	\$576.688	\$601.827	\$618.333	\$634.689
Depreciation	\$209.397	\$202.491	\$202.491	\$202.491	\$202.491
GASB 68 Pension Expense Adjustment	(19.406)	(17.210)	(19.867)	(21.816)	(22.847)
GASB 75 OPEB Expense Adjustment	29.203	29.166	29.043	28.983	26.781
GASB 87 Lease Adjustment	2.324	2.324	2.324	2.324	2.324
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$773.237	\$793.459	\$815.818	\$830.315	\$843.437
Less: Depreciation	209.397	202.491	202.491	202.491	202.491
GASB 68 Pension Expense Adj	(19.406)	(17.210)	(19.867)	(21.816)	(22.847)
GASB 75 OPEB Expense Adj	29.203	29.166	29.043	28.983	26.781
GASB 87 Net Adjustment	2.324	2.324	2.324	2.324	2.324
Total Expenses	\$551.719	\$576.688	\$601.827	\$618.333	\$634.689
Net Surplus/(Deficit)	\$1,893.045	\$2,012.533	\$1,978.795	\$1,964.440	\$1,950.740

MTA BRIDGES AND TUNNELS
February Financial Plan 2024 - 2027
Accrual Statement of Operations by Category
(\$ in millions)

	Final Estimate 2023	Adopted Budget 2024	2025	2026	2027
Non-Reimbursable / Reimbursable					
Page 2 of 2					
Net Surplus/(Deficit)	\$1,893.045	\$2,012.533	\$1,978.795	\$1,964.440	\$1,950.740
<u>Deductions from Income:</u>					
Less: Capitalized Assets	\$23.600	\$22.441	\$23.302	\$23.857	\$24.419
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)	\$1,869.445	\$1,990.092	\$1,955.493	\$1,940.583	\$1,926.320
Less: Debt Service	\$682.041	\$677.170	\$793.828	\$819.237	\$871.894
Less: Contribution to the Capital Program	0.000	0.000	0.000	0.000	0.000
Income Available for Distribution	\$1,187.404	\$1,312.922	\$1,161.666	\$1,121.347	\$1,054.426
<u>Distributable To:</u>					
MTA - Investment Income	\$8.240	\$13.240	\$1.240	\$1.240	\$1.240
MTA - Distributable Income	633.418	689.295	626.052	604.697	572.263
NYCT - Distributable Income	545.746	610.387	534.373	515.409	480.923
Total Distributable Income	\$1,187.404	\$1,312.922	\$1,161.666	\$1,121.347	\$1,054.426
<u>Actual Cash Transfers:</u>					
MTA - Investment Income - Prior Year	\$3.718	\$8.240	\$13.240	\$1.240	\$1.240
MTA - Cash Surplus Transfer	672.161	683.705	632.376	606.833	575.506
NYCT - Cash Surplus Transfer	576.174	603.923	541.975	517.305	484.371
Total Cash Transfers	\$1,252.052	\$1,295.868	\$1,187.591	\$1,125.378	\$1,061.118
SUPPORT TO MASS TRANSIT:					
Total Revenue	\$2,444.764	\$2,589.221	\$2,580.622	\$2,582.772	\$2,585.428
Total Expenses Before Non-Cash Liability Adjs.	551.719	576.688	601.827	618.333	634.689
Net Operating Income	\$1,893.045	\$2,012.533	\$1,978.795	\$1,964.440	\$1,950.740
<u>Deductions from Operating Income:</u>					
B&T Debt Service	\$380.184	\$406.452	\$490.177	\$524.156	\$571.469
Contribution to the Capital Program	0.000	0.000	0.000	0.000	0.000
Capitalized Assets	23.600	22.441	23.302	23.857	24.419
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	\$403.784	\$428.893	\$513.479	\$548.013	\$595.889
Total Support to Mass Transit	\$1,489.261	\$1,583.640	\$1,465.316	\$1,416.427	\$1,354.851

MTA BRIDGES AND TUNNELS
February Financial Plan 2024 - 2027
Traffic Volume (Utilization) and Toll Revenue
(in millions)

	Final Estimate	Adopted Budget			
	2023	2024	2025	2026	2027

TRAFFIC VOLUME

Total Traffic Volume	333.853	332.188	332.620	332.884	333.216
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TOLL REVENUE

Toll Revenue	\$2,400.165	\$2,526.207	\$2,529.488	\$2,531.495	\$2,534.027
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MTA BRIDGES AND TUNNELS
February Financial Plan 2024-2027
Total Positions by Function
Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents

FUNCTION/DEPARTMENT	Final Estimate 2023	Adopted Budget 2024	2025	2026	2027
Administration					
Executive	15	15	15	15	15
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	79	79	79	79	79
Operations					
ITS & Tolling	70	70	70	70	70
Central Business District Tolling Program	47	48	48	48	48
Operations (Non-Security)	54	54	54	54	54
Total Operations	171	172	172	172	172
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)	375	375	375	375	375
Internal Security - Operations	45	45	45	45	45
Total Public Safety	420	420	420	420	420
Total Positions	1,216	1,217	1,217	1,217	1,217
<i>Non-Reimbursable</i>	1,085	1,086	1,086	1,086	1,086
<i>Reimbursable</i>	131	131	131	131	131
<i>Total Full-Time</i>	1,216	1,217	1,217	1,217	1,217
<i>Total Full-Time Equivalents</i>	0	0	0	0	0

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

(3) Includes Human Resources and Administration staff.

MTA BRIDGES AND TUNNELS
February Financial Plan 2024 - 2027
Total Positions
By Function and Occupational Group

FUNCTION / OCCUPATIONAL GROUP	Final Estimate 2023	Adopted Budget 2024	2025	2026	2027
Administration					
Managers/Supervisors	30	30	30	30	30
Professional/Technical/Clerical	49	49	49	49	49
Operational Hourlies	0	0	0	0	0
Total Administration Headcount	79	79	79	79	79
Operations					
Managers/Supervisors	73	73	73	73	73
Professional/Technical/Clerical	98	99	99	99	99
Operational Hourlies (1)	0	0	0	0	0
Total Operations Headcount	171	172	172	172	172
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	117	117	117	117	117
Professional, Technical, Clerical	36	36	36	36	36
Operational Hourlies (3)	267	267	267	267	267
Total Public Safety Headcount	420	420	420	420	420
Total Positions					
Managers/Supervisors	281	281	281	281	281
Professional, Technical, Clerical	318	319	319	319	319
Operational Hourlies	617	617	617	617	617
Total Positions	1,216	1,217	1,217	1,217	1,217

(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 - 2024 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	\$187,758	\$175,063	\$202,080	\$205,333	\$217,037	\$220,987	\$225,118	\$234,283	\$216,981	\$220,831	\$211,359	\$209,377	\$2,526,207
Other Operating Revenue	1,415	1,300	1,521	1,517	1,641	1,630	1,611	1,722	1,616	1,688	1,296	1,979	18,936
Investment Income	1,011	0,929	1,087	1,084	1,173	1,165	1,151	1,231	1,155	1,207	0,926	1,121	13,240
Total Revenues	\$190,185	\$177,292	\$204,689	\$207,933	\$219,850	\$223,782	\$227,880	\$237,236	\$219,752	\$223,726	\$213,581	\$212,477	\$2,558,383
Operating Expenses													
Non-Labor:													
Payroll	\$11,438	\$10,490	\$10,785	\$10,861	\$10,391	\$10,164	\$8,695	\$8,665	\$9,707	\$8,646	\$10,029	\$2,917	\$112,790
Overtime	2,897	2,816	2,762	2,708	2,801	2,810	2,375	2,411	2,455	2,468	2,555	0,173	29,231
Health and Welfare	3,105	2,993	3,130	2,896	3,017	2,817	2,619	3,390	2,951	3,032	3,387	2,387	35,180
OPEB Current Payments	4,010	2,611	2,606	2,635	2,628	2,656	2,570	2,570	2,565	2,575	2,655	2,590	32,670
Pension	2,156	2,156	2,156	2,153	2,153	1,534	1,983	1,983	1,983	1,983	1,983	2,104	24,326
Other Fringe Benefits	2,619	2,167	1,930	1,927	1,925	2,022	1,805	1,805	1,806	1,806	1,806	0,989	22,703
Reimbursable Overhead	(0,728)	(0,728)	(0,728)	(0,749)	(0,749)	(0,749)	(0,682)	(0,682)	(0,682)	(0,682)	(0,682)	(0,682)	(8,523)
Total Labor Expenses	\$25,497	\$22,505	\$22,642	\$22,431	\$22,165	\$21,254	\$19,365	\$20,142	\$20,786	\$19,921	\$21,189	\$10,479	\$248,376
Non-Labor:													
Electric Power	\$0,311	\$0,406	\$0,406	\$0,523	\$0,494	\$0,099	\$0,484	\$0,532	\$0,401	\$0,676	\$0,444	\$0,323	\$5,099
Fuel	0,081	0,251	0,270	0,220	0,111	0,392	0,000	0,134	0,271	0,012	0,095	1,257	3,093
Insurance	1,342	1,342	1,342	1,342	1,342	1,342	1,342	1,342	1,342	1,342	1,342	1,970	16,732
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	8,666	9,482	13,361	9,821	10,049	19,500	10,075	11,355	20,177	10,801	11,370	34,684	189,340
Professional Services Contracts	2,022	1,835	3,746	1,840	1,889	2,600	1,896	3,454	3,360	2,467	1,895	18,612	45,615
Materials and Supplies	0,343	0,343	0,345	0,344	0,343	0,343	0,343	0,343	0,343	0,343	0,343	0,343	3,380
Other Business Expenses	1,326	1,298	1,326	1,298	1,295	1,342	1,294	1,282	1,295	1,324	1,328	39,806	54,214
Total Non-Labor Expenses	\$14,090	\$14,956	\$20,796	\$15,388	\$15,522	\$25,618	\$15,434	\$18,442	\$27,188	\$16,965	\$16,816	\$96,260	\$297,474
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	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Total Expenses before Depreciation and GASB Adjs.	\$39,587	\$37,462	\$43,438	\$37,818	\$37,688	\$46,872	\$34,799	\$38,584	\$47,974	\$36,886	\$38,004	\$106,739	\$545,850
Depreciation	16,874	16,874	16,874	16,874	16,874	16,874	16,874	16,874	16,874	16,874	16,874	16,874	\$202,491
OPEB Liability Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
GASB 68 Pension Expense Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	(17,210)	(17,210)
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	29,166	29,166
GASB 87 Lease Adjustment	0,194	0,194	0,194	0,194	0,194	0,194	0,194	0,194	0,194	0,194	0,194	0,194	2,324
Environmental Remediation	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Total Expenses/Expenditures	\$56,655	\$54,530	\$60,506	\$54,886	\$54,756	\$63,940	\$51,867	\$55,652	\$65,042	\$53,954	\$55,072	\$135,763	\$762,621
Less: Depreciation	16,874	16,874	16,874	16,874	16,874	16,874	16,874	16,874	16,874	16,874	16,874	16,874	\$202,491
OPEB Liability Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
GASB 68 Pension Expense Adj	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	(17,210)	(17,210)
GASB 75 OPEB Expense Adj	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	29,166	29,166
GASB 87 Lease Adjustment	0,194	0,194	0,194	0,194	0,194	0,194	0,194	0,194	0,194	0,194	0,194	0,194	2,324
Total Expenses	\$39,587	\$37,462	\$43,438	\$37,818	\$37,688	\$46,872	\$34,799	\$38,584	\$47,974	\$36,886	\$38,004	\$106,739	\$545,850
Net Surplus/(Deficit)	\$150,598	\$139,830	\$161,251	\$170,115	\$182,163	\$176,910	\$193,082	\$198,652	\$171,778	\$186,840	\$175,577	\$105,738	\$2,012,533

-- Differences are due to rounding

MTA BRIDGES AND TUNNELS
February Financial Plan - 2024 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	1.761	1.761	1.711	1.759	1.767	1.772	3.400	3.400	3.401	3.408	3.384	3.317	30.838
Total Revenues	\$1.761	\$1.761	\$1.711	\$1.759	\$1.767	\$1.772	\$3.400	\$3.400	\$3.401	\$3.408	\$3.384	\$3.317	\$30.838
Operating Expenses													
Labor:													
Payroll	\$0.571	\$0.571	\$0.571	\$0.588	\$0.588	\$0.588	\$1.675	\$1.675	\$1.675	\$1.675	\$1.675	\$1.675	\$13.525
Overtime	0.128	0.128	0.078	0.078	0.086	0.091	0.090	0.090	0.091	0.098	0.074	0.007	1.039
Health and Welfare	0.137	0.137	0.137	0.141	0.141	0.141	0.328	0.328	0.328	0.328	0.328	0.328	2.801
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	0.131	0.131	0.131	0.134	0.134	0.134	0.435	0.435	0.435	0.435	0.435	0.435	3.406
Other Fringe Benefits	0.066	0.066	0.066	0.068	0.068	0.068	0.190	0.190	0.190	0.190	0.190	0.190	1.545
Reimbursable Overhead	0.728	0.728	0.728	0.749	0.749	0.749	0.682	0.682	0.682	0.682	0.682	0.682	8.523
Total Labor Expenses	\$1.761	\$1.761	\$1.711	\$1.759	\$1.767	\$1.772	\$3.400	\$3.400	\$3.401	\$3.408	\$3.384	\$3.317	\$30.838
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	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$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	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjts.	\$1.761	\$1.761	\$1.711	\$1.759	\$1.767	\$1.772	\$3.400	\$3.400	\$3.401	\$3.408	\$3.384	\$3.317	\$30.838
Net Surplus/(Deficit)	\$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

-- Differences are due to rounding

MTA BRIDGES AND TUNNELS
February Financial Plan - 2024 Adopted Budget
Accrual Statement of Operations By Category

Non-Reimbursable / Reimbursable - Page 1 of 2

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Toll Revenue	\$187,758	\$175,063	\$202,080	\$205,333	\$217,037	\$220,987	\$225,118	\$234,283	\$216,981	\$220,831	\$211,359	\$209,377	\$2,526,207
Other Operating Revenue	1,415	1,300	1,521	1,517	1,641	1,630	1,611	1,722	1,616	1,688	1,296	1,979	18,936
Capital and Other Reimbursements	1,761	1,761	1,711	1,759	1,767	1,772	3,400	3,400	3,401	3,407	3,384	3,317	30,838
Investment Income	1,011	929	1,084	1,084	1,173	1,165	1,151	1,231	1,155	1,207	926	1,121	13,240
Total Revenues	\$191,946	\$179,053	\$206,400	\$209,692	\$221,617	\$225,554	\$231,280	\$240,636	\$223,153	\$227,133	\$216,965	\$215,794	\$2,589,221
Operating Expenses													
Labor:													
Payroll	\$12,009	\$11,061	\$11,356	\$11,449	\$10,979	\$10,752	\$10,370	\$10,340	\$11,382	\$10,320	\$11,704	\$4,592	\$126,314
Overtime	3,025	2,944	2,840	2,786	2,887	2,901	2,465	2,501	2,546	2,566	2,629	0,181	30,270
Health and Welfare	3,242	3,130	3,267	3,037	3,158	2,958	2,947	3,178	3,279	3,360	3,170	2,714	37,981
OPEB Current Payments	4,010	2,611	2,606	2,635	2,628	2,656	2,570	2,570	2,565	2,575	2,655	2,590	32,670
Pension	2,287	2,287	2,287	2,287	2,287	1,669	2,418	2,418	2,418	2,418	2,418	2,539	27,732
Other Fringe Benefits	2,685	2,233	1,997	1,995	1,994	2,090	1,995	1,995	1,997	2,090	1,997	1,179	24,248
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	\$27,258	\$24,266	\$24,353	\$24,189	\$23,932	\$23,026	\$22,764	\$23,542	\$24,186	\$23,329	\$24,572	\$13,796	\$279,214
Non-Labor:													
Electric Power	\$0,311	\$0,406	\$0,406	\$0,523	\$0,494	\$0,099	\$0,484	\$0,532	\$0,401	\$0,676	\$0,444	\$0,323	\$5,099
Fuel	0,081	0,251	0,270	0,220	0,111	0,392	0,000	0,134	0,271	0,012	0,095	1,257	3,093
Insurance	1,342	1,342	1,342	1,342	1,342	1,342	1,342	1,342	1,342	1,342	1,342	1,970	16,732
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	8,666	9,482	13,361	9,821	10,049	19,500	10,075	11,355	20,177	10,801	11,370	34,684	169,340
Professional Services Contracts	2,022	1,835	3,746	1,840	1,889	2,600	1,896	3,454	3,360	2,467	1,895	18,612	45,615
Materials and Supplies	0,343	0,343	0,343	0,343	0,343	0,343	0,343	0,343	0,343	0,343	0,343	(0,392)	3,380
Other Business Expenses	1,326	1,298	1,326	1,298	1,295	1,342	1,294	1,282	1,295	1,324	1,328	39,806	54,214
Total Non-Labor Expenses	\$14,090	\$14,956	\$20,796	\$15,388	\$15,522	\$25,618	\$15,434	\$18,442	\$27,188	\$16,965	\$16,816	\$96,260	\$297,474
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	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Total Expenses before Depreciation and GASB Adj's.	\$41,348	\$39,223	\$45,149	\$39,577	\$39,455	\$48,644	\$38,198	\$41,984	\$51,374	\$40,293	\$41,388	\$110,055	\$576,688
Depreciation	\$16,874	\$16,874	\$16,874	\$16,874	\$16,874	\$16,874	\$16,874	\$16,874	\$16,874	\$16,874	\$16,874	\$16,874	\$202,491
OPEB Liability Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
GASB 68 Pension Expense Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	(17,210)	(17,210)
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	29,166	29,166
GASB 87 Lease Adjustment	0,194	0,194	0,194	0,194	0,194	0,194	0,194	0,194	0,194	0,194	0,194	0,194	2,324
Environmental Remediation	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Total Expenses/Expenditures	\$88,416	\$56,290	\$62,217	\$56,645	\$56,523	\$85,712	\$55,266	\$59,052	\$68,442	\$57,361	\$88,456	\$139,079	\$793,459
Less: Depreciation	\$16,874	\$16,874	\$16,874	\$16,874	\$16,874	\$16,874	\$16,874	\$16,874	\$16,874	\$16,874	\$16,874	\$16,874	\$202,491
OPEB Liability Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
GASB 68 Pension Expense Adj	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	(17,210)	(17,210)
GASB 75 OPEB Expense Adj	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	29,166	29,166
GASB 87 Lease Adjustment	0,194	0,194	0,194	0,194	0,194	0,194	0,194	0,194	0,194	0,194	0,194	0,194	2,324
Total Expenses	\$41,348	\$39,223	\$45,149	\$39,577	\$39,455	\$48,644	\$38,198	\$41,984	\$51,374	\$40,293	\$41,388	\$110,055	\$576,688
Net Surplus/(Deficit)	\$150,598	\$139,830	\$161,251	\$170,115	\$182,163	\$176,910	\$193,082	\$198,652	\$171,778	\$186,840	\$175,577	\$105,738	\$2,012,533

-- Differences are due to rounding

MTA BRIDGES AND TUNNELS
February Financial Plan - 2024 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)	\$150.598	\$139.830	\$161.251	\$170.115	\$182.163	\$176.910	\$193.082	\$198.652	\$171.778	\$186.840	\$175.577	\$105.738	\$2,012.533
Deductions from Income:													
B&T Capitalized Assets	\$0.091	\$1.063	\$0.955	\$0.112	\$0.342	\$2.187	\$3.829	\$0.785	\$2.762	\$1.044	\$1.277	\$7.983	\$22.441
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)	\$150.507	\$138.767	\$160.296	\$170.003	\$181.821	\$174.723	\$189.252	\$197.867	\$169.016	\$185.796	\$174.299	\$97.746	\$1,990.092
Total Debt Service	\$55.121	\$55.121	\$55.121	\$55.121	\$51.035	\$55.924	\$55.924	\$55.924	\$55.924	\$57.489	\$58.112	\$66.353	\$677.170
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	\$95.386	\$83.646	\$105.175	\$114.882	\$130.785	\$118.799	\$133.328	\$141.943	\$113.092	\$128.306	\$116.187	\$31.392	\$1,312.922
Distributable To:													
MTA - Investment Income	\$1.011	\$0.929	\$1.087	\$1.084	\$1.173	\$1.165	\$1.151	\$1.231	\$1.155	\$1.207	\$0.926	\$1.121	\$13.240
MTA - Distributable Income	50.395	44.566	55.251	60.107	68.014	62.024	69.296	73.563	59.176	66.757	61.175	18.971	689.295
NYCT - Distributable Income	43.980	38.151	48.836	53.692	61.599	55.610	62.881	67.148	52.761	60.342	54.086	11.301	610.387
Total Distributable Income:	\$95.386	\$83.646	\$105.175	\$114.882	\$130.785	\$118.799	\$133.328	\$141.943	\$113.092	\$128.306	\$116.187	\$31.392	\$1,312.922
Actual Cash Transfers:													
MTA - Investment Income - Prior Year	\$0.000	\$8.240	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$8.240
MTA - Cash Surplus Transfer	0.000	108.547	40.109	49.726	54.096	61.212	55.822	62.366	66.207	53.258	60.081	72.281	683.705
NYCT - Cash Surplus Transfer	0.000	94.007	34.336	43.953	48.322	55.439	50.049	56.593	60.433	47.485	54.308	58.997	603.923
Total Cash Transfers:	\$0.000	\$210.795	\$74.445	\$93.679	\$102.418	\$116.651	\$105.871	\$118.959	\$126.640	\$100.743	\$114.389	\$131.278	\$1,295.868
SUPPORT TO MASS TRANSIT:													
Total Revenue	\$191.946	\$179.053	\$206.400	\$209.692	\$221.617	\$225.554	\$231.280	\$240.636	\$223.153	\$227.133	\$216.965	\$215.794	\$2,589.221
Total Expenses Before Non-Cash Liability Adjs.	41.348	39.223	45.149	39.577	39.455	48.644	38.198	41.984	51.374	40.293	41.388	110.055	576.688
Net Operating Income:	\$150.598	\$139.830	\$161.251	\$170.115	\$182.163	\$176.910	\$193.082	\$198.652	\$171.778	\$186.840	\$175.577	\$105.738	\$2,012.533
Deductions from Operating Income:													
B&T Debt Service	\$32.980	\$32.980	\$32.980	\$32.980	\$28.894	\$33.783	\$33.783	\$33.783	\$33.783	\$35.349	\$34.214	\$40.943	\$406.452
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	0.091	1.063	0.955	0.112	0.342	2.187	3.829	0.785	2.762	1.044	1.277	7.983	22.441
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:	\$33.070	\$34.043	\$33.935	\$33.092	\$29.236	\$35.970	\$37.612	\$34.568	\$36.546	\$36.393	\$35.491	\$48.936	\$428.893
Total Support to Mass Transit:	\$117.527	\$105.787	\$127.316	\$137.023	\$152.926	\$140.940	\$155.469	\$164.083	\$135.233	\$150.447	\$140.086	\$56.803	\$1,583.640

MTA BRIDGES AND TUNNELS
February Financial Plan - 2024 Adopted Budget
Traffic Volume (Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
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TRAFFIC VOLUME													
Traffic Volume	24,972	23,280	26,830	27,143	28,602	29,047	29,472	30,116	28,367	29,021	27,786	27,552	332,188

TOLL REVENUE													
Toll Revenue	\$187,758	\$175,063	\$202,080	\$205,333	\$217,037	\$220,987	\$225,118	\$234,283	\$216,981	\$220,831	\$211,359	\$209,377	\$2,526,207

MTA BRIDGES & TUNNELS
February Financial Plan 2024
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	15	15	15	15	15	15	15	15	15	15	15	15
Law ⁽¹⁾	12	12	12	12	12	12	12	12	12	12	12	12
Budget & Finance ⁽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	79	79	79	79	79	79	79	79	79	79	79	79
Operations												
ITS & Tolling	70	70	70	70	70	70	70	70	70	70	70	70
Central Business District Tolling Program	48	48	48	48	48	48	48	48	48	48	48	48
Operations (Non-Security)	54	54	54	54	54	54	54	54	54	54	54	54
Total Operations	172	172	172	172	172	172	172	172	172	172	172	172
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	388	388	388	388	388	388	388	388	388	388	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	158	158	158	158	158	158	158	158	158	158	158
Public Safety												
Operations (Security)	375	375	375	375	375	375	375	375	375	375	375	375
Internal Security - Operations	45	45	45	45	45	45	45	45	45	45	45	45
Total Public Safety	420	420	420	420	420	420	420	420	420	420	420	420
Total Positions	1,217	1,217	1,217	1,217	1,217	1,217	1,217	1,217	1,217	1,217	1,217	1,217
Non-Reimbursable	1,086	1,086	1,086	1,086	1,086	1,086	1,086	1,086	1,086	1,086	1,086	1,086
Reimbursable	131	131	131	131	131	131	131	131	131	131	131	131
Total Full-Time	1,217	1,217	1,217	1,217	1,217	1,217	1,217	1,217	1,217	1,217	1,217	1,217
Total Full-Time Equivalents	-	-	-	-	-	-	-	-	-	-	-	-

(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 - 2024 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	30	30	30	30	30	30	30	30	30	30	30	30
Professional/Technical/Clerical	49	49	49	49	49	49	49	49	49	49	49	49
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Administration Headcount	79	79	79	79	79	79	79	79	79	79	79	79
Operations												
Managers/Supervisors	73	73	73	73	73	73	73	73	73	73	73	73
Professional/Technical/Clerical	99	99	99	99	99	99	99	99	99	99	99	99
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Operations Headcount	172	172	172	172	172	172	172	172	172	172	172	172
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	388	388	388	388	388	388	388	388	388	388	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	158	158	158	158	158	158	158	158	158	158	158
Public Safety												
Managers/Supervisors	117	117	117	117	117	117	117	117	117	117	117	117
Professional, Technical, Clerical	36	36	36	36	36	36	36	36	36	36	36	36
Operational Hourlies	267	267	267	267	267	267	267	267	267	267	267	267
Total Public Safety Headcount	420	420	420	420	420	420	420	420	420	420	420	420
Total Positions												
Managers/Supervisors	281	281	281	281	281	281	281	281	281	281	281	281
Professional, Technical, Clerical	319	319	319	319	319	319	319	319	319	319	319	319
Operational Hourlies	617	617	617	617	617	617	617	617	617	617	617	617
Total Positions	1,217	1,217	1,217	1,217	1,217	1,217	1,217	1,217	1,217	1,217	1,217	1,217