Operating Results
## Operating Expenses

<table>
<thead>
<tr>
<th>Category</th>
<th>2021</th>
<th>2022</th>
<th>Change</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Thruway Operating Expenses</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Admin and General</td>
<td>$1,770,892</td>
<td>$1,637,503</td>
<td>($133,389)</td>
<td>-7.5%</td>
</tr>
<tr>
<td>Information Technology</td>
<td>1,998,558</td>
<td>3,181,538</td>
<td>1,182,980</td>
<td>59.2%</td>
</tr>
<tr>
<td>Engineering Services</td>
<td>925,004</td>
<td>904,659</td>
<td>(20,345)</td>
<td>-2.2%</td>
</tr>
<tr>
<td>Maintenance Engineering</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thruway Maintenance</td>
<td>20,709,736</td>
<td>20,180,362</td>
<td>(529,374)</td>
<td>-2.6%</td>
</tr>
<tr>
<td>Equipment Maintenance</td>
<td>4,697,479</td>
<td>5,429,453</td>
<td>731,974</td>
<td>15.6%</td>
</tr>
<tr>
<td>Finance and Accounts</td>
<td>953,076</td>
<td>1,034,154</td>
<td>81,078</td>
<td>8.5%</td>
</tr>
<tr>
<td>Operations</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traffic and Services</td>
<td>1,508,068</td>
<td>1,822,156</td>
<td>314,088</td>
<td>20.8%</td>
</tr>
<tr>
<td>Toll Collection</td>
<td>13,221,122</td>
<td>16,135,159</td>
<td>2,914,037</td>
<td>22.0%</td>
</tr>
<tr>
<td>General Charges *</td>
<td>16,499,053</td>
<td>16,706,710</td>
<td>207,657</td>
<td>1.3%</td>
</tr>
<tr>
<td><strong>Total Thruway Operating</strong></td>
<td>$62,282,988</td>
<td>$67,031,694</td>
<td>$4,748,706</td>
<td>7.6%</td>
</tr>
<tr>
<td><strong>Other Operating Expenses</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Police**</td>
<td>$10,807,117</td>
<td>$9,483,672</td>
<td>($1,323,445)</td>
<td>-12.2%</td>
</tr>
<tr>
<td><strong>Total Other Operating Expenses</strong></td>
<td>$10,807,117</td>
<td>$9,483,672</td>
<td>($1,323,445)</td>
<td>-12.2%</td>
</tr>
<tr>
<td><strong>Total Operating Expenses</strong></td>
<td>$73,090,105</td>
<td>$76,515,366</td>
<td>$3,425,261</td>
<td>4.7%</td>
</tr>
</tbody>
</table>

* Includes changes relative to unfunded OPEB and Pension Adjustment (See Notes C and D of Monthly Statement) and are as follows:

- **Pension Contributions**: $3,557,334, $3,000,000, ($557,334), -15.7%
- **Pension Adjustment LT liability and deferred Pension resources**: 0, $0, $0, -
- **Unfunded Retiree Health Insur. & Other Benefits**: 0, 0, 0, -
- **Funded Health Insurance & Other Benefits**: 10,485,234, 11,108,079, 622,845, 5.9%
- **Social Security**: 1,644,883, 1,685,043, 40,160, 2.4%
- **Workers' Compensation Insurance**: 1,200,000, 1,200,000, 0, 0.0%
- **Other General Charges**: (388,398), (286,412), 101,986, -26.3%
- **Total General Charges**: $16,499,053, $16,706,710, $207,657, 1.3%

**Reflects the State Police expenses that the Authority reimburses the State as part of the 2016/17 Approved State Budget as of 4/1/2016. This includes reimbursement for purchase of vehicles and equipment.**

## Operating Revenues

<table>
<thead>
<tr>
<th>Category</th>
<th>2021</th>
<th>2022</th>
<th>Change</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Toll Revenue</strong></td>
<td>$92,816,363</td>
<td>$107,136,655</td>
<td>$14,320,292</td>
<td>15.4%</td>
</tr>
<tr>
<td>Passenger Revenue</td>
<td>43,661,458</td>
<td>51,911,331</td>
<td>8,249,873</td>
<td>18.9%</td>
</tr>
<tr>
<td>Commercial Revenue</td>
<td>49,154,905</td>
<td>55,225,324</td>
<td>6,070,419</td>
<td>12.3%</td>
</tr>
<tr>
<td><strong>Toll Related Fees</strong></td>
<td>4,973,179</td>
<td>10,491,667</td>
<td>5,518,488</td>
<td>111.0%</td>
</tr>
<tr>
<td>E-ZPass Fees</td>
<td>2,317,832</td>
<td>1,961,799</td>
<td>(356,033)</td>
<td>-15.4%</td>
</tr>
<tr>
<td>Toll by Mail Fees</td>
<td>2,394,154</td>
<td>8,250,662</td>
<td>5,856,508</td>
<td>244.6%</td>
</tr>
<tr>
<td>Special Hauling</td>
<td>261,193</td>
<td>279,206</td>
<td>18,013</td>
<td>6.9%</td>
</tr>
<tr>
<td><strong>Lease Revenues</strong></td>
<td>1,960,919</td>
<td>1,702,643</td>
<td>(258,276)</td>
<td>-13.2%</td>
</tr>
<tr>
<td>Fibre Optic User Fees</td>
<td>1,461,057</td>
<td>1,132,187</td>
<td>(328,870)</td>
<td>-22.5%</td>
</tr>
<tr>
<td>Service Areas</td>
<td>499,862</td>
<td>570,456</td>
<td>70,594</td>
<td>14.1%</td>
</tr>
<tr>
<td><strong>Other Operating Revenues</strong></td>
<td>476,399</td>
<td>391,149</td>
<td>(85,250)</td>
<td>-17.9%</td>
</tr>
<tr>
<td><strong>Total Operating Revenue</strong></td>
<td>$100,226,860</td>
<td>$119,722,114</td>
<td>$19,495,254</td>
<td>19.5%</td>
</tr>
</tbody>
</table>

*** Toll by Mail fee’s are from the All Electronic Toll Collection operation at the Gov. Mario M. Cuomo Bridge Barrier that started April 2016 and for the North & South Grand Island Bridge Barriers in March 2018, Harriman 2018, Yonkers November 2018, New Rochelle. ***
## Operating Budget vs. Actual

<table>
<thead>
<tr>
<th>Year-To-Date</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2022 Budget</strong></td>
</tr>
</tbody>
</table>

### Total Operating Expenses:

- **Thruway Operating Expenses**:
  - $68,642,852
  - $67,038,860
  - $(1,603,992) -2.3%

- **Claims, Envir. Reserves and AET trans.**
  - 166,667
  - 0
  - (166,667) -100.0%

- **Other Operating Expenses - State Police**
  - 10,744,105
  - 9,483,672
  - (1,260,433) -11.7%

- **Total Operating Expenses**
  - $79,553,623
  - $76,522,532
  - $(3,031,091) -3.8%

### Total Operating Revenues:

- **Net Toll Revenue**
  - $98,347,762
  - $107,136,655
  - $8,788,893 8.9%

- **Toll Related Fees**
  - 10,070,411
  - $10,491,667
  - 421,256 4.2%

- **Lease Revenues**
  - 1,089,915
  - $1,702,643
  - 612,728 56.2%

- **Other Revenues**
  - 853,333
  - $399,091
  - (454,242) -53.2%

- **Total Operating Revenue**
  - $110,361,422
  - $119,730,056
  - $9,368,634 8.5%

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* Excludes unfunded OPEB (See Note D of Monthly Statement) and adjustment of net Pension liability and changes in Inflows/outflows adopted in 2015 in accordance with GASB 68 (see Note C).

** The State's 2016/17 Budget provides the Authority reimburse for State Police - Troop T costs as of 4/1/2016. This includes reimbursement for equipment and vehicles that are typically billed later in year.

*** Includes the adjustment of accounts receivable for Tolls by Mail which is outstanding and thus not available until paid.
2022 YTD Operating Expenses

Note: Includes net Pension Liability and unfunded OPEB (See Notes C and D of Monthly Statement)
2022 YTD Operating Expenses

Note: General Charges include net Pension liability and unfunded OPEB (See Notes C and D of Monthly Statement)
2022 YTD Operating Revenues

[Bar chart showing monthly operating revenues for 2022 YTD. Each month has a bar divided into segments representing different revenue sources.]

- Passenger Tolls
- Commercial Tolls
- E-ZPass, Toll By Mail and Spec. Hauling Fees
- Lease Revenues
- Other Revenues
2022 YTD Operating Revenue

- Passenger Toll Revenue, $51,911,331, 43.4%
- Commercial Toll Revenue, $55,225,324, 46.1%
- E-ZPass Fees, $1,961,799, 1.6%
- Toll By Mail Fees, $8,250,662, 6.9%
- Special Hauling, $279,206, 0.2%
- Fiber Optics User Fees, $1,132,187, 0.9%
- Service Areas, $570,456, 0.5%
- Other Revenues, $391,149, 0.3%
- Other Revenues, $391,149, 0.3%
2022 YTD Toll Collections, By Location

- Ticket - Woodbury to Buffalo, $54,988,337, 49.1%
- Ticket - Erie Section, $8,531,062, 7.6%
- Grand Island Bridges, $2,329,845, 2.1%
- GMMC Bridge, $30,806,938, 27.5%
- Yonkers Barrier, $3,408,136, 3.0%
- New Rochelle Barrier, $5,937,904, 5.3%
- Spring Valley Barrier, $2,435,836, 2.2%
- Harriman Barrier, $3,166,915, 2.8%
- Ticket - Permit Plans, $438,455, 0.4%

Note: Excludes Impact of Commercial Volume Discount Program.
Fuel Deliveries to Service Areas

Year-To-Date Change: +2.21%

Millions of Gallons

Jan | Feb | Mar | Apr | May | June | July | Aug | Sept | Oct | Nov | Dec
--- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | ---
3.3 | 3.0 | 2.7 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0
Thruway Capital Program

(Includes New NY Bridge Project)
2022 YTD Capital Program Expenses, by Fund

YTD Total Expenses = $21.1 million

Construction Fund, $12,044,225, 57.1%
Facilities Capital Improvement Fund (NYYB), $3,997,824, 19.0%
Reserve Maintenance Fund, $5,049,154, 23.9%

Note:
General Reserve Fund (Cash): State Police Equipment & Facilities
Reserve Maintenance Fund (Cash): Thruway Equipment & Capital
Construction Fund (Bonds): Thruway Capital
Facilities Capital Improvement Fund (Cash/Bonds): New NY Bridge Project
2022 YTD Capital Program Expenses, By Fund

YTD Total Expenses = $21.1 million

Note:
- General Reserve Fund (Cash): State Police Equipment & Facilities
- Reserve Maintenance Fund (Cash): Thruway Equipment & Capital
- Construction Fund (Bonds/State): Thruway Capital
- Facilities Capital Improvement Fund (Cash/Bonds/State): New NY Bridge Project
2022 YTD Capital Funding Sources

YTD Total Expenses = $21.1 million

- Bond Proceeds, $12,041,694, 57.1%
- Cash, $8,608,053, 40.8%
- Federal Aid, $0, 0.0%
- Other, $441,456, 2.1%
2022 YTD Capital Expenses, By Fund

YTD Total Expenses = $21.1 million

Note:
General Reserve Fund (Cash): State Police Equipment & Facilities
Reserve Maintenance Fund (Cash): Thruway Equipment & Capital
Construction Fund (Bonds/State): Thruway Capital
Facilities Capital Improvement Fund (Cash/Bonds/State): New NY Bridge Project
2022 Capital Fund Balances at End of Month

Note:
- General Reserve Fund (Cash): State Police Equipment & Facilities
- Reserve Maintenance Fund (Cash): Thruway Equipment & Capital
- Construction Fund (Bonds): Thruway Capital
- Facilities Capital Improvement Fund (Cash/Bonds): New NY Bridge Project

Facilities Capital Improvement Fund (NNYB) (Net of Capitalized interest)
- $8,519,786

Construction Fund
- $358,094,385

Reserve Maintenance Fund
- $80,834,131

General Reserve Fund
- $23,400,824
Producer Prices: Construction Inputs

Source: U.S. Department of Labor
Average Retail Price of Gasoline in U.S.
All Grades

Source: U.S. Department of Energy
Thruway Traffic Information
## Thruway Traffic Information

<table>
<thead>
<tr>
<th>Revenue Trips - Location</th>
<th>2021</th>
<th>2022</th>
<th>Change</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Toll Ticket System</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Woodbury to Williamsville</td>
<td>27,535,312</td>
<td>29,994,925</td>
<td>2,459,613</td>
<td>8.9%</td>
</tr>
<tr>
<td>Erie Section</td>
<td>2,577,730</td>
<td>2,907,088</td>
<td>329,358</td>
<td>12.8%</td>
</tr>
<tr>
<td>Total Ticket System</td>
<td>30,113,042</td>
<td>32,902,013</td>
<td>2,788,971</td>
<td>9.3%</td>
</tr>
<tr>
<td>Bridges and Barriers</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grand Island South</td>
<td>1,454,616</td>
<td>1,586,312</td>
<td>131,696</td>
<td>9.1%</td>
</tr>
<tr>
<td>Grand Island North</td>
<td>1,173,707</td>
<td>1,273,292</td>
<td>99,585</td>
<td>8.5%</td>
</tr>
<tr>
<td>GMMC Bridge</td>
<td>3,188,738</td>
<td>3,718,710</td>
<td>529,972</td>
<td>16.6%</td>
</tr>
<tr>
<td>Yonkers</td>
<td>2,139,207</td>
<td>2,444,013</td>
<td>304,806</td>
<td>14.2%</td>
</tr>
<tr>
<td>New Rochelle (I-95)</td>
<td>2,400,467</td>
<td>2,798,418</td>
<td>397,951</td>
<td>16.6%</td>
</tr>
<tr>
<td>Spring Valley (Commercial Only)</td>
<td>269,723</td>
<td>321,335</td>
<td>51,612</td>
<td>19.1%</td>
</tr>
<tr>
<td>Harriman</td>
<td>2,181,328</td>
<td>2,364,123</td>
<td>182,795</td>
<td>8.4%</td>
</tr>
<tr>
<td>Total Bridges and Barriers</td>
<td>12,807,786</td>
<td>14,506,203</td>
<td>1,698,417</td>
<td>13.3%</td>
</tr>
<tr>
<td>Total Trips</td>
<td>42,920,828</td>
<td>47,408,216</td>
<td>4,487,388</td>
<td>10.5%</td>
</tr>
<tr>
<td>Non-Revenue Trips</td>
<td>301,219</td>
<td>327,147</td>
<td>25,928</td>
<td>8.6%</td>
</tr>
<tr>
<td>Total Revenue Trips</td>
<td>42,619,609</td>
<td>47,081,069</td>
<td>4,461,460</td>
<td>10.5%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Revenue Trips - Type</th>
<th>2021</th>
<th>2022</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger</td>
<td>34,428,200</td>
<td>37,951,318</td>
<td>3,523,118</td>
</tr>
<tr>
<td>Commercial</td>
<td>8,191,409</td>
<td>9,129,751</td>
<td>938,342</td>
</tr>
<tr>
<td>Total Revenue Trips</td>
<td>42,619,609</td>
<td>47,081,069</td>
<td>4,461,460</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Miles Traveled - Revenue Trips</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Toll Ticket System</td>
<td>639,944,432</td>
<td>666,826,151</td>
<td>26,881,719</td>
</tr>
<tr>
<td>NY Division Bridge/Barriers</td>
<td>182,460,276</td>
<td>209,804,785</td>
<td>27,344,509</td>
</tr>
<tr>
<td>Williamsville-Lackawanna</td>
<td>42,632,758</td>
<td>47,902,655</td>
<td>5,269,897</td>
</tr>
<tr>
<td>Grand Island Bridges</td>
<td>26,177,290</td>
<td>28,487,260</td>
<td>2,309,970</td>
</tr>
<tr>
<td>Total Revenue Trip Miles</td>
<td>891,214,756</td>
<td>953,020,851</td>
<td>61,806,095</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Average Trip Length (Miles) - All Trips - Ticketed System</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger</td>
</tr>
<tr>
<td>Commercial</td>
</tr>
<tr>
<td>Overall</td>
</tr>
</tbody>
</table>
2022 YTD Total Thruway Trips, By Location

- Ticket - Woodbury to Buffalo, 29,994,925, 63.3%
- Ticket - Erie Section, 2,907,088, 6.1%
- Grand Island Bridges, 2,859,604, 6.0%
- GMMC Bridge, 3,718,710, 7.8%
- Yonkers Barrier, 2,444,013, 5.2%
- New Rochelle Barrier, 2,798,418, 5.9%
- Spring Valley Barrier, 321,335, 0.7%
- Harriman Barrier, 2,364,123, 5.0%
Percent Change in Monthly Thruway Traffic

By Passenger and Commercial Revenue Trips
Operating Expenses and Revenues
(Variance from 2022 Budget)

Percent Over/(Under) Budget Schedule

Operating Expenses
Revenues

-0.4% January

February
March
April
May
June
July
August
September
October
November
December

-3.81%

7.72%
8.49%

-6.00%
-4.00%
-2.00%
0.00%
2.00%
4.00%
6.00%
8.00%
10.00%