



Metropolitan Transportation Authority

# Bridges and Tunnels Committee Meeting

## September 2023

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### **Committee Members**

D. Mack, Chair

A. Albert

J. Barbas

N. Brown

R. Glucksman

K. Law

J. Samuelson

V. Tessitore

N. Zuckerman

**Bridges & Tunnels Committee Meeting**  
**2 Broadway, 20th Floor Board Room**  
**New York, NY 10004**  
**Monday, 9/18/2023**  
**9:00 - 9:30 AM ET**

**1. Summary of Actions - None**

**2. Public Comments Period**

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

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

**4. Committee Work Plan**

*B&T Committee Work Plan - Page 8*

**5. Report on Operations – June 2023, July 2023 (to be distributed next month)**

*B&T Report on Operations- June 2023 - Page 14*

**6. Safety Report - June 2023, July 2023**

*B&T Safety Report- June 2023 - Page 26*

*B&T Safety Report- July 2023 - Page 31*

**7. Financial Report - July 2023, August 2023**

*B&T Financial Report- July 2023 - Page 36*

*B&T Financial Report- August 2023 - Page 48*

**8. 2023 Mid-Year Forecast Monthly Allocation**

*B&T 2023 Mid-Year Forecast Monthly Allocation - Page 60*

**9. B&T Preliminary Budget (Materials Previously Submitted)**

**10. Procurements - None**

**11. B&T Diversity Report - Second Quarter 2023**

*B&T Diversity Report Second Quarter 2023 - Page 68*



# Bridges and Tunnels

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## Minutes of Committee Meeting July 2023



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

**July 17, 2023**

**9:00 a.m.**

In attendance were the Honorable:

David Mack, Chair  
Andrew Albert  
Jamey Barbas  
Norman Brown  
Randolph Glucksman  
Haeda Mihaltses  
Vincent Tessitore, Jr.  
Midori Valdivia (Virtual)

In Person:

Nichola Angel, Vice President of Intelligent Transportation Systems  
Quemuel Arroyo, Chief Accessibility Officer – MTA  
Joyce Brown, Agency Chief Equal Opportunity Officer  
Allison L. C. de Cerreño, Ph.D., Chief Operating Officer  
Paul L. Friman, General Counsel and Corporate Secretary – TBTA, MTA  
Richard Hildebrand, Vice President and Chief of Operations  
Donald E. Look, Vice President and Chief Security Officer  
Eric Osnes, Vice President and Chief Safety Officer  
Rose Pascone, Deputy Director of Public Affairs and Agency Support  
Charles J. Passarella, Vice President of Maintenance and Operations Support  
Catherine T. Sheridan, P.E., Interim President

# MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

July 17, 2023

Minutes of TBTA Committee held July 17, 2023 at 9:00 a.m. A list of those in attendance is attached.

## Public Speakers

The following speakers commented during the public speakers' session:

- Jack Nierenberg about congestion pricing.
- Charlton D'souza about congestion pricing.
- Aleta Dupree about congestion pricing.

## Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meetings held on May 22, 2023 and June 26, 2023 were approved.

## Committee Work Plan

Interim President Sheridan stated that there are no changes to the TBTA Committee Work Plan and noted that due to July's accelerated meeting schedule, agency Financial reports usually distributed with the Committee materials are not included, and will be posted on the MTA website before the end of the month.

## Interim President Sheridan's Remarks

Interim President Sheridan opened by acknowledging TBTA's friend and colleague Quemuel Arroyo, MTA Chief Accessibility Officer, and thanked him for joining TBTA's Committee meeting. Q's work in advancing the MTA's accessibility improvements is truly dynamic and impressive. Together with TBTA's Construction & Development partners, TBTA is moving forward with ADA-compliant projects on pedestrian walkways at TBTA's bridges, such as work currently underway at the Cross Bay and RFK bridges.

Interim President Sheridan stated that TBTA is also pleased to join the MTA and TBTA's sister agencies in celebrating Pride Month in June and now Disability Pride Month in July. TBTA looks forward to continuing this positive partnership with Q and his team to have MTA facilities accessible for all.

MTA Chief Accessibility Officer Arroyo extended his extreme gratitude to TBTA for enhancing accessibility throughout its bridge and tunnel facilities as well as enhancing accessibility for the congestion pricing hearings.

Changing directions, Interim President Sheridan stated that at all committee meetings today, updates from each agency will be provided regarding the recommendations of the Blue Ribbon Panel on MTA Fare and Toll Evasion. Demonstrating TBTA's commitment to one of its primary goals -- revenue protection and recovery -- TBTA continues to make strides and build upon its toll violation enforcement measures. Many drivers attempt to evade tolls at TBTA crossings by obscuring, altering, or covering their license plates; displaying fraudulent plates; and failing to pay toll bills. In 2022, an estimated \$46 million was attributed to toll evasion. To optimize toll recovery for these blatant violators, TBTA's Bridge and Tunnel Officers issue violations and summonses for covered, obstructed, and altered license plates, with offenders primarily from New York, New Jersey,

Pennsylvania, Connecticut, and Florida.

Interim President Sheridan continued that since converting to Open Road Tolling, TBTA has worked with the New York State Department of Motor Vehicles, through TBTA's program to submit license plates of persistent toll violators for registration suspension due to unpaid tolls and fees. Once suspended, Bridge and Tunnel Officers interdict these violators, recovering tens of millions of dollars in revenue. Recently, TBTA has added portable license plate readers to its toolbox. These portable devices expand the monitoring of vehicles crossing TBTA's facilities, advancing TBTA's capabilities in recovering toll revenue. Using advanced technology, TBTA can better identify travel patterns and deploy personnel more strategically. Thanks to the efforts of the entire TBTA inter-departmental team, in 2022 the agency interdicted almost 1,800 vehicles, and issued just under 3,800 summonses for covered or obstructed license plates. TBTA has recovered over \$77 million -- or 93.6% -- of all tolls owed by toll evaders since we converted to Open Road Tolling. Through ongoing coordination with TBTA's regional law enforcement partners, such as the New York State Police, NYPD, MTA PD, and the New York City Sheriff, we have increased the momentum.

Interim President Sheridan stated that TBTA is equally committed to supporting legislative measures that address toll evasion, including proposals by Governor Hochul that would boost TBTA's ability to have DMV suspend vehicle registrations for unpaid tolls, confiscate license plate-covering devices, and increase penalties for intentionally obscuring plates on TBTA crossings and in Manhattan's Central Business District. TBTA also continues to seek cooperation from other states in pursuit of Reciprocity Agreements for toll violations. And TBTA has been working with regional District Attorneys in support of investigation and prosecution of complex toll evasion cases.

In addition to enforcement, Interim President Sheridan stated the importance of customer education, notably promoting TBTA's Tolls NY free mobile application, currently with more than 3 million downloads. It has turned out to be a regional success, improving the customer experience by making it easier to pay tolls, manage E-ZPass accounts, and avoid violations.

### **Education and TBTA's Award-Winning Tolls NY Mobile App**

Continuing the presentation, Vice President of Intelligent Transportation Systems & Tolling, Nichola Angel, stated that in TBTA's ongoing efforts to improve the customer experience, the agency identified customer service needs that led to the development of the Tolls NY Mobile App to help customers manage the payment of their tolls for both E-ZPass and Tolls by Mail (TbM). Customers enjoy the convenience of having their information easily available for checking account balances, knowing when a toll is charged or billed, or whether payment has been successfully made, among other practical tasks. The Tolls NY App was designed to be a minimal viable product to help customers see the status of their toll payment. This is an industry term that means it was designed to be functional, straightforward, and basic in facilitating the main customer tasks of toll payment and E-ZPass account management.

Vice President Angel stated that customer benefits include:

- Free download through the Apple App Store or Google Play;
- View E-ZPass toll charges;
- Check your account balance and conveniently replenish it;
- Update vehicle information;
- Request a new tag;
- Find and pay your Tolls by Mail invoices, and
- Set-up a temporary account for rental vehicles.

Vice President Angel presented a brief video highlighting what Tolls NY can do for customers, and continued that additional and more detailed instructional videos can be found on the Tolls NY YouTube channel, to guide customers on various “How-to” features. Through these videos, customers can gain even greater knowledge of the App functions and learn more about newer features like the chat bot and mobile check deposits.

Vice President Angel noted that this self-service app has been downloaded by New York E-ZPass customers more than 3 million times since its release. Customers are installing the App at a rate of 22,000 downloads a week, a volume equivalent to the number of people that would fill Madison Square Garden or the Barclays Center for an NBA game. The significance of rising downloads is that more downloads result in monthly payment increases. In the 2nd quarter of 2023 over \$36 million has been received through the App for TBTA. The Tolls NY App demonstrates the agency’s commitment to regularly improve customer service. By providing an accessible and easy to use tool, customer satisfaction is improving. The Apple Store App average review is achieving a very high 4.7 rating. A high-quality app attracts customers, and in the last 30 days there were 283,000 active App users.

Vice President Angel remarked that Tolls NY is not only popular with TBTA’s customers but has also been recognized in TBTA’s own industry. The International Bridge, Tunnel and Turnpike Association (IBTTA) honored TBTA with its Excellence Award in Customer Service and Marketing Outreach, and the President’s Award for Excellence. These prestigious recognitions serve as a platform for recognizing groundbreaking projects, like the Tolls NY app, which push the entire industry toward a more efficient and customer-centric future. Stating that TBTA is never done making improvements, Vice President Angel expressed anticipation for exciting future enhancements to Tolls NY down the road.

Chair Mack thanked all of the TBTA team for their roles in recovering revenues from toll evaders.

In response to Commissioner Glucksman’s question as to what happens to a vehicle after it is interdicted, Vice President Hildebrand stated that it is sent for safekeeping and when its owner is able to properly register it the owner can reclaim it. In response to Commissioner Glucksman’s follow up question whether there is a parking fee for every day that the car is kept there, Vice President Hildebrand confirmed that the tow companies do charge a fee for keeping the car in a secure lot.

### **Procurements**

Chair Mack stated that there are no procurements.

### **Adjournment**

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

Respectfully submitted,



Paul L. Friman  
General Counsel and Corporate Secretary



# Bridges and Tunnels

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## Committee Work Plan

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# BRIDGES & TUNNELS COMMITTEE WORK PLAN

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## I. RECURRING AGENDA ITEMS

### TOPIC

Approval of Minutes  
Committee Work Plan  
Report on Operations  
Safety Report  
Financial Report

Procurements  
Action Items (if any)

### Responsibility

Committee Chair & Members  
Committee Chair & Members  
ITS & Tolling  
Safety & Health  
Controller/Office of  
Management & Budget  
Procurement & Materials

## II. SPECIFIC AGENDA ITEMS

### September 2023

2024 Preliminary Budget

2023 Mid-Year Forecast

Diversity Report – 2<sup>nd</sup> Quarter 2023

### Responsibility

Office of Management &  
Budget  
Office of Management &  
Budget  
EEO

### October 2023

No items scheduled

### November 2023

No items scheduled

### December 2023

2024 Proposed Committee Work Plan  
2024 Proposed Final Budget

Committee Chair & Members  
Office of Management &  
Budget

### January 2024

Approval of 2024 Work Plan

Committee Chair & Members

### February 2024

2024 Adopted Budget/Financial Plan 2024-2027

2023 B&T Operating Surplus  
2023 Customer Environment Report

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

## **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**

### **SEPTEMBER 2023**

#### 2024 Preliminary Budget

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

#### 2023 Mid-Year Budget

The agency will provide the 2023 Mid-Year Forecast financial information for revenue and expense by month.

#### Diversity Report – 2<sup>nd</sup> Quarter 2023

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

### **OCTOBER 2023**

No items scheduled

### **NOVEMBER 2023**

No items scheduled

### **DECEMBER 2023**

#### 2024 Proposed Committee Work Plan

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

#### 2024 Proposed Final Budget

The Committee will recommend action to the Board.

### **JANUARY 2024**

#### Approval of Work Plan for 2024

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

### **FEBRUARY 2024**

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

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

#### 2023 B&T Operating Surplus

The Committee will recommend action to the Board.

### 2023 Customer Environment Report

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

### **MARCH 2024**

#### Annual Procurement Contracts Report

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

### **APRIL 2024**

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



# Bridges and Tunnels

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## Report on Operations June 2023



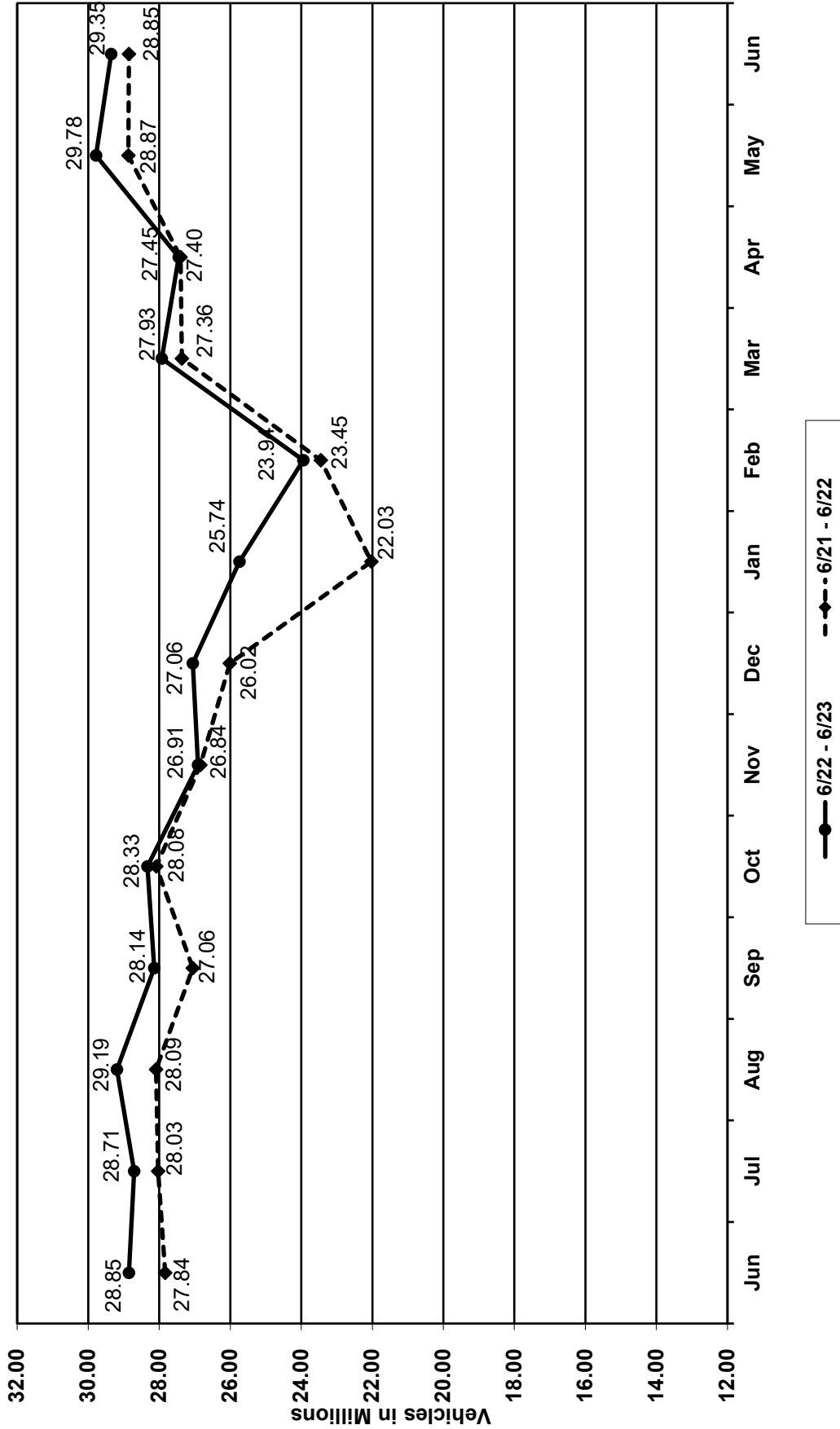
## **MTA Bridges and Tunnels June 2023 Traffic Trends**

### **Summary**

B&T's total paid traffic for June was 29.4 million, an increase of 1.7% compared to 28.9 million crossings in June 2022. Compared to June 2021, B&T paid traffic was 5.5% higher with an increase of 1.5 million crossings. E-ZPass market share was 93.0% in June, lower than both last year and two years ago.

Gasoline prices increased slightly in May to an average of \$3.72 per gallon, which is \$1.41 lower than June 2022, but \$0.52 higher than two years ago. Gasoline prices and weather conditions were not significant factors on June traffic.

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





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

All B&T Facilities by Method of Payment	June 2023		June 2022		June 2021		2023 YTD	
	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass
E-ZPass <sup>1</sup>	27,290,409	27,503,427	26,437,333	26,437,333	154,185,619	154,185,619		
Tolls by Mail <sup>1</sup>	2,054,150	1,346,856	1,397,729	1,397,729	10,015,460	10,015,460		
<b>Total</b>	<b>29,354,559</b>	<b>28,850,283</b>	<b>27,835,062</b>	<b>27,835,062</b>	<b>164,201,079</b>	<b>164,201,079</b>		
E-ZPass Market Share <sup>1</sup> :								
Total	93.0%	95.3%	95.0%	95.0%	93.9%	93.9%		
Cars	92.8%	95.2%	94.8%	94.8%	93.8%	93.8%		
Trucks	95.0%	97.7%	97.1%	97.1%	95.6%	95.6%		

Payment Method by Facility (Transactions) <sup>1</sup>	Average Weekday <sup>2</sup>						Average Weekend <sup>2</sup>												
	June 2023		June 2022		June 2021		June 2023		June 2022		June 2021		June 2023		June 2022		June 2021		
	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass	
<b>Facility</b>	E-ZPass Market Share		E-ZPass Market Share		E-ZPass Market Share		E-ZPass Market Share		E-ZPass Market Share		E-ZPass Market Share		E-ZPass Market Share		E-ZPass Market Share		E-ZPass Market Share		
Bronx-Whitestone Bridge	142,707	130,375	12,332	12,332	91.4%	94.5%	147,181	132,277	14,903	14,903	89.9%	93.0%	92.7%	92.7%	93.0%	92.7%	92.7%	92.7%	-2.8%
Cross Bay Bridge	24,278	22,825	1,453	1,453	94.0%	96.1%	20,795	19,356	1,439	1,439	93.1%	94.6%	94.2%	94.2%	94.6%	94.2%	94.2%	94.2%	-1.5%
Henry Hudson Bridge	76,589	71,543	5,046	5,046	93.4%	95.8%	70,319	64,887	5,432	5,432	92.3%	94.4%	94.3%	94.3%	94.4%	94.3%	94.3%	94.3%	-2.2%
Hugh L. Carey Tunnel	66,784	63,245	3,538	3,538	94.7%	96.8%	59,367	55,330	4,036	4,036	93.2%	95.4%	95.1%	95.1%	95.4%	95.1%	95.1%	95.1%	-2.2%
Marine Parkway Bridge	25,263	24,121	1,142	1,142	95.5%	97.0%	22,172	20,972	1,200	1,200	94.6%	95.9%	95.6%	95.6%	95.9%	95.6%	95.6%	95.6%	-1.3%
Queens Midtown Tunnel	87,844	83,109	4,735	4,735	94.6%	96.8%	84,266	78,792	5,473	5,473	93.5%	95.6%	94.5%	94.5%	95.6%	94.5%	94.5%	94.5%	-2.1%
Robert F. Kennedy Bridge	199,611	184,184	15,428	15,428	92.3%	95.2%	192,705	175,255	17,450	17,450	90.9%	93.8%	93.6%	93.6%	93.8%	93.6%	93.6%	93.6%	-2.7%
Throgs Neck Bridge	124,766	114,609	10,158	10,158	91.9%	95.0%	137,136	124,307	12,828	12,828	90.6%	93.4%	93.5%	93.5%	93.4%	93.5%	93.5%	93.5%	-2.8%
Verazzano-Narrows Bridge	235,325	223,544	11,782	11,782	95.0%	96.3%	230,858	216,167	14,691	14,691	93.6%	94.9%	94.3%	94.3%	94.9%	94.3%	94.3%	94.3%	-1.2%
<b>All Facilities</b>	<b>983,167</b>	<b>917,553</b>	<b>65,614</b>	<b>65,614</b>	<b>93.3%</b>	<b>95.7%</b>	<b>964,798</b>	<b>887,345</b>	<b>77,454</b>	<b>77,454</b>	<b>92.0%</b>	<b>94.3%</b>	<b>93.9%</b>	<b>93.9%</b>	<b>94.3%</b>	<b>93.9%</b>	<b>93.9%</b>	<b>93.9%</b>	<b>-2.3%</b>

- 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**  
**June 2023**  
Preliminary data subject to final audit

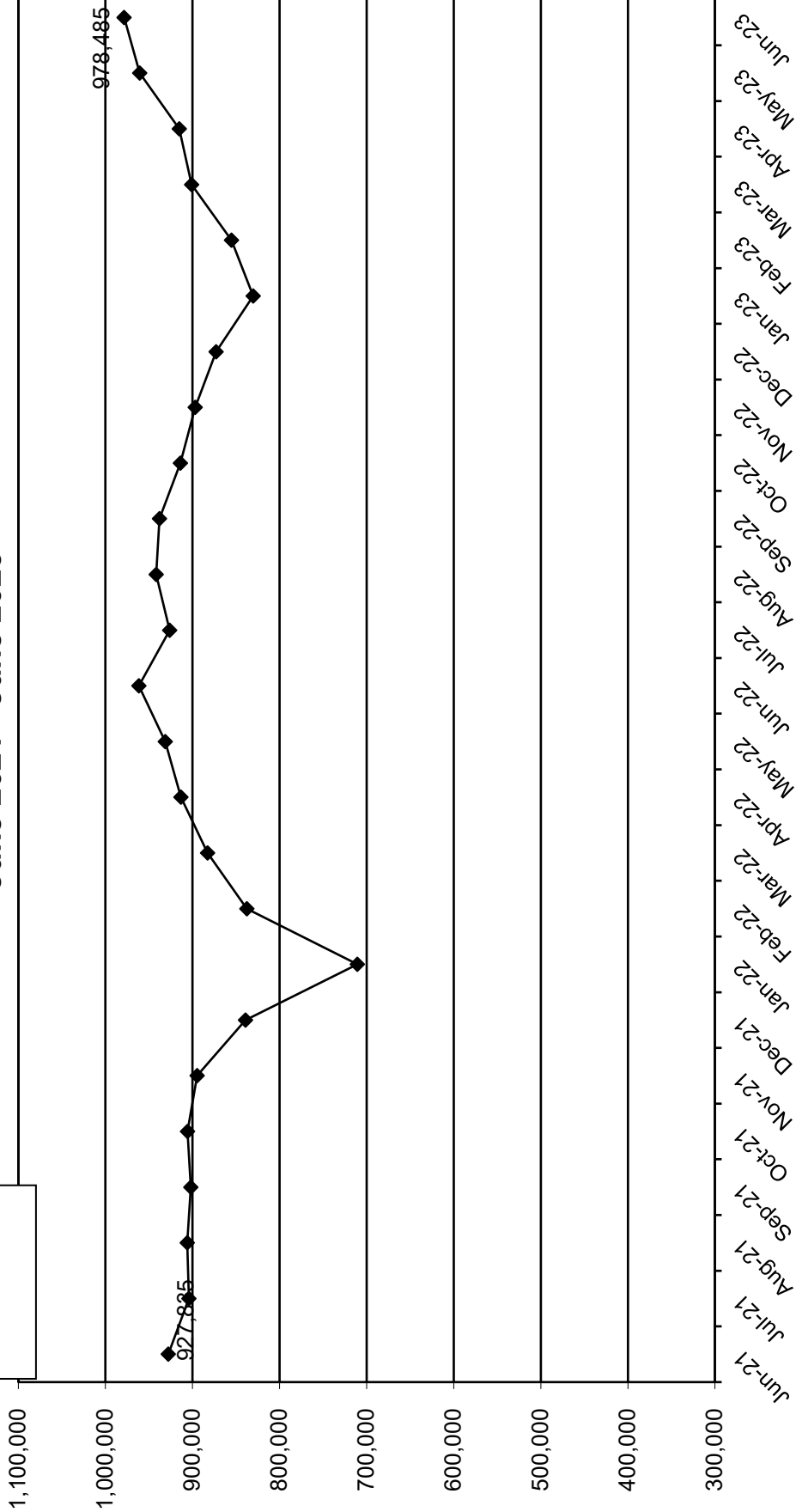
<b>Distribution by Facility &amp; Time Period</b>			
Facility	June 2023		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	21.8%	22.4%	55.9%
Cross Bay Bridge	22.7%	25.0%	52.3%
Henry Hudson Bridge	21.8%	27.8%	50.4%
Hugh L. Carey Tunnel	22.9%	23.0%	54.1%
Marine Parkway Bridge	23.1%	26.7%	50.1%
Queens Midtown Tunnel	20.3%	22.1%	57.6%
Robert F. Kennedy Bridge	23.4%	20.7%	55.9%
Throgs Neck Bridge	21.8%	23.9%	54.3%
Verrazzano-Narrows Bridge	21.7%	21.1%	57.2%
<b>All Facilities</b>	<b>22.1%</b>	<b>22.5%</b>	<b>55.4%</b>

<b>Payment Method by Facility (Transactions)<sup>1</sup></b>			
Facility	June 2023		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	85.6%	5.4%	9.0%
Cross Bay Bridge	91.8%	1.9%	6.2%
Henry Hudson Bridge	81.4%	11.7%	6.9%
Hugh L. Carey Tunnel	87.9%	6.4%	5.7%
Marine Parkway Bridge	91.7%	3.6%	4.7%
Queens Midtown Tunnel	88.2%	6.1%	5.7%
Robert F. Kennedy Bridge	85.1%	6.8%	8.1%
Throgs Neck Bridge	83.2%	8.3%	8.5%
Verrazzano-Narrows Bridge	83.3%	11.3%	5.4%
<b>All Facilities</b>	<b>85.0%</b>	<b>8.0%</b>	<b>7.0%</b>

1. 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.

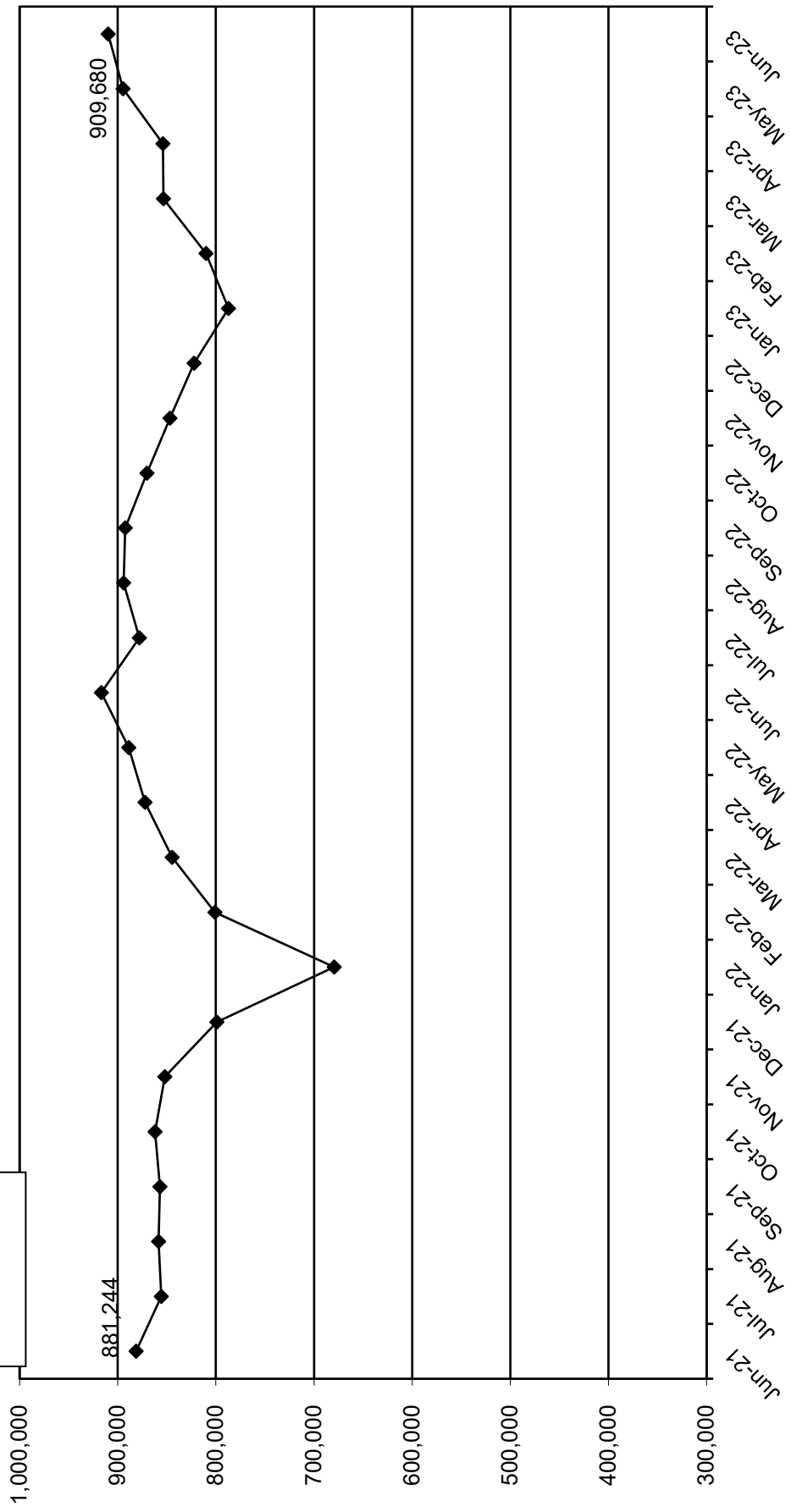
**MTA Bridges and Tunnels  
Average Daily Traffic  
June 2021 - June 2023**

**All Vehicles**



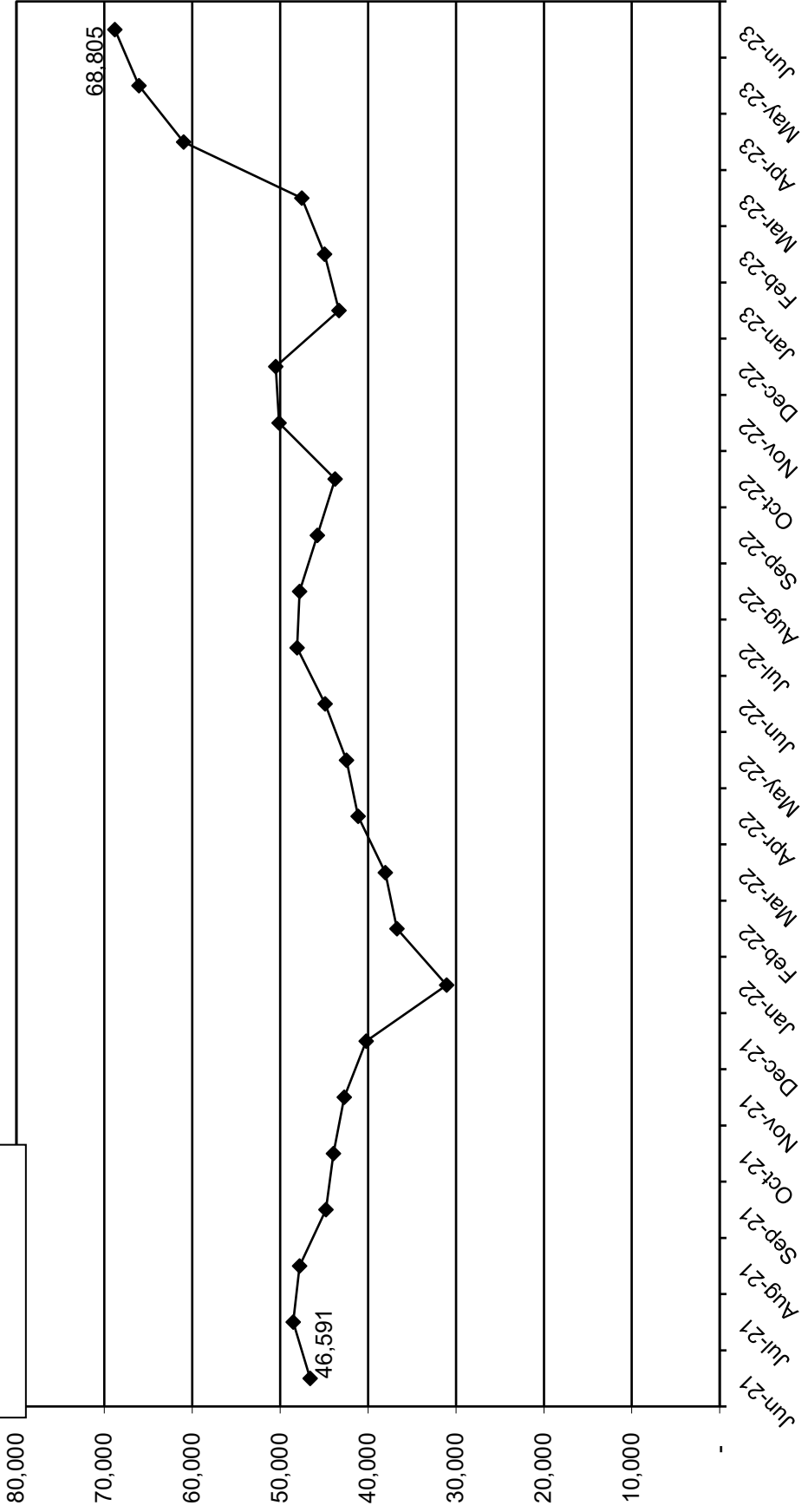
**MTA Bridges and Tunnels  
Average Daily Traffic  
June 2021 - June 2023**

**E-ZPass  
Vehicles**



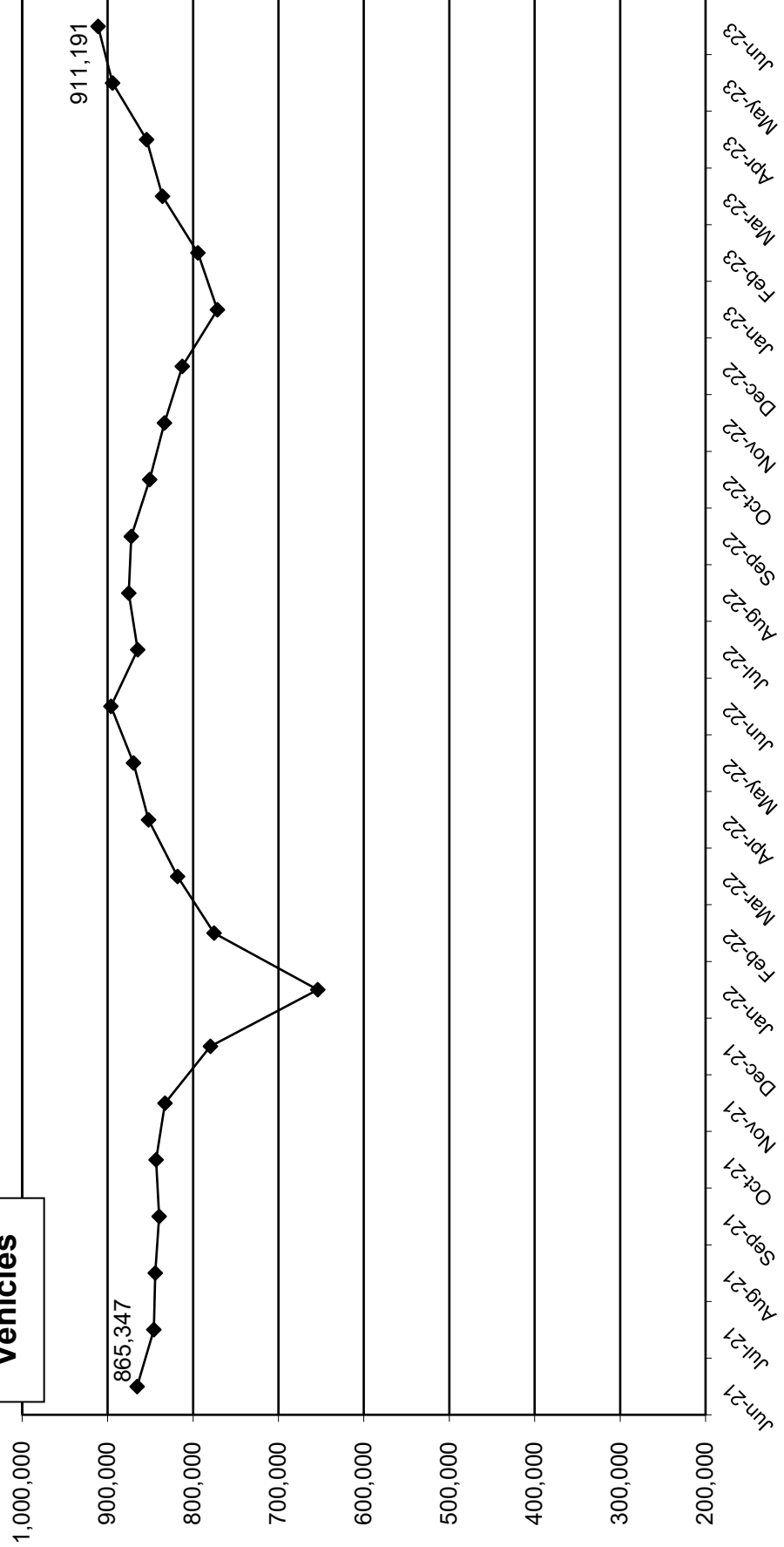
**MTA Bridges and Tunnels  
Average Daily Traffic  
June 2021 - June 2023**

**Tolls by Mail  
Vehicles**



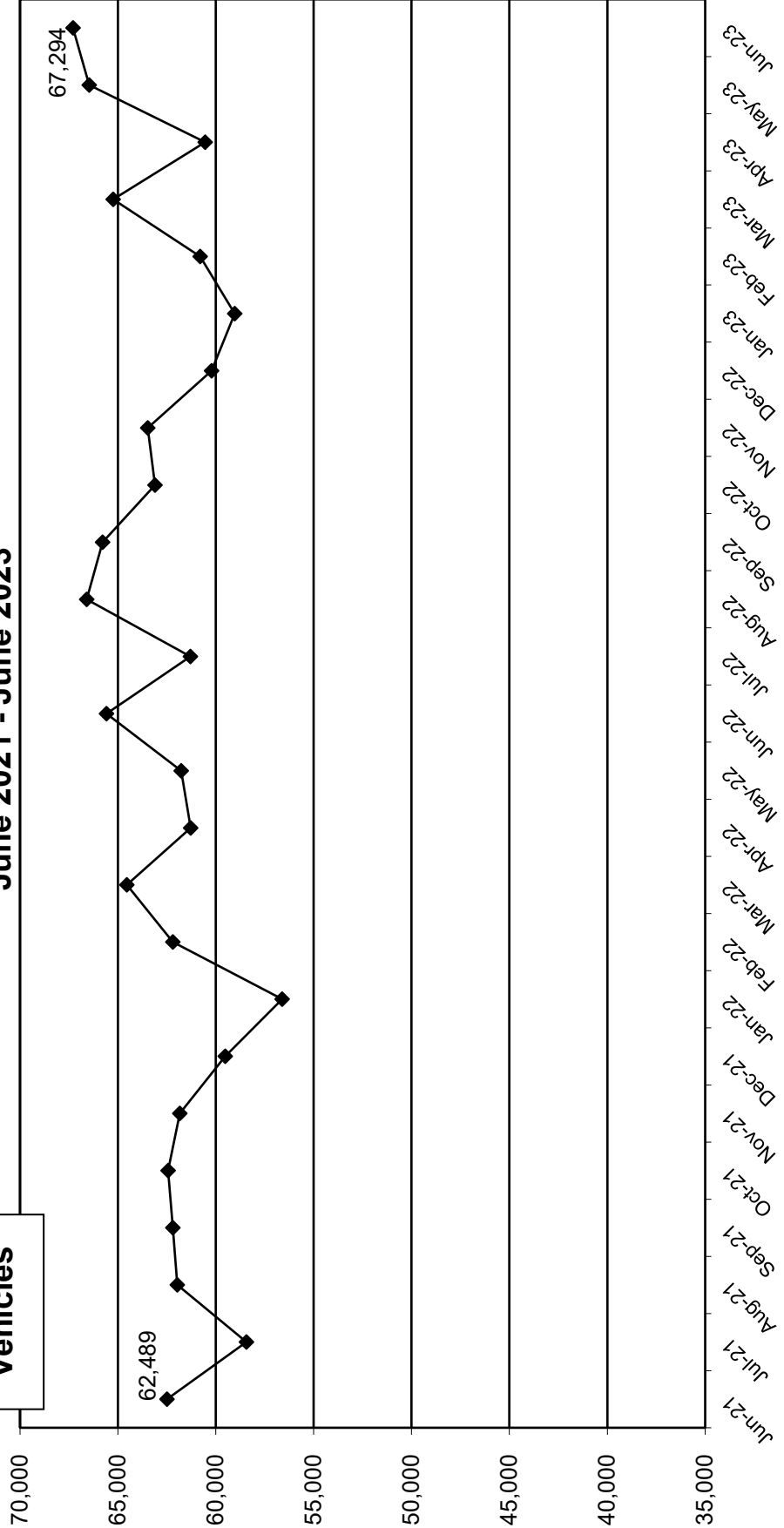
**MTA Bridges and Tunnels  
Average Daily Traffic  
June 2021 - June 2023**

**Passenger  
Vehicles**



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

**Other  
Vehicles**



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

Corridor	Toll Media	Jun(1)	3 Months(2) (Apr-Jun)	6 Months(3) (Jan-Jun)	9 Months(4) (Oct-Jun)	12 Months(5) (Jul-Jun)
All Facilities	Total Vehicles	1.7%	1.7%	4.0%	3.2%	3.3%
	E-ZPass	-0.8%	-0.7%	2.2%	1.8%	2.3%
	Tolls by Mail	53.3%	52.5%	41.7%	31.8%	22.9%
RFK Bridge	Total Vehicles	3.5%	3.1%	5.3%	5.0%	4.7%
	E-ZPass	0.3%	0.2%	3.2%	3.3%	3.4%
	Tolls by Mail	63.2%	57.0%	45.8%	37.3%	27.9%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	0.0%	0.3%	3.4%	3.6%	5.1%
	E-ZPass	-2.2%	-1.7%	1.9%	2.5%	4.3%
	Tolls by Mail	61.1%	58.3%	44.9%	34.3%	24.8%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.4%	2.4%	4.4%	3.1%	3.2%
	E-ZPass	-0.9%	-0.7%	2.2%	1.8%	1.9%
	Tolls by Mail	57.7%	53.8%	42.5%	31.1%	24.6%
Verrazzano-Narrows Bridge	Total Vehicles	2.7%	2.3%	4.0%	2.9%	2.7%
	E-ZPass	1.3%	0.4%	2.6%	1.9%	2.0%
	Tolls by Mail	34.8%	47.1%	38.3%	27.4%	18.0%
Henry Hudson Bridge	Total Vehicles	0.1%	0.3%	3.1%	1.4%	0.9%
	E-ZPass	-2.4%	-1.8%	1.6%	0.3%	0.1%
	Tolls By Mail	50.8%	46.1%	36.7%	25.7%	17.3%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-4.8%	-3.6%	-1.1%	-2.2%	-1.4%
	E-ZPass	-6.5%	-5.2%	-2.2%	-3.0%	-2.0%
	Tolls by Mail	38.9%	39.1%	29.1%	20.1%	12.2%

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



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

Corridor	Toll Media	Jun(1)	3 Months(2) (Apr-Jun)	6 Months(3) (Jan-Jun)	9 Months(4) (Oct-Jun)	12 Months(5) (Jul-Jun)
All Facilities	Total Vehicles	1.7%	1.7%	4.0%	3.2%	3.3%
	Passenger	1.7%	1.6%	4.1%	3.3%	3.3%
	Other	2.6%	3.1%	2.1%	1.9%	3.0%
RFK Bridge	Total Vehicles	3.5%	3.1%	5.3%	5.0%	4.7%
	Passenger	3.3%	2.9%	5.3%	5.0%	4.6%
	Other	5.6%	5.7%	4.9%	4.9%	5.1%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	0.0%	0.3%	3.4%	3.6%	5.1%
	Passenger	-0.2%	0.1%	3.3%	3.5%	4.9%
	Other	2.2%	4.3%	3.8%	5.0%	6.9%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.4%	2.4%	4.4%	3.1%	3.2%
	Passenger	2.8%	2.7%	5.0%	3.3%	3.6%
	Other	-1.2%	-0.7%	-1.1%	1.4%	-0.3%
Verrazzano-Narrows Bridge	Total Vehicles	2.7%	2.3%	4.0%	2.9%	2.7%
	Passenger	2.5%	2.1%	4.1%	3.0%	2.7%
	Other	5.6%	5.0%	2.4%	1.6%	2.4%
Henry Hudson Bridge	Total Vehicles	0.1%	0.3%	3.1%	1.4%	0.9%
	Passenger	0.0%	0.2%	3.0%	1.2%	0.7%
	Other	8.2%	11.0%	9.3%	14.5%	18.5%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-4.8%	-3.6%	-1.1%	-2.2%	-1.4%
	Passenger	-5.2%	-4.0%	-1.4%	-2.6%	-1.9%
	Other	2.4%	3.9%	4.2%	4.2%	6.2%

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



# Bridges and Tunnels

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## Safety Report June 2023



## Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	July 2020 - June 2021	July 2021 - June 2022	July 2022 - June 2023
Customer Collisions Rate per Million Vehicles	3.94	4.04	3.80
Customer Injury Collisions Rate per Million Vehicles	0.60	0.78	0.84
Employee Accident Reports	157	120	132
Employee Lost Time Injuries Rate per 200,000 Hours Worked	6.8	5.2	5.4

Leading Indicators				
Roadway Safety	2022		2023	
	June	Year End	June	Year to Date
Workforce Development (# of Participants)	42	486	156	581
Fleet Preventative Maintenance Insp.	122	1531	122	738
* Safety Taskforce Inspections	1	14	2	9
Fire Safety	June	Year End	June	Year to Date
* Fire Code Audits Completed	1	14	1	6
* FDNY Liaison Visits	1	29	2	16

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

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

### Definitions:

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

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

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

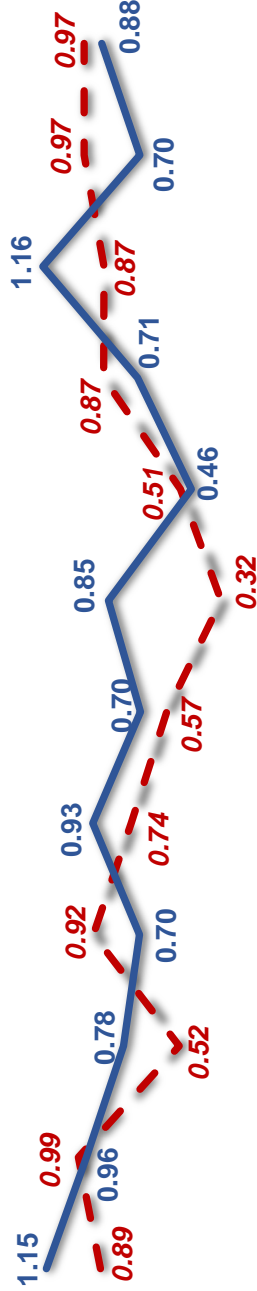
**Fire Code Audits** are required by the NY'S Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

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

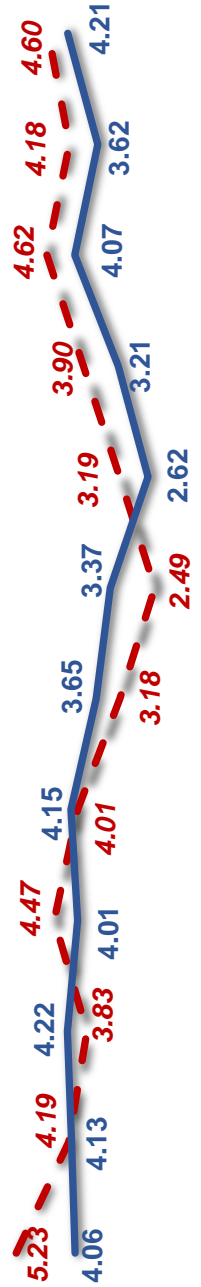


## Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



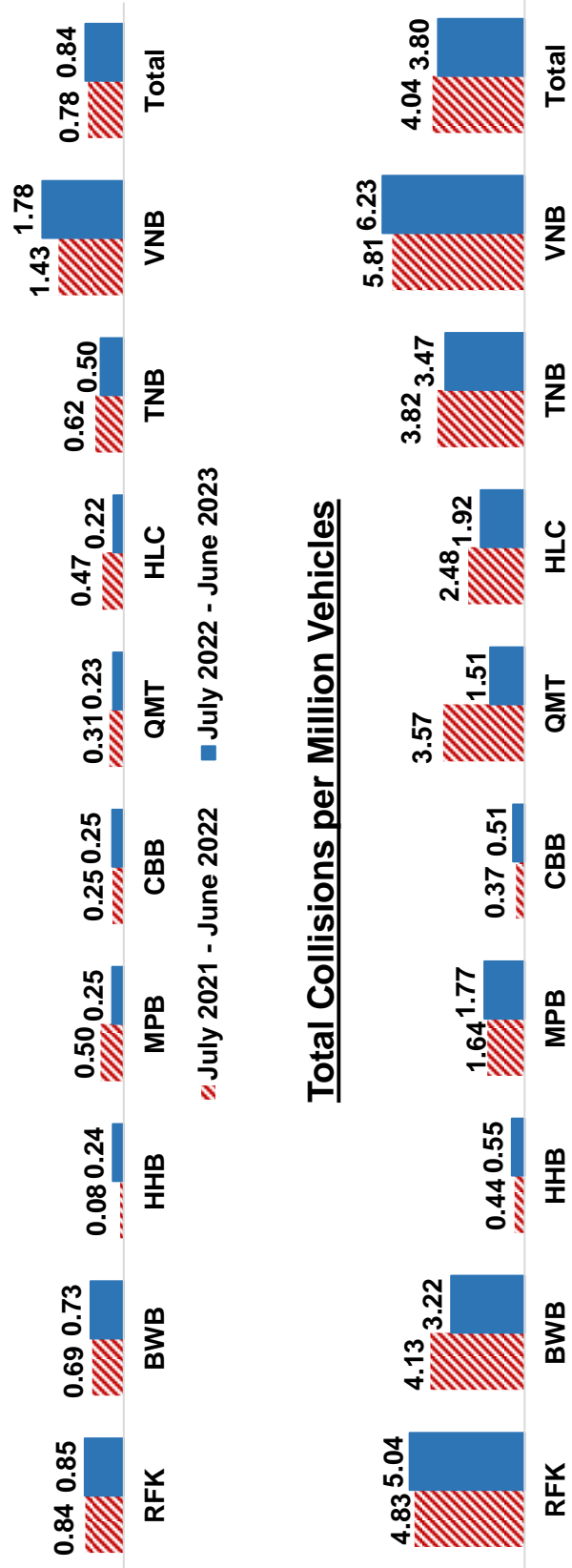
Total Collisions per Million Vehicles



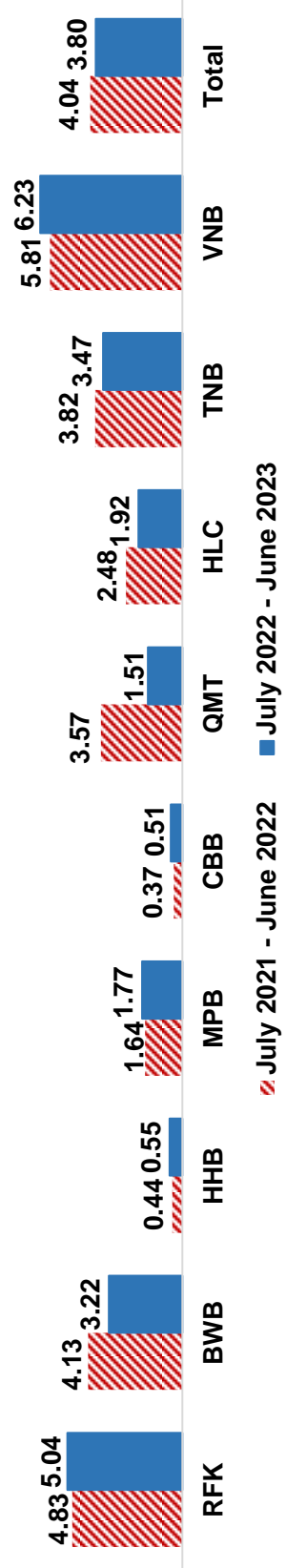


## Collision Rates by Facility Year over Year Comparison of 12-Month Averages

### Collisions with Injuries per Million Vehicles



### Total Collisions per Million Vehicles





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

	22-Jun	22-Jul	22-Aug	22-Sep	22-Oct	22-Nov	22-Dec	23-Jan	23-Feb	23-Mar	23-Apr	23-May	23-Jun
<b>RFK</b>	3.65	4.23	5.28	6.17	6.47	6.45	4.22	4.07	3.74	3.00	5.56	5.40	5.55
<b>BWB</b>	5.54	3.47	4.49	2.74	3.01	1.44	1.94	4.56	2.49	2.39	2.18	3.88	5.77
<b>TNB</b>	2.87	3.97	4.24	3.46	3.12	4.79	3.61	3.72	3.64	3.16	3.37	1.81	3.12
<b>VNB</b>	8.60	7.28	6.77	7.49	5.81	6.99	6.74	4.73	3.43	6.52	6.52	5.65	6.39
<b>QMT</b>	3.79	1.56	1.51	1.92	2.60	0.80	1.22	1.28	0.90	0.77	2.79	0.75	1.92
<b>HLC</b>	2.59	3.28	0.52	1.60	1.04	2.19	3.23	0.00	1.20	2.05	4.87	2.02	1.02
<b>HHB</b>	1.34	0.47	0.46	0.00	1.34	0.48	0.49	0.53	0.56	0.47	0.47	1.29	0.00
<b>MPB</b>	0.00	1.19	1.27	1.44	1.59	3.32	1.67	3.49	0.00	1.60	0.00	2.77	2.71
<b>CBB</b>	0.00	1.29	0.00	1.47	1.53	1.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total</b>	4.60	4.06	4.13	4.22	4.01	4.15	3.65	3.37	2.62	3.21	4.07	3.62	4.21



# Bridges and Tunnels

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## Safety Report July 2023



## Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	August 2020 - July 2021	August 2021 - July 2022	August 2022 - July 2023
Customer Collisions Rate per Million Vehicles	4.03	3.94	3.79
Customer Injury Collisions Rate per Million Vehicles	0.63	0.80	0.83
Employee Accident Reports	151	120	131
Employee Lost Time Injuries Rate per 200,000 Hours Worked	6.1	5.6	5.0

Leading Indicators				
Roadway Safety	2022		2023	
	July	Year End	July	Year to Date
Workforce Development (# of Participants)	33	486	152	733
Fleet Preventative Maintenance Insp.	140	1531	139	877
* Safety Taskforce Inspections	2	14	2	11
Fire Safety	July	Year End	July	Year to Date
* Fire Code Audits Completed	1	14	1	7
* FDNY Liaison Visits	0	29	0	16

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

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

### Definitions:

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

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

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

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

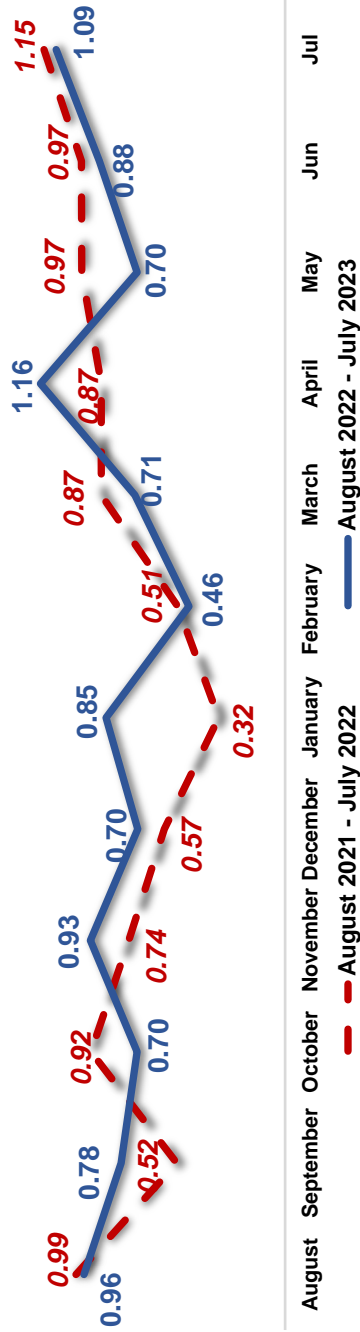
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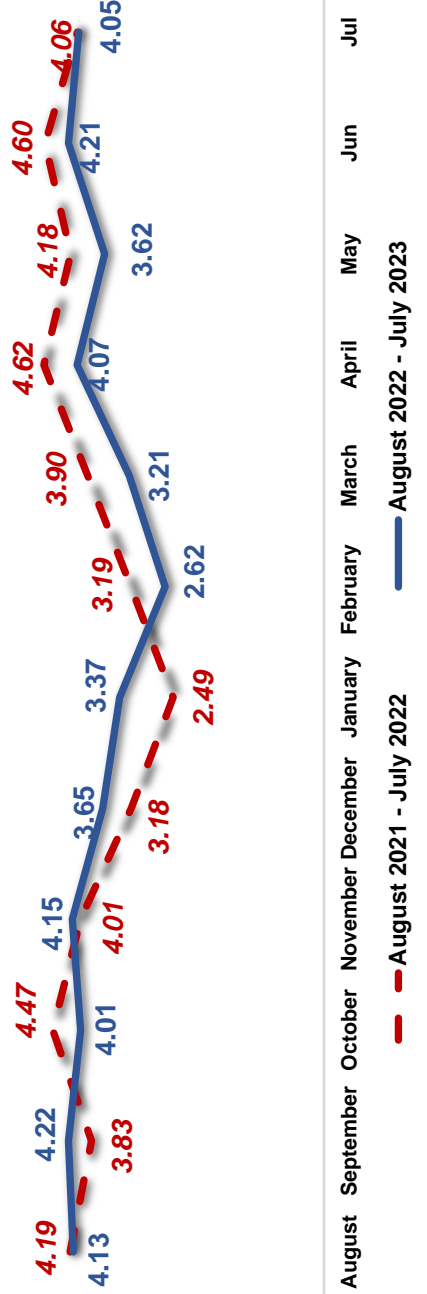


## Collision Rates – All Facilities Year over Year Comparison of Monthly Data

### Collisions with Injuries per Million Vehicles



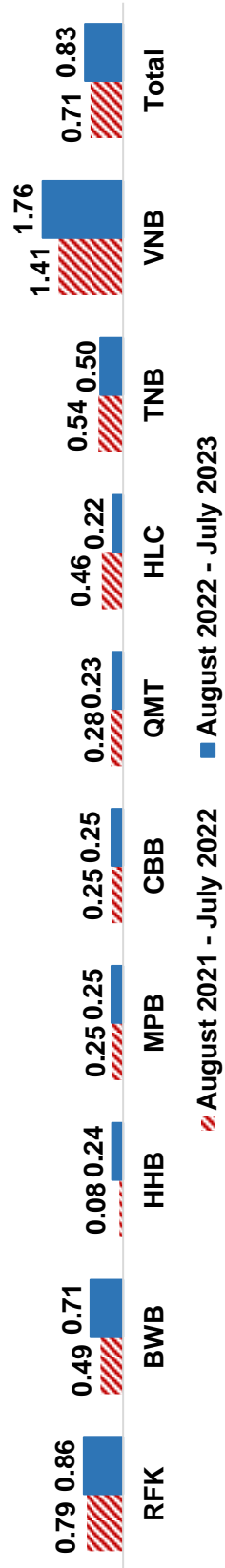
### Total Collisions per Million Vehicles



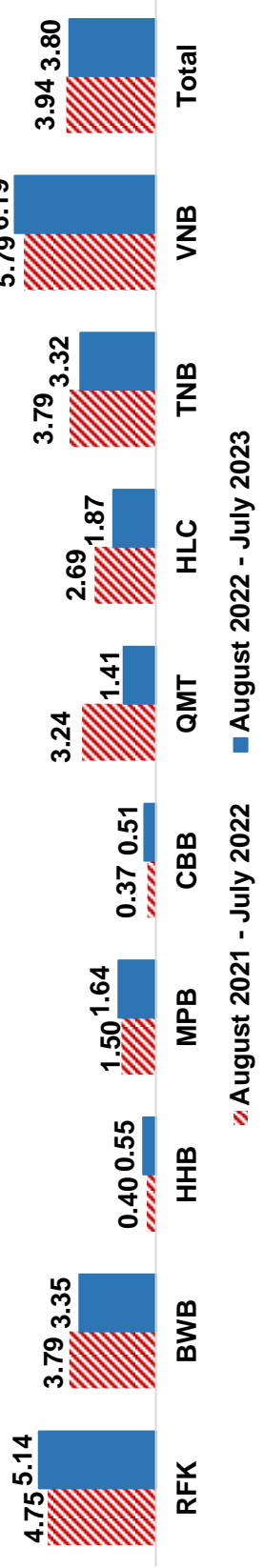


## Collision Rates by Facility Year over Year Comparison of 12-Month Averages

### Collisions with Injuries per Million Vehicles



### Total Collisions per Million Vehicles





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

	22-Jul	22-Aug	22-Sep	22-Oct	22-Nov	22-Dec	23-Jan	23-Feb	23-Mar	23-Apr	23-May	23-Jun	23-Jul
<b>RFK</b>	4.23	5.28	6.17	6.47	6.45	4.22	4.07	3.74	3.00	5.56	5.40	5.55	5.45
<b>BWB</b>	3.47	4.49	2.74	3.01	1.44	1.94	4.56	2.49	2.39	2.18	3.88	5.77	4.96
<b>TNB</b>	3.97	4.24	3.46	3.12	4.79	3.61	3.72	3.64	3.16	3.37	1.81	3.12	2.29
<b>VNB</b>	7.28	6.77	7.49	5.81	6.99	6.74	4.73	3.43	6.52	6.52	5.65	6.39	6.83
<b>QMT</b>	1.56	1.51	1.92	2.60	0.80	1.22	1.28	0.90	0.77	2.79	0.75	1.92	0.39
<b>HLC</b>	3.28	0.52	1.60	1.04	2.19	3.23	0.00	1.20	2.05	4.87	2.02	1.02	2.69
<b>HHB</b>	0.47	0.46	0.00	1.34	0.48	0.49	0.53	0.56	0.47	0.47	1.29	0.00	0.48
<b>MPB</b>	1.19	1.27	1.44	1.59	3.32	1.67	3.49	0.00	1.60	0.00	2.77	2.71	0.00
<b>CBB</b>	1.29	0.00	1.47	1.53	1.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.29
<b>Total</b>	4.06	4.13	4.22	4.01	4.15	3.65	3.37	2.62	3.21	4.07	3.62	4.21	4.05



# Bridges and Tunnels

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## Financial Report July 2023



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

**As of July 31, 2023**

(in thousands)

**ASSETS AND DEFERRED OUTFLOWS OF RESOURCES**

**CURRENT ASSETS:**

Cash-Unrestricted	27,030
Investments:	
Unrestricted	655,105
Restricted	2,336,963
Accrued interest receivable	-206,335
Accounts receivable	486,384
Accounts receivable-Other	21,456
Less allowance for uncollectible accounts	-409,837
Tolls due from other agencies	53,943
Loan receivable from MTA	10,035,167
Prepaid expenses	6,724
	<hr/>
Total current assets	13,006,602

**NONCURRENT ASSETS:**

Investments:	
Unrestricted	195,679
Restricted	-
Facilities, less acc.dep of \$2,501,244	7,774,672
Capital lease 2 Broadway net acc. dep.	55,162
Derivative Hedge Assets	3,446
	<hr/>
Total noncurrent assets	8,028,960

**TOTAL ASSETS:** 

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21,035,562

**DEFERRED OUTFLOWS OF RESOURCES:**

Deferred outflows of resources related to pension	65,648
Deferred outflow of resources related to other post-employment benefits	155,800
Deferred outflow of resources related to capital Lease	13,578
Accumulated decreases in fair value of derivative instruments	66,226
Defeasance costs	80,237
	<hr/>

**TOTAL DEFERRED OUTFLOWS OF RESOURCES:** 

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381,489

**TOTAL ASSETS AND DEFERRED OUTFLOWS  
OF RESOURCES**

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21,417,051

**MTA BRIDGES & TUNNELS**  
**STATEMENT OF NET POSITION**  
**As of July 31, 2023**  
(in thousands)

**LIABILITIES AND INFLOWS OF RESOURCES**

**CURRENT LIABILITIES:**

Current portion-long term debt	234,980
Interest Payable	196,412
Accounts Payable	133,243
Accrued Pension Payable	1,870
Payable to MTA-CAP	29,891
Due to MTA-Operating Expenses	4,830
Due to NYCTA-Operating Expenses	107
Accrued salaries	23,017
Accrued Vac & Sick Benefits	18,278
Current portion of estimated liability arising from injury	2,031
Due to New York City Transit Authority	83,457
Due to Metropolitan Transportation Authority	101,695
Unearned Toll Revenue	224,743
Tolls due to other agencies	95,512
E-ZPass Airport Toll Liability	5,014
	<hr/>
Total current liabilities	1,155,080

**NONCURRENT LIABILITIES:**

Long term debt	21,925,970
Post Employment Benefits Other than Pensions	908,111
Estimated liability arising from injury	54,947
Capital lease obligations	85,383
Other long-term liabilities	-
Derivative Hedge Liabilities	28,447
Due (to)/from MTA - change in fair value of derivative	41,225
Net Pension Liability	167,407
Security deposits-Contra	-
	<hr/>
Total noncurrent liabilities	23,211,490

**DEFERRED INFLOW OF RESOURCES**

Deferred Inflow of resources related to Pension	54,456
Deferred Inflow of resources related to other post-employment benefits	167,013
Deferred Inflow of resources related to Capital Lease	12,598

**TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES** 24,600,637

**NET POSITION** -3,183,586 \*

**TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET** 21,417,051

\*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**  
**JULY FINANCIAL PLAN - 2023 MID-YEAR FORECAST**  
**ACCURAL STATEMENT OF OPERATIONS by CATEGORY**  
**JULY 2023**  
(\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Mid-Year Forecast	Actual	Variance Percent	Mid-Year Forecast	Actual	Variance Percent	Mid-Year Forecast	Actual	Variance Percent
<b>Revenue</b>									
Farebox Revenue	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	208.290	210.192	1.902	0.000	0.000	0.000	208.290	210.192	1.902
Other Operating Revenue	1.690	2.163	0.473	0.000	0.000	0.000	1.690	2.163	0.473
Capital & Other Reimbursements	0.000	0.000	0.000	1.449	0.817	(0.632)	1.449	0.817	(0.632)
Investment Income	0.111	1.126	1.015	0.000	0.000	0.000	0.111	1.126	1.015
<b>Total Revenue</b>	<b>\$210.091</b>	<b>\$213.481</b>	<b>\$3.390</b>	<b>\$1.449</b>	<b>\$0.817</b>	<b>(\$0.632)</b>	<b>\$211.539</b>	<b>\$214.298</b>	<b>\$2.759</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	\$11.267	\$9.425	\$1.842	\$0.532	\$0.315	\$0.217	11.799	\$9.740	\$2.059
Overtime	2.326	2.843	(0.517)	\$0.050	(0.099)	0.149	2.376	2.744	(0.368)
Health and Welfare	3.043	2.152	0.891	\$0.126	0.076	0.051	3.169	2.227	0.942
OPEB Current Payment	2.391	2.534	(0.143)	0.000	0.000	0.000	2.391	2.534	(0.143)
Pensions	2.403	2.438	(0.035)	0.149	0.072	0.077	2.552	2.510	0.042
Other Fringe Benefits	1.743	1.192	0.551	0.066	0.036	0.030	1.809	1.228	0.581
Reimbursable Overhead	(0.525)	(0.418)	(0.107)	0.525	0.418	0.107	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$22.648</b>	<b>\$20.166</b>	<b>\$2.481</b>	<b>\$1.449</b>	<b>\$0.817</b>	<b>\$0.632</b>	<b>\$24.096</b>	<b>\$20.983</b>	<b>\$3.113</b>
<b>Non-Labor:</b>									
Electric Power	\$0.404	(\$0.082)	\$0.487	\$0.000	\$0.000	\$0.000	\$0.404	(\$0.082)	\$0.487
Fuel	0.116	0.000	0.116	0.000	0.000	0.000	0.116	0.000	0.116
Insurance	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
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	12.429	7.149	5.280	0.000	0.000	0.000	12.429	7.149	5.280
Professional Service Contracts	2.701	1.359	1.342	0.000	0.000	0.000	2.701	1.359	1.342
Materials & Supplies	0.502	0.017	0.485	0.000	0.000	0.000	0.502	0.017	0.485
Other Business Expenses	5.136	4.579	0.557	0.000	0.000	0.000	5.136	4.579	0.557
<b>Total Non-Labor Expenses</b>	<b>\$21.288</b>	<b>\$14.111</b>	<b>\$7.176</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$21.288</b>	<b>\$14.111</b>	<b>\$7.176</b>
<b>Other Expense Adjustments:</b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$43.936</b>	<b>\$34.278</b>	<b>\$9.658</b>	<b>\$1.449</b>	<b>\$0.817</b>	<b>\$0.632</b>	<b>\$45.384</b>	<b>\$35.095</b>	<b>\$10.289</b>
Depreciation	\$16.510	\$18.075	(\$1.565)	\$0.000	\$0.000	\$0.000	16.510	\$18.075	(\$1.565)
OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 87 Net Adjustment	0.291	0.000	0.291	0.000	0.000	0.000	0.291	0.000	0.291
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$60.736</b>	<b>\$52.352</b>	<b>\$8.383</b>	<b>\$1.449</b>	<b>\$0.817</b>	<b>\$0.632</b>	<b>\$62.184</b>	<b>\$53.169</b>	<b>\$9.015</b>
Less: Depreciation	\$16.510	\$18.075	(\$1.565)	\$0.000	\$0.000	\$0.000	\$16.510	\$18.075	(\$1.565)
Less: OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Less: GASB 87 Net Adjustment	0.291	0.000	0.291	0.000	0.000	0.000	0.291	0.000	0.291
<b>Total Expenses</b>	<b>\$43.936</b>	<b>\$34.278</b>	<b>\$9.658</b>	<b>\$1.449</b>	<b>\$0.817</b>	<b>\$0.632</b>	<b>\$45.384</b>	<b>\$35.095</b>	<b>\$10.289</b>
<b>Net Surplus/(Deficit)</b>	<b>\$166.155</b>	<b>\$179.203</b>	<b>\$13.048</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$166.155</b>	<b>\$179.203</b>	<b>\$13.048</b>

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

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2023 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT OF OPERATIONS by CATEGORY**  
**JULY 2023**  
(\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Mid-Year Forecast	Variance	Percent (Unfavorable)	Mid-Year Forecast	Variance	Percent (Unfavorable)	Mid-Year Forecast	Variance	Percent (Unfavorable)
<b>Net Income/(Deficit)</b>	<b>\$166.155</b>			<b>\$166.155</b>			<b>\$179.203</b>	<b>\$13.048</b>	<b>7.9</b>
Less: Capitalized Assets Reserves	0.197	0.046	0.151	0.197	0.046	0.151	0.046	0.151	76.5
GASB Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-
<b>Adjusted Net Income/(Deficit)</b>	<b>\$165.958</b>			<b>\$165.958</b>			<b>\$179.157</b>	<b>\$13.199</b>	<b>8.0</b>
Less: Debt Service	56.348	61.579	(5.231)	56.348	61.579	(5.231)	61.579	(5.231)	(9.3)
Less: Contribution to the Capital Program	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-
<b>Income Available for Distribution</b>	<b>\$109.610</b>			<b>\$109.610</b>			<b>\$117.578</b>	<b>\$7.968</b>	<b>7.3</b>
Distributable To:									
MTA - Investment Income	0.111	1.126	1.015	0.111	1.126	1.015	1.126	1.015	*
MTA - Distributable Income	58.315	62.188	3.873	58.315	62.188	3.873	62.188	3.873	6.6
NYCTR - Distributable Income	51.185	54.264	3.079	51.185	54.264	3.079	54.264	3.079	6.0
<b>Total Distributable Income</b>	<b>\$109.610</b>			<b>\$109.610</b>			<b>\$117.578</b>	<b>\$7.968</b>	<b>7.3</b>
<b>Support to Mass Transit:</b>									
Total Revenues	211.539	214.298	2,759	211.539	214.298	2,759	214.298	2,759	1.3
Less: Total Operating Expenses	<u>45,384</u>	<u>35,095</u>	<u>10,289</u>	<u>45,384</u>	<u>35,095</u>	<u>10,289</u>	<u>35,095</u>	<u>10,289</u>	22.7
<b>Net Operating Income/(Deficit)</b>	<b>\$166.155</b>			<b>\$166.155</b>			<b>\$179.203</b>	<b>\$13.048</b>	<b>7.9</b>
Deductions from Net Operating Income:									
Capitalized Assets Reserves	0.197	0.046	0.151	0.197	0.046	0.151	0.046	0.151	76.5
B&T Debt Service	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-
Contribution to the Capital Program	31.514	33.878	(2,364)	31.514	33.878	(2,364)	33.878	(2,364)	(7.5)
GASB Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-
<b>Total Deductions From Operating Income</b>	<b>\$31.712</b>			<b>\$31.712</b>			<b>\$33.924</b>	<b>(\$2.213)</b>	<b>(7.0)</b>
<b>Total Support to Mass Transit</b>	<b>\$134.443</b>			<b>\$134.443</b>			<b>\$145.279</b>	<b>\$10.835</b>	<b>8.1</b>

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



**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2023 MID-YEAR FORECAST**  
**ACCURAL STATEMENT OF OPERATIONS by CATEGORY**  
**JULY 2023 Year-To-Date**  
(\$ in millions)

	Nonreimbursable						Reimbursable						Total	
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)	
	Mid-Year Forecast	Actual	Percent	Mid-Year Forecast	Actual	Percent	Mid-Year Forecast	Actual	Percent	Mid-Year Forecast	Actual	Percent	Variance	Percent
<b>Revenue</b>														
Farebox Revenue	\$0.000	\$0.000	-	\$0.000	\$0.000	0.000	\$0.000	\$0.000	0.000	\$0.000	\$0.000	0.000	\$0.000	-
Vehicle Toll Revenue	1,379.384	1,387.405	0.6	0.000	0.000	0.000	0.000	0.000	0.000	1,379.384	1,387.405	0.000	8.021	0.6
Other Operating Revenue	12.410	14.298	15.2	0.000	0.000	0.000	0.000	0.000	0.000	12.410	14.298	0.000	1.888	15.2
Capital & Other Reimbursements	0.000	0.000	-	10.203	11.746	15.1	0.000	0.000	0.000	10.203	11.746	0.000	1.543	15.1
Investment Income	3.528	6.025	70.7	0.000	0.000	0.000	0.000	0.000	0.000	3.528	6.025	0.000	2.496	70.7
<b>Total Revenue</b>	<b>\$1,395.322</b>	<b>\$1,407.728</b>	<b>0.9</b>	<b>\$10.203</b>	<b>\$11.746</b>	<b>15.1</b>	<b>\$10.203</b>	<b>\$11.746</b>	<b>15.1</b>	<b>\$1,405.526</b>	<b>\$1,419.474</b>	<b>15.1</b>	<b>\$13.948</b>	<b>1.0</b>
<b>Expenses</b>														
<i>Non-Labor</i>														
Payroll	\$67.268	\$59.861	11.0	3.549	\$3.832	(8.0)	0.000	0.000	0.000	70.817	\$63.694	0.000	\$7.124	10.1
Overtime	15.705	15.926	(0.221)	0.488	0.678	(0.189)	0.000	0.000	0.000	16.193	16.604	0.000	(0.411)	(2.5)
Health and Welfare	18.298	15.129	3.170	17.3	0.848	(0.072)	0.000	0.000	0.000	19.146	16.048	0.000	3.098	16.2
OPEB Current Payment	18.868	19.440	(0.573)	0.000	0.000	0.000	0.000	0.000	0.000	18.868	19.440	0.000	(0.573)	(3.0)
Pensions	16.185	15.103	1.082	0.895	0.876	0.019	0.000	0.000	0.000	17.079	15.979	0.000	1.100	6.4
Other Fringe Benefits	13.148	9.258	3.889	29.6	0.424	(3.8)	0.000	0.000	0.000	13.572	9.699	0.000	3.873	28.5
Reimbursable Overhead	(3.999)	(5.000)	1.002	3.999	5.000	(1.002)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$145.473</b>	<b>\$129.718</b>	<b>10.8</b>	<b>\$10.203</b>	<b>\$11.746</b>	<b>(15.1)</b>	<b>\$10.203</b>	<b>\$11.746</b>	<b>(15.1)</b>	<b>\$155.676</b>	<b>\$141.464</b>	<b>(15.1)</b>	<b>\$14.212</b>	<b>9.1</b>
<i>Non-Labor</i>														
Electric Power	\$1.852	\$1.534	17.2	0.000	0.000	0.000	0.000	0.000	0.000	\$1.852	\$1.534	0.000	\$0.318	17.2
Fuel	1.607	1.287	19.9	0.000	0.000	0.000	0.000	0.000	0.000	1.607	1.287	0.000	0.320	19.9
Insurance	11.863	7.420	4.443	0.000	0.000	0.000	0.000	0.000	0.000	11.863	7.420	0.000	4.443	37.5
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	80.692	70.418	12.7	0.000	0.000	0.000	0.000	0.000	0.000	80.692	70.418	0.000	10.274	12.7
Professional Service Contracts	18.479	15.256	3.222	0.000	0.000	0.000	0.000	0.000	0.000	18.479	15.256	0.000	3.222	17.4
Materials & Supplies	2.295	1.324	0.971	0.000	0.000	0.000	0.000	0.000	0.000	2.295	1.324	0.000	0.971	42.3
Other Business Expenses	31.768	30.611	1.157	0.000	0.000	0.000	0.000	0.000	0.000	31.768	30.611	0.000	1.157	3.6
<b>Total Non-Labor Expenses</b>	<b>\$148.556</b>	<b>\$127.851</b>	<b>13.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$148.556</b>	<b>\$127.851</b>	<b>0.000</b>	<b>\$20.705</b>	<b>13.9</b>
<b>Other Expense Adjustments</b>														
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>0.000</b>	<b>\$0.000</b>	<b>0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$294.028</b>	<b>\$257.568</b>	<b>12.4</b>	<b>\$10.203</b>	<b>\$11.746</b>	<b>(15.1)</b>	<b>\$10.203</b>	<b>\$11.746</b>	<b>(15.1)</b>	<b>\$304.231</b>	<b>\$269.315</b>	<b>(15.1)</b>	<b>\$34.917</b>	<b>11.5</b>
Depreciation	\$115.567	\$121.522	(5.2)	0.000	\$0.000	0.000	0.000	0.000	0.000	115.567	\$121.522	0.000	(\$5.955)	(5.2)
OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-
GASB 87 Net Adjustment	0.872	1.810	(0.938)	0.000	0.000	0.000	0.000	0.000	0.000	0.872	1.810	0.000	(0.938)	*
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$410.467</b>	<b>\$380.900</b>	<b>7.2</b>	<b>\$10.203</b>	<b>\$11.746</b>	<b>(15.1)</b>	<b>\$10.203</b>	<b>\$11.746</b>	<b>(15.1)</b>	<b>\$420.670</b>	<b>\$392.646</b>	<b>(15.1)</b>	<b>\$28.024</b>	<b>6.7</b>
Less: Depreciation	\$115.567	\$121.522	(5.2)	0.000	\$0.000	0.000	0.000	0.000	0.000	115.567	\$121.522	0.000	(\$5.955)	(5.2)
Less: OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-
Less: GASB 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	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-
Less: GASB 87 Net Adjustment	0.872	1.810	(0.938)	0.000	0.000	0.000	0.000	0.000	0.000	0.872	1.810	0.000	(0.938)	*
<b>Total Expenses</b>	<b>\$294.028</b>	<b>\$257.568</b>	<b>12.4</b>	<b>\$10.203</b>	<b>\$11.746</b>	<b>(15.1)</b>	<b>\$10.203</b>	<b>\$11.746</b>	<b>(15.1)</b>	<b>\$304.231</b>	<b>\$269.315</b>	<b>(15.1)</b>	<b>\$34.917</b>	<b>11.5</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,101.294</b>	<b>\$1,150.159</b>	<b>4.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>0.000</b>	<b>\$1,101.294</b>	<b>\$1,150.159</b>	<b>0.000</b>	<b>\$48.865</b>	<b>4.4</b>

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

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2023 MID-YEAR FORECAST**  
**ACCURAL STATEMENT of OPERATIONS by CATEGORY**  
**JULY 2023 Year-To-Date**  
(\$ in millions)

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

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

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2023 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Nonreimbursable</b>						
Vehicle Toll Revenue	1,902	0.9%	Higher than forecasted traffic volume and higher average toll revenue per vehicle.	8,021	0.6%	Higher than forecasted traffic volume and higher average toll revenue per vehicle.
Other Operating Revenue	0,473	28.0%	Higher revenue primarily due to the timing of income from E-ZPass administrative fees.	1,888	15.2%	Higher revenue primarily due to the timing of income from E-ZPass administrative fees.
Investment Income	1,015	*	Higher than anticipated short-term investment returns on fund balances.	2,496	*	Higher than anticipated short-term investment returns on fund balances.
Payroll	1,842	16.3%	Lower payroll expenses primarily due to vacancies.	7,407	11.0%	Lower payroll expenses primarily due to vacancies.
Overtime	(0,517)	-22.2%	Higher overtime in part due to unfilled vacancies.	(0,221)	-1.4%	Higher overtime in part due to unfilled vacancies.
Health and Welfare	0,891	29.3%	Lower expenses primarily due to vacancies.	3,170	17.3%	Lower expenses primarily due to vacancies.
OPEB Current Payment	(0,143)	-6.0%	Higher non-reimbursable expenses primarily due to timing against the mid-year forecast allocation.	(0,573)	-3.0%	Higher non-reimbursable expenses primarily due to timing against the mid-year forecast allocation.
Pensions	(0,035)	-1.5%	Higher non-reimbursable expenses primarily due to timing against the mid-year forecast allocation partially offset by vacancies.	1,082	6.7%	Higher non-reimbursable expenses primarily due to the timing against the mid-year forecast allocation as well as vacancies.
Other Fringe Benefits	0,551	31.6%	Lower expenses primarily due to timing against the mid-year forecast allocation as well as vacancies.	3,889	29.6%	Lower expenses primarily due to timing against the mid-year forecast allocation as well as vacancies.
Electric Power	0,487	*	Lower electricity expenses primarily due to timing against the mid-year forecast allocation.	0,318	17.2%	Lower electricity expenses primarily due to timing against the mid-year forecast allocation.
Fuel	0,116	100.0%	Lower fuel expenses primarily due to timing against the monthly mid-year forecast allocation.	0,320	19.9%	Lower fuel expenses primarily due to timing against the monthly mid-year forecast allocation.
Insurance	(1,091)	*	Higher insurance expenses primarily due to timing against the monthly mid-year forecast allocation.	4,443	37.5%	Lower insurance expenses primarily due to timing against the monthly mid-year forecast allocation.
Maintenance and Other Operating Contracts	5,280	42.5%	Lower expenses are mainly due to the timing against the monthly mid-year forecast allocation for Major Maintenance & Painting (\$2,226 Mill), Refuse & Recycling (\$1,390 Mill), E-ZPass Equipment costs (\$0,666 Mill), and E-Z Pass Customer Service Center (\$0,545 Mill), partially offset by higher E-ZPass tag costs (\$0,242 Mill).	10,274	12.7%	Lower expenses are mainly due to the timing against the monthly mid-year forecast allocation for Refuse & Recycling (\$4,081 Mill), E-ZPass Equipment costs (\$2,020 Mill), Major Maintenance & Painting (\$1,539 Mill), and E-ZPass Customer Service Center (\$0,988 Mill), E-ZPass tag costs (\$0,447 Mill), and security & surveillance equipment (\$0,311 Mill).
Professional Service Contracts	1,342	49.7%	Lower expenses are primarily due to the timing against the monthly mid-year forecast allocation for bond issuance costs (\$0,950 Mill) and professional service contracts (\$0,158 Mill).	3,222	17.4%	Lower expenses primarily due to timing against the monthly mid-year forecast allocation for bond issuance costs (\$2,266 Mill), legal fees (\$0,184 Mill), and outside services (\$0,150 Mill).
Materials & Supplies	0,485	96.7%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly mid-year forecast allocation.	0,971	42.3%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly mid-year forecast allocation.
Other Business Expense	0,557	10.8%	Lower expenses primarily due to lower-than-forecasted credit card processing fees.	1,157	3.6%	Lower expenses primarily due to lower-than-forecasted credit card processing fees.
Depreciation	(1,565)	-9.5%	Higher depreciation expense primarily due to timing against the monthly mid-year forecast allocation.	(5,955)	-5.2%	Higher depreciation expense primarily due to timing against the monthly mid-year forecast allocation.
<b>Reimbursable</b>						
Capital and Other Reimbursements	(0,632)	-43.6%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.	1,543	15.1%	Higher capital reimbursements due to timing against the monthly mid-year forecast allocation.
Payroll	0,217	40.8%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.	(0,283)	-8.0%	Higher capital reimbursements due to timing against the monthly mid-year forecast allocation.
Overtime	0,149	*	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.	(0,189)	-38.7%	Higher capital reimbursements due to timing against the monthly mid-year forecast allocation.
Health and Welfare	0,051	40.2%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.	(0,072)	-8.4%	Higher capital reimbursements due to timing against the monthly mid-year forecast allocation.
Pensions	0,077	51.8%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.	0,019	2.1%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.
Other Fringe Benefits	0,030	45.8%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.	(0,016)	-3.8%	Higher capital reimbursements due to timing against the monthly mid-year forecast allocation.
Reimbursable Overhead	0,107	20.4%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.	(1,002)	-25.0%	Higher capital reimbursements due to timing against the monthly mid-year forecast allocation.

\*Variance exceeds 100%

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

Year to date ending July 2023

Month of July

**Comparison Current Year vs. Prior Year:**

	Prior Year		*Current Year		Percentage Change		Prior Year		*Current Year		Percentage Change	
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
	4.6	\$36.1	4.4	\$34.4	-3.6%	-4.7%	29.3	\$231.9	29.0	\$229.4	-0.9%	-1.1%
Bronx-Whitestone	0.8	2.1	0.8	2.1	-0.4%	-0.1%	4.6	12.7	4.5	12.5	-1.5%	-1.7%
Cross Bay	2.1	8.4	2.1	8.5	-0.5%	1.7%	14.2	55.4	14.6	57.5	2.6%	3.8%
Henry Hudson	1.8	12.8	1.8	13.0	1.6%	1.7%	12.5	87.6	12.9	90.3	3.3%	3.1%
Hugh L. Carey	0.8	2.3	0.8	2.3	-0.5%	-0.5%	4.6	12.4	4.6	12.2	-0.5%	-2.0%
Marine Parkway	2.6	19.2	2.6	19.3	-0.1%	0.3%	17.0	126.6	17.4	130.4	2.7%	3.0%
Queens Midtown	5.7	43.8	5.9	45.2	3.5%	3.3%	37.2	288.6	39.0	301.4	5.0%	4.4%
RFK	3.5	32.4	3.9	35.1	11.5%	8.4%	22.5	211.2	24.9	225.8	10.9%	6.9%
Throgs Neck	6.8	48.5	7.0	50.2	2.3%	3.6%	44.9	311.8	46.5	327.9	3.7%	5.2%
Verrazzano-Narrows												
<b>Total</b>	<b>28.7</b>	<b>\$205.6</b>	<b>29.3</b>	<b>\$210.2</b>	<b>2.1%</b>	<b>2.3%</b>	<b>186.7</b>	<b>\$1,338.3</b>	<b>193.5</b>	<b>\$1,387.4</b>	<b>3.7%</b>	<b>3.7%</b>
<b>Revenue Per Vehicle</b>		<b>\$7.160</b>		<b>\$7.171</b>		<b>0.1%</b>		<b>\$7.169</b>		<b>\$7.170</b>		<b>0.0%</b>

1) Toll increase implemented April 11, 2021

2) Numbers may not add due to rounding

**Comparison Actual vs. Mid-Year Forecast:**

	July Forecast		July Actual		Percentage Change		YTD Forecast		YTD Actual		Percentage Change	
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
	29.2	\$208.3	29.3	\$210.2	0.4%	0.9%	193.2	\$1,379.4	193.5	\$1,387.4	0.2%	0.6%
<b>Total All</b>		<b>\$7.135</b>		<b>\$7.171</b>		<b>0.5%</b>		<b>\$7.141</b>		<b>\$7.170</b>		<b>0.4%</b>

3) 2023 July traffic and revenue is 0.5M above and \$28.1M above July 2019, an increase of 1.6% and 15.5% respectively

4) 2023 July YTD traffic and revenue is 3.3M above and \$209.4M above July YTD 2019, an increase of 1.7% and 17.8% respectively

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

Facility	Revenue Collection Rate July 2023 <sup>1</sup>
Henry Hudson Bridge	94.8%
Hugh L. Carey Tunnel	95.2%
Queens Midtown Tunnel	96.8%
Marine Parkway Bridge	95.2%
Cross Bay Bridge	92.8%
Robert F. Kennedy Bridge	93.1%
Verrazzano-Narrows Bridge	92.6%
Bronx-Whitestone Bridge	93.2%
Throgs Neck Bridge	94.2%
<b>All Facilities</b>	<b>93.7%</b>

1. Represents total revenue collections from transactions in August 2021 through July 2022

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2023 MID-YEAR FORECAST**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
 July 2023

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	15	9	6	6 Managerial vacancies
Law <sup>(1)</sup>	12	6	6	2 Managerial and 4 Professional vacancies
Budget & Finance <sup>(2)</sup>	17	10	7	6 Managerial and 1 Professional vacancies
Administration <sup>(3)</sup>	34	25	9	5 Managerial and 4 Professional vacancies
EEO	1	-	1	1 Professional vacancy
<b>Total Administration</b>	<b>79</b>	<b>50</b>	<b>29</b>	
<b>Operations</b>				
ITS & Tolling	66	54	12	5 Managerial and 7 Professional vacancies
Central Business District Tolling Program	47	8	39	4 Managerial and 43 Professional vacancies
Operations (Non-Security)	54	37	17	24 Managerial vacancies partially offset by a 7 position overrun in Professional
<b>Total Operations</b>	<b>167</b>	<b>99</b>	<b>68</b>	
<b>Maintenance</b>				
Maintenance	205	176	29	6 Managerial, 4 Professional and 19 Maintainer vacancies
Operations - Maintainers	183	152	31	31 Maintainer vacancies
<b>Total Maintenance</b>	<b>388</b>	<b>328</b>	<b>60</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	123	103	20	4 Managerial and 16 Professional vacancies
Health & Safety	9	6	3	2 Managerial and 1 Professional vacancy
Law <sup>(1)</sup>	18	9	9	3 Managerial and 6 Professional vacancies
Planning & Budget Capital	8	6	2	1 Managerial and 1 Professional vacancy
<b>Total Engineering/Capital</b>	<b>158</b>	<b>124</b>	<b>34</b>	
<b>Public Safety</b>				
Operations (Security)	540	376	164	62 Managerial and 102 Operational vacancies
Internal Security - Operations	45	27	18	5 Managerial and 13 Professional vacancies
<b>Total Public Safety</b>	<b>585</b>	<b>403</b>	<b>182</b>	
<b>Total Positions</b>	<b>1,377</b>	<b>1,004</b>	<b>373</b>	
Non-Reimbursable	1,246	873	373	
Reimbursable	131	131	-	
<b>Total Full-Time</b>	<b>1,377</b>	<b>1,004</b>	<b>373</b>	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2023 MID-YEAR FORECAST**  
**TOTAL POSITIONS BY FUNCTION AND OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
 July 2023

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	30	11	19	5 vacancies in Administration, 6 in Executive, 6 in Budget & Finance, and 2 in Law
Professional, Technical, Clerical Operational Hours	49	39	10	4 vacancies in Administration, 4 in Law, 1 in Budget & Finance, and 1 vacancy in EEO
<b>Total Administration</b>	<b>79</b>	<b>50</b>	<b>29</b>	
<b>Operations</b>				
Managers/Supervisors	73	39	34	25 vacancies in Operations, 5 in ITS & Tolling, and 4 in CBDTP
Professional, Technical, Clerical Operational Hours <sup>(1)</sup>	94	60	34	7 vacancies in ITS & Tolling, 35 in CBDTP, partially offset by a 8 position overrun in in Operations
<b>Total Operations</b>	<b>167</b>	<b>99</b>	<b>68</b>	
<b>Maintenance</b>				
Managers/Supervisors	27	21	6	6 vacancies in Maintenance
Professional, Technical, Clerical Operational Hours <sup>(2)</sup>	11	7	4	4 vacancies in Maintenance
<b>Total Maintenance</b>	<b>350</b>	<b>300</b>	<b>50</b>	50 vacancies in Operations
<b>Total Maintenance</b>	<b>388</b>	<b>328</b>	<b>60</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	34	24	10	4 vacancies in Engineering, 3 in Law, 2 in Health & Safety and 1 vacancy in Capital Budget
Professional, Technical, Clerical Operational Hours	124	100	24	16 vacancies in Engineering, 6 in Law, 1 vacancy in Health & Safety, and 1 in Capital Budget
<b>Total Engineering/Capital</b>	<b>158</b>	<b>124</b>	<b>34</b>	
<b>Public Safety</b>				
Managers/Supervisors	179	112	67	62 vacancies in Operations and 5 in Internal Security
Professional, Technical, Clerical Operational Hours <sup>(3)</sup>	36	23	13	13 vacancies in Internal Security
<b>Total Public Safety</b>	<b>370</b>	<b>268</b>	<b>102</b>	102 BTO vacancies in Operations
<b>Total Public Safety</b>	<b>585</b>	<b>403</b>	<b>182</b>	
<b>Total Positions</b>				
Managers/Supervisors	343	207	136	
Professional, Technical, Clerical Operational Hours	314	229	85	
<b>Total Positions</b>	<b>1,377</b>	<b>1,004</b>	<b>373</b>	

(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.



# Bridges and Tunnels

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## Financial Report August 2023

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**MTA BRIDGES & TUNNELS**  
**STATEMENT OF NET POSITION**  
**As of August 31, 2023**  
(in thousands)

**ASSETS AND DEFERRED OUTFLOWS OF RESOURCES**

**CURRENT ASSETS:**

Cash-Unrestricted	10,498
Investments:	
Unrestricted	699,092
Restricted	2,563,575
Accrued interest receivable	-201,406
Accounts receivable	504,437
Accounts receivable-Other	24,274
Less allowance for uncollectible accounts	-424,092
Tolls due from other agencies	59,217
Loan receivable from MTA	10,102,750
Prepaid expenses	7,922
	13,346,268
Total current assets	13,346,268

**NONCURRENT ASSETS:**

Investments:	
Unrestricted	195,679
Restricted	-
Facilities, less acc.dep of \$2,501,244	7,784,871
Capital lease 2 Broadway net acc. dep.	55,071
Derivative Hedge Assets	3,446
	8,039,067
Total noncurrent assets	8,039,067

**TOTAL ASSETS:** 21,385,335

**DEFERRED OUTFLOWS OF RESOURCES:**

Deferred outflows of resources related to pension	65,648
Deferred outflow of resources related to other post-employment benefits	155,800
Deferred outflow of resources related to capital Lease	13,578
Accumulated decreases in fair value of derivative instruments	66,226
Defeasance costs	80,237
	381,489

**TOTAL DEFERRED OUTFLOWS OF RESOURCES:** 381,489

**TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES** 21,766,824

**MTA BRIDGES & TUNNELS**  
**STATEMENT OF NET POSITION**  
**As of August 31, 2023**  
(in thousands)

**LIABILITIES AND INFLOWS OF RESOURCES**

**CURRENT LIABILITIES:**

Current portion-long term debt	234,980
Interest Payable	271,851
Accounts Payable	122,457
Accrued Pension Payable	4,382
Payable to MTA-CAP	36,226
Due to MTA-Operating Expenses	6,032
Due to NYCTA-Operating Expenses	129
Accrued salaries	25,334
Accrued Vac & Sick Benefits	18,278
Current portion of estimated liability arising from injury	1,625
Due to New York City Transit Authority	98,449
Due to Metropolitan Transportation Authority	116,917
Unearned Toll Revenue	225,025
Tolls due to other agencies	100,490
E-ZPass Airport Toll Liability	4,548
	<hr/>
Total current liabilities	1,266,723

**NONCURRENT LIABILITIES:**

Long term debt	22,304,173
Post Employment Benefits Other than Pensions	908,111
Estimated liability arising from injury	48,659
Capital lease obligations	85,383
Other long-term liabilities	-
Derivative Hedge Liabilities	28,447
Due (to)/from MTA - change in fair value of derivative	41,225
Net Pension Liability	167,407
Security deposits-Contra	-
	<hr/>
Total noncurrent liabilities	23,583,406

**DEFERRED INFLOW OF RESOURCES**

Deferred Inflow of resources related to Pension	54,456
Deferred Inflow of resources related to other post-employment benefits	167,013
Deferred Inflow of resources related to Capital Lease	12,598

**TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES** 25,084,196

**NET POSITION** -3,317,372 \*

**TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET** 21,766,824

\*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**  
**JULY FINANCIAL PLAN - 2023 MID-YEAR FORECAST**  
**ACCURAL STATEMENT OF OPERATIONS by CATEGORY**  
**August 2023**  
(\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Mid-Year Forecast	Actual	Variance Percent	Mid-Year Forecast	Actual	Variance Percent	Mid-Year Forecast	Actual	Variance Percent
<b>Revenue</b>									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	224.356	224.703	0.347	0.000	0.000	0.000	224.356	224.703	0.347
Other Operating Revenue	1.759	1.914	0.155	0.000	0.000	0.000	1.759	1.914	0.155
Capital & Other Reimbursements	0.000	0.000	0.000	1.563	1.600	0.038	1.563	1.600	0.038
Investment Income	0.115	1.213	1.098	0.000	0.000	0.000	0.115	1.213	1.098
<b>Total Revenue</b>	<b>\$226.230</b>	<b>\$227.830</b>	<b>\$1.601</b>	<b>\$1.563</b>	<b>\$1.600</b>	<b>\$0.038</b>	<b>\$227.792</b>	<b>\$229.431</b>	<b>\$1.638</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	\$11.259	\$8.860	\$2.400	21.3	\$0.539	\$0.002	11.799	\$9.397	\$2.402
Overtime	2.133	2.578	(0.444)	(20.8)	\$0.153	0.106	2.286	2.624	(0.338)
Health and Welfare	2.294	2.998	(0.704)	(30.7)	\$0.129	0.129	2.423	3.127	(0.704)
OPEB Current Payment	2.391	2.534	(0.144)	(6.0)	0.000	0.000	2.391	2.534	(0.144)
Pensions	2.401	2.370	0.031	1.3	0.151	0.028	2.552	2.483	0.069
Other Fringe Benefits	1.536	1.142	0.394	25.7	0.068	0.062	1.604	1.204	0.400
Reimbursable Overhead	(0.523)	(0.702)	0.179	34.3	0.523	(0.179)	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$21.491</b>	<b>\$19.779</b>	<b>\$1.712</b>	<b>8.0</b>	<b>\$1.563</b>	<b>(\$0.038)</b>	<b>\$23.054</b>	<b>\$21.380</b>	<b>\$1.674</b>
<b>Non-Labor:</b>									
Electric Power	\$0.393	\$0.460	(\$0.067)	(17.0)	\$0.000	\$0.000	\$0.393	\$0.460	(\$0.067)
Fuel	0.116	0.132	(0.016)	(14.0)	0.000	0.000	0.116	0.132	(0.016)
Insurance	2.365	1.088	1.277	54.0	0.000	0.000	2.365	1.088	1.277
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	12.779	8.841	3.938	30.8	0.000	0.000	12.779	8.841	3.938
Professional Service Contracts	2.749	3.525	(0.777)	(28.3)	0.000	0.000	2.749	3.525	(0.777)
Materials & Supplies	0.507	0.167	0.340	67.1	0.000	0.000	0.507	0.167	0.340
Other Business Expenses	4.563	4.837	(0.273)	(6.0)	0.000	0.000	4.563	4.837	(0.273)
<b>Total Non-Labor Expenses</b>	<b>\$23.472</b>	<b>\$19.050</b>	<b>\$4.422</b>	<b>18.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$23.472</b>	<b>\$19.050</b>	<b>\$4.422</b>
<b>Other Expense Adjustments:</b>									
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$44.963</b>	<b>\$38.829</b>	<b>\$6.134</b>	<b>13.6</b>	<b>\$1.563</b>	<b>(\$0.038)</b>	<b>\$46.526</b>	<b>\$40.430</b>	<b>\$6.096</b>
Depreciation	\$16.510	\$18.076	(\$1.567)	(9.5)	\$0.000	\$0.000	16.510	\$18.076	(\$1.567)
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	0.291	0.000	0.291	100.0	0.000	0.000	0.291	0.000	0.291
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$61.763</b>	<b>\$56.906</b>	<b>\$4.858</b>	<b>7.9</b>	<b>\$1.563</b>	<b>(\$0.038)</b>	<b>\$63.326</b>	<b>\$58.506</b>	<b>\$4.820</b>
Less: Depreciation	\$16.510	\$18.076	(\$1.567)	(9.5)	\$0.000	\$0.000	\$16.510	\$18.076	(\$1.567)
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	0.291	0.000	0.291	100.0	0.000	0.000	0.291	0.000	0.291
<b>Total Expenses</b>	<b>\$44.963</b>	<b>\$38.829</b>	<b>\$6.134</b>	<b>13.6</b>	<b>\$1.563</b>	<b>(\$0.038)</b>	<b>\$46.526</b>	<b>\$40.430</b>	<b>\$6.096</b>
<b>Net Surplus/(Deficit)</b>	<b>\$181.267</b>	<b>\$189.001</b>	<b>\$7.734</b>	<b>4.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$181.267</b>	<b>\$189.001</b>	<b>\$7.734</b>

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

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2023 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**August 2023**  
(\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Mid-Year Forecast	Actual	Variance Percent	Mid-Year Forecast	Actual	Variance Percent	Mid-Year Forecast	Actual	Variance Percent
<b>Net Income/(Deficit)</b>		<b>\$181,267</b>			<b>\$189,001</b>			<b>\$7,734</b>	<b>4.3</b>
Less: Capitalized Assets Reserves		1,320			0,166			1,153	87.4
GASB Reserves		0,000			0,000			0,000	-
		0,000			0,000			0,000	-
<b>Adjusted Net Income/(Deficit)</b>		<b>\$179,947</b>			<b>\$188,835</b>			<b>\$8,888</b>	<b>4.9</b>
Less: Debt Service		56,348			56,228			0,120	0.2
Less: Contribution to the Capital Program		0,000			0,000			0,000	-
<b>Income Available for Distribution</b>		<b>\$123,599</b>			<b>\$132,607</b>			<b>\$9,007</b>	<b>7.3</b>
Distributable To:									
MTA - Investment Income		0,115			1,213			1,098	*
MTA - Distributable Income		65,307			69,281			3,973	6.1
NYCTR - Distributable Income		58,177			62,113			3,936	6.8
<b>Total Distributable Income</b>		<b>\$123,599</b>			<b>\$132,607</b>			<b>\$9,007</b>	<b>7.3</b>
<b>Support to Mass Transit:</b>									
Total Revenues		227,792			229,431			1,638	0.7
Less: Total Operating Expenses		<u>46,526</u>			<u>40,430</u>			<u>6,096</u>	13.1
<b>Net Operating Income/(Deficit)</b>		<b>\$181,267</b>			<b>\$189,001</b>			<b>\$7,734</b>	<b>4.3</b>
Deductions from Net Operating Income:									
Capitalized Assets Reserves		1,320			0,166			1,153	87.4
B&T Debt Service		0,000			0,000			0,000	-
Contribution to the Capital Program		31,514			30,787			0,727	2.3
GASB Reserves		0,000			0,000			0,000	-
		0,000			0,000			0,000	-
<b>Total Deductions From Operating Income</b>		<b>\$32,834</b>			<b>\$30,954</b>			<b>\$1,880</b>	<b>5.7</b>
<b>Total Support to Mass Transit</b>		<b>\$148,433</b>			<b>\$158,047</b>			<b>\$9,615</b>	<b>6.5</b>

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

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2023 MID-YEAR FORECAST**  
**ACCURAL STATEMENT OF OPERATIONS by CATEGORY**  
**August 2023 Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable		(Unfavorable)		Favorable		(Unfavorable)		Favorable		(Unfavorable)	
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	-\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	1,603.739	1,612.108	8.368	0.5	0.000	0.000	0.000	-	1,603.739	1,612.108	8.368	0.5
Other Operating Revenue	14.169	16.212	2.043	14.4	0.000	0.000	0.000	-	14.169	16.212	2.043	14.4
Capital & Other Reimbursements	0.000	0.000	0.000	-	11.766	13.347	1.581	13.4	11.766	13.347	1.581	13.4
Investment Income	3.644	7.238	3.594	98.6	0.000	0.000	0.000	-	3.644	7.238	3.594	98.6
<b>Total Revenue</b>	<b>\$1,621,552</b>	<b>\$1,635,558</b>	<b>\$14,006</b>	<b>0.9</b>	<b>\$11,766</b>	<b>\$13,347</b>	<b>\$1,581</b>	<b>13.4</b>	<b>\$1,633,318</b>	<b>\$1,648,905</b>	<b>\$15,587</b>	<b>1.0</b>
<b>Expenses</b>												
<b>Labor</b>												
Payroll	\$78,528	\$68,721	\$9,807	12.5	4.088	\$4,370	(\$0,282)	(6.9)	82,616	\$73,091	\$9,525	11.5
Overtime	17,838	18,504	(666)	(3.7)	0.642	0.724	(0,083)	(12.9)	18,480	19,228	(749)	(4.1)
Health and Welfare	20,592	18,127	2,466	12.0	0.977	1,048	(0,072)	(7.4)	21,569	19,175	2,394	11.1
OPEB Current Payment	21,258	21,975	(716)	(3.4)	0.000	0.000	0.000	-	21,258	21,975	(716)	(3.4)
Pensions	18,586	17,473	1,112	6.0	1,046	0.999	0.047	4.5	19,632	18,472	1,159	5.9
Other Fringe Benefits	14,684	10,400	4,284	29.2	0.492	0.502	(0,010)	(2.1)	15,175	10,902	4,273	28.2
Reimbursable Overhead	(4,522)	(5,703)	1,181	26.1	4,522	5,703	(1,181)	(26.1)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$166,964</b>	<b>\$149,497</b>	<b>\$17,467</b>	<b>10.5</b>	<b>\$11,766</b>	<b>\$13,347</b>	<b>(\$1,581)</b>	<b>(13.4)</b>	<b>\$178,730</b>	<b>\$162,844</b>	<b>\$15,886</b>	<b>8.9</b>
<b>Non-Labor</b>												
Electric Power	\$2,245	\$1,994	\$0,251	11.2	0.000	\$0.000	\$0.000	-	\$2,245	\$1,994	\$0,251	11.2
Fuel	1,723	1,419	0,303	17.6	0.000	0.000	0.000	-	1,723	1,419	0,303	17.6
Insurance	14,228	8,508	5,720	40.2	0.000	0.000	0.000	-	14,228	8,508	5,720	40.2
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	93,471	79,259	14,212	15.2	0.000	0.000	0.000	-	93,471	79,259	14,212	15.2
Professional Service Contracts	21,227	18,782	2,445	11.5	0.000	0.000	0.000	-	21,227	18,782	2,445	11.5
Materials & Supplies	2,802	1,491	1,311	46.8	0.000	0.000	0.000	-	2,802	1,491	1,311	46.8
Other Business Expenses	36,331	35,447	0,883	2.4	0.000	0.000	0.000	-	36,331	35,447	0,883	2.4
<b>Total Non-Labor Expenses</b>	<b>\$172,027</b>	<b>\$146,901</b>	<b>\$25,127</b>	<b>14.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$172,027</b>	<b>\$146,901</b>	<b>\$25,127</b>	<b>14.6</b>
<b>Other Expense Adjustments</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$338,991</b>	<b>\$296,397</b>	<b>\$42,594</b>	<b>12.6</b>	<b>\$11,766</b>	<b>\$13,347</b>	<b>(\$1,581)</b>	<b>(13.4)</b>	<b>\$350,757</b>	<b>\$309,744</b>	<b>\$41,013</b>	<b>11.7</b>
Depreciation	\$132,077	\$139,598	(\$7,522)	(5.7)	0.000	\$0.000	\$0.000	-	132,077	\$139,598	(\$7,522)	(5.7)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Net Adjustment	1,162	1,810	(648)	(55.8)	0.000	0.000	0.000	-	1,162	1,810	(648)	(55.8)
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$472,230</b>	<b>\$437,806</b>	<b>\$34,425</b>	<b>7.3</b>	<b>\$11,766</b>	<b>\$13,347</b>	<b>(\$1,581)</b>	<b>(13.4)</b>	<b>\$483,996</b>	<b>\$451,152</b>	<b>\$32,844</b>	<b>6.8</b>
Less: Depreciation	\$132,077	\$139,598	(\$7,522)	(5.7)	\$0.000	\$0.000	\$0.000	-	\$132,077	\$139,598	(\$7,522)	(5.7)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 87 Net Adjustment	1,162	1,810	(648)	(55.8)	0.000	0.000	0.000	-	1,162	1,810	(648)	(55.8)
<b>Total Expenses</b>	<b>\$338,991</b>	<b>\$296,397</b>	<b>\$42,594</b>	<b>12.6</b>	<b>\$11,766</b>	<b>\$13,347</b>	<b>(\$1,581)</b>	<b>(13.4)</b>	<b>\$350,757</b>	<b>\$309,744</b>	<b>\$41,013</b>	<b>11.7</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,282,561</b>	<b>\$1,339,160</b>	<b>\$56,600</b>	<b>4.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$1,282,561</b>	<b>\$1,339,160</b>	<b>\$56,600</b>	<b>4.4</b>

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

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2023 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**August 2023 Year-To-Date**  
(\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Mid-Year Forecast	Actual	Variance Percent	Mid-Year Forecast	Actual	Variance Percent	Mid-Year Forecast	Actual	Variance Percent
<b>Net Income/(Deficit)</b>		<b>\$1,282,561</b>		<b>\$1,339,160</b>		<b>\$56,600</b>		<b>\$56,600</b>	<b>4.4</b>
Less: Capitalized Assets Reserves GASB Reserves		8,863 0.000 0.000		3,994 0.000 0.000		\$4,868 0.000 0.000		\$4,868 0.000 0.000	54.9 - -
<b>Adjusted Net Income/(Deficit)</b>		<b>\$1,273,698</b>		<b>\$1,335,166</b>		<b>\$61,468</b>		<b>\$61,468</b>	<b>4.8</b>
Less: Debt Service Less: Contribution to the Capital Program		455,229 0.000		454,276 0.000		0,953 0.000		0,953 0.000	0.2 -
<b>Income Available for Distribution</b>		<b>\$818,469</b>		<b>\$880,890</b>		<b>\$62,421</b>		<b>\$62,421</b>	<b>7.6</b>
Distributable To:									
MTA - Investment Income		3,644		7,238		3,594		3,594	98.6
MTA - Distributable Income		437,440		465,814		28,375		28,375	6.5
NYCTR - Distributable Income		377,386		407,838		30,452		30,452	8.1
<b>Total Distributable Income</b>		<b>\$818,469</b>		<b>\$880,890</b>		<b>\$62,421</b>		<b>\$62,421</b>	<b>7.6</b>
<b>Support to Mass Transit:</b>									
Total Revenues		1,633,318		1,648,905		15,587		15,587	1.0
Less: Total Operating Expenses		<u>350,757</u>		<u>309,744</u>		<u>41,013</u>		<u>41,013</u>	11.7
<b>Net Operating Income/(Deficit)</b>		<b>\$1,282,561</b>		<b>\$1,339,160</b>		<b>\$56,600</b>		<b>\$56,600</b>	<b>4.4</b>
Deductions from Net Operating Income:									
Capitalized Assets Reserves		8,863 0.000		3,994 0.000		4,868 0.000		4,868 0.000	54.9 -
B&T Debt Service Contribution to the Capital Program GASB Reserves		246,144 0.000 0.000		247,670 0.000 0.000		(1,526) 0.000 0.000		(1,526) 0.000 0.000	(0.6) - -
<b>Total Deductions From Operating Income</b>		<b>\$255,007</b>		<b>\$251,664</b>		<b>\$3,342</b>		<b>\$3,342</b>	<b>1.3</b>
<b>Total Support to Mass Transit</b>		<b>\$1,027,554</b>		<b>\$1,087,496</b>		<b>\$59,942</b>		<b>\$59,942</b>	<b>5.8</b>

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

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2023 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Aug-23		Year-to-Date		Reason for Variance
	Favorable/ (Unfavorable) Variance		Favorable/ (Unfavorable) Variance		
	\$	%	\$	%	
<b>Nonreimbursable</b>					
Vehicle Toll Revenue	0.347	0.2%	8,368	0.5%	Higher than forecasted average toll revenue per vehicle.
Other Operating Revenue	0.155	8.8%	2,043	14.4%	Higher revenue primarily due to the timing of income from E-ZPass administrative fees.
Investment Income	1,098	*	3,594	98.6%	Higher than anticipated short-term investment returns on fund balances.
Payroll	2,400	21.3%	9,807	12.5%	Lower payroll expenses primarily due to vacancies.
Overtime	(0.444)	-20.8%	(0,866)	-3.7%	Higher overtime in part due to unfilled vacancies.
Health and Welfare	(0.704)	-30.7%	2,468	12.0%	Lower expenses primarily due to timing against the mid-year forecast allocation.
OPEB Current Payment	(0.144)	-6.0%	(0,716)	-3.4%	Higher non-reimbursable expenses primarily due to timing against the mid-year forecast allocation.
Pensions	0.031	1.3%	1,112	6.0%	Higher non-reimbursable expenses primarily due to the timing against the mid-year forecast allocation as well as vacancies.
Other Fringe Benefits	0.394	25.7%	4,284	29.2%	Lower expenses primarily due to timing against the mid-year forecast allocation as well as vacancies.
Electric Power	(0.067)	-17.0%	0,251	11.2%	Higher electricity expenses primarily due to timing against the mid-year forecast allocation.
Fuel	(0.016)	-14.0%	0,303	17.6%	Higher fuel expenses primarily due to timing against the monthly mid-year forecast allocation.
Insurance	1,277	54.0%	5,720	40.2%	Lower insurance expenses primarily due to timing against the monthly mid-year forecast allocation.
Maintenance and Other Operating Contracts	3,938	30.8%	14,212	15.2%	Lower expenses are mainly due to the timing against the monthly mid-year forecast allocation for Reuse & Recycling (\$1,375 Mill), Major Maintenance & Painting (\$0,569 Mill), E-ZPass Equipment costs (\$0,685 Mill), and Security/Surveillance Equipment (\$0,221 Mill), partially offset by higher E-ZPass Customer Service Center (\$0,260 Mill).
Professional Service Contracts	(0.777)	-28.3%	2,445	11.5%	Higher expenses are primarily due to the timing against the monthly mid-year forecast allocation for Bond Insurance costs (\$1,463 Mill), and partially offset by lower Engineer Services (\$0,231 Mill) and Outside Services (\$0,180 Mill).
Materials & Supplies	0.340	67.1%	1,311	48.8%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly mid-year forecast allocation.
Other Business Expense	(0.273)	-6.0%	0,883	2.4%	Higher expenses primarily due to timing against the monthly mid-year forecast and higher than forecasted debt collection costs.
Depreciation	(1,567)	-9.5%	(7,522)	-5.7%	Higher depreciation expense primarily due to timing against the monthly mid-year forecast allocation.
<b>Reimbursable</b>					
Capital and Other Reimbursements	0.038	2.4%	1,581	13.4%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.
Payroll	0.002	0.3%	(0,282)	-6.9%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.
Overtime	0.106	69.5%	(0,083)	-12.9%	Higher capital reimbursements due to timing against the monthly mid-year forecast allocation.
Health and Welfare	(0.000)	-0.2%	(0,072)	-7.4%	Higher capital reimbursements due to timing against the monthly mid-year forecast allocation.
Pensions	0.028	18.7%	0,047	4.5%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.
Other Fringe Benefits	0.006	8.4%	(0,010)	-2.1%	Higher capital reimbursements due to timing against the monthly mid-year forecast allocation.
Reimbursable Overhead	(0.179)	-34.3%	(1,181)	-26.1%	Higher capital reimbursements due to timing against the monthly mid-year forecast allocation.

\*Variance exceeds 100%

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

Year to date ending August 2023

Month of August

Comparison Current Year vs. Prior Year:

	*Current Year		Prior Year		*Current Year		Prior Year		Percentage Change	
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
	4.7	\$36.1	4.5	\$37.6	33.9	\$268.0	33.5	\$267.0	-1.3%	-0.4%
Bronx-Whitestone	0.7	2.0	0.7	2.1	5.4	14.7	5.3	14.6	-1.9%	-1.2%
Cross Bay	2.2	8.7	2.2	9.4	16.4	64.1	16.7	66.9	2.2%	4.4%
Henry Hudson	1.9	13.4	1.9	14.3	14.4	101.0	14.9	104.7	3.2%	3.6%
Hugh L. Carey	0.8	2.1	0.8	2.2	5.4	14.6	5.4	14.4	-0.5%	-1.0%
Marine Parkway	2.6	19.9	2.6	20.7	19.6	146.4	20.0	151.1	2.2%	3.2%
Queens Midtown	5.9	45.7	6.0	48.9	43.0	334.3	45.0	350.2	4.7%	4.8%
RFK	3.5	33.1	3.9	37.2	26.0	244.3	28.8	263.0	10.9%	7.6%
Throgs Neck	6.9	47.7	7.0	52.3	51.8	359.5	53.6	380.2	3.5%	5.8%
Verrazzano-Narrows										
<b>Total</b>	<b>29.2</b>	<b>\$208.8</b>	<b>29.7</b>	<b>\$224.7</b>	<b>215.9</b>	<b>\$1,547.0</b>	<b>223.2</b>	<b>\$1,612.1</b>	<b>3.4%</b>	<b>4.2%</b>
<b>Revenue Per Vehicle</b>		<b>\$7.151</b>		<b>\$7.575</b>		<b>\$7.167</b>		<b>\$7.222</b>		<b>0.8%</b>

1) Toll increase implemented August 06, 2023.

2) Numbers may not add due to rounding.

Comparison Actual vs. Mid-Year Forecast:

	August Actual		YTD Forecast		YTD Actual		Percentage Change			
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		
	30.1	\$224.4	29.7	\$224.7	223.3	\$1,603.7	223.2	\$1,612.1	0.0%	0.5%
<b>Total All</b>		<b>\$7.450</b>		<b>\$7.575</b>		<b>\$7.183</b>		<b>\$7.222</b>		<b>0.5%</b>
<b>Revenue Per Vehicle</b>										

3) 2023 August traffic and revenue is 0.2M above and \$30.6M above August 2019, an increase of 0.8% and 15.8% respectively.

4) 2023 August YTD traffic and revenue is 3.6M above and \$240.0M above August YTD 2019, an increase of 1.6% and 17.5% respectively.

5) Toll increase implemented April 11, 2021.



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

Facility	Revenue Collection Rate August 2023 <sup>1</sup>
Henry Hudson Bridge	94.6%
Hugh L. Carey Tunnel	95.2%
Queens Midtown Tunnel	96.8%
Marine Parkway Bridge	95.2%
Cross Bay Bridge	92.9%
Robert F. Kennedy Bridge	93.1%
Verrazzano-Narrows Bridge	92.6%
Bronx-Whitestone Bridge	93.1%
Throgs Neck Bridge	94.1%
<b>All Facilities</b>	<b>93.7%</b>

1. Represents total revenue collections from transactions September 2021 through August 2022

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2023 MID-YEAR FORECAST**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
**August 2023**

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	15	10	5	5 Managerial vacancies
Law <sup>(1)</sup>	12	6	6	2 Managerial and 4 Professional vacancies
Budget & Finance <sup>(2)</sup>	17	10	7	5 Managerial and 2 Professional vacancies
Administration <sup>(3)</sup>	34	25	9	5 Managerial and 4 Professional vacancies
EEO	1	-	1	1 Professional vacancy
<b>Total Administration</b>	<b>79</b>	<b>51</b>	<b>28</b>	
<b>Operations</b>				
ITS & Tolling	66	58	8	4 Managerial and 4 Professional vacancies
Central Business District Tolling Program	47	8	39	4 Managerial and 35 Professional vacancies
Operations (Non-Security)	54	34	20	24 Managerial vacancies partially offset by 4 position overrun in Professional
<b>Total Operations</b>	<b>167</b>	<b>100</b>	<b>67</b>	
<b>Maintenance</b>				
Maintenance	205	174	31	6 Managerial, 4 Professional and 21 Maintainer vacancies
Operations - Maintainers	183	155	28	28 Maintainer vacancies
<b>Total Maintenance</b>	<b>388</b>	<b>329</b>	<b>59</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	123	101	22	4 Managerial and 18 Professional vacancies
Health & Safety	9	6	3	2 Managerial and 1 Professional vacancy
Law <sup>(1)</sup>	18	9	9	3 Managerial and 6 Professional vacancies
Planning & Budget Capital	8	6	2	1 Managerial and 1 Professional vacancy
<b>Total Engineering/Capital</b>	<b>158</b>	<b>122</b>	<b>36</b>	
<b>Public Safety</b>				
Operations (Security)	540	375	165	62 Managerial and 103 Operational vacancies
Internal Security - Operations	45	27	18	5 Managerial and 13 Professional vacancies
<b>Total Public Safety</b>	<b>585</b>	<b>402</b>	<b>183</b>	
<b>Total Positions</b>	<b>1,377</b>	<b>1,004</b>	<b>373</b>	
Non-Reimbursable	1,246	873	373	
Reimbursable	131	131	-	
<b>Total Full-Time</b>	<b>1,377</b>	<b>1,004</b>	<b>373</b>	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2023 MID-YEAR FORECAST**  
**TOTAL POSITIONS BY FUNCTION AND OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
 August 2023

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	30	12	18	5 vacancies in Administration, 6 in Executive, 5 in Budget & Finance, and 2 in Law
Professional, Technical, Clerical Operational Hours	49	39	10	4 vacancies in Administration, 4 in Law, 2 in Budget, 1 vacancy in EEO, and 1 overrun in Executive
<b>Total Administration</b>	<b>79</b>	<b>51</b>	<b>28</b>	
<b>Operations</b>				
Managers/Supervisors	73	40	33	25 vacancies in Operations, 4 in ITS & Tolling, and 4 in CBDTP
Professional, Technical, Clerical Operational Hours	94	60	34	4 vacancies in ITS & Tolling, 35 in CBDTP, partially offset by a 5 position overrun in in Operations
<b>Total Operations</b>	<b>167</b>	<b>100</b>	<b>67</b>	
<b>Maintenance</b>				
Managers/Supervisors	27	23	4	4 vacancies in Maintenance
Professional, Technical, Clerical Operational Hours <sup>(1)</sup>	11	7	4	4 vacancies in Maintenance
<b>Total Maintenance</b>	<b>350</b>	<b>299</b>	<b>51</b>	51 vacancies in Operations
	<b>388</b>	<b>329</b>	<b>59</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	34	24	10	4 vacancies in Engineering, 3 in Law, 2 in Health & Safety and 1 vacancy in Capital Budget
Professional, Technical, Clerical Operational Hours	124	98	26	18 vacancies in Engineering, 6 in Law, 1 vacancy in Health & Safety, and 1 in Capital Budget
<b>Total Engineering/Capital</b>	<b>158</b>	<b>122</b>	<b>36</b>	
<b>Public Safety</b>				
Managers/Supervisors	179	112	67	62 vacancies in Operations and 5 in Internal Security
Professional, Technical, Clerical Operational Hours <sup>(2)</sup>	36	23	13	13 vacancies in Internal Security
<b>Total Public Safety</b>	<b>370</b>	<b>267</b>	<b>103</b>	103 BTO vacancies in Operations
	<b>585</b>	<b>402</b>	<b>183</b>	
<b>Total Positions</b>				
Managers/Supervisors	343	211	132	
Professional, Technical, Clerical Operational Hours	314	227	87	
	720	566	154	
<b>Total Positions</b>	<b>1,377</b>	<b>1,004</b>	<b>373</b>	

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

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



# Bridges and Tunnels

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## 2023 Mid-Year Forecast Monthly Allocation



**MTA BRIDGES AND TUNNELS**  
**July Financial Plan - 2023 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>NON-REIMBURSABLE</b>													
<b>Operating Revenue</b>													
Vehicle Toll Revenue	\$184,604	\$169,557	\$198,493	\$197,860	\$211,262	\$209,318	\$208,290	\$224,356	\$210,671	\$218,835	\$205,213	\$210,628	\$2,449,087
Other Operating Revenue	1,855	1,626	2,283	1,868	1,629	1,659	1,690	1,759	1,629	1,656	1,587	(0,106)	18,936
Capital and Other Reimbursements	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
Investment Income	0.943	1,005	0.603	0.652	0.107	0.109	0.111	0.115	0.107	0.109	0.104	(0,104)	1,240
<b>Total Revenue</b>	<b>\$187,202</b>	<b>\$172,188</b>	<b>\$201,378</b>	<b>\$200,380</b>	<b>\$212,998</b>	<b>\$211,085</b>	<b>\$210,091</b>	<b>\$226,230</b>	<b>\$212,407</b>	<b>\$220,601</b>	<b>\$206,903</b>	<b>\$207,799</b>	<b>\$2,469,263</b>
<b>Operating Expenses</b>													
<b>Non-Labor:</b>													
Payroll	\$8,935	\$7,969	\$8,592	\$9,119	\$10,972	\$10,414	\$11,267	\$11,259	\$11,230	\$11,372	\$11,247	\$8,349	\$120,725
Overtime	2,151	2,159	2,481	2,297	2,221	2,070	2,326	2,133	2,103	2,050	2,176	2,146	26,315
Health and Welfare	2,302	2,197	2,387	2,171	2,963	3,235	3,043	3,029	3,029	3,121	2,947	3,230	32,919
OP&E Current Payment	3,954	2,575	2,569	2,391	2,391	2,391	2,391	2,391	2,391	2,391	2,391	2,391	30,820
Pensions	2,261	2,261	2,279	2,198	2,379	2,404	2,403	2,401	2,418	2,418	2,381	2,381	28,397
Other Fringe Benefits	1,994	1,431	1,210	1,167	3,349	2,253	1,743	1,536	1,533	1,778	2,748	1,698	22,441
Reimbursable Overhead	(0,396)	(0,396)	(0,692)	(0,919)	(0,554)	(0,517)	(0,525)	(0,523)	(0,523)	(0,454)	(0,555)	(0,507)	(6,459)
<b>Total Labor Expenses</b>	<b>\$12,201</b>	<b>\$18,198</b>	<b>\$18,925</b>	<b>\$18,651</b>	<b>\$23,722</b>	<b>\$22,250</b>	<b>\$22,648</b>	<b>\$21,491</b>	<b>\$22,282</b>	<b>\$22,671</b>	<b>\$23,335</b>	<b>\$19,907</b>	<b>\$255,159</b>
<b>Non-Labor:</b>													
Electric Power	\$0,080	\$0,241	\$0,370	\$0,219	\$0,298	\$0,239	\$0,404	\$0,393	\$0,380	\$0,384	\$0,313	\$2,612	\$5,936
Traction Power	0.080	0.241	0.370	0.219	0.298	0.239	0.404	0.393	0.380	0.384	0.313	2,612	5,936
Non-Traction Power	0.000	0,286	0,422	0,134	0,389	0,260	0,116	0,116	0,116	0,389	0,389	1,380	3,986
Fuel													
Revenue Vehicle Fuel	0.000	0,286	0,422	0,134	0,389	0,260	0,116	0,116	0,116	0,389	0,389	1,380	3,986
Non-Revenue Fuel	1,037	1,037	1,038	1,038	3,167	4,546	0.000	2,365	0.000	1,566	2,365	0,613	18,773
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	6,212	6,385	13,909	8,828	12,661	20,268	12,429	12,779	21,177	11,735	12,333	26,674	165,389
Maintenance and Other Operating Contracts	1,195	4,970	2,290	1,215	2,534	3,573	2,701	2,749	3,866	2,710	2,737	15,201	45,740
Professional Service Contracts	0.080	0.176	0.460	0.064	0.507	0.507	0.502	0.507	0.518	0.504	0.506	0.943	5,273
Materials & Supplies	4,005	4,297	4,268	4,389	4,639	5,034	5,136	4,563	5,616	4,899	4,310	5,313	56,469
Other Business Expenses	\$12,610	\$17,394	\$22,756	\$15,886	\$24,195	\$34,427	\$21,288	\$23,472	\$31,672	\$22,186	\$22,954	\$52,735	\$301,576
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Other Expenses Adjustments:</b>													
Other	\$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>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation &amp; GASB Adjs.</b>	<b>\$33,811</b>	<b>\$35,589</b>	<b>\$41,582</b>	<b>\$34,517</b>	<b>\$47,916</b>	<b>\$56,677</b>	<b>\$43,936</b>	<b>\$44,963</b>	<b>\$53,954</b>	<b>\$44,857</b>	<b>\$46,289</b>	<b>\$72,642</b>	<b>\$556,734</b>
Add: Depreciation	\$16,510	\$16,510	\$16,510	\$16,510	\$16,510	\$16,510	\$16,510	\$16,510	\$16,510	\$16,510	\$16,510	\$20,886	\$202,491
Add: 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	29,229	29,229
Add: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(19,824)	(19,824)
Add: GASB 87 Lease Adjustment	0.000	0.000	0.000	0.000	0.291	0.291	0.291	0.291	0.291	0.291	0.291	0.291	2,324
Add: 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
<b>Total Expenses after Depreciation &amp; GASB Adjs.</b>	<b>\$50,321</b>	<b>\$52,099</b>	<b>\$58,091</b>	<b>\$51,027</b>	<b>\$64,717</b>	<b>\$73,477</b>	<b>\$60,736</b>	<b>\$61,763</b>	<b>\$70,755</b>	<b>\$61,857</b>	<b>\$65,089</b>	<b>\$103,223</b>	<b>\$770,954</b>
Less: Depreciation	(\$16,510)	(\$16,510)	(\$16,510)	(\$16,510)	(\$16,510)	(\$16,510)	(\$16,510)	(\$16,510)	(\$16,510)	(\$16,510)	(\$16,510)	(\$20,886)	(\$202,491)
Less: 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	(29,229)	(29,229)
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	19,824	19,824
Less: GASB 87 Lease Adjustment	0.000	0.000	0.000	0.000	(0,291)	(0,291)	(0,291)	(0,291)	(0,291)	(0,291)	(0,291)	(0,291)	(2,324)
<b>Total Expenses</b>	<b>\$33,811</b>	<b>\$35,589</b>	<b>\$41,582</b>	<b>\$34,517</b>	<b>\$47,916</b>	<b>\$56,677</b>	<b>\$43,936</b>	<b>\$44,963</b>	<b>\$53,954</b>	<b>\$44,857</b>	<b>\$46,289</b>	<b>\$72,642</b>	<b>\$556,734</b>
<b>Net Income/(Deficit)</b>	<b>\$153,391</b>	<b>\$136,599</b>	<b>\$169,796</b>	<b>\$165,863</b>	<b>\$165,081</b>	<b>\$154,408</b>	<b>\$166,155</b>	<b>\$181,267</b>	<b>\$158,452</b>	<b>\$175,744</b>	<b>\$160,614</b>	<b>\$135,157</b>	<b>\$1,912,529</b>

**MTA BRIDGES AND TUNNELS**  
**July Financial Plan - 2023 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>REIMBURSABLE</b>													
<b>Revenue</b>													
Vehicle 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	1.017	1.018	1.065	1.997	1.635	1.423	1.449	1.563	1.243	1.321	1.613	1.480	17.422
Investment Income	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>Total Revenue</b>	<b>\$1.017</b>	<b>\$1.018</b>	<b>\$1.665</b>	<b>\$1.997</b>	<b>\$1.635</b>	<b>\$1.423</b>	<b>\$1.449</b>	<b>\$1.563</b>	<b>\$1.243</b>	<b>\$1.321</b>	<b>\$1.613</b>	<b>\$1.480</b>	<b>\$17.422</b>
<b>Expenses</b>													
<b>Non-Labor:</b>													
Payroll	\$0.353	\$0.353	\$0.463	\$0.685	\$0.630	\$0.533	\$0.532	\$0.539	\$0.460	\$0.497	\$0.622	\$0.555	\$6.242
Overtime	0.049	0.049	0.266	(0.007)	0.050	0.032	0.050	0.153	0.034	0.051	0.039	0.059	0.824
Health and Welfare	0.084	0.084	0.112	0.164	0.150	0.127	0.126	0.129	0.114	0.118	0.148	0.132	1.489
OPEB Current Payment	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
Pensions	0.091	0.091	0.085	0.157	0.173	0.148	0.149	0.151	0.134	0.139	0.171	0.155	1.645
Other Fringe Benefits	0.043	0.044	0.047	0.079	0.079	0.066	0.066	0.068	0.060	0.062	0.078	0.072	0.763
Reimbursable Overhead	0.396	0.396	0.692	0.919	0.554	0.517	0.525	0.523	0.421	0.454	0.555	0.507	6.459
<b>Total Labor Expenses</b>	<b>\$1.017</b>	<b>\$1.018</b>	<b>\$1.665</b>	<b>\$1.997</b>	<b>\$1.635</b>	<b>\$1.423</b>	<b>\$1.449</b>	<b>\$1.563</b>	<b>\$1.243</b>	<b>\$1.321</b>	<b>\$1.613</b>	<b>\$1.480</b>	<b>\$17.422</b>
<b>Non-Labor:</b>													
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
Traction Power													
Non-Traction 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													
Revenue Vehicle Fuel													
Non-Revenue 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 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
Materials & 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
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Other Expenses Adjustments:</b>													
Other:	\$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>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$1.017</b>	<b>\$1.018</b>	<b>\$1.665</b>	<b>\$1.997</b>	<b>\$1.635</b>	<b>\$1.423</b>	<b>\$1.449</b>	<b>\$1.563</b>	<b>\$1.243</b>	<b>\$1.321</b>	<b>\$1.613</b>	<b>\$1.480</b>	<b>\$17.422</b>
Add: Depreciation	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
Add: 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	0.000	0.000
Add: GASB 68 Pension 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
Add: GASB 87 Lease 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
Add: 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
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$1.017</b>	<b>\$1.018</b>	<b>\$1.665</b>	<b>\$1.997</b>	<b>\$1.635</b>	<b>\$1.423</b>	<b>\$1.449</b>	<b>\$1.563</b>	<b>\$1.243</b>	<b>\$1.321</b>	<b>\$1.613</b>	<b>\$1.480</b>	<b>\$17.422</b>
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Less: GASB 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	0.000	0.000
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Less: GASB 87 Lease 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
<b>Total Expenses</b>	<b>\$1.017</b>	<b>\$1.018</b>	<b>\$1.665</b>	<b>\$1.997</b>	<b>\$1.635</b>	<b>\$1.423</b>	<b>\$1.449</b>	<b>\$1.563</b>	<b>\$1.243</b>	<b>\$1.321</b>	<b>\$1.613</b>	<b>\$1.480</b>	<b>\$17.422</b>
<b>Net Income/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA BRIDGES AND TUNNELS**  
**July Financial Plan - 2023 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>NON-REIMBURSABLE/REIMBURSABLE</b>													
<b>(Page 1 of 2)</b>													
<b>Revenue</b>													
Vehicle Toll Revenue	\$184,604	\$169,557	\$198,493	\$197,860	\$211,262	\$209,318	\$208,290	\$224,356	\$210,671	\$218,835	\$205,213	\$210,628	\$2,449,087
Other Operating Revenue	1,655	1,629	2,283	1,868	1,659	1,659	1,690	1,759	1,629	1,658	1,587	(0,106)	18,936
Capital and Other Reimbursements	1,017	1,018	1,665	1,423	1,635	1,449	1,563	1,423	1,243	1,321	1,613	1,480	17,422
Investment Income	0,943	1,005	0,603	0,652	0,107	0,109	0,111	0,115	0,107	0,109	0,104	(2,723)	1,240
<b>Total Revenue</b>	<b>\$188,220</b>	<b>\$173,206</b>	<b>\$203,043</b>	<b>\$202,377</b>	<b>\$214,633</b>	<b>\$212,408</b>	<b>\$211,539</b>	<b>\$221,792</b>	<b>\$213,650</b>	<b>\$221,923</b>	<b>\$208,516</b>	<b>\$209,279</b>	<b>\$2,486,685</b>
<b>Expenses</b>													
<b>Non-Labor:</b>													
Payroll	\$9,288	\$8,323	\$9,055	\$9,804	\$11,602	\$10,947	\$11,799	\$11,799	\$11,710	\$11,869	\$11,869	\$8,904	\$126,967
Overtime	2,200	2,208	2,747	2,290	2,271	2,102	2,376	2,286	2,137	2,101	2,215	2,207	27,139
Health and Welfare	2,386	2,281	2,499	2,335	3,113	3,362	3,169	3,423	3,143	3,291	3,095	3,362	34,408
OP&E Current Payment	3,954	2,575	2,569	2,391	2,391	2,391	2,391	2,391	2,391	2,391	2,391	2,391	30,820
Pensions	2,352	2,352	2,363	2,352	2,552	2,552	2,552	2,552	2,552	2,552	2,552	2,552	30,043
Other Fringe Benefits	2,038	1,475	1,257	1,246	3,428	2,320	1,809	1,604	1,593	1,840	2,826	1,770	23,204
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
<b>Total Labor Expenses</b>	<b>\$22,219</b>	<b>\$19,213</b>	<b>\$20,490</b>	<b>\$20,628</b>	<b>\$25,357</b>	<b>\$23,672</b>	<b>\$24,096</b>	<b>\$23,654</b>	<b>\$23,525</b>	<b>\$23,992</b>	<b>\$24,948</b>	<b>\$21,337</b>	<b>\$272,581</b>
<b>Non-Labor:</b>													
Electric Power	\$0,080	\$0,241	\$0,370	\$0,219	\$0,298	\$0,239	\$0,404	\$0,393	\$0,380	\$0,384	\$0,313	\$2,612	\$5,936
Traction 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
Non-Traction Power	0,080	0,241	0,370	0,219	0,298	0,239	0,404	0,393	0,380	0,384	0,313	2,612	5,936
Fuel	0,000	0,286	0,422	0,134	0,389	0,260	0,116	0,116	0,116	0,389	0,389	1,380	3,986
Revenue Vehicle 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
Non-Revenue Vehicle Fuel	0,000	0,286	0,422	0,134	0,389	0,260	0,116	0,116	0,116	0,389	0,389	1,380	3,986
Insurance	1,037	1,037	1,038	1,038	3,167	4,546	0,000	2,365	0,000	1,566	2,365	0,613	18,773
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	6,212	6,385	13,909	8,828	12,661	20,268	12,429	12,779	21,177	11,735	12,333	26,674	165,389
Professional Service Contracts	1,195	4,970	2,290	1,215	2,534	3,573	2,701	2,749	3,866	2,710	2,737	15,201	45,740
Materials & Supplies	0,080	0,176	0,460	0,064	0,507	0,507	0,502	0,507	0,518	0,504	0,506	0,943	5,273
Other Business Expenses	4,005	4,297	4,268	4,389	4,639	5,034	5,136	4,563	5,616	4,899	4,310	5,313	56,469
<b>Total Non-Labor Expenses</b>	<b>\$12,610</b>	<b>\$17,394</b>	<b>\$22,756</b>	<b>\$15,886</b>	<b>\$24,195</b>	<b>\$34,427</b>	<b>\$21,288</b>	<b>\$23,472</b>	<b>\$31,672</b>	<b>\$22,186</b>	<b>\$22,954</b>	<b>\$52,735</b>	<b>\$301,576</b>
<b>Other Expenses Adjustments:</b>													
Other	\$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>Total Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>
<b>Total Expenses before Depreciation &amp; GASB Adjts.</b>	<b>\$34,828</b>	<b>\$36,607</b>	<b>\$43,247</b>	<b>\$36,514</b>	<b>\$49,552</b>	<b>\$58,099</b>	<b>\$45,384</b>	<b>\$46,526</b>	<b>\$55,197</b>	<b>\$46,178</b>	<b>\$47,902</b>	<b>\$74,122</b>	<b>\$574,157</b>
Add: Depreciation	\$16,510	\$16,510	\$16,510	\$16,510	\$16,510	\$16,510	\$16,510	\$16,510	\$16,510	\$16,510	\$16,510	\$20,866	\$202,491
Add: GASB 68 Pension Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	(19,824)	(19,824)
Add: 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	29,229	29,229
Add: GASB 87 Lease Adjustment	0,000	0,000	0,000	0,000	0,291	0,291	0,291	0,291	0,291	0,291	0,291	0,291	3,324
Add: 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
<b>Total Expenses after Depreciation &amp; GASB Adjts.</b>	<b>\$51,338</b>	<b>\$53,116</b>	<b>\$59,756</b>	<b>\$53,024</b>	<b>\$66,352</b>	<b>\$74,899</b>	<b>\$62,184</b>	<b>\$63,326</b>	<b>\$71,997</b>	<b>\$62,979</b>	<b>\$64,702</b>	<b>\$104,703</b>	<b>\$786,377</b>
Less: Depreciation	(\$16,510)	(\$16,510)	(\$16,510)	(\$16,510)	(\$16,510)	(\$16,510)	(\$16,510)	(\$16,510)	(\$16,510)	(\$16,510)	(\$16,510)	(\$20,866)	(\$202,491)
Less: GASB 68 Pension Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	19,824	19,824
Less: 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	(29,229)	(29,229)
Less: GASB 87 Lease Adjustment	0,000	0,000	0,000	0,000	(0,291)	(0,291)	(0,291)	(0,291)	(0,291)	(0,291)	(0,291)	(0,291)	(3,324)
Less: 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
<b>Total Expenses</b>	<b>\$34,828</b>	<b>\$36,607</b>	<b>\$43,247</b>	<b>\$36,514</b>	<b>\$49,552</b>	<b>\$58,099</b>	<b>\$45,384</b>	<b>\$46,526</b>	<b>\$55,197</b>	<b>\$46,178</b>	<b>\$47,902</b>	<b>\$74,122</b>	<b>\$574,157</b>
<b>Net Income/(Deficit)</b>	<b>\$153,391</b>	<b>\$136,999</b>	<b>\$159,796</b>	<b>\$165,863</b>	<b>\$165,081</b>	<b>\$154,408</b>	<b>\$168,155</b>	<b>\$181,267</b>	<b>\$158,452</b>	<b>\$175,744</b>	<b>\$160,614</b>	<b>\$135,157</b>	<b>\$1,912,529</b>

**MTA BRIDGES AND TUNNELS**  
**July Financial Plan - 2023 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>NON-REIMBURSABLE/ REIMBURSABLE</b> (Page 2 of 2)													
<b>Net Income/(Deficit)</b>	\$153,391	\$136,699	\$159,796	\$165,863	\$165,081	\$154,408	\$166,155	\$181,267	\$158,452	\$175,744	\$160,614	\$135,157	\$1,912,529
Deductions from Income:													
Less: Capitalized Assets	\$0,071	\$0,368	\$0,855	\$0,061	\$1,984	\$4,007	\$0,197	\$1,320	\$1,091	\$0,147	\$0,360	\$13,140	\$23,600
Less: 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
Less: GASB Reserve	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>Adjusted Net Income/(Deficit)</b>	\$153,320	\$136,231	\$158,941	\$165,802	\$163,098	\$150,402	\$165,958	\$179,947	\$157,361	\$175,598	\$160,254	\$122,017	\$1,888,929
Less: Debt Service	\$61,014	\$64,177	\$57,223	\$51,651	\$52,122	\$56,348	\$56,348	\$56,348	\$57,589	\$57,589	\$54,146	\$67,545	\$692,099
Less: Contribution to 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
<b>Income Available for Distribution</b>	\$92,306	\$72,053	\$101,718	\$114,151	\$110,976	\$94,054	\$109,610	\$123,599	\$99,772	\$118,008	\$106,108	\$54,473	\$1,196,830
<b>Distributable To:</b>													
MTA - Investment Income	\$0,943	\$1,005	\$0,603	\$0,652	\$0,107	\$0,109	\$0,111	\$0,115	\$0,107	\$0,109	\$0,104	(\$2,723)	\$1,240
MTA - Distributable Income	50,065	40,193	54,342	59,682	58,997	50,538	56,315	65,307	53,398	62,515	56,424	31,877	641,653
NYCT - Distributable Income	41,298	30,855	46,774	53,818	51,872	43,408	51,185	58,177	46,267	55,385	49,580	25,319	553,936
<b>Total Distributable Income:</b>	\$92,306	\$72,053	\$101,718	\$114,151	\$110,976	\$94,054	\$109,610	\$123,599	\$99,772	\$118,008	\$106,108	\$54,473	\$1,196,830
<b>Cash Transfers:</b>													
MTA - Investment Income	\$0,000	\$3,718	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$3,718
MTA - Transfers	0,000	144,618	36,129	48,636	53,676	53,097	45,484	52,483	58,777	48,058	56,264	82,151	679,574
NYCT - Transfers	0,000	119,648	27,725	42,025	48,398	46,685	39,067	46,066	52,359	41,641	49,846	70,089	583,550
<b>Total Cash Transfers:</b>	\$0,000	\$267,984	\$63,854	\$90,662	\$102,074	\$99,782	\$84,551	\$98,550	\$111,136	\$99,699	\$106,110	\$152,241	\$1,266,841
<b>SUPPORT TO MASS TRANSIT:</b>													
Total Revenues	\$188,220	\$173,206	\$203,043	\$202,377	\$214,633	\$212,508	\$211,539	\$227,792	\$213,650	\$221,923	\$208,516	\$209,279	\$2,486,685
Less: Net Operating Expenses	34,828	36,607	43,247	36,514	49,552	58,099	45,384	46,526	55,197	46,178	47,902	74,122	574,157
<b>Net Operating Income:</b>	\$153,391	\$136,599	\$159,796	\$165,863	\$165,081	\$154,408	\$166,155	\$181,267	\$158,452	\$175,744	\$160,614	\$135,157	\$1,912,529
<b>Deductions from Operating Income:</b>													
B&T Debt Service	\$31,265	\$33,028	\$30,731	\$29,280	\$27,297	\$31,514	\$31,514	\$31,514	\$32,756	\$32,756	\$30,498	\$47,901	\$390,055
Contribution to 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	0,071	0,368	0,855	0,061	1,984	4,007	0,197	1,320	1,091	0,147	0,360	13,140	23,600
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 Reserve	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>Total Deductions from Operating Income</b>	\$31,336	\$33,396	\$31,586	\$29,341	\$29,281	\$35,521	\$31,712	\$32,834	\$33,847	\$32,903	\$30,858	\$61,040	\$413,655
<b>Total Support to Mass Transit:</b>	\$122,056	\$103,203	\$128,210	\$136,522	\$135,801	\$118,887	\$134,443	\$148,433	\$124,605	\$142,842	\$129,756	\$74,117	\$1,498,874



**MTA BRIDGES AND TUNNELS**  
**July Financial Plan - 2023 Mid-Year Forecast**  
**Traffic Volume (Utilization)**  
**(in millions)**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Traffic Volume</b>	25.741	23.942	27.918	27.416	29.608	29.336	29.192	30.116	28.738	29.000	27.666	25.150	333.823
<b>Toll Revenue</b>	\$ 184.604	\$ 169.557	\$ 198.493	\$ 197.860	\$ 211.262	\$ 209.318	\$ 208.290	\$ 224.356	\$ 210.671	\$ 218.835	\$ 205.213	\$ 210.628	\$2,449.087

**MTA BRIDGES AND TUNNELS**  
**July Financial Plan - 2023 Mid-Year Forecast**  
**Total Positions by Function and Department**

Department	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Executive	8	8	8	7	15	15	15	15	15	15	15	15
Law <sup>(1)</sup>	6	6	6	6	12	12	12	12	12	12	12	12
Budget & Finance <sup>(2)</sup>	9	9	9	9	17	17	17	17	17	17	17	17
Administration <sup>(3)</sup>	23	23	22	22	34	34	34	34	34	34	34	34
EEO	0	0	0	0	1	1	1	1	1	1	1	1
<b>Total Administration</b>	<b>46</b>	<b>46</b>	<b>45</b>	<b>44</b>	<b>79</b>	<b>79</b>	<b>79</b>	<b>79</b>	<b>79</b>	<b>79</b>	<b>79</b>	<b>79</b>
<b>Operations</b>												
ITS & Tolling	50	50	51	51	66	66	66	66	66	66	66	66
Central Business District Tolling Program	10	10	10	10	47	47	47	47	47	47	47	47
Operations (Non-Security)	38	37	37	37	54	54	54	54	54	54	54	54
<b>Total Operations</b>	<b>98</b>	<b>97</b>	<b>98</b>	<b>98</b>	<b>167</b>	<b>167</b>	<b>167</b>	<b>167</b>	<b>167</b>	<b>167</b>	<b>167</b>	<b>167</b>
<b>Maintenance</b>												
Maintenance	180	186	182	181	205	205	205	205	205	205	205	205
Operations - Maintainers	153	152	152	152	183	183	183	183	183	183	183	183
<b>Total Maintenance</b>	<b>333</b>	<b>338</b>	<b>334</b>	<b>333</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>
<b>Engineering/Capital</b>												
Engineering & Construction	106	106	105	104	123	123	123	123	123	123	123	123
Health & Safety	7	7	7	6	9	9	9	9	9	9	9	9
Law <sup>(1)</sup>	10	10	10	10	18	18	18	18	18	18	18	18
Planning & Budget Capital	6	6	6	6	8	8	8	8	8	8	8	8
<b>Total Engineering/Capital</b>	<b>129</b>	<b>129</b>	<b>128</b>	<b>126</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>
<b>Public Safety</b>												
Operations (Security)	402	397	391	391	540	540	540	540	540	540	540	540
Internal Security - Operations	28	28	28	29	45	45	45	45	45	45	45	45
<b>Total Public Safety</b>	<b>430</b>	<b>425</b>	<b>419</b>	<b>420</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>
<b>Total Positions</b>	<b>1,036</b>	<b>1,035</b>	<b>1,024</b>	<b>1,021</b>	<b>1,377</b>	<b>1,377</b>	<b>1,377</b>	<b>1,377</b>	<b>1,377</b>	<b>1,377</b>	<b>1,377</b>	<b>1,377</b>
Non-Reimbursable	905	904	893	890	1,246	1,246	1,246	1,246	1,246	1,246	1,246	1,246
Reimbursable	131	131	131	131	131	131	131	131	131	131	131	131
<b>Total Full-Time</b>	<b>1,036</b>	<b>1,035</b>	<b>1,024</b>	<b>1,021</b>	<b>1,377</b>	<b>1,377</b>	<b>1,377</b>	<b>1,377</b>	<b>1,377</b>	<b>1,377</b>	<b>1,377</b>	<b>1,377</b>
<b>Total Full-Time Equivalents</b>	-	-	-	-	-	-	-	-	-	-	-	-

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff

(3) Includes Human Resources and Administration staff.

**MTA BRIDGES AND TUNNELS**  
**July Financial Plan - 2023 Mid-Year Forecast**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	11	11	12	11	30	30	30	30	30	30	30	30
Professional, Technical, Clerical	35	35	33	33	49	49	49	49	49	49	49	49
Operational Hourlies												
<b>Total Administration</b>	<b>46</b>	<b>46</b>	<b>45</b>	<b>44</b>	<b>79</b>	<b>79</b>	<b>79</b>	<b>79</b>	<b>79</b>	<b>79</b>	<b>79</b>	<b>79</b>
<b>Operations</b>												
Managers/Supervisors	34	33	33	33	73	73	73	73	73	73	73	73
Professional, Technical, Clerical	64	64	65	65	94	94	94	94	94	94	94	94
Operational Hourlies <sup>(1)</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Operations</b>	<b>98</b>	<b>97</b>	<b>98</b>	<b>98</b>	<b>167</b>	<b>167</b>	<b>167</b>	<b>167</b>	<b>167</b>	<b>167</b>	<b>167</b>	<b>167</b>
<b>Maintenance</b>												
Managers/Supervisors	19	20	20	19	27	27	27	27	27	27	27	27
Professional, Technical, Clerical	9	9	9	10	11	11	11	11	11	11	11	11
Operational Hourlies <sup>(2)</sup>	305	309	305	304	350	350	350	350	350	350	350	350
<b>Total Maintenance</b>	<b>333</b>	<b>338</b>	<b>334</b>	<b>333</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	26	26	26	25	34	34	34	34	34	34	34	34
Professional, Technical, Clerical	103	103	102	101	124	124	124	124	124	124	124	124
Operational Hourlies	-	0	0	0	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>129</b>	<b>129</b>	<b>128</b>	<b>126</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>
<b>Public Safety</b>												
Managers/Supervisors	114	114	113	113	179	179	179	179	179	179	179	179
Professional, Technical, Clerical	24	24	25	26	36	36	36	36	36	36	36	36
Operational Hourlies <sup>(3)</sup>	292	287	281	281	370	370	370	370	370	370	370	370
<b>Total Public Safety</b>	<b>430</b>	<b>425</b>	<b>419</b>	<b>420</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>	<b>585</b>
<b>Total Positions</b>	<b>1,036</b>	<b>1,035</b>	<b>1,024</b>	<b>1,021</b>	<b>1,377</b>	<b>1,377</b>	<b>1,377</b>	<b>1,377</b>	<b>1,377</b>	<b>1,377</b>	<b>1,377</b>	<b>1,377</b>

(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.



# Bridges and Tunnels

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## Diversity Report Second Quarter 2023



# MTA Bridges and Tunnels

## **EEO Report – 2<sup>nd</sup> Quarter 2023**

September 18, 2023



# EEO 2nd Quarter Executive Summary

## □ EEO

As of **June 30, 2023**, MTA Bridges and Tunnels' workforce consisted of **875** employees of which **females** represented **19% (165)**, **minorities** represented **58% (507)**, **veterans** represented **2% (14)** and employees identifying as a **person with a disability** represented **2% (16)** of the total workforce.

In comparison with the 2<sup>nd</sup> Quarter 2022 (2Q22):

- B&T's 2<sup>nd</sup> Quarter workforce decreased by 38 employees.
- Female representation remained constant at 19% with a slight decrease of 6 female employees.
- Minority representation remained constant at 58% with a slight decrease of 20 minority employees.
- There was 0 employees hired who self-identified as a veteran and 2 employees separated that self-identified as a veteran.
- B&T handled\* a total of 6 EEO complaints; of which 2 were internal and 4 were external. In the 2<sup>nd</sup> Quarter 2022, B&T handled\* a total of 2 EEO complaints; of which 1 was internal and 1 were external.
- B&T did not receive any Title VI complaints or lawsuits.

\* Complaints handled include incoming 2023 cases and cases that carried over from prior years.



# Executive Summary Cont.

- **D&I in Motion – All Agency Employee Resource Groups Quarterly Highlights** - Employee Resource Groups (ERGs) are important pillars of the MTA and contribute to a culture of inclusion and belonging while making a positive impact on the MTA. Ultimately all initiatives and programs should serve and champion members, maximize available resources, align with the MTA strategic priorities as well as the ERG goals and objectives. **This quarter we focused on the MTA Strategic Priority Revive Talent and Culture with a particular focus on retention below are a few of the training and initiatives to support this priority.**
  
- **Latinos & Friends, Shadow Day Initiative - April –June 2023**  
Latino's & Friends launched a job shadowing initiative supported by their Executive Sponsors Lisette Camillo and Demetrius Crichlow. The initiative provided employees with a window into career options in the workplace, which is important for employee engagement, career advancement and retention. Latinos & Friends hosted this initiative in direct response to their members requests for engagement in promotional opportunities.
  
- **Employee Resource Group Leader Training - July 18, 2023**  
Employee Resource Groups are integral to the MTA and help foster a diverse and inclusive workplace aligned with our values and strategic priorities. The ERG Leadership Training centered on developing strong leaders. We covered leadership skills for being a responsive leader, alignment of the mission, vision and purpose of the respective ERGs with the MTA Strategic Priorities as well as tools to measure the success of each ERG.
  
- **Employee Resource Group All Member Meeting Workshop - August 3, 2023**  
We continued our Personal Best: New Year, New You theme for 2023 focused on Emotional Intelligence (E.I.). The workshop covered The Importance of Emotional Intelligence, and best practices for elevating E.I. All member meetings allow colleagues of the nine ERGs to network, collaborate, connect, and share which aids in creating inclusivity and increases employees sense of belonging.



# Executive Summary Cont.

## □ D&I in Motion – All Agency Employee Resource Groups Quarterly Highlights – Hispanic Heritage Month September 15 – October 15

**September 15 Como Yo** - Fun and exciting Free 4-week program for MTA colleagues to connect, learn, and practice conversational Spanish. Learning conversational Spanish allows employees to gain an appreciation for Spanish culture and allows them to better communicate with Spanish-speaking colleagues and customers.



**September 21 Cafecito Chat with Demetrius Crichlow (virtual)** - An invitation to have coffee and to welcome or get to know a person in the Hispanic community is referred to as a Cafecito chat. Latinos & Friends invites Demetrius Crichlow, SVP Subways- NYCT, to a Cafecito chat (an interview), to allow MTA employees to learn about his executive role, heritage and to obtain professional insight.

**September 28 Cafecito Chat with Hugo Pizarro (virtual)** - An invitation to have coffee and to welcome or get to know a person in the Hispanic community is referred to as a Cafecito chat. Latinos & Friends invites Hugo Pizarro, Chief People Officer to a Cafecito chat (an interview) to allow MTA employees to learn about his executive role, heritage and to obtain professional insight.

## **October 6 Discover your History by Latinos and Friends (virtual)** -

This workshop will allow employees to acquire the knowledge and tools to conduct family history research. The session will focus on descendants from the Caribbean, Central, South and North America.





# EEO 2nd Quarter Executive Summary Cont.

## □ EEO

B&T conducted a utilization analysis of females and minorities in its workforce. The utilization analysis consists of comparing B&T's **June 30, 2023**, workforce percentages for females and minorities to the estimated availability of the females and minorities available within the relevant labor market.

Based on the utilization analysis, B&T's 2023 workforce estimated availability targets are:

EEO4 Category	Minorities	Females	Black	Hispanic	Asian	Am Ind/Al Nat	NHOPI	2 Races
Officials & Administrators	37.7%	16.2%	17.8%	10.0%	5.8%	0.3%	0.0%	3.8%
Professionals	48.0%	30.5%	18.7%	16.9%	8.0%	0.0%	0.0%	4.4%
Technicians	32.8%	12.2%	17.3%	12.4%	1.3%	0.0%	0.0%	1.8%
Protective Services	43.1%	41.1%	15.2%	22.8%	2.5%	0.1%	0.1%	2.3%
Paraprofessionals	43.0%	71.6%	4.4%	6.4%	24.5%	0.1%	0.0%	7.4%
Administrative Support	24.3%	34.1%	8.9%	10.5%	3.9%	0.1%	0.0%	1.0%
Skilled Craft	62.7%	11.6%	24.7%	27.6%	8.1%	0.1%	0.0%	2.0%
Service Maintenance	72.4%	38.3%	23.6%	41.7%	5.8%	0.1%	0.0%	1.1%



# EEO 1st Quarter Executive Summary Cont.

Based on the B&T utilization analysis\*, the underrepresentation for females and minorities occurred in the following EEO categories:

## All Females:

- Professional - Whites
- Technicians – Blacks and Whites
- Protective Services – Hispanics, Asian and Whites
- Administrative Support – Hispanic and Whites
- Skilled Craft – Blacks, and Hispanics
- Service Maintenance – Blacks, and Whites

## Minority Males:

- Officials & Administrators – Hispanics
- Technicians – 2+ Races
- Skilled Craft – Blacks, Hispanics and Asians
- Service Maintenance – Hispanics

\*The utilization analysis compares the percentages of females and minorities employed in each job group to 80 percent of the females and minorities available within the relevant labor market.



## EEO 2nd Quarter Executive Summary Cont.

- When vacancies occur for EEO job categories, B&T's action strategy to address areas of underutilization will include:
  - Creating unique approaches to attract, promote and retain the specific job group/job title;
  - Forecasting future opportunities for underutilized job groups/titles, in communication with hiring manager, and raising awareness of need to make extra efforts to achieve representation of targeted groups in the candidate pools;
  - Identifying specific job groups/job titles within the underutilized category that present an opportunity for targeted recruitment;
  - Engaging with potential outreach sources relevant to the underutilized groups such as hosting career fairs to attract qualified candidates into the pipeline for non-traditional technical positions.



MTA B&T

# Workforce

as of June 30, 2023



# Definitions of EEO Job Categories

- ❑ **Officials & Administrators** - Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.
- ❑ **Professionals** - Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.
- ❑ **Technicians** - Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.
- ❑ **Protective Services** - Occupations in which workers are entrusted with public safety, security and protection from destructive forces.
- ❑ **Paraprofessionals** - Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.
- ❑ **Administrative Support** - Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.
- ❑ **Skilled Craft** - Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.
- ❑ **Service Maintenance** - Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.



# EEO 2nd Quarter Executive Summary Cont.

The table below is a snapshot of **B&T** workforce by race/ethnicity, gender and veterans as of **June 30, 2023**.

JOB CATEGORY	TOTAL		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN*		NHOP1**		2+ RACES		VETERANS		PWD***	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
<b>Officials &amp; Administrators</b>	<b>111</b>		62	56%	48	43%	31	28%	13	12%	11	10%	0	0%	0	0%	7	6%	2	2%	8	7%
F	38	34%	29	26%	9	8%	20	18%	4	4%	4	4%	0	0%	0	0%	1	1%	0	0%	5	5%
M	73	66%	34	31%	39	35%	12	11%	9	8%	7	6%	0	0%	0	0%	6	5%	2	2%	3	3%
<b>Professionals</b>	<b>81</b>		59	73%	22	27%	20	25%	21	26%	9	11%	0	0%	0	0%	9	11%	1	1%	2	2%
F	34	42%	27	33%	7	9%	13	16%	10	12%	2	2%	0	0%	0	0%	2	2%	0	0%	1	1%
M	47	58%	32	40%	15	19%	7	9%	11	14%	7	9%	0	0%	0	0%	7	9%	1	1%	1	1%
<b>Technicians</b>	<b>84</b>		41	49%	43	51%	12	14%	20	24%	5	6%	2	2%	0	0%	2	2%	1	1%	0	0%
F	14	17%	12	14%	2	2%	3	4%	5	6%	1	1%	1	1%	0	0%	2	2%	0	0%	0	0%
M	70	83%	29	35%	41	49%	9	11%	15	18%	4	5%	1	1%	0	0%	0	0%	1	1%	0	0%
<b>Protective Services</b>	<b>276</b>		184	67%	92	33%	88	32%	74	27%	8	3%	1	0%	0	0%	13	5%	4	1%	2	1%
F	53	19%	47	17%	6	2%	35	13%	8	3%	0	0%	1	0%	0	0%	3	1%	0	0%	2	1%
M	223	81%	137	50%	86	31%	53	19%	66	24%	8	3%	0	0%	0	0%	10	4%	4	1%	0	0%
<b>Paraprofessionals</b>	<b>5</b>		3	60%	2	40%	0	0%	0	0%	3	60%	0	0%	0	0%	0	0%	0	0%	1	20%
F	5	100%	3	60%	2	40%	0	0%	0	0%	3	60%	0	0%	0	0%	0	0%	0	0%	1	20%
M	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
<b>Administrative Support</b>	<b>12</b>		11	92%	1	8%	8	67%	1	8%	1	8%	0	0%	0	0%	1	8%	1	8%	0	0%
F	11	92%	11	92%	0	0%	8	67%	1	8%	1	8%	0	0%	0	0%	1	8%	1	8%	0	0%
M	1	8%	0	0%	1	8%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
<b>Skilled Craft</b>	<b>285</b>		127	45%	158	55%	55	19%	43	15%	10	4%	3	1%	0	0%	16	6%	5	2%	2	1%
F	4	1%	2	1%	2	1%	1	0%	1	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	281	99%	125	44%	156	55%	54	19%	42	15%	10	4%	3	1%	0	0%	16	6%	5	2%	2	1%
<b>Service Maintenance</b>	<b>21</b>		20	95%	1	5%	11	52%	7	33%	1	5%	0	0%	0	0%	1	5%	0	0%	1	5%
F	6	29%	6	29%	0	0%	1	5%	5	24%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	15	71%	14	67%	1	5%	10	48%	2	10%	1	5%	0	0%	0	0%	1	5%	0	0%	1	5%
<b>Total</b>	<b>875</b>		<b>507</b>	<b>58%</b>	<b>367</b>	<b>42%</b>	<b>225</b>	<b>26%</b>	<b>179</b>	<b>20%</b>	<b>48</b>	<b>5%</b>	<b>6</b>	<b>1%</b>	<b>0</b>	<b>0%</b>	<b>49</b>	<b>6%</b>	<b>14</b>	<b>2%</b>	<b>16</b>	<b>2%</b>



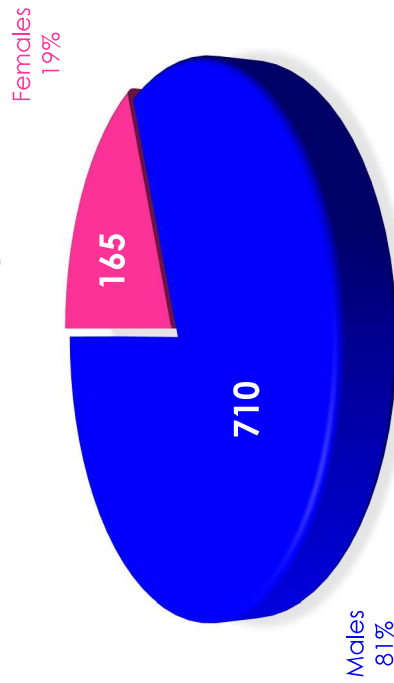
\* American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

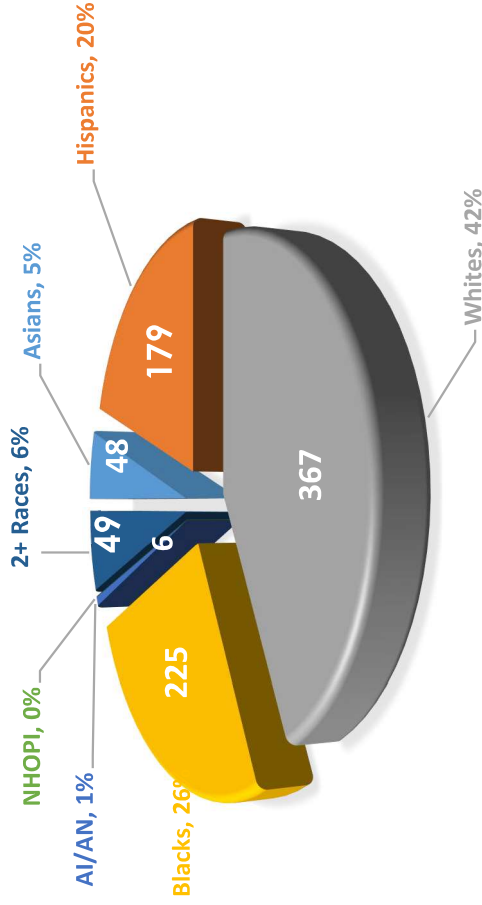
Note: All percentages have been rounded up to the nearest whole number.

# B&T Workforce as of June 30, 2023

## Workforce By Sex



## Workforce By Race/Ethnicity



MTA B&T employed **875** employees, **19%** of the workforce were **females, 58% minorities, veterans** comprised **2%** and **2%** self identified as a person with a **disability**.

- Female representation **remained constant** at **19%** with a slight decrease of 6 female employees.
- Minority representation **remained constant** at **58%** with a slight decrease of 20 minority employees.



# Bridges and Tunnel's Underutilization Analysis

**B&T** has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing **B&T's** June 30, 2023, workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

**\*The Whole-Person Rule was used to determine underutilization, where Actual % < Estimated Availability % by 1 whole person**

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN**		NHOPt***		2+ RACES		WHITES	
		Est	Actual	Est	Actual	Est	Actual	Est	Actual	Est	Actual	Est	Actual	Est	Actual
Officials & Administrators	F	7%	18%	1%	4%	2%	4%	0%	0%	0%	0%	0%	1%	6%	8%
	M	10%	11%	9%	8%	4%	6%	0%	0%	0%	0%	4%	5%		
Professionals	F	10%	16%	7%	12%	2%	2%	0%	0%	0%	0%	1%	2%	10%	9%
	M	9%	9%	10%	14%	6%	9%	0%	0%	0%	0%	3%	9%		
Technicians	F	6%	4%	2%	6%	0%	1%	0%	1%	0%	0%	0%	2%	4%	2%
	M	11%	11%	10%	18%	1%	5%	0%	1%	0%	0%	2%	0%		
Protective Services	F	9%	13%	11%	3%	1%	0%	0%	0%	0%	0%	1%	1%	19%	2%
	M	6%	19%	11%	24%	1%	3%	0%	0%	0%	0%	2%	4%		

\*\*American Indian/Alaskan Native

\*\*\*Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A EEO Requirements and Guidelines, white males have been excluded from the availability analysis.



Percentages highlighted in green indicates underutilization



# Bridges and Tunnel's Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN**		NH/PI***		2+ RACES		WHITES	
		Est	Actual	Est	Actual	Est	Actual	Est	Actual	Est	Actual	Est	Actual	Est	Actual
		Avail	%	Avail	%	Avail	%	Avail	%	Avail	%	Avail	%	Avail	%
Paraprofessionals	F	3%*	0%*	5%*	0%*	23%	60%	0%	0%	0%	0%	7%	0%	33%	40%
	M	1%*	0%*	1%*	0%*	1%*	0%*	0%	0%	0%	0%	0%	0%		
Administrative Support	F	8%	67%	9%	8%	3%	8%	0%	0%	0%	0%	1%	8%	13%	0%
	M	1%*	0%*	1%*	0%*	1%*	0%*	0%	0%	0%	0%	0%	0%		
Skilled Craft	F	3%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%
	M	22%	19%	20%	15%	8%	4%	0%	1%	0%	0%	2%	6%		
Service Maintenance	F	7%	5%	25%*	24%*	3%*	0%*	0%	0%	0%	0%	0%	0%	4%	0%
	M	17%	48%	17%	10%	3%	5%	0%	0%	0%	0%	1%	5%		

\*\*American Indian/Alaskan Native

\*\*\*Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A EEO Requirements and Guidelines, white males have been excluded from the availability analysis.



Percentages highlighted in green indicates underutilization

**MTA B&T**

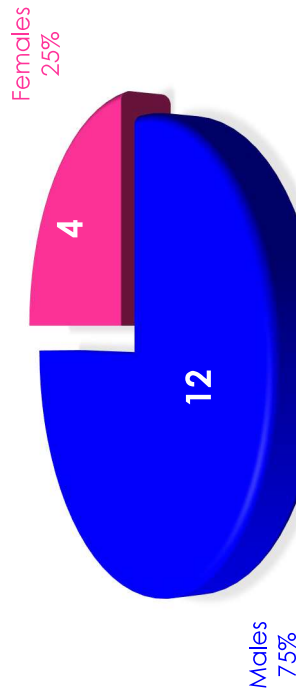
# **New Hires and Separation**

**January 1, 2023 – June 30, 2023**

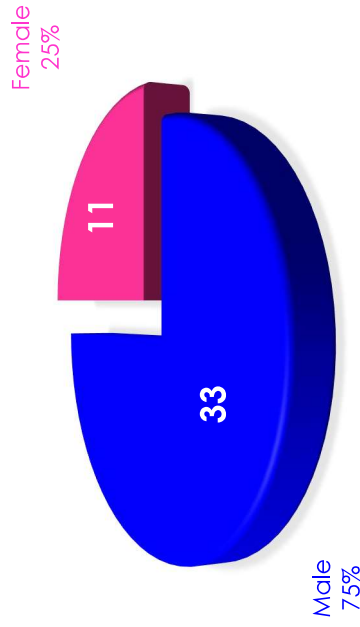


# MTA B&T New Hires and Separations by Sex

### New Hires By Sex



### Separations By Sex



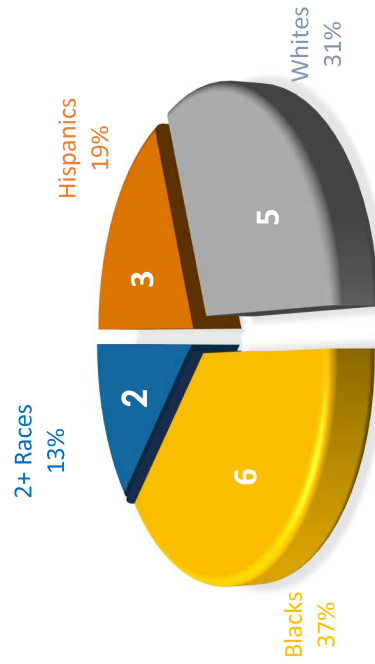
As of the 2<sup>nd</sup> Quarter 2023, B&T hired 16 employees, 4 females and 12 males. During this same time period, 44 employees separated from B&T, 11 females and 33 males.

- ❑ The net change for **female** employees was a **negative 7** employees.
- ❑ The net change for **male** employees was a **negative 21** employees.
- ❑ The net change for employees who self-identified as **veterans** is **negative 2**.

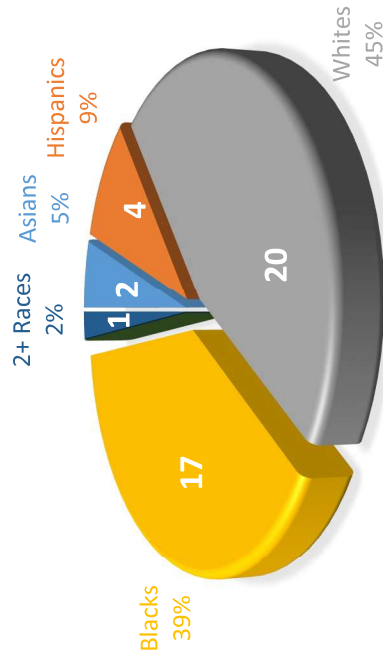


# MTA B&T New Hires and Separations by Race/Ethnicity

## New Hires By Race/Ethnicity



## Separations By Race/Ethnicity



During the 2<sup>nd</sup> Quarter 2023, B&T hired **16** employees, **11** minorities and **5** non-minorities. During this same time period **44** employees separated from B&T, **24** minorities and **20** non-minorities.

- The net change for **minority** employees during the 2<sup>nd</sup> Quarter 2023 was a **negative 13** employees.
- There were **0 veterans** hired and **2** veteran(s) separated during 2<sup>nd</sup> Quarter 2023.



Metropolitan Transportation Authority  
Department of Diversity and  
Civil Rights

MTA B&T Complaints and Lawsuits  
2<sup>nd</sup> Quarter 2023

September 18, 2023

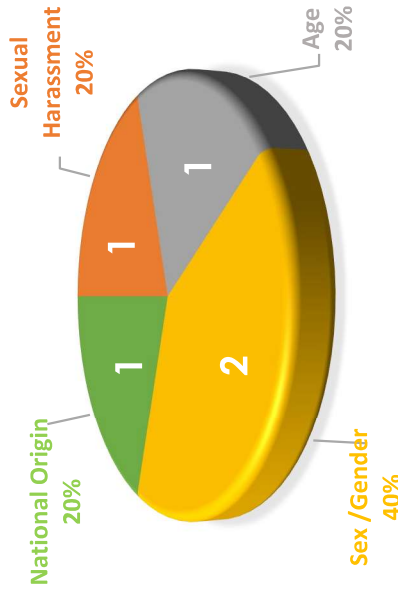


# MTA B&T EEO Internal/External Discrimination Complaints by Bases January 1, 2023, to June 30, 2023

## INTERNAL EEO COMPLAINTS BY BASES



## EXTERNAL EEO COMPLAINTS BASES



## LAWSUIT(S) BY BASES

There were **no** lawsuits filed alleging discrimination

- 2** EEO complaints filed internal citing **1** base(s)\*.
- 3** filed external complaint(s) citing **5** bases\*.
- 0** EEO lawsuit(s) filed.

Note: \*Formal complaints and lawsuits can be filed alleging multiple bases. Additionally, numerous incoming matters were also handled during this time period.



MTA B&T Internal/External  
Title VI and Related Discrimination Complaints by Bases  
January 1, 2023, to June 30, 2023

There were no Title VI and related discrimination complaints filed at B&T during this time period.

Note: \*Formal complaints can be filed alleging multiple bases.  
Note: \*\*Related Discrimination complaints are filed by customers based on age, disability, religion and sex.

